

TRACKROD MOTOR CLUB

February 2003

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

Editorial

Another bumper issue, thanks everyone. Keep them coming.

Graham Steggles Ed.

CHAIRMAN'S CHAT – FEBRUARY 2003

Fairly quiet month generally with two social occasions of merit. First was Wakefield M/C's pie n pea supper which attracted 68 participants including several Huddersfield and Trackrod members. This was organised to present the awards for the "inter club" competitions of which I hope we will see more in the future.

Our own Dinner Dance, a more formal affair, attracted 78 members and friends and was held at the new venue at Leeds United. After the somewhat unimpressive entrance way the function room was very good with excellent food (so far I have heard nobody complain, which must be a first!!) and a mercifully muted disco (still loud enough on the dance floor I am reliably informed!). If ever we can muster 750 guests the room next door can cope!! Well done to all those involved in the organisation.

The rally and competition season starts in earnest very soon – watch out for the dates in our "rolling calendar". For those of you who browse the web you may be interested in two forums (or should it be for a?) www.brcweb.co.uk only for all aspects of the British Rally Championship, and www.britishrally.co.uk which covers a much wider base of rallying including a major event calendar.

Elsewhere you will see brief details of the new radio communication system to be used for all rallies from 1 June – if you are a radio operator and/or have an existing "86" set you need to read this!!

Have fun, wherever, whatever.

Rod Parkin
Chairman

NEW RADIO FREQUENCY

The following is just a brief outline of the imminent changes to the long established "86AM" emergency frequency used for safety cover on rallies. ANYONE WHO HAS, OR WANTS TO HAVE, A RADIO FOR THIS PURPOSE NEEDS TO TAKE ACTION NOW.

86 AM (86.4375 MHz to be exact) will no longer be available after 31 May 2003. It is being replaced by 81FM (81.57500MHz) which will require new radio sets. The existing 86AM licences are being extended to 31 May at no extra cost.

Currently I have registered 5 "TRACK" licences (sets owned by Trackrod) and 12 "RANGER" licences owned by individuals. The full retail cost of new "81FM" sets is well over £300 but with bulk purchasing I expect them to be available for around £210 + VAT (i.e. £250). The MSA is making available some support from the Club Development Fund but has a financial limit. Your committee is of the opinion that the existing "club" sets are under utilised and will therefore not be replaced. Instead we are prepared to offer a small subsidy to those existing licence/set owners and to those who wish to purchase for the first time. Both the Trackrod and MSA offer applies only to new sets. Expect to pay £200 maximum (hopefully less). There may be some second hand equipment available if you shop around but make sure they fully comply with the technical specification – I have a copy.

The required technical specification of the new sets is fairly complex and will have the facility to "call" individual radios and to uniquely identify radios calling into "control". There will also be a 30 second cut-off to prevent existing problems with "trapped microphones".

Time is short and we do need these new sets to ensure the safety of events – so please let me know as soon as you can what you intend to do. Would those people with whom I have already had discussions please re-confirm their intentions, so I can see what assistance may be forthcoming from the MSA and get the best price from a supplier. Please email me if you can so I have a permanent record – rod.parkin@virgin.net

Rod Parkin

Scottish Correspondent
February 2003

Happy New Year to you all from the cold & wet North, hope you had a good holiday period.

To motorsport, the first event that I will be out on will be the Lookout, followed by:

Argyle stages 17th May 2003

On the West of Scotland, go past Glasgow, take a ferry and end up at Dunoon. Some excellent stages (45miles) & stunning scenery, Marshall's always wanted. I will be there doing radio with the kids, and John/Stephen will hopefully be invited back to do Spec control. Anyone interested in a nice weekend away? (It should be drier since this year the event is a month later!!) Log cabins available to rent.

Scottish Rally 9th – 10th June 2003

Stages on the Saturday and Sunday, again this year Rally HQ will be in Dumfries.

But this year a change for me. I have been asked to be Deputy CofC (Resources), so I will be involved a lot more looking after Equipment, Safety Cars, Staffing (Stages & service area) & training. So, who would like a job?? Please don't all step forward at one time! But on a serious note, if you have time available prior/ during the event then let me know and we can use you I am sure. However, there is still the option of running a stage. Simon Marston has volunteered (I think that is the correct word!) to run a stage. So I am sure he will need your help as well, and he will be chasing you all soon!

