

May 2003

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

CHAIRMAN'S CHAT – MAY 2003

As you read this all those who elected to buy new 81FM radio sets should have received them from me. Application for the part funding from the MSA has been applied for but will probably take some time to receive due to the number of applications.

For those who have the old 86 AM sets, contrary to what I said last month I understand that NO licence is available for their continued use, and further that it is likely that the authorities will be “listening” for unauthorised use!! Just so you know

Safety in stage rallying is becoming increasingly important and on the recent Circuit of Ireland the C of C did a drivers briefing with the focus being “look after each other”. Certainly it seemed to work and there were several examples of crews stopping or slowing down to make SURE that a fellow competitor was OK. Sadly there were a few medical incidents (none serious in the end) all of which were reported in a timely manner. I hope this “culture” spreads everywhere for the good of the sport. The organisers and marshals cannot be everywhere and the person who may be able to assist if you are in trouble will probably be the next competitor. RalliTrak (if used) will also be invaluable in requesting help.

A good start to the Pirelli British Rally Championship – Milner just pipped to the post by Laukkanen by a few seconds after some furious and fast driving – there is a long way to go yet and Jonny was certainly driving well, especially in the fog and rain which descended on the Friday evening. The format of this years event seemed fairly popular but still required 2 working days away. Hopefully our own Rally Yorkshire will be equally well attended, and I am keeping everything crossed for good weather as last year.

If you have not already done so, please support Katy and the June Jesters Autotest – either as a competitor or marshal. Club events such as this are so important so I hope to see you all there!

Have fun.

Rod Parkin
Chairman

A concise Report from Graham Wride.

March turned out to be quite a busy month. It started on the 2nd in the south of our region on the Robin Hood. As our Southern Correspondent reported there was a very large entry of Historics and some very well turned out cars. Having got the car scrutineered on Saturday night it wasn't a too early start for the short run down to the start in Worksop. The event whilst very enjoyable was fairly uneventful the highlight being passing an Impreza on the first stage in our standard Pinto engined MkII Escort. We also ended up running first on the road following a hold up waking up the marshals who where enjoying the pleasant March sunshine. It was very quiet at the last service with everyone having gone before we got there.

Whilst the stages did get a bit rough with dual useage and an oversubscribed entry the car never missed a beat all day. Unfortunately the same couldn't be said for Arthur and Michael in their Escort who gave us a cheery wave following retirement caused by the failure of a wheel bearing. A final position of 23rd and 6th in class was the result of our days work.

A fortnight later and it was the Lookout with Caroline in the Skoda. This event has already been reported on by our Ed and Dave Hammond. Again a lot of fun, our only problems being when the fan packed in and air getting in between the carb and the manifold. The first just needed some unsubtle wiring by Simon and Nigel the later a little more ingenuity with some gasket sealer and cable ties.

It was a nice end to the day when we learnt whilst sat in the pub that we had won 1st Trackrod crew.

A fortnight later again saw me back with Rob Overend in the Escort for the North Humberside a round of the BTRDA Championship. This starts in Willerby just outside Hull which happens to be my home village so I could stay overnight with my mum and had only a 5 minute drive to the start. The formalities started on Friday night with noise at the foot of the Humber Bridge and then a short drive to scrutineering, during which we managed to run out of petrol. A quick tow was summoned to the garage but when we got there the newly fitted brake pads were smoking badly so a bit of work to do to free them off before the start.

60 1400's starting first and 120 other entries saw us starting at 11.10 so plenty of time for breakfast which is more than we had for the run to Oliver's Mount. A road closure meant a diversion through Beverley and the amount of traffic entering Scarborough meant we only just got there in time. I always enjoy this stage but it is very quick. Then into Langdale with many tightened and I mean tightened junctions. The diversion through Bev-

erley was shorter than some of them. Staindale and Dalby quickly followed split only by a quick service. Then into the last 2 stages Gale Rigg and Crop-ton. Halfway through Gale Rigg it suddenly got very noisy as the front of the exhaust was pulled off. We completed the stage with it dragging and managed to remove the remnants at the end of the stage. Unfortunately we didn't have anything to fix it with at the final service so it was a noisy run back to Willerby, glad we had borrowed some headsets. An amazing number of finishers and some quality cars and drivers resulted in us adding 100 on to our finishing position on the Robin Hood. Arthur and Michael managed a significant improvement coming in 36th overall.

