

The logo features a dark, textured background with a jagged, irregular left edge. The word "TRACKROD" is written in a bold, white, sans-serif font across the top of the dark area. Below it, the words "MOTOR CLUB LIMITED" are written in a smaller, white, sans-serif font.

TRACKROD

MOTOR CLUB LIMITED

August 2003

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

CHAIRMAN'S CHAT – AUGUST 2003

Another bumper entry for the BBQ Hillclimb, and such great weather as well! The clubnight Treasure Hunt was also well supported and I hope we may see some more of these evening events whilst we still have the lighter nights!!

Mike Broad's report has been considered by the MSA control panel but sadly, in my view, does not "hit the mark". I am aware that agreement was not possible between the interested parties and that there was pressure to release something to the media. Much, much, more work needs to be done to ensure the future of rallying at a senior level and I know that effort is still being applied.

As far as the British Rally Championship is concerned, new proposals are currently being circulated for 2004 (the MSA report would not, in any case be operative until 2005). Without detailing any of the proposals I hope that we will see a strong Championship which recognises that there are many "customers" (or "stakeholders") including the Competitor, Sponsor, Service Crews, Organisers, Officials and Marshals. All these groups hopefully take pleasure from their involvement with the sport and their needs must be taken into consideration in finding a way forward. Expect to see ideas to cut costs and "length of time away from home"

As far as Rally Yorkshire is concerned I foresee little change from those incorporated this year, but we will take advice from interested parties and ensure, as far as possible, that we run a strong, value for money rally.

Take care and have fun!

Rod Parkin
Chairman

Graham,

Through the pages of the magazine may I ask you to pass on my thanks to those club members who supported the event this Sunday by marshalling, and to those who competed. It was heartening to see the considerable number of Club members making the effort to be at Harewood this weekend and their support was even more necessary this year as many of the regular Harewood marshalling team had gone to Goodwood for the Festival of Speed, leaving us potentially very short of marshals. An excellent day was had by all, the competitors having six runs at the hill in wonderful weather conditions. Congratulations to Rob Buchan on his Best Trackrod award, well deserved.

Thanks again to everyone who helped, you will be very welcome next year. (Or of course at any of the other Harewood events if you would like to do more during the year.)
Nigel Drayton

**TRACKROD MOTOR CLUB
MORLEY WASTE TRADERS LTD BARBECUE HILLCLIMB 2003
13th July 2003**

FINAL RESULTS

POS	NO	NAME	CAR	PRAC 1	PRAC 2	TIME 1	TIME 2	TIME 3	TIME 4	FASTEST
CLASS 1										
1	7	David West	Austin Cooper S	72.13	71.39	71.20	70.81	71.04	999.99	70.81
2	8	Clare Sullivan	Austin Mini	71.66	71.70	71.31	71.03	71.78	70.89	70.89
3	5	Steve English	Rover Mini Cooper	73.93	73.18	72.78	72.59	72.79		72.59
4	6	Mike Cooper	Innocenti Export	73.51	72.04	73.51	72.61			72.61
5	2	Dan Williamson	Mini Cooper	77.87	76.32	76.21	76.41	75.92	76.37	75.92
6	1	Rhys Palmer	Rover 114	78.36	76.66	76.33	76.22	76.29		76.22
7	701	Dave Palmer	Rover 114	79.10	79.77	78.54	79.93	80.35		78.54
8	3	Barry Stoner	Peugeot 106 Rallye	84.67	81.66	81.10	81.24	81.15	81.27	81.10