The caravan site is booked again, plus B&B is available in the area, so that over the weekend we can have a BBQ or 2 – with a few company products (Guinness etc.) being consumed, along with some good meat from Scotland! Accommodation can be found in the region, but book early since it is near HQ – Caroline Marston is organising this element, thanks again.

Please, please, please contact Simon or I if you can help, thank you in advance.

UK Rally Challenge 4 - Knockhill 17th August 2003

In 2001 we had two very good days at Knockhill, one sunny plus one wet & windy! So, who would like to come to Scotland, just North of Edinburgh, where you can get some excellent views of the area with entertaining motorsport as well?

Agenda – it will have to be different this year since the event is on the Sunday. So, arrive Friday evening or Saturday, then on the Saturday night we can have a BBQ – with a few company products (Guinness etc.) but not too many since it will be an early start on the Sunday. Sunday the event, then either go back to your home, or back to mine for a drink or two! Accommodation can be found in the area, please contact me if you are interested in coming along, all help will be appreciated. You could make the event as part of a holiday in Scotland!

Tour of Mull 10th – 12th October 2003

Each time I write similar words about Mull!!! Format will be similar to last year - Friday night, Saturday afternoon, Saturday night, all on closed roads. We have two cottages that are FULLY booked, accommodation is VERY difficult to find, so if you would like to visit the event book your room now! I know of one cottage that is close by and available to rent at the present.

Do not leave it to the last minute!

Kingdom Stages, Crail airfield Saturday 1st November 2003

Last year I was asked to be Safety Officer, not sure if this year I will be invited back! However, it is a good event with a similar format to the Lookout stages but with a lot better surface = mainly smooth tarmac! They usually get a very good entry, to compete against or watch. Any one interested let me know, or watch out in the mag in coming months for more details. Plenty of space for caravans there.

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

(eMail peter.stanhope@diageo.com)

Safe motoring.

Peter Stanhope

RALLY CAR FOR SALE

ESCORT RS200016V Mk7 (Gp A)FWD!

1) **BODYSHELL** – Mk7 Group A Gordon Spooner Ford Motor Sport Seam Welded & Gusseted Shell with Weld in multipoint cage X type diagonals & door bars. Fully Aero quipped. Dural Sump Guard, Latest FIA Plumbed in Fire System.

2) **ENGINE**. 2.0 16V Blueprinted & Gas flowed. 2 events since expensive re-build at Harvey Gibbs. Throttle Bodies, MBE 956 Programmable ECU & Loom Engine/Management, Lightweight flywheel & New AP Racing Hydraulic Paddle clutch. Gp A Engine/Gearbox Mounts.

3) **SUSPENSION**. Fresh Fully Adjustable 909/Bilstein 2 1/4 Coil Over Struts. Group A Top mounts, New Adjustable Magnesium Coilovers rose-jointed onto new beam.

4) **TRANSMISSION**. R&D Group A Dog Engagement Gearbox with turret and R&D internal rose jointed linkage. R&D plated LSD. Only 40 stage miles since rebuild/service.

5) **BRAKES**. Group A Bias pedal box, 290mm Escort Cosworth brakes can use 15-18inch rims. Min of 10 Wheels & Tyres included in package.

6) **OTHER**. Power Quick-Rack, Motordrive Kevlar Seats, Loads of Carbon including navigators foot well, Pop-out fuses, TRS Helmet net etc.

OPTIONAL COMPREHENSIVE SPARES PACKAGE INCLUDES – Drive Shafts with GpA CVs, Brakes, Hubs, Suspension, Belts, Engine Ancillaries, Trim plus many other essential items....

8 months Tax & MOTed. Ready to rally next weekend.

MUST BE SEEN!

Sensible enquiries leading to offers in the region of £9-10K are invited..

Thank you for your interest. Contact details...

Tel.07836 544037 Fax/Ans.01924 892311

Email. andrewapperley@hotmail.com

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

Peugeot 205 GTI

Safety Devices Roll Cage with diagonal and door bars
£200 like new. Rear supports go to wheel arch not
beam mount giving better angle. (New design style)
205 GTI Tank guard. Light use from new. £75

Tel Graham Steggles 01132 893 641

Seasons revue

Thought it was about time I put finger to keyboard again as we enter a new year and I'd run through what I'd been up to in the previous year.