All that's was left was to be deputy clerk of the course on the Sunday and that was March, now what's happening in April.

Astra Stages

Clocaenog! Aaahhh.....

Penmachno! Aaaahhh.....

Clogaenog again!!Aaahhh....

it does your heart good just to say the names doesn't it? That was the treat in store for the lucky 180 crews who signed an enormous cheque and whizzed it off early to the entries sec. on the Astra stages (eat your heart out Welsh international!). I gather several historic crews were dischuffed that they got turned down - the perils of running a championship round on a popular event I guess.

Did we have a lovely time the day we went to Llangollen?

Well, yes and no-ish.

The stages were (and still are) a driver's dream. A co-drivers nightmare mind you, unless you've had the operation which allows you to breathe through your ears 'cos your mouth never stops reading the notes for long enough to inhale.

Ten stages (only 3 repeated) in a total stage mileage of 75, a bit rough in places (we're talking house bricks and above here), hilly enough to make Pepsi Max look like it's not trying, and sufficient downhill not only to upset the braking balance of the car but also to make this particular navy suck her teeth more than once.

So, why was it not an unalloyed pleasure? Well, an error in the notes for one (you try reading R6 L6 to a driver who thinks numbers are a book in the bible!), a service area in Bala that was about the same size as my garden for another - when was the last time you saw 2 MSA stewards and the event CLO doing traffic rodent duty! (Ask Rod if you dare!)

And then there was the fracas at the start of stage 9, about which I will say nothing, as I know nothing. No doubt it will all come out in the wash (or not, as the case may be and depending on whose version you're listening to), but I think possibly it's a case of 'Least said, soonest mended'.

Anyway, we hung around at the finish till 8 o'clock, then grabbed a copy of what was available on the computer, checked my times were accurate, then left.

So, a superb set of stages, which is what rallying should be all about, nearly spoilt by other circumstances. A pity - it could have been great.

Anne Watson

PS we finished 34th, behind 16 Mitzi nutters all blowing their brains out in the Evo Challenge Cup!

Goldsmith gets Silver.

After a 3rd in class on the previous Welsh Clubmans and ANWCC round at Sweet Lamb it was another step up the podium when Duncan Goldsmith and Bryan Hull

struck silver with a 2nd in Class and 11th overall on the Astra Clubman Stages based in Llangollen.

The punishing rally over 45 miles in the classic North Wales forests was fought out in the un-seasonal warm weather, with April showers being wished for to keep the dust down but it was not to be and the Berkshire pair ran in other competitors dust for much of the event effecting their times on the stages

Their Brook Motor Sport prepared Escort Mk2 ran without fault all day only requiring fuel and new tyres and it was the fitting of new tyres that prevented the team from getting punctures that blunted many other competitors day and the team would like to thank the support of Barry Shaddick Tyres for the provision of the tyres which contributed to the result.

The next outing for the team is the Red Dragon Stages when the championships move to the South Wales stages used on Britain's round of the World Rally Championship.

Marshalls Corner.

HI RALLYS COMING UP IN MAY 2003

- (1) 4TH MAY TORQUE BAC STAGES VENUE BINBROOK .
- (2) 17TH THE DUCKWORTH TOUR OF LINCS STAGES AT LUDFORD. BINBROOK, ELKINGTON. THIS EVENT ARE SHORT OF RADIOS START AND FINISH TEAMS AT BINBROOK.
- (3) 18TH JOHN OVEREND VENUE MELBOURNE AIRFIELD YORK .
- (4) 25TH BLOODHOUND STAGES VENUE SWINDERBY AIRFIELD NEWARK. ON THE 20TH APRIL THE TWYFORD WOOD STAGES RAN. IT GOT A GOOD ENTRY AS USUAL IT MAKES ME WONDER WHY PEOPLE TAKE THERE CARS THERE BUT THEY STILL TURN UP
RAY BRAMMER TOOK THE WIN WITH DAVE CRAVEN 2ND.
6TH OVERALL & 1ST IN CLASS WENT TO M.MOORE & A.HEATON A BRILLIANT RESULT FOR THEM AFTER ALL THE BAD LUCK THEY HAVE HAD IN THE PAST MAYBE THE TIDE HAS TURNED.

