

**April 2003**

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

## CHAIRMAN'S CHAT – APRIL 2003

Response to replace the old 86 radios with the new 81FM sets has been very strong and at the final count 14 club members will have the new equipment very soon. Anyone who has their own old 86AM set may use it until the end of May – after that it cannot be used unless you obtain a personal licence. As I understand the position, these licences will be “difficult” to obtain and would in any case be restricted to a 3km radius from a permanent base. Not sure how much use these will be!

Anyone who has an existing Trackrod radio will they please return to Katy Lee (our equipment officer) so we may get some cash back for spares etc.

Rally of Wales has been cancelled as I am sure you all know by now – not a good start to the Pirelli British Rally Championship, but all bodes well for the remaining events. Sadly ROW did not have the financial backing to wait until the final moment for entries. Sadly, most competitors leave it until the very last minute to send their money in and it takes a strong nerve sometimes to “hang on in there”. Pleasingly I am confident that there will be no such problem with Rally Yorkshire and I know the championship will also be doing its best to attract more entries.

Certainly entries at BTRDA level seem very plentiful – I hear the Humber-side event is over subscribed for the first time and other events (Astra Stages – 205 applications to date!) do not seem to have a problem. I wait to see how the Pirelli International does!

By the time you read this we will have completed another round of our MSA Marshals Training evenings. If you have missed out, please let me know and we will try to arrange something. I understand there are now over four thousand “trained” marshals available and a list of them all (or just selected post-codes) is available from the MSA for registered clubs use exclusively for staffing MSA authorised events. This means the list cannot be used commercially or for advertising etc.

As always – bright ideas, comments to any committee member.

Rod Parkin

# Announcement

## *EMAMC Inter Club Motor Sports Quiz*

Dukeries Motor Club Ltd is pleased to invite all member clubs in the EMAMC to participate in the EMAMC [annual] Inter Club Motor Sports Quiz. This will be held on Thursday 8<sup>th</sup> May 2003 at the Mansfield Rugby Club, Eakring Road, Mansfield. The event will follow a format similar to previous enjoyable events hosted by Matlock MC and Eastwood MC. Clubs are invited to enter teams of 3 or 4 people with no limit on the number of teams from each club.

The Quiz will be based on 4 categories:

- Motor Sport in the East Midlands area.
- General Motor Sports knowledge
- Motor Sport 'history'. [Pre 1980]
- General Knowledge

'Signing on' will be at 8.00pm with the first question at 8.30pm. There will be short refuel stop during the event with results being declared around 10.15 followed immediately by the presentation of awards.

\*Free entry\*

\*Free buffet\*

Please publicise the event amongst your club members and let me know as soon as possible how many teams / people will be attending from your club so that we can make the appropriate arrangements for rooms, food etc.

Many thanks

Howard Wilcock

On behalf of Dukeries Motor Club Ltd.

Email [hwilcock@ntlworld.com](mailto:hwilcock@ntlworld.com)

Tel: 0115 9665176

Mansfield Rugby Club is at MR 120/ 572 611.

## The Lookout Stages

Car 21 Peugeot 205

Who said it wouldn't happen?

We decided not to sleep in the van on Saturday night, which turned out right as there was a severe ground frost. Setting off at 6.30am meant we would get there before the gates closed. The mist lifted for stage 1 and seeded at 21 meant we were going early on for a change. The organisers had made an attempt to fill in any large holes around the track which seemed to have worked on the whole. (Pun intended) Coming down the bumpy dusty straight to the grandstand I went for first into the chicane and hit a bump, trying to accelerate out of it I realised something was wrong as the engine was dead! I coasted off the track. Calmly, for me, I looked around the switches, main switch on, spots on, eh? spots on, why? Oh ignition switch off! I must have caught it whilst going for 1st gear and knocked it off whilst knocking the spots on. The engine fired up reluctantly and we were off again. Must have dropped 30 seconds but we got round that one.

The organisers switched to 1 minute intervals on the next stage due to dust impairing visibility. We were running about the 18th position in the field now and back to 30 second intervals. Stage 4 saw my gear linkage come from together at the cross member. Luckily? I was in 4th and so finished both laps in this gear! At service I (correction, Malcolm, service crew extraordinaire) found that the linkage had jumped off the ball and the 'R' clip was still in place in the socket. Not only this but it is very difficult to refit the socket with the other half of the linkage above it! Odd? but at Melbourne airfield odd things happen to vehicles. Any way with that fixed we were still in and only dropped some more time and slightly embarrassed with probably looking like a novice through the corners trying to slip the clutch out of 1st gear chicanes whilst stuck in 4th. We were back up to 21st position because of that. Stage 6 and the pug was handling like a floundering Whale in the shallows. It felt

like the back end and an inspection showed the rear shox well and truly had it allowing the rear tyres to compress into the arches and the calipers to touch the chassis rails! There was not much to do but go for a finish and we were back up to 17th. Stage 7 and we hit a large hole with a very big clang from the rear whilst chasing a subaru down a flat straight at the beginning of the stage. At the end there was a substantial bank and a 90 right. I left the brakes to the death but found the pedal to the floor! Woops! frantic pumping and lots of steering wheel wielding saw me make the bend and I realised the front brakes were still intact. I wound all the bias to the front and continued. At service I thought we had knocked the brake pipe off and fluid was adorning the rear rim. But on inspection I found the rear of the caliper missing completely! Well they say things come in 3's. 1 stage to go no rear brakes and fluid on the tyre! It was going to be steady. There were no dramas on this stage and speed was kept up through the stage which surprised me and we actually knocked 10 seconds off our previous time! It involved getting all the braking out of the way for the corners as I had lost my handbrake as well and driving it through as smooth as possible! Is this the answer to less horsepower, no brakes and an evilly handling car?