Well 2002 started for me with the Wydean sitting beside Kevan Hall in his Red and White, we almost finished the event unscathed but managed to clip the last solid item on the event when Kevan managed to get the car sideways before the last chicane on the Race course and smashed the rear door lock on my side and we went across the finish ramp with my door flapping in the wind and us laughing our heads off.

Next up for me was the Sweet Lamb stages with a new driver for me, Duncan Goldsmith, in his ex-John Cross Fiesta. This was my first DNF of the year when first we had clutch problems on about SS4 and then breaking the steering rack when we tried to get out for the Trophy rally in the afternoon. Into March and it's off to Belgium to sit with David Williams in his newly acquired historic Mini Cooper S for the TAC Rally, this was retirement number two when the engine let go on SS4 so the rest of the day was spent watching and the night in the bar and what a night!

Back to Blighty and the Astra Clubmans with Rob Smith in his yellow 1600 Mk 2 this was Rob's first time in the woods in the driving seat and he set out to achieve a finish and get some mileage under his belt and this he got. Towards the end of March it was back with Kevan for the Somerset Stages and yet another retirement but Kevan's first when the engine let go on the first corner of the first stage, rest of the day was spent spectating and I got to see Andy Burtons 306 for the first time in action, every cloud and that!

Fast forward to June as nobody wanted me in April or May and I've lost my job but I've found another silver lining to that cloud when I'm asked to compete on the Midnight Sun to Red Sea rally with Tom Ryan of Middlesex County Auto Club in his Grp N Proton Compact this event was to cover over 5 thousand miles with 500 of them timed to the second on special stages as we drove from Sweden to Jordan and thank the lord we finished and I got more pots from this event than nearly all the other events I've done.

Next up and the diaries looking empty when I get the call to do the Mewla National in a Skoda Favorit with Dave Caruthers someone I'd never meet until the start of the recce and guess what another retirement when first we lost the sump guard followed by the gear linkage, we retired at Dixies on Epynt and did some more spectating.

Also in August it's back with Kevan for the Woodpecker, not a good event for me as for the first and only time in 2002 I chucked chunks in the rally car, something put down to a dodgy curry the night before, it was a nice

curry but I really shouldn't have eaten it and will probably never eat a curry before a rally again.

September and I'm with Duncan in his newly acquired Mk2 as he's moved the Fiesta on and we learn a few things about the car, a new diff is required but it has potential and we finish 5th in class and 35th overall and had a near miss when we almost rolled it over a gate post which would not have been a good idea.

A week after Sweet Lamb I receive an email from Dave Watson the owner of the yellow Stratos replica that always seems to be breaking down, can I help him he's doing an event that weekend and his co-drivers on holiday. So you see me at Avon Park squeezing into his yellow bathtub for the Wessex Rope and Packaging stages.

Dave gets only his second finish of the year and 3rd in class.

Drawing to the end of the year and it's Duncan again for the last BTRDA round the Cambrian a rally I hate just 'cause I can't call the Great Orme. To my delight, due to a hold up, we only have one slowwww run around the Great Orme then into the woods, the weather was awful and the screen mists over and we rip a hole in the floor under my feet but we get round and finish 6th in class but the engines not well.

Last event for me was a non-competitive outing as Course Car with Rob Smith holding the steering wheel at Longcross for the Carfax Stages, I was asked to drive and had been kindly offered the loan of a car by John Cross but bottled driving after my multiple spins in 2001 and am happy to be chauffeured around by Rob who had volunteered to help me.

As well as the co-driving I've acted as Deputy Clerk of the Course for the Brook Motorsport Stages at Longcross, Stage Commander on the Michelin Tempest Stages, Radio Op on the Network Q and marshalled on Muff and few other events up and down the country. So an action packed year in 2002 but what does 2003 hold? Well hopefully a fulltime job and a lot more rallying. First rally in the diary is another visit to Sweet Lamb with Duncan subject to the new engine being ready in time and then a run on the Robin Hood Stages with Kevan but as you can see from the above list I'll sit with anyone so if the phone rings expect to see me sat in a rally car at short notice.

Bryan Hull (Southern Correspondent)

TO THE RESCUE

In the last *Wheels* of 2002, 'Marshals Post' discussed rescue vehicles and the part they play in our sport; in case the piece whetted your appetite to get involved, I thought a little more information might not come amiss.