RALLY CAR FOR SALE

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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....

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MUST BE SEEN!

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Graham 0113 289 3641

Kumho National Championship Round 1

I know it's a bit late but I missed it last month. ED.

Rallye Sunseeker Bournemouth

With the start of the year looking bleak on the job front, I was unable to see any rallying getting done this year at all. It was only by chance that I was able to sort out a deal and obtain a year doing the Kumho National Championship with Wakefield Motorclub member young (Bambino) Ian Barrett to those who don't know him.

Regular navigator Andy (Scoop) Coupland had business commitments and was unable to commit to the whole season so I was asked by team principal Mr (Captain) Nigel Barrett if I could fill the seat. After talks and plans etc we came to an agreement that suited everyone. As you may know Ian is more familiar to most behind the wheel of a Bright Yellow Proton but with Super 1600 going down the pan this year he felt it was time to make a change to something with a bit more "grunt". He set off with the idea of buying a Subaru from Scotland but that went by the by then one came up in Wales which looked to be a cert so in went the entry for Rallye Sunseeker. With only a week to go the deal was off it wasn't for sale anymore, SHIT we will have to use the Proton but that week someone had made an offer on it so that left us with no car to do round one (grand). As it happened there was one last chance. A car had been on the market for a couple of weeks and it hadn't sold as yet.

So off to Nottingham to have a go and test it Thursday before rally on Saturday. Thursday teatime we were pulling back up the M1 our new car ready to be cleaned off and ready to be stickered up in time for Friday morning for our trip to the South Coast.

The car is the last Prodrive Group N car to roll out of Banbury. It was the Late Dave Wood car as used on only 5 events before the unfortunate road accident that caused his death. It goes without saying that the car is immaculate to say the least and runs very well.

So to Bournemouth we go, with a trouble free journey and scrutineering we had filled our bellies and turned in for good rest in preparation for the following days rally.

By 7-30, we were at service ready to make our way down to pre holding control ready for our 8-45-start time. The car itself is been looked after by Jeff Jones Motorsport who looks after a couple of other Scubies notably Julian Reynolds so we have no fear of the car not being turned out to a high standard.

So off we go to Stage 1 around the park and along the sea front 1.75 miles, with it been on notes it was no sooner said than done. All went well so it was

of to the next stage two runs around the same tarmac tracks of the military base near the town. Again the car seemed to go very well and Ian was starting to find his feet as well as getting used to the diff control, anti lag, and other buttons to press before we could set off from the line. So, into service where our service team greeted us all ready to put the car up on all fours, wheels off and a complete spanner check and re-fuel. This is how it should be done if you can afford it let me tell you it takes away all the pressures from the car and allows you to concentrate on the job in hand. There was even a motorhome in our area, which was equipped with all the food you could ask for from breakfast to lunch and afternoon tea drinks etc (pure luxury).

On with the next 4 stages of which were on gravel, another area to learn for a man who has been used to front wheel drive since he started rallying contra to what others might say. This was evident as up to now we were within the top 20 but after the gravel tests we dropped to the mid thirties but we were not too bothered as it was a learning curve for the pair of us. The car seemed very stable over the soft and rutted stages and handled very well through the corners with no effort at getting away from the slower sections and tight and twisty stuff. Back to service for lunch and back on to racers for the next 2 tests on tarmac. We were back on the pace again and getting the car to do what we wanted by now. A repeat of the mornings gravel stages came next only to find that the ground down here is not meant to be used by over a hundred rally car and then repeated again. The ruts and groves in the forest by now were so bad that on some of the corners you could have let go of the wheel and still gone round at a good speed. So up the leader board we climbed again car going well and no dramas up to press.

Into last service and back to racers again and on to the sea front for the last time. A few of the top boys had departed on the way around with one thing and another but that still meant we had to keep up the pressure to try to get First Junior and a fairly good class result.