So, we finished 16th O/A, 5th in class and best mixed crew on an event that still remains rough and wrecks my car, but, you know, I had so much fun that it just has to be done again. Trackrod members had good results with Caroline Marston breaking her duck with Best Trackrod crew. The event runs smoothly even though the track gets rougher and there are many failures, not just with my car. The sun shone and the rallying is good here. All I can say is if you haven't tried Melbourne you could pick a worse single venue than this so get it in your 2004 calendar.

Graham and Emma

# **RALLY CAR FOR SALE**

## **ESCORT RS200016V Mk7 (Gp A)FWD!**

1) BODY SHELL – Mk7 Group A Gordon Spooner Ford Motor Sport Seam Welded & Gusseted Shell with Weld in multipoint cage X type diagonals & door bars. Fully Aero-rippled. 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.

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Drive Shafts with GpA CVs, Brakes, Hubs, Suspension, Belts, Engine Ancillaries, Trim plus many other essential items....

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## The Souvern Correspondent.

The Robin Hood Stages takes place in Clipstone and the surrounding forests that make up our National Forest the place of legends and men in tights and was to see Kevan Hall and I team up to tackle this event.

Kevan and Graham Wilson had spent a week prior to the rally at Finnish Rally School and were both very keen to put what they'd learnt in a frozen forest into practice in a sandy forest in the East Midlands but I think it's safe to say that a car moves around a lot more on Snow and Ice than it does on the stuff they call gravel around Mansfield.

If anyone has ever done an event in that area will know that the surface is very very sandy and cuts up very badly after only a few cars so after 120 Historic cars had come through in front of 60 or so modern cars the surface was a mess and like a wash board in many places.

We managed to break the front suspension on Kevan's Subaru but actually had not a bad event despite the poor surface and finished 19th and 16th in class (guess who was in the biggest class then!) a friend of mine who was spectating said Kevan was spectacular as he was chucking the car around like a man possessed something that resulted in a few spins and one momentary lack of concentration which lead to a straight into a box junction.

I enjoyed the event but I'm not sure if Kevan did due to the roughness of the stages and the damage it caused to the car and Kev' sorry for falling asleep on the way home but I need my beauty sleep.



Last weekend saw me team up with Steve Sproat, a match not made in heaven but through [www.rallycodriver.co.uk](http://www.rallycodriver.co.uk). This was Steve's first event for 20 years and he had acquired a class winning 1600 Mk2 to get back out on the stages.

The chosen event was the Kent Forestry, a rally I'd never done before but had only heard bad things about, all untrue. The stages were repeated many times but did not cut up anywhere near as bad as some other rallies based in the South and the paperwork and the organization were superb.

I have to confess that on the first stage I wondered what I had let myself in for as we sailed off the stage into the trees on the 4th corner but as the day progressed Steve got back into the swing of things and even started listening to me. (don't be silly. Us drivers just let you think we're listening! Ed.)

The car suffered a few teething problems mainly with the alternator that did not want to restart the car and we had to be push started off the line twice and I even had to push it a couple of times but Steve sorted it back in service and for the second half of the day we had no problems and it all started coming together.

We eventual finished the day in 28th and 6th in Class not a bad result after 20 years and taking into account the off, the stalls and the push starts that were required at the start of the day.

Bryan Hull

## AWARDS

### Award Car Driver / Navigator

- 1 st Overall 02 Phil Gallagher / Mick Gallagher
- 2 nd Overall 09 A Millard / M Huntington
- 3 rd Overall 14 Jan Barrett / Dave Hammond
- 1 st Class A 46 Craig Bellworthy / James Whitby
- 2 nd Class A 50 Paul Simpson / John R Pearson
- 3 rd Class A 60 Mark William Davidson / John Coates
- 1 st Class B 18 Ken Sturdy / Richard Wood
- 2 nd Class B 19 Paul McMullen / Jané Cowling
- 3 rd Class B 24 Phil Acomb / Mick Roberts
- 1 st Class C 08 Chris Leeming / Darren Spann
- 2 nd Class C 15 Andrew Apperley / Simon Taylor
- 3 rd Class C 44 Alan Forteath / Geoff Fletcher
- 1 st Class D \*\* NO CREW ELIGIBLE \*\*
- 2 nd Class D \*\* NO CREW ELIGIBLE \*\*
- 3 rd Class D \*\* NO CREW ELIGIBLE \*\*
- 1 st Class E 12 Greg Wilkinson / Isabell Wilkinson
- 2 nd Class E 10 James Sparrow / Phil Pickard
- 3 rd Class E 16 David Marshall / Robin Shuttleworth
- First Mixed Crew 21 Graham Steggles / Emma Bain
- First Lady Driver 29 Lorraine Leeming / Karen Fitzsimmons
- First Trackrod Crew 54 Caroline Marston / Graham Wride
- First Keighley Crew \*\* NO CREW ELIGIBLE \*\*
- First Two-wheeled Drive 41 Martin Kilburn / Tim Buckley
- First Novice 28 John French / Michael Rushton



# Wheels

## HAVE YOU PULLED?

**T**he Motorsport Safety Fund has a new video in production on rescue, covering how to cut people from crashed cars and work with medix while doing so. It was nearly wrapped up when someone gently pointed out that it didn't actually include anything on how to recover a crashed car once an incident has been dealt with.

