



June 2003

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

Hopefully a final word or two re the new radio's - we now have our official "licence to use" but remember that the call signs must be registered for use on each event by the radio co-ordinator. Whilst this is a dedicated frequency for the MSA it **MUST ONLY BE USED DURING AUTHORISED EVENTS** - it is not a "free for all" chat frequency. All the "ranger" sets have a separate channel operating under a demonstration frequency licence (as channel 4) which may be freely used but this is available to anyone. According to the MSA there are about 500 new sets (including the 14 for Trackrod under the "ranger" call-sign) but many have yet to register. Hopefully sufficient sets will be available to cover all events.

I am awaiting details of a "test day" in the forests to check the range and coverage of the new sets - if you would like to take part in the test please let me know and I will pass on your details to Chrys Worboys (or contact him direct!)

You may already have read in Motorsport News that Rally Yorkshire is moving H/Q to Malton. Both Ryedale District and Malton Town Council have been extremely helpful and we have the full support of the local Police in what I am sure will bring a new focus to the event.

The centre of Malton will be closed to all but Rally vehicles and we are using the Milton Rooms (and adjoining Assembly Rooms) as H/Q and for the awards presentations. There is a lot to do in Malton both before and during the event, so if you are not already committed and fancy a job please let me know!!

Regs are available for the Barbeque Hillclimb at Harewood - I am sure the organisers will hold a few entries for Trackrod members but please get you entries in early - the event usually fills up very quickly and places will not be held forever!

Enjoy our motorsport!

Rod Parkin
Chairman

Marshalls Corner.

HI: RALLYS FOR JUNE 2003

- (1) 7TH SELBY & DISTRICT THREE SWANS RALLY MAP 106
- (2) 8TH ADRIAN BARKER STAGES VENUE HAS MOVED TO WILBARSTON AIRFIELD. MARKET HARBOROUGH
- (3) GRIMSBY MC AUTOTEST MAP 113
- (4) 14TH PHOENIX STAGES VENUE FULBECK AIRFIELD
- (5) 15TH GRIMSBY MC PCT MAP 113
- (6) 21ST DUKERIES RALLY WE HAVE BEEN ASKED TO MARSHAL ONE STAGE ON THIS YEARS EVENT I NEED ONE CREW WITH RADIO & FOUR WHEEL DRIVE TO DO ONE POINT ANY OFFERS RING ME OR SEE ME IF YOU WANT TO GO TO THIS STAGE ALSO SEE ME. THE MORE THE MERRIER THE STAGE IS CLOSER TO HOME THAN YOU THINK.
- (7) 29TH BINBROOK STAGES.

THAT'S ALL FOR THIS MONTH CAN I REMIND PEOPLE THERE IS NO RALLYS AT LECONFIELD THIS YEAR AUTO 66 CLUB HAS THE VENUE FOR BIKE RACING & DONT USE MY MOBILE PHONE FOR SARCASTIC TEXT MESSAGES
THANKS PHILL

The Southern Correspondent

Red Dragon

Short and sweet report about this event due to a terminal engine failure at the end of SS2 and not a good day for the three Craven crews running with none of us finishing due to mechanical problems.

Duncan Goldsmith and I are currently 3rd and 4th in the ANWCC and Welsh Clubman's championships so looking for a strong finish in the rally to consolidate and maybe improve our standings but it was not to be.

SS1 and as we pulled into the arrival control the clutch pedal dropped to the floor, not a good sign. With much swearing and loads of revs we got off the line and found probably one of the roughest stages I've been through in this country (do they re-grade after the Rally GB?) (regrade??? Doesn't that mean spending money that we pay for the use of the events? Come on now, we live in a profit GB where quality is forgone for, "how much can we make!" Ed.) we got through it with a couple of moments and me swearing as I hit my funny bone (it wasn't funny) (yes it was, but for everyone else. Ed.)