With a 6 sec quicker time than in the morning we got to the end of the last stage and agreed that we had enjoyed the days rallying proved that the car is well up to the job and looked forward to the next event where we will be going to push for some good results.

At the end of the day, we finished 34th o/a and 16th in class from a total of 124 starters and a massive 38 in class.

Next event Round 2 Astra Stages mid Wales..... (Next report a little shorter I hope)

Dave Hammond & Ian Barrett

WHINE ON, HARVEST GLOOM

I reckon part of the job of any national body – whether a government or sports organisation like the MSA – is to be the Aunt Sally for any brickbats people feel like throwing. A bit of cut and thrust is entirely healthy.

But sometimes things can go a shade too far and from the vibes I've picked up through club mags and at club dinners, that has perhaps happened between clubs and the MSA over the last few months. For example, the news that clubmen were going to need licences spread like wildfire and caused cries of anguish. But it was wrong. John Grant was simply doing what sensible business people do – flying kites and exploring new ideas. For the record, *there is absolutely no intention of introducing such a scheme.*

Then came concern over knowledgeable people leaving the MSA (*Wheels* readers will never know how much they owe to Derek Tye) but you can hardly chain people to their desks. And anyway, isn't it a bit insulting to assume successors won't be able to do the jobs before they've even been given a chance to try?

Another gripe: Colnbrook is becoming too commercial. Well, I'll drink to that because in the jungle that all sport has become, if we don't become commercial – for instance by trying to get revenue from major events to help

support club motorsport – then we'll fall behind other activities.

And so on and so on. I even heard moans about insurance. Well, I've been to conferences of other sports and businesses recently where they weren't discussing how much their insurance was going to be, but whether they were actually going to be able to get any at all.

I guess it all comes down to communication. Colnbrook wouldn't claim to be perfect and I know they are working to improve links, but I reckon clubs and club members also have a part to play. Do you feel strongly about some aspect of your branch of the sport? Then lobby the delegates on the appropriate committee (their names are not protected by the Official Secrets Act).

As for clubs, does yours support its Regional Association? It should because doing so is likely to be far more effective than going into wine bars to whine or twittering in internet chatrooms. But, you cry, you don't support your Association because its delegate to the MSA won't raise 'difficult' issues in case he or she gets black listed. Then vote them off as your delegate, not least because anyone who regards sitting in meetings at Colnbrook as a 'perk' should either seek counselling or get out more; not for nothing is it known as the Slough turn off. There is a direct

democratic link between Associations through the Regional Committee to the MSA Board, so why not use it?

I don't work for the MSA and if anything I'm anti-authority (as a subscriber to *Private Eye* from its first issue I regret that it's lost much of its bite) but I hope on this issue I can see both sides. If we work together *positively* and regard the milk (or, if you prefer, wine) bottle as half full, not half empty, then I think we have a better chance of overcoming the many, many outside pressures we face.

One final point. *Wheels* is now in its tenth year. In all that time, Colnbrook has never seen it before it's printed. Such lack of censorship hardly suggests a Stalinist regime does it? Mind you, if there's a blank space on the first page in the next issue....

But I bet there won't be.

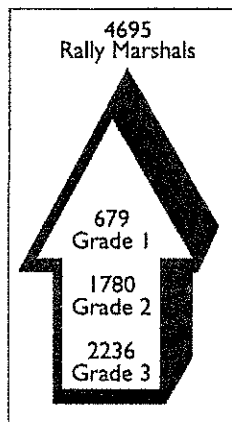
Stuart Turner



COD FILLET QUIZ

1. Who made the 'Celtaquatre four seat tourer'?
2. In 1943 WW2 Rover gave Rolls Royce the Frank Whittle Power Jet pioneer work in exchange for what?
3. What nationality was the Renault driver Ferenc (aka François) Szisz?
4. Who is the youngest winner of the Indy 500?

ANSWERS ON PAGE 14



Ever more marshals

There are now 4695 rally marshals on the MSA Rally Marshals Register, mostly Grade 3 – many of whom are newcomers. With 3983 on the Race Marshals Register, that makes an impressive total of 8678 – although 1085 people are dual registered.