I must confess I'd assumed there was nothing to it – you just tied a rope on and pulled. Well I spent a cold morning in a forest a few weeks ago watching an actual recovery being filmed and once I'd recovered from the hypothermia, I realised that there is actually a little more involved.

At many events there will be licensed Recovery Units on hand to do the work but whatever the conditions, certain basics seem to apply. First, and most important, appreciate that there can be risks, so take care. And have a fire extinguisher to hand.

Next make sure a vehicle is stabilised so that it can't injure you, and ensure that all electrics are off. Then check the area for obstructions; it won't make recovery any easier if there are tree roots or bits of broken bodywork in the way. Incidentally, any loose bodywork should be secured with a rope or removed – and

removed with as little damage as possible because it may be reusable.

A vital thing is to pay careful attention when attaching whatever you're going to pull with to the vehicle. Most brackets on production cars are fine for towing but won't cope with the forces involved in a recovery which could be greater than lifting the entire car.

So...identify a strong point on the suspension or axle, preferably one on each side so that the load is spread. If there are any team members around they may be able to advise on suitable points.

Ideally, you should then be attaching chains to each point, and then the winch cable. If you're using ropes or straps then make sure they are sound (this is one area where money for old rope is an unwise investment) and that there are no sharp edges for them to rub against.


Ready to winch? Not quite. Double check everything, car out of gear and handbrake off and then before winching, place a blanket or rope over the cable about half way along. This will dampen the cable if it breaks and stop the dreaded backlash. If you can't find a blanket or rope, perhaps use the Clerk of the Course's exquisitely tailored car coat.

One person should be in charge and should make certain everyone is kept well back – being further down a slope or into a ditch than a crashed car is not a happy place to be if a cable breaks. With everything in place, take up the tension on the cable and then winch away, stopping at intervals to check things.

Once it's recovered, drive or tow or load the car onto a truck and take it to the rendezvous point.

Simple? On paper and usually in practice too with an experienced recovery crew – a professional unit has a similar smoothness to an F1 pitcrew. But to repeat: there are risks so take care. And one last point – just as after any incident, have a debrief to consider how you could do things better or safer next time.

Stuart Turner



### COD FILLET QUIZ

1. In which F1 car did Tony Brookes compete in his last GP?
2. Name the works' Gordini F1 drivers for 1954?
3. For how many seasons did Nigel Mansell drive F1 for Lotus?
4. Which car was described by Design Magazine as 'The best looking product of BMC'?

**ANSWERS ON PAGE 14**

## **National award for marshals**

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With the help of Alexander Forbes Risk Management Services, the MSA will be presenting a Marshal of the Year award at its Night of Champions next January. Final details were still being worked out as *Wheels* went to press, but the winner will be chosen from submissions from the 15 Regional Associations, many of which already have their own marshals' awards.

## **Radio update**

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MSA Medical and Safety Radios – the position at 6 March:

- The licence for the new frequency has now been issued by the Radiocommunications Agency
- The frequency is 81.575 MHz FM and is exclusive to the MSA throughout the UK
- The licence is valid now and can be used for comparison testing prior to its sole use after 1st June 2003
- All current users have been contacted and invited to submit a list of call-signs to be authorised. These will then be returned with a unique ID for each call-sign and an authorisation for a radio engineer to

- programme the radios
- The engineer's certificate will be returned to the MSA who will then issue an authorisation for the sets to be used
- This data will then be used to verify any claims for grant aid from the Club Development Fund
- During April, the MSA should be in a position to evaluate the take up and the geographical spread of the new frequency radios

## **New post**

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The MSA has appointed Bruce Goddard to the new post of Business Development Director. Bruce will look at ways to increase participation in motor sport and develop value-added services to clubs, competitors and licence holders. He will identify new funding opportunities within the Government's agenda for sport – which includes social inclusion, minority groups and elite talent development. Bruce will implement key issues resulting from the new Motorsport Strategic Development Group.

Bruce has a wealth of experience from the financial industry and has worked as an independent consultant to many top companies within British motor sport. In the late 1980s and early 1990s, he also competed in historic racing.

## **A pair of scholars**

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Colin Hilton recently presented Vinit Patel and

Mark Temple, each aged 23, with MSA Scholarships. Vinit and Mark attained first-class engineering honours degrees, from Brunel and Cambridge universities respectively and are students on the postgraduate Motorsport Engineering and Management MSc course at Cranfield University.

Both spent time in the motor sport industries as part of their degree courses. Vinit assisted Manor Motorsport's Formula Renault squad in the 2002 Winter Series and spent his industrial placement with Visteon UK. He has restored a Mini 1275GT to compete in amateur rallying.

Mark spent his one-year industrial placement in the prototype department at Williams F1, and over the next two years enjoyed a 10-week spell in the R&D department at the transmission manufacturer Xtrac, and a 10-week stint at MacAlpine Helicopters researching conversions to the latest night vision goggle systems in police helicopters. Mark runs his own off-roader in the Short Course Off-Road Racing Club.

## **Presentations**

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The Motor Sports Council, the sporting commission of the MSA, held its first meeting of 2003 recently. Three separate presentations were made covering insurance and risk management, the Motor Sports Strategy Development Group and the Motor Sport Safety Fund.