Road section to SS2 and a long delay as there was a car off so we had to sit there for over half an hour. Not healthy for us as now no clutch and even more revs required to move the car.

SS2 we were flying but disaster about a mile from the end. The temp gauge went through the roof and as we crossed the flying finish the engine went tight. Not a Dry Blackthorn day, (Apple juice?! or did it rain? Ed.) that was it for us GAME OVER.

So far we don't know the problem but the engine will be out on Bank Holiday Monday and the oil tested in Monaco by our very own Fluids Technician (Whoooo! Is that a posh toilet attendant? Ed) on Tuesday so we should know what the problem is.

Next event for Duncan and I was going to be the Mid Wales Stages but this now looks more likely to be the ATS Coracle Stages in Sweet Lamb, because of the engine.

I will next be doing the Dukeries with Roland Jones in his Shropshire Rally School run VW Polo but tomorrow (25/5/03) I leave for Barbados for the Rally Carnival and I'm taking helmet and suit in the hope that someone in Paradise will want a co-driver otherwise it's sun and run for me and I'll tell you some of what happened (but not all).

Bryan Hull (thanks Bryan and good luck in Barby. Ed)

Trackrod Motor Club Leisurewear Sale

	Was	Now
Polo Shirt Plain	9.99	7.90
Polo Shirt 2 Colour	11.99	9.10
T-Shirt Round Neck	4.99	4.15
T-Shirt 'V' Neck	5.99	5.00
Leisure Jacket	26.99	22.50
Motorsport Jacket	44.99	37.00
Fleece Jacket	19.99	16.30
Summer Cap	7.99	6.25
Cricket Hat	4.99	4.15
Beanie Hat	6.99	5.50
Fleece Hat	4.99	3.55
Fleece Scarf	6.99	5.50

**Hurry While Stocks Last. Sale Applies To Stock Items
Only.**

See Simon Taylor For More Details

The Trackrod Motor Club
2003 Leisurewear Range.

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

MOTLEY CRUISE

Usually I only get feedback about *Wheels* when the Ecurie Cod Fillet committee get their medication wrong and cock-up the quiz answers. But the piece in the last issue about relations 'twixt Colnbrook and clubs, and in particular the reference to Regional Associations, seems to have struck chords (I wonder if Jimmy Durante was actually a classic car enthusiast trying to find the lost Cord?).

Anyway...in came the comments. For instance, that the structure of Regional Associations must never be too rigid because even things like the opening of new roads can affect the logical grouping of clubs. No argument there, nor with the view that before long Associations will need to be structured to interface with regional sports and/or development agencies, not least because that's where sources of finance may be lurking. And clubs will surely have to be members of their nearest, 'geographical' Associations because the first thing potential grant-givers may ask is 'Do you represent all the clubs in this area?' If the answer is an evasive 'not really', down will go the chances of support.

Within the sport, and probably sooner rather than later, some massaging may be needed between Regional Associations and race clubs

because quite a few racers can't see what Associations actually do for them. There's a growing gulf (I was going to say 'cultural gap' but culture and motorsport are perhaps contradictions in terms) between events that take place at permanent venues, with their inherent maintenance costs and commercial pressures, and those run in fields and on public roads.

Mind you, if collectively we don't find a way of attracting the youngsters who go on cruises and read the sort of motoring magazines I usually hide inside my copy of *Budgerigar Weekly*, any squabbles within our sport will be meaningless because support for our 'traditional' motorsport will decline to the point where it will be about as significant as jousting.

Moving on, there's probably scope for closer liaison between clubs at a sub-Association level. If, say, there are three or four clubs based around a particular town, key officials should at least meet regularly to compare calendars and policies – in how to approach local authorities or whatever. I'm not suggesting outright mergers because if you combine 3 clubs with 80 members, you may end up with one club with 120, losing worthwhile officials in the process. But if clubs at least liaise and one hits problems, the others may be able to provide temporary help, while if one fails

completely its trophies (and maybe even its cash) are more likely to stay within the sport than end up in charity shops, which sometimes happens now.