CLASS 2

1	24	David Marshall	Peugeot 205 GTi	69.19	68.87	68.60	73.47	69.01	69.65	68.60
2	21	Ian R. Bannister	TVR Vixen S2	72.08	72.32	70.08	70.55	70.37	70.96	70.08
3	22	Peter Neal	Volkswagen Golf Gti	72.95	72.26	72.59	72.03	72.24	71.70	71.70
4	26	Malcolm Pinder	Honda Civic Type R	73.81	72.10	72.22	71.98	72.04	71.95	71.95
5	13	Dvir Ardash	Peugeot 106 GTi	76.20	74.08	73.78	73.01	72.61	72.77	72.61
6	27	Mark Pocklington	Renault Clio Cup 172	74.28	73.74	74.09	73.78	72.82	72.65	72.65
7	17	Graham Oxley	Lotus Elan S3	75.00	73.54	72.78	74.12	73.53	73.32	72.78
8	14	Andy Seal	Honda Civic CRX	75.85	76.99	74.05	74.20	74.02	73.37	73.37
9	19	Alan Bankhurst	TVR Vixen	75.29	74.01	74.00	74.47	73.45	73.90	73.45
10	29	Terry Corns	Ford Escort Mk 1	73.66	73.87	74.03	73.97	81.13	73.49	73.49
11	12	Dave Shiers	Lotus Elan	75.80	75.29	75.81	74.03	97.50	74.29	74.03
12	711	Stewart Lobley	TVR Vixen S4	75.84	73.60	75.40	75.72	74.71	74.54	74.54
13	904	David Coulthard	MG ZR	75.29	74.51	76.17	74.60	74.67	74.61	74.60
14	25	Steve Kipping	Peugeot 205 GTi	77.14	77.93	76.70	75.81	75.48	74.72	74.72
15	15	Gary Thomas	Mazda MX5	93.34	77.19	77.14	77.09	76.17	76.17	76.17
16	9	Simon Lawrence	BMW Mini Cooper	80.38	77.37	77.71	77.83	76.50		76.50
17	710	Fred Simcox (Jnr)	Ford Fiesta XR2	79.26	78.52	78.18	78.67	77.02		77.02
18	23	Rob Buchan	Mazda MX5	80.24	66.73	80.41	78.86	78.51	77.09	77.09
19	11	John S. Haggas	TVR Vixen S4	77.64	78.30	78.48	97.31	79.08	79.76	78.48
20	104	Helen Waddington	MG ZR	78.13	80.29	81.03	78.66	80.10	81.04	78.66
21	10	Fred Simcox (Snr)	Ford Fiesta XR2	83.01	81.48	79.75	80.64	80.60	79.47	79.47
22	709	Helen Harper	BMW Mini Cooper	82.88	81.45	81.46	81.38	80.37	80.70	80.37
23	103	M Pacey	Alpine Renault	93.03	85.62	83.77	82.55	93.50	80.84	80.84
24	16	Stuart Drabble	Ford Focus	82.70	82.06	81.94	82.16	80.87	81.36	80.87
25	18	Arthur Heaton	Suzuki Baleno GS	83.03	82.54	82.18	81.49	81.74	81.45	81.45

1	32	Fred Currell	Audi Quattro	66.47	66.29	999.99	66.37	66.53	66.23	66.43
2	35	Brian Jackson	Ferrari F 355	69.08	67.82	68.13	67.42	67.56	68.07	67.42
3	40	Robin Harris	TVR Griffith 500	70.14	74.46	69.88	69.25	68.91	68.43	68.43
4	44	Matthew Oakley	TVR Griffith	71.14	68.84	69.07	69.29	98.27	69.18	69.07
5	39	Simon Cole	TVR 350i	70.71	70.36	69.92	999.99	69.12	69.70	69.12
6	41	Simon Bridge	TVR Griffith 400	71.76	71.67	70.73	70.03	69.50	69.43	69.43
7	43	Mike Catania	TVR Griffith	70.56	71.47	70.42	69.73	69.76		69.73
8	37	Steve Lyle	TVR V8S	71.68	70.81	71.85	71.01	69.97	69.87	69.87
9	36	David Wood	Porsche 993 RS	75.00	72.19	71.89	72.96	71.48	71.46	71.46
10	732	Paul Waters	Audi Quattro	74.66	72.29	72.94	159.47	74.24	71.84	71.84
11	33	David Sharpe	TVR S3C	77.59	72.94	94.53	72.41	72.54	73.00	72.41
12	38	Jeff Allan	TVR Cerbera	77.44	78.86	76.99	79.92	76.39	74.55	74.55
13	31	Richard Blacklee	TVR Chimera	76.64	74.18	74.99	75.00	74.56		74.56
14	731	Nicholas Blacklee	TVR Chimera	75.91	74.92	76.08	74.98	75.70		74.98
15	34	David Combey	TVR Taimer	78.14	76.72	75.81	76.72	76.14	75.81	75.81
16	42	Andrew Wilde	TVR Chimaera 500	78.45	75.24	91.38	77.87	76.31	76.79	76.31
17	30	John Pollard	TVR 3000S	81.15	80.79	79.91	999.99	87.45		79.91
18	730	Hilary Pollard	TVR 3000S	96.08	91.00	88.21	89.54	92.17		88.21