The role of Regional Associations and Clubs running special training days to help reach this level of recruitment is gratefully acknowledged.

For Grade 1 appointments, all current holders have qualified under the 'grandparent rights' dispensation. Existing Grade 2 marshals seeking upgrading are asked to wait for the publication of the criteria (which will be issued with the renewal notices for 2004) before applying for upgrade.

MSA registered Clubs and Organisations can request

electronic data from the MSA Rally Marshals Register. Your Club Secretary, Competition Secretary or (if your club has one) Chief Marshal must make the request in writing to the Licensing Department at the MSA. Full details in MSA Club Bulletin 1/2003 a copy of which is on www.msauk.org (>Member Services>Club Information).

Free tabards

Thanks to the generous support of SLE Worldwide, Alexander Forbes Motorsport Risk Management Services, and the Motorsport Safety Fund, the MSA is pleased to announce that a free tabard will be sent to every rally marshal on the MSA Rally Marshals Register at 1 January 2003.

Award of Merit

Tony Reynolds, a volunteer official and President of the British Motor Sports Association for the Disabled, was presented with the MSA's Prince Michael Award of Merit earlier this year. He received the award in recognition of many years of unstinting service to motor sport in the UK and his enormous contribution to participation by disabled people over the past decade.

You're wanted

We are looking for nominations to attend specialist committee meetings during 2004. If you can spare two or three days during the year, then we need your input to support British motor

sport. You can be any age and male or female, although we are particularly looking for a contribution from women – who are currently under represented.

Nominations for new members to sit on the following committees of the Motor Sports Council should be submitted to the MSA by the end of June 2003.

Committee seats become vacant on a rotational basis, with members normally retiring after a three years, although they can be appointed for a further three-year term. The appointments which may be available in 2004 are: Autotest (2 places), Historic (2), Kart Sporting (4), Off Road (1), Race (3), Rallies (4) and Trials (1).

The committees set regulations for the discipline of motor sport they represent and normally meet in the afternoons at Motor Sports House. If you are able to commit time to the work of a specialist committee and if you feel that you have the necessary qualifications, please ask your motor club or regional association to nominate you.

Each nomination should be supported by a brief curriculum vitae, showing motor sport achievements and relevant qualifications; your name, address and telephone number(s); and a letter from your motor club or regional association formally proposing you.

Please send all nominations to Andrea Wren at Motor Sports House, Riverside Park, Colnbrook SL3 0HG. If you require more information, contact Andrea, by phone on 01753 765000.



These days it is almost taken as a rule that top drivers in F1 and other prime formulae will have graduated from karting. Yet strangely actually driving a kart and car is very different.

Karts require their own special technique of driving where body weight of the driver can be used to help go round corners and where the lack of braking power because they only work on the rear wheels, shows up very strongly.

Indeed take many a young karter and put them into a race car and they'll need a lot of immediate polishing up before they can give their best.

But what karting does do is to train and guide a youngster in the art of racing. The pressures of racing, the skills required in optimising lines, the concentration and the need to think and plan ahead for an overtaking chance two corners ahead, are all part of the regular routine of kart racing.

So while the actual skills of vehicle control are very different from a kart to a car and of course the mechanical adjustments to gain vital fractions of a second, the skills of racing become very finely polished from an early age.

No surprise then that karters are in the front line of fire when it comes to fast-tracking through the formulas towards the top.

TRIUMPH OF THE RED DEVIL

Brendan Lynch, Portobello Publishing. £14.95. ISBN 0 9513668 1 5

Award-winning Irish author Lynch focuses on the historic 1903 Gordon Bennett Cup, the first international motor sport event held in the British Isles, for his second book. No stone is left unturned in his fastidious research of this titanic road battle around the Eastern and Western circuits at Kilcullen in County Kildare. Much more than a dry lap-by-lap account, Lynch's colourful style brings the leading contenders to life: Mercedes ace Camille 'Red Devil' Jenatzy, the gallant Selwyn Edge and Mors team star Fernand Gabriel. The author also knows the old circuit well as he trained on it when a racing cyclist and his local insight brings the race to life. Illustrating the enjoyable text are many rare photos of these exposed racers, maps of the course and full results. This impressive self-published work deserves support.