The classic case of clubs working together was of course The Eight Clubs. This was a grouping of relatively small clubs which individually couldn't run a race meeting but collectively were able to do so – amicably – at Silverstone for over 50 years.

Note the past tense. That's because The Eight Clubs set an example of intelligent motorsport management for others to follow – when it became obvious last year that it was no longer feasible to run their meeting in the way they wished, they formally wound up the organisation instead of letting it stagger into disarray.

We quite rightly value our traditions in motorsport but flogging things well past their sell by dates is rarely wise.

Stuart Turner



COD FILLET QUIZ

1. For which team was Clay Regazzoni driving in his last season?
2. Who designed the Lotus 29?
3. Who was co driver to Pentti Airikkala in the 1989 Lombard RAC Rally?
4. When and where did Brian Redman have his last F1 GP drive?

ANSWERS ON PAGE 14

Regional Committee meeting

The Chief Executive, Colin Hilton, and the Chairman, John Grant recently attended the first of two Regional Committee meetings in 2003. Each made presentations – concerning the MSA, the Strategy Development Group and various Government initiatives.

Key points from the meeting:

- Hopes for funding of motor sport may be turning towards Regional Development Areas rather than the more traditional centralised sources. Pippa Murphy is the new motor sports development officer for Northern Ireland and was at the meeting.
- The Government still regards motor sport as a successful business rather than as a sport enjoyed for its own sake. It is, however, recognised that the industry can only remain successful, if the sport is too.
- Areas for special attention in attracting funding are minority groups and to enhance social inclusion.
- The invitation for Regional Associations to submit items of concern resulted in a wide range of topics being aired in a frank and open manner.
- MSA General Manager, Kevin Pay, presented a detailed analysis showing how the MSA is targeting key performance indicators and

gradually improving its customer services. For instance, the earlier than usual release of data returns will give Clubs more time to be included in the 2004 Yearbook.

- Chairman, Bill Troughear, noted that the Regional Committee is a good source of obtaining and sharing information and confirmed the establishment of a small group of delegates representing the four home countries, to improve this communication channel further.
- Details of this year's Inter-association events can be obtained from your Regional Association delegate or from the coordinator and ANCC Secretary, Steve Smith, e-mail: steve.smith@ancc.co.uk or tel (h) 01977 550947.

Bob Milloy, Regional Committee member

Free advertising

Did you know you can advertise your car and spares for sale on the MSA website at no charge? There are nearly 500 specialist motor sport vehicles from competition and classic cars to trailers and transporters for sale on www.msauk.org (go to Member Services).

Ian Davis promoted

Ian Davis has taken over from Tony Newsum as Executive to the Motor Sports Council Secretariat with particular responsibilities for the Regional, Rally and Off Road committees.

Ian is now also editor of the MSA Competitors' Yearbook while continuing his work with the Land Access Rights Association and Rights of Way Review commission. Ian, whose particular passion is off roading, has worked for the sporting department of the MSA for over 14 years.

Pirates return

Formally known as the Airedale Pirates Motor Car Club, the Airedale and Pennine Motor Car Club is 50 years old in 2003. There will be a re-union dinner on 4 October 2003 in Bradford. Former members should contact Chairman, Dave Burrows e-mail: dave@apmcc.fsnet.co.uk or tel 01274 615804.

Junior Trials are go

Introduced at the start of this year to provide those under 14 years old with an entry-level form of off-road competition, the inaugural event for Junior Trials Vehicles (JTVs) was organised by the Southern Rover Owners Club. It attracted eight enthusiastic entrants aged between eight and 11.

The JTVs contesting the UK's first Junior Trial included vehicles based on Westwood, Toro and Laser lawn tractors – all coped well with the seven tricky off-road sections set out for the event. Building on this success, further Junior Trails are now planned around the country.