CLASS 4

1	747	Kevin Bamber	Westfield SE	66.16	999.99	65.72	65.57			65.57
2	47	John Loudon	Westfield SE	72.34	70.19	69.41	68.74	999.99		68.74
3	56	Martin Parkes	Westfield SE	75.98	71.22	71.12	70.18	70.68	70.12	70.12
4	53	Marshal Rowland	Westfield SEi	72.33	72.47	72.18	72.21	71.18	70.26	70.26
5	46	Mike Molloy	Caterham 7	75.00	72.24	71.54	71.32	71.75	71.83	71.32
6	50	Mike Vokes	Syva Striker	74.09	72.47	71.60	71.97	71.66	112.87	71.60
7	55	George Newrick	Westfield SEiW	74.28	72.85	72.72	73.35	71.86	72.61	71.86
8	54	Bryan Ward	Syva Striker	77.14	77.12	75.37	75.13	73.33	73.37	73.33
9	58	Rob Navin	Westfield SE	74.28	73.02	74.54	74.11	999.99	999.99	74.11
10	49	Mark Stanton	Westfield SEiW	77.70	75.86	75.41	76.54	75.09	76.13	75.09

CLASS 5

1	68	J. Hoyle	Westfield SEIW	67.22	67.52	66.69	65.24	64.93	65.17	64.93
2	70	David Uren	Westfield SEIW	66.21	65.73	65.98	65.40	65.36	65.21	65.21
3	101	Garry Bunn	Westfield SEI	68.08	67.10	65.64	65.84	65.35	999.99	65.35
4	67	Mike Allard	Westfield SE	67.10	66.27	66.59	66.30	67.94	66.02	66.02
5	69	Terry Everall	Westfield SEIW	69.08	67.27	67.55	67.50	66.96	67.30	66.96
6	62	Dominic Allen	Dax Rush Cosworth	68.82	68.10	67.79	68.56	69.12	68.17	67.79
7	66	David Oldale	Westfield SEIW	70.98	69.61	69.74	70.24	69.55	68.89	68.89
8	71	John Fisher	Westfield SEI	71.24	71.07	71.34	70.08	70.07	69.71	69.71
9	65	Keith Graham	Westfield SEI	70.52	75.68	70.36	71.76	70.03		70.03
10	61	Anthony Happer	Sylva Striker	72.66	72.01	72.51	72.10	71.44	70.88	70.88
11	761	Chris Happer	Sylva Striker	74.34	77.01	72.47	74.39	71.91	71.71	71.71
12	100	Jeremy Sladen	Westfield SEI	74.20	73.17	72.39	71.83			71.83
13	63	Robert J. Marshall	Westfield SEIW	74.71	72.54	72.70	73.08	72.61	72.58	72.58

CLASS 9

1	75	Mark Hurst	Van Diemen RF 86	68.44	65.39	64.60	64.56	65.39	66.32	64.56
2	73	Tony Jarvis	Van Diemen RF84	68.15	81.30	68.19	75.81	69.49	67.44	67.44
3	773	Martin Webb	Van Diemen RF84	72.99	71.43	70.01	68.68	67.85	67.99	67.85
4	74	David Hunter	Royale RP31M	999.99	75.91	74.58	76.11	74.91		74.58

CLASS 11

1	77	Andrew Platt	Westfield Megashed	86.69	61.57	59.93	59.87	59.49	999.99	59.49
2	76	Keith Green.	Westfield Megablade	66.93	66.38	65.61	65.46	65.26	64.13	64.13
3	777	Julie Platt	Westfield Megashed	72.82	67.45	65.22	65.24	66.02	64.17	64.17
4	45	Nick Alger	Westfield Megabusa	67.70	66.00	65.61	65.60	64.52	64.31	64.31
5	78	Scott Beeland	Westfield SEIW	70.03	68.34	67.96	68.41			67.96

CLASS 12

1	80	Jamie Robinson	Westfield SEI	63.43		62.68	62.82	62.26	999.99	62.26
2	780	Steve Robinson	Westfield SEI	64.29	63.31	63.45	62.75	62.94	999.99	62.75
3	72	Tom Whittaker	Westfield Speed Sport	66.17	66.08	65.72	64.82	65.09	0.00	64.82