REVIEWS FROM



The Specialist Off-Road Committee sat recently, among items for discussion was the formulation of new regulations for a new level of off-road trial. This new category will sit between Tyro Trial and Cross Country Trials aimed at road taxed vehicles. The new regulations will encourage owners of standard 'showroom' vehicles to move on from Tyro events without the worry of possible damage to the vehicle. With limitations on the severity of terrain in the new regulations it's envisaged that the age limit for drivers will be 16.

Both the British Off-Road (Comp Safari) Championship and the Hillrally Championship look set for an increase in numbers entering the championships this year. Goodyear is continuing its support for both championships, and following the successful use for the first time of a control tyre in 2002 the Goodyear MTR will once again be the 'control tyre' for the BORC. The Hillrally championship looks set to be extended to four events, with the introduction of a new Hillrally 'The English Hillrally' to the calendar of the three established events.

The Association of North Western Car Clubs is the latest Regional Association to run an Off-Road Championship with the introduction of an Off-Road Trials championship. It's hoped entries from 4x4 owners from the many car clubs in the ANWCC will enter the championship along with those from the 4x4 clubs. The ANCC's was the first Regional Association to run a 4x4 Championship back in 1997 with a Comp Safari championship.

## FORD AT DAGENHAM

**The Rise and Fall of Detroit in Europe.**

**David Burgess-Wise,  
Breedon Books Publishing.  
£14.99. ISBN 1 85983 268 7.**

This actually starts in Manchester, where Ford began assembling vehicles, and takes in an abortive site at Southampton, sold to Cunard, and the formation of the Slough Trading Estate – plus a tantalising hint of an alliance between Ford and Austin before the move to the famous piece of marshland in Essex. There's more than just cars here: be prepared to be amazed by the sheer breadth of applications of the immortal flathead V8, many in wartime duties for which Ford built 185,000 vehicles. It also made 30,000 of the 150,000 Merlins built during WW2, cheaper and faster than Rolls-Royce. The fascinating early history broadens out as we learn of Henry Ford's socialist way of going about things, and the book really only hits modern times – the '70s – in the last chapter, *Decline and fall*, preceded by a picture of workers squeezing the hips of a MKIV Cortina (actually captioned as a MKIII) to slim it for the Japanese market. The last car rolled out of Dagenham in 2002, and, as Burgess-Wise says, 'I'm glad I knew it in its glory days'. With excellent, all black and white pictures – DB-W knew where to find them; he was once Ford's

historian, with the ear of Walter Hayes – this book is a fitting tribute.

## CANNONBALL!

**World's Greatest Outlaw Road Race**

**Brock Yates, Motor Books International. \$24.95.  
ISBN 0 7603 1090 4**

This entertaining hardback reminds us that the original Cannonball wasn't all to do with maxing supercars. Or money. It was a protest against the imposition of a 55mph speed limit. Writing this book could so easily have been an exercise in self-glorification, but Yates provides a fitting social commentary early on and lets the participants explain their motives for taking part. He also does a commendable job of outlining why ultimately the event had to be canned. Hugely entertaining is the list of all the runners – some unlikely in the extreme – at the back. A cracking read.

## VINTAGE VERSE

**£8.50 including p&p.  
More details on 01544 231133.**

Drumhouse Limited has published a compilation of Harry Charnock's motoring verse, embellished by the artwork of another great VSCC character, Red Daniells. Topics range from Austin Ten to Warren Street car dealers and Silverstone handicaps in this entertaining anthology.

# MARSHALS POST

by the BMMC

Marshalling covers a multitude of different skills and jobs. If you are interested in motorsport and want to help, but standing by the side of a circuit doesn't appeal, there are plenty of other ways in which you can assist.

Marshals working in the Paddock, Assembly Area, Pits and Startline play an essential role in keeping meetings running and often get closer to the cars, teams and drivers than the incident teams out on circuit.

The Paddock is basically a large car park for competing cars, transporters and other authorised team vehicles.

It has to be well marshalled or the organisers will quickly find themselves running out of space and missing cars when practice sessions and races are due to start.

Most competitors use the

paddock to prepare, repair and refuel vehicles as only a few will have pit garages.

The Paddock will usually have an area for scrutineering – where cars are checked before racing, to ensure they are safe and comply with a range of technical regulations. The scrutineering bay may also be used for post-race checks, when it may become “Parc Fermé” – an area where teams are banned from touching their cars until released by scrutineers.

Paddock's may also incorporate the Assembly Area, where cars are collected before a practice session or race.

Paddock marshalling can be a demanding job, marshals are usually the first on duty – often well before competitors have signed on. They can be responsible communications with competitors and their teams. That might mean calling competitors to the assembly area using the Paddock public address system prior to a practice,

issuing official bulletins to teams and passing on requests for drivers and team members to attend meetings and briefings in Race Control, with the Clerk of the Course or the Stewards.

Paddock marshals often double as assembly area marshals as well, making sure all the cars are present for a practice session or a race, chasing up non-arrivals and keeping race control informed.

They may be asked to ensure cars are in grid order before they are released for a race and will probably have to check that competitors' vehicles have the appropriate stickers inside the cockpit to show they have been through scrutineering before releasing cars to the track.