More details from website: www.msauk.org



REVIEWS FROM



The very first Junior Trial Vehicle (JTV) Trial took place at the end of March, in all eight drivers took part, with ages ranging from 8-11. It was a huge success, and event organisers the Southern Rover Owners Club have several future JTV's planned. A number of clubs are now committed to both running JTV's and also to building JTV vehicles from their club funds, to allow their younger members to get their first taste of off road motorsport.

The first JTV event also saw a high percentage of 'lady' drivers (3) take part. This reinforces the fact that high profile initiatives are being promoted in an attempt to attract ladies into motorsport, which mostly seem to be PR friendly designer formulas with support from manufacturers. Off road still I believe leads motorsport with the number of ladies that compete, and at the highest levels, not just in 'ladies only' events and classes. Ladies compete in off road on equal terms, to suggest they run in a ladies class would be taken as an insult by most.

There is no question "should women be in motorsport" in off road they are already here, just ask Stephanie Simmonite, Jutta Kleinschmidt or one of the three young girls that took part in the first JTV. It's the rest of motorsport that needs to catch up.

This year's Inter-Association Off Road Trial take place on August 31st, hosted by the Association of North Western Car Clubs and run by the Lancashire & Cheshire Rover Owners Club at Altcar. The trial for road taxed vehicles is open to all clubs that are members of a MSA Regional Association. Initial enquires please contact, Dave Barker Tel: 01423 734412.

LANCIA SPORTING COUPÉS

Brian Long, The Crowood Press. £19.95

ISBN 1 86126 561 1

Another Brian Long Lancia book, in his usual comprehensive fashion, and with Crowood's sensible tint box pull-out style for the spec tables and production numbers. This covers all the coupés from Aurelia B20 to Kappa, with a chapter on each, and includes some little-seen editions such as the Fulvia Safari. Couldn't be simpler. Just a little dull, really, lifted only by an eight-page colour section of remarkable cars in the middle. Good if you're new to the marque, and want a self-contained story of the company and the coupés.

AUTOPIA

Cars and Culture.

Edited by Peter Wollen and Joe Kerr, Reaktion Books.

£25. ISBN 1 86189 132 6

This fascinating book comprises a series of studies into the effect of the car on the modern world. It explores its influence on film, art, literature and music as well as studying world cultures, such as the fall of Detroit and rise of Japan, plus Cuba, Russia and India.

Biggest plus is that the 25 essays are refreshingly subjective, written not by enthusiasts but scholars, authors and architects and some, such as David Pascoe's

look at the darker side of road movies, are compelling. Each is backed by fascinating colour and black-and-white shots, high-quality film stills and great artworks, from BMW art cars to Arman's *Long Term Parking* sculpture or Mario Sironi's vibrant Fiat 1900. Highly recommended.

EMERSON FITTIPALDI Heart of a Racer.

Karl Ludvigsen, Haynes. £25 ISBN 1 85960 837 X

The seventh in Ludvigsen's driver profiles and perhaps the best, although this is far from a warts-and-all bio. The narrative takes in the young Fittipaldi's rise to prominence with a series of ever more extreme Volkswagens – the eight-cylinder silhouette Beetle was priceless – his swift ascendancy to greatness in Europe, the career suicide that was his eponymous Grand Prix squad and the comeback in America. All of which is highly informative with quotes from the great man along with those who helped him climb the ladder. As you would expect, it's crisply written and reasonably objective (much of any criticism is attributed to others). This hardback is bound to appeal to Emerson's legion of fans but at this price a bit more imagination on the part of the designers and picture editors wouldn't have gone amiss.

MARSHALS POST

by the BMMC



Before you can race, you have to have a start – and with all that metal, all those revving engines and all those egos, crammed together in the relatively cramped area of a grid, things can get pretty fraught.

You need a cool head and the ability not to be flustered to be a successful startline marshal.