CLASS 15

1	81	Graham Smith	Radical Tracksport	61.87	61.34	60.68	61.73	60.82	60.68
2	82	Graham Blackwell	Ford Fiesta XR2	74.45	73.92	72.26	72.45	71.65	71.65
3	28	Graham Cox	Austin Mini	999.99	73.27	73.25	72.91	999.99	72.16

CLASS 17

1	83	Chris Aspinall	Jedi Mk 4	62.67	61.21	60.84	62.00	60.63	65.30
2	783	Derek Sweeney	Jedi Mk 4	66.31	63.80	62.07	999.99	64.93	64.58
	84	Martin Elsmore	Hi Tech 1988/89						

CLASS 18

1	85	Martin Vesty	OMS 2000M	57.25	56.51	55.60	55.41	55.70	56.14
2	86	Richard Arrowsmith	Jedi Mk 4 Suzuki	64.31	62.37	61.34	61.11	61.71	61.11
3	87	Alan Staniforth	Megabin HC03	70.89	73.58	69.52	68.37	69.55	68.37

CLASS 20

1	88	Andrew Ball	OMS 2000M	57.12	59.19	56.52	56.34	57.12	56.34
2	90	Damon Milnes	Pilbeam MP62/01	69.07	64.11	61.89	62.38	60.84	60.75
3	89	John Williams	Rait RT30	67.77	66.98	64.01	62.20	62.64	62.93
4	789	Emma Williams	Rait RT30	70.49	66.63	64.06	64.43	63.26	62.81

CLASS 22

1	99	Mike Sidgwick	Morgan Plus 8	67.19	62.51	61.65	61.55	61.56	61.55
2	97	Nigel Ingram	Morgan Plus 8	66.55	65.42	64.28	64.51	64.27	64.27
3	96	Steve McDonald	Morgan Plus 8	68.36	69.07	66.93	67.11	67.06	67.04
4	91	Norman Wheat	Morgan 4/4	71.23	71.04	70.69	115.93	70.59	70.59
5	93	Stuart J. Kelleff	Morgan 4/4	76.34	75.98	75.22	74.56	74.84	78.42
6	95	Gerard W. Sykes	Morgan Plus 4	81.30	79.70	81.56	81.43		81.43
7	98	Simon Baines	Morgan Plus 8	71.70	71.64	71.28	71.12	70.29	70.03
8	94	Dave Mason	Morgan 4/4	80.63	77.32	76.71	78.02	77.00	76.71
9	92	David Siviter	Morgan 4/4	79.63	80.32	79.08	78.97	79.59	78.97

Sweet Lamb Stages

After burning the midnight all every night for a week the Barry Shaddick/DRG Consultancy supported Escort of Duncan Goldsmith made the start of the ATS Coracle Stages and netted Duncan and Bryan Hull their best overall result to date, 10th in this fiercely contested rally.

The midnight oil was required after the engine blew up spectacularly after the second stage of the Red Dragon in May and its replacement, a 2ltr 16valve Vauxhall engine, was late arriving from the engine builders in Aberdeen. They had found a oil leak while running the engine in on the dyno, meaning its very late arrival to Brook Motor Sport's Newbury workshop.

The engine arrived at 10.30pm on the Sunday night and was fired up for the first time in the car at 10.30pm on the following Friday night, a mammoth task undertaken by Dave Walke at Brook. The previous engine had been a Ford engine so just about the whole installation had to be changed to allow this cuckoo in the Ford nest.

Wiring, Exhaust and bodywork all had to be re-fabricated or modified over the next five days and assistance was provided by engineers who would normally been seen in the F1 Pit lane or a WRC service area and without their help and the help and advice of many others the car would never have made the start of the rally, and for this Duncan and Bryan and of course Dave are grateful.

The car ran like a dream and the new engine shows a considerable power and torque increase and this was reflected in the excellent result on the ATS Coracle the extremely competitive 2ltr class finishing very closely behind the top 3 in their class and also beating much more powerful cars.

The only problems incurred during the day were the wearing out of tyres on the very hard and dry slate based roads and a ripped sidewall on one rear tyre after a slight indiscretion with an earth bank. These problems cost time and meant the loss of a class podium position but did not lead to any serious or lasting damage to the car.

Dave was pleased to get the Escort back in his care at the end of the day with no mechanical faults and knowing that the engine installation was right first time, something of a relief.