## QUIZ ANSWERS

1. BRM P48 Climax 1961 (US GP Watkins Glen)
2. Behra, Pilette, Bayol and Simon
3. Five 1980 to 1984 inclusive
4. The 1958 A40 (Pinin Farina styled)



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## Performance when it matters



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# Lookout Stages Rally Final Results 1st 20 cars 16th March 2003

Pos Pos Car Stage 1 Stage 2 Stage 3 Stage 4 Stage 5 Stage 6 Stage 7 Stage 8 Total

OA CI No Class Chmp Flags Driver / Navigator Car min:ss mm:ss mm:ss mm:ss mm:ss mm:ss mm:ss hh:mm:ss

1	12	E	EM	Phil Gallagher/Mick Gallagher	MG Metro	GR4	07:57	07:43	07:42	07:26	07:22	07:10	06:50	06:51	00:59:01		
2	2	9	E	EM	A Millard/M Huntington	Mitsubishi Lancer	EVO	08:39	07:46	07:46	07:34	07:40	07:13	06:53	06:50	01:00:21	
3	3	14	E	TS	Ian Barrett/Dave Hammond	Subaru Impreza		08:42	08:04	07:46	07:37	07:32	07:23	07:00	06:58	01:01:02	
4	4	12	E	E	K M Greg Wilkinson/Isabell Wilkinson	Ford Escort	XR3i	08:56	08:18	07:48	07:42	07:45	07:36	07:00	06:51	01:01:56	
5	5	10	E	James Sparrow/Phil Pirkard	Ford Escort	Cosworth	08:40	08:24	07:54	07:45	07:43	07:33	07:05	07:02	01:02:06		
6	1	8	C	Chris Laeming/Darren Spynn	Ford Escort	Mk2	08:36	08:17	08:03	07:54	08:13	07:31	07:05	06:59	01:02:38		
7	6	16	E	TS	David Marshall/Robin Shuttleworth	Subaru Impreza	08:47	08:21	08:02	07:59	07:55	07:45	07:22	07:14	01:03:25		
8	1	18	B	Ken Sturdy/Richard Wood	Peugeot	106	GTI	08:52	08:36	08:12	08:08	08:00	07:55	07:28	07:16	01:04:27	
9	2	19	B	EM	M Paul McMullen/Jane Cowling	Proton Satira	09:16	08:24	08:11	07:59	08:09	07:52	07:28	07:08	01:04:27		
10	7	4	E	Nigel Hobson/Tim Hobson	Ford Escort	Cosworth	08:56	08:25	08:41	08:08	08:08	07:49	07:23	07:10	01:04:40		
11	2	15	C	TS	EM	T Andrew Apperley/Simon Taylor	Ford Escort	RS	09:05	08:20	08:08	08:04	08:16	07:54	07:29	07:36	01:04:52
12	3	44	C	Alan Forteah/Geoff Fletcher	Ford Escort		9:55	08:28	08:27	08:12	08:21	08:04	07:36	07:30	01:06:33		
13	3	24	B	Phil Acomb/Mick Roberts	Vauxhall Nova		09:13	08:40	08:38	08:20	08:23	08:14	07:41	07:38	01:06:47		
14	4	41	C	Marin Kilburn/Tim Buckley	Ford Escort		09:47	08:40	08:31	08:23	08:20	08:10	07:36	07:31	01:06:58		
15	4	34	B	Fred Davidson/Plug Puleyn	Peugeot	GTi	09:30	08:52	08:29	08:32	08:25	08:11	07:45	07:43	01:07:27		
16	5	21	C	TS	M T Graham Steegles/Emma Bain	Peugeot	205	GTi	09:21	08:36	08:28	09:04	08:15	08:04	07:57	07:47	01:07:32
17	8	28	E	John French/Michael Rushton	Ford Sierra		10:19	08:44	08:25	08:29	09:08	07:58	07:35	07:29	01:08:07		
18	6	52	C	Jonathan Pulley/Peter Williams	Ford Escort		09:39	08:47	08:35	08:46	08:29	08:20	08:00	07:58	01:08:34		
19	1	46	A	EM	Craig Bellworthy/James Whitty	Vauxhall Nova	09:35	08:58	08:46	08:39	08:41	08:27	08:01	07:58	01:09:05		
20	7	38	C	Christopher Rowson/Mark Saywor	Fiat Uno	Turbo	09:16	08:51	08:44	08:51	08:50	08:43	08:21	08:19	01:09:55		

## Rolling Calendar 2003

### April 2003

1 <sup>st</sup>	Marshal Training Evening for Licenses – Gildersome Con. Club
5 <sup>th</sup>	D'Isis Stages Rally - MIRA
6 <sup>th</sup>	FIA Brazilian Grand Prix
6 <sup>th</sup>	Ilkley Jubilee Rally & Run. See <a href="http://www.jubilee-rally.org">www.jubilee-rally.org</a>
9 <sup>th</sup> -13 <sup>th</sup>	Rally New Zealand - WRC
13 <sup>th</sup>	Harewood Hillclimb – Spring National Meeting
20 <sup>th</sup>	Twyford Wood Stages
20 <sup>th</sup>	FIA San Marino Grand Prix
20 <sup>th</sup> -21 <sup>st</sup>	BTCC – Mondello Park
25 <sup>th</sup> -27 <sup>th</sup>	Pirelli International Rally – PBRC
26 <sup>th</sup>	Somerset Stages - BTRDA
27 <sup>th</sup>	Wheelmeister Rally - ANCC

### May 2003

3 <sup>rd</sup> -5 <sup>th</sup>	BTCC – Brands Hatch (Indy Circuit)
4 <sup>th</sup>	FIA Spanish Grand Prix
7 <sup>th</sup> -11 <sup>th</sup>	Rally Argentina – WRC
10 <sup>th</sup>	John Overend Memorial Rally - Manby
10 <sup>th</sup> -11 <sup>th</sup>	Harewood Hillclimb – MSA British Championship Meeting
18 <sup>th</sup>	FIA Austrian Grand Prix
24 <sup>th</sup>	Proflex Stages – ANCC
24 <sup>th</sup>	Red Dragon Rally - BTRDA
25 <sup>th</sup>	Bloodhound Stages – Swinderby
25 <sup>th</sup> -26 <sup>th</sup>	BTCC - Thruxton