At the moment there are around 60 rescue units in the UK plus a dozen or so 'stage safety units', while to crew them there are some 400 members covering all grades of race and rally rescue plus trainees.

Somewhat I just know that the next sentence won't surprise you... the sport could do with more people on the rescue side. There are shortages in some areas of the country and things can get fraught on weekends with a multiplicity of events.

What background do you need? Well, marshalling experience obviously so that you're familiar with the environment you'll be working in – many people have marshalled for a couple of years or so before moving onto the rescue side. It helps to have some appreciation of engineering as well as a knowledge of first aid. But DON'T be put off – race units and many rally ones carry doctors or paramedics. So you don't have to be a brain surgeon but just have enough skills to be familiar with the medical equipment, so that you can help the medical personnel if needed. Most important is to be a clear thinker, a non-panicker and a

team player – if you consider what may be involved in extricating an injured driver from a crashed car, you will appreciate the importance of all three qualities. The rally brigade by the way all seem to have excellent cooking skills too and are able to magic full English breakfasts in the most unlikely places.

Training? Well, crew members tend to join specific units and each unit runs training sessions, while the MSA holds a regular series of training and assessment days – to keep their licences all crew members must go through regular assessments.

The actual rescue vehicles are owned by clubs or 'independents' who are responsible for buying not only the vehicle but also the kit, which can cost as much again! With that level of outlay, utilisation is the name of the game and some units may do 70 or more events a year, although the norm is probably between 20 and 40. Some stick to racing, others to rallies although some bridge the two and many will also cover a hill climb or sprint, or two. Incidentally, clothing is the same as for any marshal – stout boots, overalls etc – and is bought by individuals or met by the 'unit account'.

Organisers pay for units to attend MSA events but that money goes on fuel, servicing, buying kit etc; crew members are volunteers and all are covered for insurance under the MSA

policies. You don't have to be a member of a motor club to be covered although most crew members are (that's probably how they got involved in the first place.)

Age limit? There isn't one although to have a couple of years marshalling experience under your belt (or bustle) you've probably got to be 19 or 20, and in real terms it's unlikely that many crew members will be younger than the mid twenties.

To some extent, rescue units are the unsung heroes of motorsport because despite all their equipment and training, everyone then fervently hopes that the event will be accident free and their skills won't be needed. But – and what follows is not a cliché (what do you mean, that makes a change?) – the sport simply couldn't exist without them. They're important players with a great sense of camaraderie. Why not join them?

Stuart Turner



COD FILLET QUIZ

1. What size engine did the 1972 MG Midget Mk III use?
2. Which was Dennis Jenkinson's favourite trophy?
3. Who won the 1935 Ulster TT at Ards?
4. Which was the first 'Jaguar' engineered DAIMLER?

ANSWERS ON PAGE 14

Yearbook changes

Inevitably, there are some corrections and amendments to the *MSA Competitors' Yearbook 2003*. These are detailed in *MSA Club Bulletin 1/2003* which was sent to club secretaries at the beginning of February.

Training Days

This year's British Motor Sports Training Trust training day programme for marshals and volunteer officials got underway on the Isle of Man at the beginning of January.

The programme runs throughout the year at venues around the country and includes categories for rally, race, kart, speed, rescue, equipment, timekeeping, fire, medics, recovery, club officials, observers, first aid, rallycross and off-road.

The full programme is in the Winter 2002 issue of *Motorsports Now!* sent to motor sport licence holders. It can also be downloaded from www.msauk.org (go to Member Services, then Rally Marshals, then Marshals Training Days – Listings for 2003.)

2003 Licences

The redesigned Competition Licence application and renewal

form now has the Plain English Campaign's Crystal Mark. If you need a copy it can be downloaded from www.msauk.org (go to New Items & Forms) or telephone 01753 765000 and ask the MSA Reception operator to send you one. Our Licence Department works to a 15-working day turnaround target.

Licences are despatched by First Class post – for which Royal Mail says delivery will be made within three working days. Please don't call to check on progress until your licence is overdue.

Choose Express handling for a quicker turnaround time.

While our Licence Department Help Desk is pleased to assist you, 90 per cent of the queries it gets are answered in the Competition Licence Notes so please read these carefully before calling.