The team are now looking forward their next event the Swansea Bay Clubman's Rally that starts and finishes, as the name would suggest, in Swansea on the 9th of August. The rally takes place in many of the same forests as the earlier Red Dragon Rally and Duncan and Bryan hope that the demons from this event have been laid to rest and they can gain further points in their championships.

Thanks to Barry Shaddick Tyres, DRG Consultancy, Brook Motor Sport, Rob Smith, Rob Alderman, Bob Cooper, and Kate Walke (for putting up with the late nights and tea making) and to anyone else not mentioned who at some point over those 5 days turned up and offered help and advise.

Bryan Hull
Southern Correspondent.



MOTOR SPORTS ASSOCIATION
UNITED KINGDOM

Wheels

TAKING THE MIKE

From pit signals to pace notes, communications are central to our sport but there's one area where they're sometimes treated a touch specially. That's when it comes to commentators, but regarding them just as something to tackle at the last minute is shortsighted because a good one can make a significant difference to the spectators' enjoyment and understanding of an event. A commentator can generate such apparent excitement that it may take until people get home that it was actually...er...dull.

There isn't exactly an oversupply of commentators so you feel like stepping into the breach, what qualities do you need? Well, above all, you need to know what you are talking about – so you should insist on getting proper briefings from organisers.

But there's more to it than just reading from a briefing sheet. You need to be able to stay calm and collected when all hell is breaking out (as sooner or later probably will be) and it also helps to be able to interview intelligently. If you're talking to a proud owner at a one-make event and he explains that his is a 'c' car because it has ash trim whereas later ones had elm, the first thing to do will be to show that you are deeply interested. Usually, that's the second – obviously the first will be to try

to keep a straight face. (Did I ever tell you that early Dellores used ex-WD rocket tubes and some even still have the WD stamp on them? That's jolly interesting, isn't it?)

Incidentally, don't worry too much about the 'technology', you'll soon learn which buttons and switches to press. At least you will once you've said 'ye gods, this is boring' with the mike still on. And needed an armed guard.

On many events you'll be commentating for love or experience but if you get a reputation for doing a good job you can expect to be paid – there may be a scale fee or, more likely, it will be by negotiation. How many events you commentate on a year is really up to you and your boredom threshold, and of course whether your voice holds out. But it's unlikely to become a fulltime career.


If you are an *event organiser* reading this then you can make a difference to the quality of the commentary, and thus the ambience at your event, by briefing properly. Is the commentator working from the latest entry list? Has he (or she of course) got an up to date points table if describing a championship event? Has he got a set of regs for background?

Have competitors filled in information sheets (amazingly, relatively few do) with home

town, age, occupation, personal and car history, plus any other odds and ends – it's a driver's birthday...or he is getting married tomorrow...or holds the world record for standing on one leg whilst reading the Blue Book backwards...or has actually read the Blue Book forwards...it doesn't matter what the info is if it helps a commentator add colour. And by the way – brief commentators properly about sponsors. The more they know about them, the more they can tell spectators. If of course you've got a convoluted sponsorship agreement (why have you by the way?) that calls for a certain number of mentions of a sponsor's name, don't forget to tell the bloke at the mike.

Good grief, I nearly forgot: obviously it helps to have a good microphone voice. If you sound like a lovesick lioness with laryngitis you may not get many repeat bookings.

Stuart Turner


COD FILLET QUIZ

1. What does SEFAC stand for?
2. In the 1973 American GP for which team did Jacky Ickx drive?
3. What make of car sold in the UK in 1961 offered the Regent, Mayfair the Royal T and Esquire models?
4. Why was Denny Hulme disqualified from the 1974 German GP?

ANSWERS ON PAGE 14

Volunteers needed

Help make history on this year's London to Brighton Veteran Car Run. More officials are needed for the oldest motoring event in the world, which takes place on Sunday 2 November. Observers and officials are required at major junctions along the 63-mile route to Brighton, as well as to assist the participants at each of the key points en route. This includes the start in Hyde Park (from around 06:00), the coffee halt at Crawley (08:30 onwards) and at the finish in Brighton (09:00 onwards). These Veteran cars are great to watch and you can easily combine your duties with a day out for family and friends.