WALTER RÖHRL DIARY

Memories of a World Champion. Walter Röhrl and Wilfried Müller, Verlag Reinhard Klein. £35. ISBN 3 927458 05 8

A fitting tribute to an often difficult but truly gifted driver, this book covers the Bavarian's

career from his first rally in a borrowed Fiat 850 to Porsche test work. His efforts in arenas as diverse as rallying, Le Mans and Trans-Am are lavishly illustrated with action and behind-the-scenes McKlein archive shots and clear design. The endearingly stilted English comes across as Röhrl's own, soul-searching words. Friends and rallying colleagues give their opinions of him and it's refreshing to read that even rally legends were in awe of cars such as the Stratos. Attractive and entertaining.

HOLLYWOOD TV AND MOVIE CARS

William Krause, Motor Books International. £15.99. ISBN 0 7603 0755 5

The title says it all. This is a very American take on the wonders of cars captured on celluloid that takes in all the usual suspects – *Bullit*, *Grand Prix*, *American Graffiti* et al. British entries, however, are predictably limited to the many Bond flicks and *The Italian Job*. The author clearly has pet favourites – it's a pleasure to see the likes of the original *Gone in 60 Seconds* getting decent coverage – and Krause's opinions are refreshingly honest. Better still, he's gone to the trouble of uncovering the fate of the many cars featured in the movies. An entertainingly written if occasionally inaccurate effort.

MARSHALS POST

by the BMMC |

The Pits can be one of the busiest places at a race meeting.

Technically, it's part of the race track and, although there are restrictions on the speed competitors can travel at when they are in the pits, you still need to keep your wits about you.

As with most marshalling jobs, safety is the key issue – not just the safety of the pit marshals themselves, but also the safety of team members and, more often than not, their guests.

Smoking isn't allowed in the pits and nor is anyone aged under 16. It's also common at British race circuits for no one to be allowed on the pit wall where teams signal from during the start.

Pit Marshals also have to look

out for the safety of drivers leaving the pits, making sure they don't pull straight out into the path of another pit caller.

Fires can break out just as easily in the pits as out on circuit – more easily in longer races when there are refuelling stops and driver changes to contend with.

Spillages of oil and water aren't unusual either as teams fight against the stop watch to get their driver back into the race and there are a host of other hazards like rags, tools, discarded bodywork and other trip hazards as well.

As you can see, safety alone is a big enough issue to keep pit marshals busy – so much so that some organisers will also allocate an incident team to the pits. That is particularly likely to happen at events where the pit marshals are likely to have their hands full reporting on just what the teams are doing and ensuring

no regulations are broken.

Pit marshals may need to submit reports on the length of and reason for any stops during practice and race sessions. The information is usually most easily available from the team manager or driver rather than busy mechanics.

They also need to be aware of races with compulsory pits stops for driver changes and when those stops should occur.

It's no rest cure in the pits and at a busy meeting you can end up seeing little of the racing, but there are few other places where you can get so close to the teams, the drivers and the action for so much of the day.

QUIZ ANSWERS

1. Renault 1936
2. The production of the Meteor tank engine
3. Hungarian
4. Troy Ruttman 1952 22 years old

NEW from the Motorsport Safety Fund

2-in-1 Safety Video (Quote MSFV2)

● Motorsport Rescue

A guide to equipment, how to use it to extricate drivers from crashed cars and how to work with medical personnel while doing so.

● Motorsport Firefighting

Covers the various fires likely to be encountered in motorsport and how to choose and use the equipment to fight them.