Startline marshals are responsible for positioning the cars on the grid and ensuring competitors are aware of where they should stop after a "Green Flag" warm up lap.

Startlines can be busy places. At some club meetings you may only be confronted with drivers and their cars, at others there will be mechanics, team managers, sponsors and guests, not to mention camera crews, photographers, journalists,

scrutineers and other officials.

Only authorised individuals are allowed onto the grid and they must leave when they are meant to – usually two minutes before the start.

Each startline marshal is usually responsible for a number of cars in neighbouring grid slots. They have to position the cars in the right grid positions and make sure the drivers know where to come back to at the end of the warm up lap – often by showing them a row number from the pit wall.

Drivers may need to be told when to switch their engines off when to restart them – usually three minutes before the start.

Startline marshals should watch for any potential problems – leaks and steam – and should ensure the grid is cleared at the two minute signal, moving to a safe pit wall position, in line with the row they are responsible for.

If a car stalls or is unable to start when the green flag is waved, startline marshals and any incident marshals providing fire cover on the grid should try to bump

start it or push it to a place of safety as quickly as possible to avoid any need to abort the start.

Startline marshals also remove debris and treat any oil that has been dropped on the grid – assuming there is sufficient time before the grid returns.

And then the fun begins. If an incident occurs on the grid the startline marshals must react rapidly and put out a yellow flag to warn competitors behind, so they can avoid the stationary car. Assuming everyone misses the car there will be even less time to move it or bump start it – and there could be the added hazard of cars on the back of the grid with time penalties.

And then it's time to watch the race – or more likely get the grid sheets for the next event!

QUIZ ANSWERS

1. Unipart Racing Team
Ensign Cosworth N180
2. Len Terry
3. Ronan McNamee
4. Monaco 1974 Shadow DN3

All-New Endurance Rally gets set for July launch



An all-new concept in British club rallying is flagged away over the weekend of July 11th... and it's not too late to join in on a pioneering "first".

The Welsh Endurance Rally is for 1400cc cars with standard engines, gearboxes and brakes... with classes for less powerful cars...

and drives some of the great icons of British rallying, famous forest sections in South Wales, blended with the best road-rallying territory, and two full attacks of Epynt... starting and finishing in Cardiff.

Organised by the Amman and District Motor Club and backed by the World Cup Rally Organisation, this exciting concept is a new kind of club rally. You do not need a competition licence, or past experience, or lots of expensive modifications. It's low-cost entry level rallying with the emphasis on fun!

** If you are not competing, why not come and marshal? Contact the Chief Marshal on 01639 843839, or email him on johnmorgan@btinternet.com*

**Call the Rally Office on 01235 851291, fax 01235 851292,
or regs and info on www.welshenduro.com**

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

Rolling Calendar 2003

June 2003

1 st	FIA Monaco Grand Prix
1 st	June Jesters Autotest – Melbourne- ANCC
4 th -8 th	Acropolis Rally – WRC
7 th	3 Swans Road Rally – Selby MC
7 th -8 th	BTCC - Silverstone
8 th	Harewood Hillclimb – Jim Thompson Trophy Meeting
14 th	Phoenix Stages – Fulbeck – Eastwood & DMC
13 th -15 th	RSAC Scottish Rally – PBRC
15 th	FIA Canadian Grand Prix
15 th	Larkspeed League Autotest – Airedale & Pennine MC
18 th	ANCC Autotest – Ilkley & DMC
18 th -22 nd	Cyprus Rally - WRC
21 st	Autospares Dukeries Rally – Notts – ANCC – BTRDA
21 st	Inter Association Autotest – Ruffoth, York. - ANCC
21 st -22 nd	BTCC – Rockingham
29 th	Lightning Stages Rally – Binbrook – ANCC/Larkspeed League
29 th	FIA European Grand Prix – Nurburgring
29 th	ANCC P.C.T. – Ilkley & DMC