The event coordinator is Jon Milne and you should send your name and contact details to him by e-mail: vcr@msaevents.co.uk

More information on the London to Brighton Veteran Car Run can be found at www.msauk.org (>MSA Events>Calendar of Events)

Pro-Race proposals

Following its formation last year, the Motorsport Strategy Development Group (MSDG), headed by Alan Gow, has been

considering ways to improve the quality of British motor sport. Its first published proposals are for professional and semi-professional circuit racing. The Pro-Race proposals are that the future structure of promoted circuit racing will focus on three clearly defined categories – saloons, single-seaters and sports cars – and within each category will be level 1 (British Championships), and levels 2 and 3 (National Championships). No championships outside this structure will be permitted to carry the words British or National in their title.

At the top end, level 1 will comprise the three major existing British championships – BTCC, F3 and GT – with the remaining categories to be filled. Within each of levels 2 and 3, there will be one 'open' series and one 'one-make' series, totalling 15 championships in all.

The MSA fully supports the proposals and tenders for championships to be included in the new structure are now being invited by the MSA's Race Championship Control Panel (RCCP). While the process will be conducted in a fully transparent and open manner and applications are welcomed from all parties, the MSDG has made further recommendations to protect the long-term interests of all participants.

"Everyone suffers from a lack of stability – competitors, teams, the industry and of course the

sport – and it invariably has a disastrous financial impact," said Gow. "As a result, the MSDG has also recommended that every championship promoter enters into a three-year contract in order to provide stability, security and continuity for all concerned. In addition, new commercial championship promoters will have to lodge a fiscal bond with the MSA at the time of application. This money will be held in trust to be used to help offset any losses incurred by the sport and/or the industry should a championship terminate unexpectedly."

More details on www.msauk.org

More MSA gear

Performance Clothing, the company which supplies MSA licensed merchandise has added to its range. You can now get a v-neck sweater in either acrylic at £22.50 or lambswool for £34.95. There's a handy 30-inch umbrella for £23.95 and a new style of baseball cap (£7.95). Visit www.msauk.org (>MSA Shop) or phone Performance Clothing on 01597 822884.

• Green Belt MC

Green Belt MC celebrates 40 years in 2004 and former members wishing to make contact should visit their web site at: www.greenbeltmc.f9.co.uk

You need your Regional Association now!

Is your off-road, Land Rover club a member of its local Regional Association? No, then it is not alone. Off-roading is very much under-represented on Regional Associations and it is time this situation was changed. There are 15 Regional Associations covering the whole of the UK and Northern Ireland.

Only around a dozen off-road clubs are in fact members of Regional Associations, from some 85 off-road clubs recognised by the MSA.

Regional Associations have been around for over 50 years, composed of clubs recognised by the MSA and forming the basis of local co-operation to promote motorsport, they act as forums for clubs to come together to discuss any concerns.

Regional Associations have expertise in all aspects of motorsport that can be utilised by the member clubs. The specialist committee discusses regulations effecting all motorsport, as a result of off-road not being represented the opportunity to promote off-roading at meetings is missed.

Regional Associations have a big role in official training programmes for marshals and officials through dedicated Training Officers, who with funding directly available from the MSA arrange regional training sessions for clubs. Dominated by rally clubs the majority of such training is around rallying. Off-Road is missing out on opportunities because we are not represented at Regional Association level. It is time your club joined its local regional association. Find out just what they can do for you!



REVIEWS FROM

**CALIFORNIA CRAZY & BEYOND****Roadside Vernacular Architecture.****Jim Heimann,****Chronicle Books.****£14.99.****ISBN 0 818 3018 7**

This colourful and excellent value work is a real gem, documenting the weird and wonderful world of roadside architecture in America: from diners to drive-ins to gas stations, the lunacy is unbounded. Where else but the good 'ol US of A would you find a replica Japanese temple selling antiques, a giant wicker basket as company HQ or a drive-through doughnut café?

An all-new edition of a publication that saw the light of day 20 years ago, the book has grown into an extensive and zany collection of superbly reproduced pictures.

THE TRUE STORY OF SKODA**Dave Randle,****Sutton Publishing.****£14.99.****ISBN 0 7509 2565 5**

Skoda gags are wearing thin, as Randle points out, particularly in light of the Czech firm's brilliant self-deprecating recent ad campaign. Early development was driven by Klement's vision of a self-sufficient

factory for Laurin & Klement and Skoda, before the two merged in 1926. Innovation continued in the '30s, with aerodynamics experiments and rack-and-pinion steering. Randle's book, in a lively, easy-to-read style, comprises short chapters illustrated with a great selection of black-and-white photos: though one or two captions are lacking – the 'latter day rally ace with his classic Skoda Rapid' is Armin Schwarz. The best – Skoda's century of motor sport – is saved to last, and it's excellent value.