Club of the Year

The 2002 Alexander Forbes Motor Sports Association Club of the Year Award went to Scottish Rootes Enthusiasts Club. Second was Knutsford & District Motor Club, third Ross & District Motor Sports Club. Dragon Kart Club, Southern Rovers Owners Club and Torbay Motor Club were highly commended.

Classic 2003 Events

No doubt your busy motor sport season is already marked on this

year's calendar. But there's always room to squeeze in another event or two.

For something different, how about one of the International Motor Sports MSA Classic and Historic events? Classic events are open to cars more than 20 years old and include sporting tours of the UK and Europe. And for older vehicles, there is, of course, the London to Brighton Veteran Run.

To obtain a copy of the 2003 International Motor Sports MSA Classic & Historic event programme, telephone 01753 765100 or e-mail: classics@msaevents.co.uk

Regional Associations

Did you know there are 15 Regional Associations – geographical groupings of motor clubs? And did you know that many run championships for a range of motor sport disciplines? Taking part in a regional championship is an ideal step up from competing in your motor club's local events – and shouldn't involve too much travelling.

You can find the contact details for your regional association and the championship coordinators in *MSA Fixtures & Motor Sport Clubs 2003* which is sent to all competition licence holders. Alternatively, visit www.msauk.org (go to Member Services, then Regional Assocs.)



REVIEWS FROM



As in all forms of motorsport, in off road vehicle safety is always paramount. The standard of the vehicles that compete has over the last 10 years or so increased and is now as high as any other form of motorsport. The days of old battered 'rickers' and 'sheds' competing have long gone. The standard of scrutineering has also increased, once upon a time if your vehicle had 4 wheels it would pass. Today, better club scrutineers and the introduction of MSA Licensed scrutineers for some off road competitions have raised standards to a very high level. Off road has an excellent safety record and it is hoped that this record will continue.

Innovation in vehicle design has also increased greatly in recent years. Specialised suspension, rather than standard set ups is making the news. However growing use of 'long travel' shock absorbers/coil-overs, is currently causing a number of problems. The length of such 'shockers' means in many cases they can not be mounted in the 'standard' place, and increasingly rear shockers are being mounted to the roll cage rear stays causing in some cases the rear stay to fail. A new regulation (H36.5.2) insures such mountings are stronger, this requires an additional brace to be fitted. In addition front long travel shockers, often protrude through the bonnet, competitors are advised that this may contravene regulation E12.2.2. All scrutineers will be enforcing these changes at all future events. Any competitor unsure of the regulations should contact an MSA licensed scrutineer for advice, they are listed in the MSA Year (Blue) Book.

HOW TO PHOTOGRAPH CARS The Enthusiast's Guide to Techniques and Equipment. Baker, Haynes Publishing. £19.99. ISBN 1 85960 855 8.

For all those who marvel at the photos in C&SC, here is their snapper's 160-page guide to how it's done. Baker diligently explains the tricks of the trade to allow car fans and wannabe photographers to produce similar work; subject to some ability and decent kit. This well-written book is packed with straightforward info and is superbly presented, though using fewer shots more dramatically might have made it even more eye-catching.

THE VERY BEST OF RUSSEL BULGIN Russel Bulgin, Final Design. £15 + £4.95 p&p. (available on 01892 838928)

You can gauge the esteem in which Bulgin was held by the fact that his fellow writers collated this fabulous book. What's more, every penny goes to the Royal Marsden Hospital that cared for him towards the end. There can be no better tribute because Bulgin was a brilliant wordsmith, just as at home explaining why a Midas Bronze was a better car than a Honda CRX as asking design chiefs whether they would ever consider hiring someone who wore grey shoes. It's worth buying just for the Mansell interview. Or his thought-provoking Jackie Stewart

appraisal. Or his Senna-goes-rallying piece. The inclusion of e-mails to friends shortly before cancer claimed him in May could have been mawkish: instead it makes you appreciate his wit all the more. Essential for anyone who loves words as much as cars.

SUPER STOCK. Drag Racing the Family Sedan. Larry Davis, Car Tech. £29.95. ISBN 1 884089 53 4.

Win on Sunday: sell on Monday. A hoary old maxim that encapsulated the '60s Super Stock series, as the American family sedan went racing. And it was heady stuff.