Available at £10 incl postage and packing from the Motorsport Safety Fund,
c/o John Horton Motorsport Management, PO BOX 200, Sutton Coldfield, B75 7TR

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

Rolling Calendar 2003

May 2003

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

June 2003

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

July 2003

5 th -6 th	Harewood Meeting – MSA British Championship Meeting
4 th -6 th	Jim Clark Memorial Rally
6 th	FIA French Grand Prix
12 th -13 th	BTCC – Croft Circuit
13 th	Armstrong Massey Rally – TBA
13 th July	Trackrod Motor Club BBQ Hillclimb – Harewood
20 th	FIA British Grand Prix
23 rd -27 th	Rallye Deutschland – WRC
26 th	Quinton Stages Rally - BTRDA
26 th	Opposite Lock Rally – Manby - ANCC
31 st -2 nd	Manx International Rally - PBRC

August 2003

3 rd	Harewood Hillclimb – Montague Burton Trophy Meeting
3 rd	FIA German Grand Prix
6 th -10 th	Rally Finland – WRC

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

September 2003

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

October 2003

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

November 2003

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

December 2003

6 th -7 th	Beaver Road Rally
6 th	Grizedale Stages – ANCC
7 th	Binbrook Stages

PIRELLI INTERNATIONAL RALLY 2003

After being asked to navigate on this year's PBRC opening round, I thought should I lean to run before I can walk?? Sod it, I will have a go. Having never contested a multi venue event before, I took up the challenge to navigate on the full International Event for Mr Apperley in his Group N Subaru Impreza WRX. My only previous event being the Lookout Stages, I had a very steep learning curve ahead, it was either sink or swim or rather do or die!

Having met on Friday morning, nice and early, we managed to sign on and partake in the recce for the first of the forest stages taking place that very evening. 30mph all the way, felt like we were never going to get to the end of the stage, we drive faster than that when we are marshalling! Anyway, recce done, time to make a move and get to the accommodation. Only the best for us, the Travel Inn, Gateshead. So efficient, they managed to mess up our booking, let out our room to someone else and leave us without a bed for the evening. Good start! After several arguments and telephone calls, our room was secured and our tempers raised before we had even started.

A brief drive across town then to admire the "Super Special", more special than super as it was 0.35 miles in length and involved about 6 corners! Time then for last minute checks and an hours sleep before we had to mount the start ramp to kick off the "razamatazz" that was promised to be in-store for us.

Razamatazz?? There was none, Spectators?? Ok a couple!! Super Special?? Pointless is the only word I can think of to describe it! Not at all enjoyable, it was like driving on the beach at Scarborough, gravel so deep, the Mini could not even get through the stage. They were going no further. Sad considering that there really was no point in it at all. I could count the spectators I saw on two hands and they clearly were not enjoying the fact that they had to stand out in the cold wet weather that Gateshead had pleased us with.

So then, up into the forests. Time to get out those pacenotes and remember all the tuition given to me (Thanks Dave!) Road Section easy, plenty of time (After getting to grips with international timing!) So, it would be nice if we could see even our light pod on the front of the car! I have never seen fog like it, proper pea soup this stuff. Driving on side lights seemed to be the answer as by doing this, we could at least see a little of the road. The pace notes being relied upon, luckily this was the stage that we had managed to recce earlier on. Five miles or so into stage, the mad Yorkshireman James Thompson thundered up behind us in his works Evo 6, blinding us with his

super duper posh lights, we managed to tag along for a while and at least manage some speed! After the flying finish, we were just glad to be out of there, we actually managed a quicker time on the recce due to the conditions!

Stage 4 didn't seem to be much better, the fog just as bad but at least it was patchy. This time, no recce, just pacenotes. Once again, about five miles in, Thommo, thinking he was back in his BTCC car charged up behind us like a man possessed, so once again, we tucked in behind him and picked up the pace.....For about 2 miles. 60 !!SqL> C.....All of a sudden, the sky lit up with swirling lights and Thommo, being navigated by Plug Pulleyyn managed to get it wrong somewhere. His car flipped end over end and landed on it's rear bumper! If we were any closer behind, he would have landed on us. Slightly shaken by what we had just witnessed, we had no choice but to stop and make sure they were both ok. After a minute or so of trying to open the door, Plug managed to get out and tell us that they were ok. Sore necks and a well used car the result. So we were on our way after losing about 3 minutes!