TOYOTA MR2**Coupes and Spiders.****Brian Long, Veloce.****£29.99.****ISBN 1 903706 16 5**

As the first MR2s are confirmed as emerging classics, Brian Long brings us the history and development of the 'Midship Runabout 2-seater', Japan's first mid-engined production car. The work covers all models from the first 'Mid-Engine Sports Car' prototype through the 1990 restyle to the current 'baby Boxster' cabrio. Well, planned, the book is logically divided to major on the fascinating development of the model, and there is a lot of detail, down to a brief buyers' guide and specification tables at the end.

MARSHALS POST

by the BMMC



NEW safety devices arriving on the scene, inevitably present new challenges for marshals.

A full face helmet on a driver's head increases the weight of the head and the possibility of damage to the spine, and is a problem to remove if he or she stops breathing.

A roll cage, side intrusion bars, wings on seats to protect the head and high sides to protect the pelvis can make it more difficult to remove an immobile driver from a car.

Broaden seat belts to increase their stopping power and you could raise the danger of damage to the internal organs which keep moving until they slam up against the now more tightly restrained skeleton.

That's not to say that any of these devices do anything but

reduce the risk of injury for the driver, but it is important that marshals are aware of the risks and added skills they may need to develop when confronted by the latest innovation.

Take the HANS – Head And Neck Support – which made its debut in CART racing in the US, and is now an obligatory part of the F1 safety scene. There's no doubt this device is a major innovation when it comes to consistently and effectively reducing the risk of significant head or neck injuries.

The HANS device reduces the forces stretching the neck in a frontal collision by more than 80 percent and the movement of the head by more than 40 per cent. Sudden head rotation and the chance of a driver's helmet hitting another surface is reduced and the load on the body from shoulder belt forces is spread better across the driver's torso.

But it does create an added complication when it comes to helmet removal. From an incident marshal's point of view,

the basic principles remain the same. You should still approach from the front, encourage the driver not to turn their head and try to maintain eye contact with a conscious driver.

If you are confident about what you are doing, you can support a driver's head in the neutral position – looking straight forward – get someone else to open the helmet visor to improve air flow and check for breathing.

Above all, remember once you do support an unconscious driver's head to aid their breathing, you mustn't let go until someone experienced tells you they have control of the head, so call for help and get comfy before you start.

QUIZ ANSWERS

1. Ferrari SpA Escercio Fabbriche Automobile e Corsi
2. Frank Williams Racing Cars...iso Marlborough-Ford IR V8
3. Goggomobil
4. He restarted from the pits in the spare car

Rally Marshals Go Racing!

The British Motorsport Marshals' Club and its rallying subsidiary the British Rally Marshals' Club are eager to see whether some of the several thousand new rally marshals signed up during the past year or so might like to broaden their interests with a spot of race circuit marshalling. Circuit racing is suffering something of a drought of new members just lately and the BMMC is involved in many new initiatives to improve this situation.

One is to invite intending marshals to attend various days at circuits around the country, to be shown around and to see just what is involved in race circuit marshalling. If any new rally marshals are interested, please contact George Copeland on racemarshalling@aol.com or if you do not have access to e-mail please drop a line to British Motorsport Marshals' Club, 3 Acorn Way, Silverstone NN12 8DQ.

It is hoped to run a series of introductory days during late August and into September. We will be happy to hear from anyone interested and should be able to arrange attendance at a nearby circuit on a date or dates to suit everyone.

We look forward to hearing from you on racemarshalling@aol.com

Hello from the Scottish Correspondent

Well what a busy year this has been to date. Back in December I took up the offer/challenge to help on the Scottish in a more formal role - with the Grand title of 'Deputy CofC (Resources)' = look after staffing, equipment safety cars and timing along with a few other things. The 1st two areas have been identified as being problem areas in the past, so it was going to be an uphill challenge. One of the main issues in the past had been the lack of early engagement with the SC's and other key staff, so I set the challenge to get all the SC's 'on board' by the End of January, which we did. Plus, there were 3 key positions to be filled, staffing officer, equipment officer and Service Area Commander - for these roles we got three keen new members to join our team, and what an excellent job they did. So special thanks to Dot Brown, Ben McCosh and Alan Dalziel for doing such a great job, and giving the event so much time and energy.