### June 2003

1 <sup>st</sup>	FIA Monaco Grand Prix
4 <sup>th</sup> -8 <sup>th</sup>	Acropolis Rally – WRC
7 <sup>th</sup> -8 <sup>th</sup>	BTCC - Silverstone
8 <sup>th</sup>	Harewood Hillclimb – Jim Thompson Trophy Meeting
14 <sup>th</sup>	Phoenix Stages – Fulbeck
13 <sup>th</sup> -15 <sup>th</sup>	RSAC Scottish Rally – PBRC
15 <sup>th</sup>	FIA Canadian Grand Prix
18 <sup>th</sup> -22 <sup>nd</sup>	Cyprus Rally - WRC
21 <sup>st</sup> -22 <sup>nd</sup>	Autospares Dukeries Rally – Notts – ANCC – BTRDA
21 <sup>st</sup> -22 <sup>nd</sup>	BTCC - Rockingham
29 <sup>th</sup>	Lightning Stages Rally – Binbrook – ANCC
29 <sup>th</sup>	FIA European Grand Prix - Nurburgring

### July 2003

5 <sup>th</sup> -6 <sup>th</sup>	Harewood Meeting – MSA British Championship Meeting
4 <sup>th</sup> -6 <sup>th</sup>	Jim Clark Memorial Rally
6 <sup>th</sup>	FIA French Grand Prix
12 <sup>th</sup> -13 <sup>th</sup>	BTCC – Croft Circuit
13 <sup>th</sup>	Armstrong Massey Rally – TBA
13 <sup>th</sup> July	Trackrod Motor Club BBQ Hillclimb – Harewood
20 <sup>th</sup>	FIA British Grand Prix
23 <sup>rd</sup> -27 <sup>th</sup>	Rallye Deutschland – WRC
26 <sup>th</sup>	Quinton Stages Rally - BTRDA
26 <sup>th</sup>	Opposite Lock Rally – Manby - ANCC



## August 2003

- 3<sup>rd</sup> Harewood Hillclimb – Montague Burton Trophy Meeting
- 3<sup>rd</sup> FIA German-Grand Prix
- 6<sup>th</sup>-10<sup>th</sup> Rally Finland – WRC
- 8<sup>th</sup>-9<sup>th</sup> BTCC - Snetterton
- 9<sup>th</sup>-10<sup>th</sup> St Wilfrid's Road Rally – Ripon MSC
- 23<sup>rd</sup> Harewood Hillclimb V.S.C.C. Meeting
- 24<sup>th</sup> Harewood Hillclimb – August Championship Meeting
- 24<sup>th</sup> FIA Hungarian Grand Prix
- 24<sup>th</sup>-25<sup>th</sup> BTCC – Brands Hatch (Indy Circuit)
- 30<sup>th</sup>-31<sup>st</sup> Rally of The Dams – Sheffield & Hallamshire MC
- 30<sup>th</sup> Woodpecker Rally - BTRDA

## September 2003

- 3<sup>rd</sup>-7<sup>th</sup> Rally Australia – WRC – Provisional!!
- 5<sup>th</sup>-6<sup>th</sup> Ulster International Rally – PBRC
- 5<sup>th</sup>-7<sup>th</sup> BTCC – Donington Park
- 7<sup>th</sup> Wolds Rally - Swinderby
- 13<sup>th</sup> Harewood Hillclimb – Greenwood Cup Meeting
- 14<sup>th</sup> Harewood Hillclimb – Championship Finals Meeting
- 14<sup>th</sup> Hamsterley Stages – ANCC
- 14<sup>th</sup> FIA Italian-Grand Prix
- 20<sup>th</sup> Plains Rally – BTRDA
- 20<sup>th</sup>-21<sup>st</sup> BTCC – Oulton Park
- 27<sup>th</sup>-28<sup>th</sup> Trackrod Rally Yorkshire – PBRC – Clubmans ANCC
- 28<sup>th</sup> FIA US-Grand Prix

## October 2003

- 1<sup>st</sup>-5<sup>th</sup> Rallye Sanremo - WRC
- 4<sup>th</sup>-5<sup>th</sup> Seven Dales Road Rally – De Lacy MC
- 5<sup>th</sup> Lindisfarne Rally – Otterburn Ranges
- 10<sup>th</sup>-12<sup>th</sup> Philips Tour Of Mull Rally – Isle Of Mull
- 11<sup>th</sup> Harold Palin Memorial Stages Rally – Manby – ANCC
- 11<sup>th</sup>-12<sup>th</sup> British Rallycross Grand Prix – Croft Circuit
- 12<sup>th</sup> FIA Japanese Grand Prix
- 15<sup>th</sup>-19<sup>th</sup> Tour De Corse – WRC
- 22<sup>nd</sup>-26<sup>th</sup> Rallye Catalunya – WRC
- 25<sup>th</sup>-26<sup>th</sup> Tempest South Of England Rally - PBRC
- 26<sup>th</sup> Premier Rally - Notts