Detroit's big three chucked money out the back door (or, in the case of Ford, the front) for the likes of 'Dandy' Dick Landy, 'Gas' Ronda and Al 'The Lawman' Eckstrand to tear up the blacktop. Davis was there, often taking on the big boys with his own low-buck efforts and this is as much a personal reminiscence as a history of the movement. Better known for his aviation chronicles, the author does a fine job of explaining the myriad classes and paints a picture of a sport making its first faltering steps from rebel backwater to mainstream motor sport.

The only real criticism is that editing is below par in places: grammatical errors are rife in the captions. But this shouldn't stop your enjoyment, and the inclusion of a glossary of period drag racing terminology is a nice touch. Magic.

MARSHALS POST

by the BMMC

There are a number of changes in Motor Racing's "bible" – the "Blue Book" or MSA Competitors' Yearbook, to give it its proper name – which are worth anyone who is going marshalling knowing about.

The first – and from our point of view, the most important change – is the addition of just 15 words to the first of the two paragraphs on Marshals in the section on officials and their duties.

In the past, this simply said: "An adequate number of competent marshals must be on duty throughout the event."

To that has been added: "Marshals should be allocated to locations and duties commensurate with their individual experience and training."

Of course, we can always argue about what "adequate"

and "competent" mean – at the end of the day the interpretation is in the hands of the Clerk of the Course and the Stewards. But, there is less argument about "individual experience and training." It would be difficult to support an argument that an inexperienced trainee should be the only incident marshal on a post or that someone who has never flagged before should be expected to do that duty unsupervised.

The sentence wasn't there before and it has been seen as an important enough issue for it to be added.

It may create some new headaches for Chief Marshals, Clerks and Stewards, but it is added protection for you. If you feel what you are being asked to do is not safe, you should always say "No". The addition of those 15 words means that if you haven't got the training or the experience to do the job you are being asked to do, you should point that out to the Chief

Marshall and ask to be given a different job.

It's also important for more experienced marshals to do what they can to prevent new marshals, in particular, from being put unintentionally into situations which are beyond them.

We are all responsible for each other and it is a responsibility we have to take seriously.

Last, but not least, now is the time of year to start building up our "competence" again and to learn new skills for the coming season. Training sessions are underway across the country and are an ideal way to shake off some of the cobwebs or to get a taste of what marshalling is all about. You'll be more than welcome.

QUIZ ANSWERS

1. 1275cc BMC A series
2. Gran Premio Nuvoletti (Fastest time Cremona-Mantova-Brescia 1955 Mille Miglia)
3. Freddie Dixon 1 1/2 Litre Riley
4. 2 1/2 litre V8 saloon 1962

The Welsh Endurance Rally

Announcing a rally with a difference

Amman and District Motor Club, in co-operation with the World Cup Rally Organisation, are organising a road-rally with a difference over the weekend of July 18th. Ever wanted to drive some of the icons of the Network-Q Rally of Great Britain, such as Sweet Lamb? Drive ALL of Eppynt? Take in some of the most challenging rally roads from the past, such as Esgair Dafydd of 'Rally-Sprint' fame? You can do all of this – blended with great-driving roads, starting and finishing in Cardiff. We are looking for 75 cars, with priority going to classes of one-litres, 1200cc and 1400cc, to compete for overall honours... and 1600cc for a separate challenge-trophy, similar to the World Cup format, and complying with the MSA road-rally regulations. (So, no modifications, at all, to engines, transmissions or brakes). No competition licences are required, but this is a back-to-basics, no trickery, revival of rallying as it used to be... drivers who like it tough and fully competitive won't be going home disappointed.

**Call the Rally Office for more information on
Tel: 01235 8512921, Fax: 01235 851292**

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

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

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Event Status

Clubman CM []

National "A" []

National "B" []

International []

ANCC Round

LARKSPEED Round

[]

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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.**