Final stage of the evening then, can't be any worse than the first ones. We just wanted to get it over and done with, fun at first, but starting to put us on edge now. Having pulled up at the usual control queue, we were surprised to see the arrival of Messrs Thompson and Pulleyyn. Car very second hand but only dented doors and a puncture causing difficulty! The fog clearing now, making life a little easier. 5.4.3.2.1 Go. Sure enough, five miles into stage, along comes Thommo. Does this boy not learn?? The man is a nutter. Following him for a mile was long enough as his car seemed to be very kind to him, keeping him on the road, flat in sixth, where as ours seemed to want to throw us off. After a big moment, we had to let him get out of sight, the temptation was too much to try and keep with him. We would have only ended up as part of the Kielder scenery.

Bed. Just what the doctor ordered. 3 hours later, back to it!

All in the forests of Kielder today and a reseed meant that the nutter was well in front, even after the roll. This time, tussling with the likes of Tony Jardine! The day went exactly to plan. Steady away, at least we can see, no fog, just blazing sunshine! The first two stages were repeats of the night before so we could appreciate the danger in full as we could not see it before. Not setting the world alight, we had a hassle free run and held back, watched and waited to see how our fellow

group N challengers got on. The first to fail was the Nik Elsmore, placing his car into the Kielder backdrop.

As the day went on, the quicker we got. Suffering a puncture on stage 8 cost us about a minute or so but we were biding our time, the gap between the other guys in our class was closing and personal battles were now being fought at the top of Group N. There are winners and losers and fighting was the only way to win. Waiting on the stop line were the film crew for C4 so the afro we carried for the majority of the rally finally had its use! Mike Brewer, presenter donned the wig and did his presenting bit, will be interesting to see if they use it on TV. The film crew were falling about with laughter! Stage 9 saw the demise of the Nolan brothers due to mechanical failure so that put us up to 5th in class. Climbing up the leader board slowly but surely, lying 30th overall at this point.

Stage 10, last but one was a repeat of stage 8 so more speed was applied! 2km in, we saw another of our Group N companions parked neatly the other side of a ditch. He was going nowhere. Up to 4th! The final stage was just a 'lets get a finish' stage. A totally contrasting day to the one previous but very enjoyable. So, 26th overall and 4th in class, not bad. Happy with that! Until..... Whilst waiting to go over the finish ramp, once again in a rain soaked Gateshead, a tap on the shoulder from a fellow Group N competitor revealed that they were in the incorrect class and really we were 3rd! Fantastic!

If you are wondering how Thommo managed to finish 6th overall after being 41st, he is a flamin' nutter, just ask his navigator!

Next stop, The Scottish. See you there!

Simon Taylor
Car 40

TROPHY POINTS CLAIM FORM

Members Name

Competitors tick appropriate boxes below and provide evidence (results)

Event Name

Event Date

Event Type:

Autotest

Economy Run

Organising Club:

Hillclimb

Trackrod

PCT

Other

Road Rally

Type of Claim:

Stage Rally M/V

Driver

Stage Rally S/V

Navigator

Treasure Hunt

Marshal

12-Car

Service Crew

Other -

Organiser :

state position

state type

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.

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

The Trackrod Motor Club
2003 Leisurewear Range.

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

Please Note that all orders must be made with relevant remittance.
Orders can be placed with the Merchandise Rep (Simon Taylor)

SOCIAL SECTION
Dates For Your Diary

May 2003

- 6th Gildersome Con. Club – Scalextric Evening**
- 13th Admiral Hawke – Boston Spa.**
- 20th The Yeoman Pub – Otley – BYO Videos!**
- 27th Admiral Hawke – Boston Spa**

June 2003

- 1st June Jesters Autotest – Melbourne Airfield - ANCC**
- 3rd Gildersome Con Club**
- 10th Admiral Hawke – Boston Spa**
- 17th The Yeoman Pub – Otley - BYO Videos!**
- 24th Admiral Hawke – Boston Spa**

Many thanks to the people who took part in the Bowling evening last month. Hopefully a few more will partake in the future. Also welcoming Wakefield MC members along to find out how much fun we really do have!!

Any suggestions for events for this year, let me know. If you fancy organising one too, just see me and I will help or make sure that it is advertised in the mag.

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 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>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