## November 2003

- 1<sup>st</sup>-2<sup>nd</sup> Cossack Road Rally – Eastwood & District MC
- 1<sup>st</sup> Cambrian Rally - BTRDA
- 2<sup>nd</sup> Lynn Stages – Snetterton – Kings Lynn MC
- 5<sup>th</sup>-9<sup>th</sup> Wales Rally GB - WRC

## December 2003

- 6<sup>th</sup>-7<sup>th</sup> Beaver Road Rally
- 6<sup>th</sup> Grizedale Stages – ANCC
- 7<sup>th</sup> Binbrook Stages

# TROPHY POINTS CLAIM FORM

Members Name

Competitors tick  appropriate boxes below and provide evidence (results)

Event Name

Event Date

Event Type:

Autotest [ ]

Economy Run [ ]

Hillclimb [ ]

Organising Club:

Trackrod [ ]

PCT [ ]

Other [ ]

Road Rally [ ]

Stage Rally M/V [ ]

Stage Rally S/V [ ]

Type of Claim:

Driver [ ]

Treasure Hunt [ ]

Navigator [ ]

12-Car [ ]

Marshal [ ]

Other -

Service Crew [ ]

state type [ ]

Organiser :

state position

Event Status

Clubman CM [ ]

National "B" [ ]

ANCC Round [ ]

National "A" [ ]

International [ ]

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.**

# Lookout Stages Melbourne Car 14 !!!!!!!?

## **Ian Barrett / Dave Hammond**

Another little report for you all to read as it has been a bit thin on the ground as of late but I assure you it will not be anywhere as long (and boring) as the last one. So Saturday came and after meeting our car at Ferrybridge Services (Brought from Wales GJM Motorsport) we were at scrutinizing for about 3 ish early for a change!!!

Noise done "89dB" Barry suggested we take off the backbox to make it a little louder!!!. All done and dusted and back to Wakefield for beers and pub tea.

Next morning we were greeted by a heavy frost but the sun was out so it should be ok at the venue. Doing well on the 62 then thick blanket fog. GRAND I thought just what ya need, as we approached the airfield it was no better and I was beginning to wonder if it would run but as luck had it we were off on time.

### STAGE 1

All fired up and off we set on the side of caution for the first one testing out the breaking points etc but still going ok until we caught all the dust from the previous car along the finish straight therefore reducing visibility to nowt. Nearly missing the split because of it we battled on until we caught Car 24 a little Nova by the top of the service area who wasn't too keen on letting us pass despite shit loads of HORN!!

We therefore ended up nearly stopping 3 times cos of his dust until he let us passed on the finish straight by which time I thought we would have been outside the top 10.

### STAGE 2

After a chat with Derek and his team it was agreed to go on min intervals just as a matter of safety for everyone and it seemed to work ok. We still managed to catch the 106 of Ken Sturdy who let us passed after we eat his dust for nearly 1/2 a lap Tut Tut...

Apart from that we had a fairly clean run this time but I was still to be thinking we were going to be out side the top 10. We pulled into service and let the boys do there stuff while I went down to have a look at some results only to find we were in 5<sup>th</sup> o/a which was a big surprise. I guess everyone had the dust problem too, so that made things on more of an even quell.

### STAGES 3,4

All went very well for us on here no real dramas or problems just settling down and enjoying the day testing suspension and diff settings and trying cut slicks to see if that would make it any quicker but it was not to be so back to worn knobbies for the rest of the day.

### STAGES 5,6,7,8

Again all was well for us so not much to say really apart from the fact we were in close battle with the Yellow Mitsi of Andy Millard and trying to fend off Steve & Sue Watson in their Yellow Escort Cossi. We were pulling about 4-5 seconds a stage from them so no real panic there but we were about the same of catching Andy Millard so we were settling for 3<sup>rd</sup> o/a which was a very good result for us and for Trackrod with good friends Phil & Mick taking 1<sup>st</sup> o/a for Trackrod too. Good performances from Apper and Chocolate Boy in the F2 Escort also Struggs and Em in the old Pugnug..... Chris (Rocket) Rawson rounded up the top 20. It was good to see some familiar faces out on the day like Ken Sturdy, Chris wit tash, Mark Midgley and Chris, etc.

Overall it was a good day and well organised it was always a pleasure to reach the control before service as Stew and Barry Stoner always had a smile and a good word to say every time we came in. So finally a good result (May get a good seeding next year !!!!!!!) (If you put your correct seeding info down...etc. Ed.) weather stayed fine no dramas and didn't have to put a spanner to it all day so well happy. A big thanks to all involved it was a good day but Melbourne is still rough old Melbourne isn't it...

Next Report from the "clothingteam.com Subaru" will be Astra Stages 12<sup>th</sup> April.

Chow For Now

Dave Hammond.

### Marshalls Corner.

Hi. Not a lot going on this month. Thanks to all who marshalled on Lookout. I know most of you were kept busy with one thing and another.

If I get any info on events in April I'll see you at club nights or let you know by text. If you want to be kept up to date with what's going on in the club marshalling wise text your number to me with the word rally and I'll do my best to keep you up to date.

Thanks, see ya Phill Andrews.

The Trackrod Motor Club  
2003 Leisurewear Range.