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
12 th -13 th	Armstrong Massey Road Rally – Larkspeed League
13 th	Trackrod Motor Club BBQ Hillclimb – Harewood
13 th	ANCC P.C.T. – North Humberside MC
20 th	FIA British Grand Prix
23 rd -27 th	Rallye Deutschland – WRC
26 th	Quinton Stages Rally – BTRDA – Quinton MC
26 th	Opposite Lock Rally – Manby – ANCC/Larkspeed League
27 th	ANCC Autotest (Tim Sergeant A/T) – Knutsford & DMC
27 th	ANCC P.C.T. – Ilkley & DMC
31 st -2 nd	Manx International Rally – PBRC

August 2003

3 rd	Harewood Hillclimb – Montague Burton Trophy Meeting
3 rd	FIA German Grand Prix
3 rd	ANCC Autotest – YSCC Summer Autotest
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

- 24th-25th BTCC – Brands Hatch (Indy Circuit)
 30th-31st Rally of The Dams – Sheffield & Hallamshire MC
 30th Woodpecker Rally - BTRDA

September 2003

- 3rd-7th Rally Australia – WRC
 5th-6th Ulster International Rally – PBRC
 5th-7th BTCC – Donington Park
 7th Wolds Rally – Swinderby
 7th ANCC P.C.T. – Wakefield & DMC
 13th Harewood Hillclimb – Greenwood Cup Meeting
 14th Harewood Hillclimb – Championship Finals Meeting
 14th Hamsterley Stages – ANCC
 14th ANCC/Larkspeed League Autotest – York MC
 14th FIA Italian Grand Prix
 20th Plains Rally – BTRDA
 20th-21st BTCC – Oulton Park
 27th-28th Trackrod Rally Yorkshire – PBRC – Clubmans ANCC
 28th FIA US Grand Prix
 28th ANCC Autotest - Lancs & Cheshire – Chairman's Challenge

October 2003

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

November 2003

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

December 2003

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

January 2004

Dinner Dance!!

TROPHY POINTS CLAIM FORM

Members Name

Competitors tick ☒ appropriate
boxes below and provide evidence (results)

Event Name

Event Date

Event Type:

Organising Club:

Trackrod

Other

Autotest	[]
Economy Run	[]
Hillclimb	[]
PCT	[]
Road Rally	[]
Stage Rally M/V	[]
Stage Rally S/V	[]
Treasure Hunt	[]
12-Car	[]
Other - state type	

Type of Claim:

Driver

Navigator

Marshal

Service Crew

Organiser :

state position

Event Status

Clubman CM []

National "A" []

National "B" []

International []

ANCC Round []

LARKSPEED Round []

Other

For Official Use Only

RESULTS

Date received

Your Entry No

Processed by

Position Overall

Awards eligible for

Position in Class

No. in Class

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

"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 Plevvey

jim.plevvey@vigin.net

Tel: Mob 07779 582 588 Home: 01937 530 963

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. Priced to sell £7995 .. PX considered.
Thank you for your interest. Contact details...

Tel.07836 544037 Fax/Ans.01924 892311

Email. andrewapperley@hotmail.com

Simon Taylor has some 15" wheels and tyres for a good home.
Phone him.

SOCIAL SECTION

Dates For Your Diary

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**

July 2003

- 1st Gildersome Con Club**
- 8th Admiral Hawke – Boston Spa**
- 13th BBQ Hillclimb – Harewood - TMC**
- 15th The Yeoman Pub – Otley – BYO Videos!**
- 22nd Treasure Hunt Evening – Venue To Be Announced!**
- 29th Admiral Hawke – Boston Spa**

The Scalextric Evening had a few participants with Emma Bain being the final Victor! We will run another evening at Gildersome soon so keep looking at the mag!

Don't forget the BBQ Hillclimb organised by us and keep supporting the Rally events too!

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>
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<u>Chief Marshal</u>		<u>Trophy Points/Equipment</u>
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