TMC AWARDS 2002

THE SERVICE CREW SHIELD
MALCOLM JAGGER

MARSHALLS TROPHY
PHILL ANDREWS

RALLY & SPEEDSHOP TROPHY (AUTOTEST)
ANDREW APPERLEY

NEWMAN CUP
WENDY PATRICK

D&W TAYLOR TROPHY (LADY COMPETITOR)
EMMA BAIN

FORSTER SHELL TROPHY
STEVE SANDERSON

LARKSPEED LEAGUE TROPHY
DRIVER: GRAHAM STEGGLES NAVI: EMMA BAIN

SPY 44 TROPHY
ANDREW APPERLEY

TRACKROD TROPHY
PHILL ANDREWS

SINGLE VENUE CHAMPIONSHIP
DRIVER: GRAHAM STEGGLES
NAVI: EMMA BAIN

MULTI VENUE CHAMPIONSHIP
DRIVER: MICHEAL MOORE
NAVI: ARTHUR HEATON

STAGE RALLY CHAMPIONSHIP
1ST O/A DRIVER: G STEGGLES NAVI: E BAIN
2ND O/A DRIVER: A APPERLEY NAVI: A HEATON
3RD O/A DRIVER: M MOORE NAVI: GRAHAM WRIDE

PERFECT 10 CHAMPIONSHIP
1ST O/A DRIVER: G STEGGLES NAVI: E BAIN
2ND O/A DRIVER: A APPERLEY NAVI: JIM PLEVEY
3RD O/A DRIVER: M MOORE NAVI: A HEATON

Secs Bit.

I'd thought I'd hide back here this month.

Those of you who turned up at the dinner dance seemed to enjoy themselves. Those who didn't turn up, you missed a very entertaining evening. Mal the magician magicked himself from a bad traffic jam on the A64 and astonished us all with up close and personal tricks that even before too much alcohol was consumed were seamless and nobody lost there fingers. The 8 of clubs will now hold value to a few members.

The Perfect 10 championship winners held onto their cash prizes and with £350 up for grabs between Driver and Navigator for 1st, 2nd and 3rd spots this has got to be worthwhile for competitors to attempt. Details elsewhere in the mag. Its worth bearing in mind that much larger championships have stopped awarding cash prizes and that's with major sponsorship! Just put your trophy points in and they will automatically be updated for TMC members. It'll cost a stamp and envelope if you can't make club night to hand them into Katy Lee.

The Lookout should be running on the 16th March so keep the calendar clear and dust off the machinery.

The ANCC awards presentation is on 7th February at Whitcliffe Mount Sports Centre, at 8.00pm for any one who wants to go along. Guest speakers include, Jonny Milner, James Thompson and Dave Mosey. Should be good.

G.Steggles.

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)

Trackrod Motor Club.
"Perfect 10"
Stage Rally Championship 2003

Yes folks it's back for 2003 the club sponsored rally series with awards as follows:

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

- £12 TMC Membership Fee = Free registration.
- Points must be claimed in accordance with the current TMC rules (based on ANCC principles). Remember the one month time limit for claims.
- Events are a mixture of Single Venue and Multi Venue.
- Trackrod Motor Club decals and/or sunstips to be used.
- Your six best results will count from the following events;

16 th February	Kall Kwik	N.Yorks
16 th March	Lookout Stages	Melbourne
29 th March	North Humberside	N.Yorks
21 st April	Twyford Stages	Twyford Wood
25 th May	Proflex	Leyland
21 st June	Dukeries	Clipstone
26 th July	Opposite Lock	Manby
7 th September	Wolds Rally	Swinderby
27 th September	Rally Yorkshire	N.Yorks
26 th October	Premier	Clipstone

(Events are subject to change)

Have fun and good luck, we'll see you at the
2004 Dinner Dance to collect your awards
and prize money!

Jim Plevey

Jim.Plevey@vigin .net

Tel: Mob 07779 582 588 Home: 01937 530 963

DATES & VENUES FOR CLUB MEETINGS 2003

February

**4th Gildersome Con Club
11th Admiral Hawke, Boston Spa
18th The Yeoman, Otley
25th Admiral Hawk, Boston Spa**

March

**4th Gildersome Con Club
11th Admiral Hawke, Boston Spa
18th The Yeoman, Otley
25th Admiral Hawk, Boston Spa**

Your 2003 Committee

<u>Chairman/Assoc. Rep</u>	<u>Treasurer</u>	<u>Secretary</u> <u>PR Officer/Web site/Editor</u>
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<u>Social/Merchandise</u>	<u>Competitions Secretary</u>	<u>Membership</u>
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<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
	Simon Marston 24 Pasture Close Sherburn in Elmet Leeds LS25 6LJ 01977680578 (h) 07789152580 (m)	