<b>Rugby Shirt</b>			Navy, Black or White	<b><u>£20.99</u></b>
<i>S(36)</i>	<i>M(40)</i>	<i>L(44)</i>	<i>XL(48)</i> <i>XXL(50)</i>	
<b>Polo Shirt 1 – Plain</b>			Black, White, Grey or Navy	<b><u>£9.99</u></b>
<i>S(41)</i>	<i>M(43)</i>	<i>L(45)</i>	<i>XL(47)</i> <i>XXL(49)</i> <i>XXXL(51)</i>	
<b>Polo Shirt 2 – 2 Colour (Collar)</b>			White, Navy or Bottle Green	<b><u>£11.99</u></b>
<i>S(41)</i>	<i>M(43)</i>	<i>L(45)</i>	<i>XL(47)</i> <i>XXL(51)</i>	
<b>T-Shirt 1 – Round Neck, Plain.</b>			White, Grey, Navy, Black or Royal	<b><u>£4.99</u></b>
<i>S(40)</i>	<i>M(43)</i>	<i>L(45)</i>	<i>XL(47)</i> <i>XXL(50)</i>	
<b>T-Shirt 2 – ‘V’ Neck, Plain.</b>			White, Grey, Navy or Black	<b><u>£5.99</u></b>
<i>S(36)</i>	<i>M(38)</i>	<i>L(42)</i>	<i>XL(46)</i> <i>XXL(50)</i>	
<b>Dress Shirt 1 – Denim Style</b>			Denim	<b><u>£15.99</u></b>
<i>S(46)</i>	<i>M(48)</i>	<i>L(50)</i>	<i>XL(52)</i> <i>XXL(53)</i>	
<b>Leisure Jacket – Lightweight</b>			Navy, Royal Blue or Black	<b><u>£26.99</u></b>
<i>S(37)</i>	<i>M(41)</i>	<i>L(44)</i>	<i>XL(48)</i> <i>XXL(52)</i>	
<b>Motorsport Jacket –Heavyweight</b>			Navy, Black/Grey or Black/Red	<b><u>£44.99</u></b>
<i>S(38)</i>	<i>M(41)</i>	<i>L(44)</i>	<i>XL(47)</i> <i>XXL(50)</i>	
<b>Fleece Jacket – Warm!</b>			Black, Navy, Grey or Blue-Violet	<b><u>£19.99</u></b>
<i>S(38)</i>	<i>M(41)</i>	<i>L(44)</i>	<i>XL(47)</i> <i>XXL(52)</i>	
<b>Summer Cap – With Suede Peak</b>			Black/Red or Black/Grey	<b><u>£7.99</u></b>
<u>One Size Fits All</u>				
<b>Cricket Hat – Keep The Sun Off</b>			Navy	<b><u>£4.99</u></b>
<u>S/M or L/XL</u>				
<b>Beanie Hat – Look Cool</b>			Black or Navy	<b><u>£6.99</u></b>
<u>One Size Fits All</u>				
<b>Fleece Hat – Keep Warm</b>			Navy, Black, Grey or Royal Blue	<b><u>4.99</u></b>
<u>One Size Fits All</u>				
<b>Fleece Scarf – Keep Even Warmer</b>			Black or Navy	<b><u>£6.99</u></b>
<b>Fleece Hat and Scarf Combo</b>			Black, Navy or Mix	<b><u>£9.99</u></b>
<b>Naviator’s Bag – Stay Organised</b>			Black or Navy	<b><u>£7.99</u></b>
<b>TMC Car Sunstrips</b>			White	<b><u>£4.00</u></b>

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 <sup>th</sup> February	Kall Kwik	N.Yorks
16 <sup>th</sup> March	Lookout Stages	Melbourne
29 <sup>th</sup> March	North Humberside	N.Yorks
21 <sup>st</sup> April	Twyford Stages	Twyford Wood
25 <sup>th</sup> May	Proflex	Leyland
21 <sup>st</sup> June	Dukeries	Clipstone
26 <sup>th</sup> July	Opposite Lock	Manby
7 <sup>th</sup> September	Wolds Rally	Swinderby
27 <sup>th</sup> September	Rally Yorkshire	N.Yorks
26 <sup>th</sup> 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 Plevy  
jim.plevy@vigin.net  
Tel: Mob 07779 582 588 Home: 01937 530 963

# **SOCIAL SECTION**

## **Dates For Your Diary**

### **April 2003**

**1<sup>st</sup> Gildersome Con. Club – MSA Marshal Training Evening**

**8<sup>th</sup> Admiral Hawke – Boston Spa.**

**15<sup>th</sup> The Yeoman Pub – Otley – BYO Videos!**

**22<sup>nd</sup> Bowling Evening – Kirkstall Road Leisure Park.**

**29<sup>th</sup> Admiral Hawke – Boston Spa.**

### **May 2003**

**6<sup>th</sup> Gildersome Con Club – Scalextric Evening**

**13<sup>th</sup> Admiral Hawke – Boston Spa**

**20<sup>th</sup> The Yeoman Pub – Otley - BYO Videos!**

**27<sup>th</sup> Admiral Hawke – Boston Spa**

**A Bowling Evening will be taking place on the 22<sup>nd</sup> April 2003 so deposits of £3 will be required by the week before (15<sup>th</sup> at The Yeoman) The format is yet to be finalised but we are hoping for up to 3 games and possibly a basket meal included. I will confirm this at time of taking deposit.**

**Having spoken to the Admiral Hawke, Samuel Smith's Brewery have agreed to allow us to display our trophies in their premises. This will however be when the pub undergoes a re-fit, which could be by the end of the year.**

**Simon Taylor**

# Your 2003 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@imu.ac.uk
	<u>Chief Marshal</u>	<u>Trophy Points/Equipment</u>
Simon Marston 24 Pasture Close Sherburn in Elmet Leeds LS25 6LJ 01977680578 (h) 07789152580 (m)	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