Over the following 4 months we worked closely with the other parts of the organising team, HQ and Operations, to keep all informed and fully aware of what was needed.

One area that on some events is not covered fully is the general marshal, this year we aimed to make a difference. I called it 'The Year of the Marshal' and we planned to make it a year for them not to forget, in a +ve sense! So working with supporters like Dumfries & Galloway Council, Campbell shortbread, Pirelli, RSAC Motorsport and the Competitors (the were asked if they wished to contribute at signing on) we managed to pull a full 'Welcome Pack' together.

The 'walk through', a concept borrowed from the Trackrod, was a great success to niggly out a lot of issues 2 weeks prior to the event.

Then the event itself. Well first on the Thursday was a Media stage, we had Border TV, BBC, West Sound radio, local papers, councillors and a few cars there! Only 6, but a good selection plus a good bunch of chaps. The deal was that the competitor had to do 2 runs with a 'guest', but in most cases they did more. It was a great success with all those wishing a 'guest ride' were able to do so. This included marshals, sponsors, radio crews etc etc, a very valuable experience for all. Thanks to all those that helped on this.

Thursday pm was then to get HQ set-up, plus make up the Welcome Pack. We had 500 packs to make up, so we knew this was going to take a long time, but we had plenty of volunteers 'willing' to help. But, and a big but,

Securicor Omega had let us down with the delivery of the Pirelli T-Shirts, so we had to start without them.

Friday was then a busy day, over to Baldoon near Newtown Stewart to help the chaps (only a little, they were doing a great job!) To get the service area sorted. It was then back to HQ in the afternoon for radio fitting, plus making sure all was going OK.

For me the rest of the weekend I was to be based at the Baldoon service area, since that was a focal point for the both days. Plus, it meant we had the CofC in HQ, a Deputy on the road, and me based in central service. The weather was superb, if not too hot at times, I have no idea how the Pirelli girls managed to keep all those cloths on!!! We did however have a few busy moments, couple of helicopters coming in and out, one with Colin McRae and all his family. We even managed to get Colin interviewed on the local radio, West Sound were very pleased for that.

I must say I did have a great time, there were a lot of frustrating moments building up to the event, but looking back now I guess it was worth it. The support I had from Susanne and John Smallwood was great, and without it I don't think I could have made it through!

The 'English teams' that helped were again great, so thanks to all who came 'up North' and helped out, in whatever capacity. Special thanks to Simon & Caroline for organising the Trackrod team, Peter Settle for the Ilkley bunch, and Clive Molyneau for the 2300 chaps. The help certainly made it an excellent event, from chatting to a number of people plus the press reports the best in many a year. We are holding a debrief dinner on Saturday 30th August at the Gartwhinzean Hotel, Powmill nr Knockhill. If anyone would like to attend then please get in touch - all involved welcome. Why not tie it in with a holiday in Scotland, others are already.

Book now the time in your diary for next year, and we will hopefully organise the same excellent weather again!

Other events to come in Scotland.

UK Rally Challenge 4

This is a televised event to be held at Knockhill (nr Edinburgh) on the 17th August. All help welcome on this usually busy 8 stage event. Anyone interested in helping please contact Dot Brown on 01369860443

Tour of Mull 2003

Plans are well in hand for this event over the weekend of 10 to 12th October. Usual format on closed roads with an excellent atmosphere. Book

your accommodation now, otherwise be disappointed! Need any extra details? Then get in touch.

Crail

This is a good single venue event near St Andrews with a similar format to our Lookout/Melbourne event. Good place to come and help, plus at same time get some different ideas. This is usually the 1st weekend in November, on the Saturday, but watch this space for exact details. Let me know if you are interested in helping.

Safe motoring and hope to see some of you soon.

Peter Stanhope

01259 766774

peter.stanhope@diageo.com

Rolling Calendar 2003

August 2003

- 3rd Harewood Hillclimb – Montague Burton Trophy Meeting
- 3rd FIA German Grand Prix
- 3rd ANCC Autotest – YSCC Summer Autotest
- 6th-10th Rally Finland – WRC
- 8th-9th BTCC - Snetterton
- 9th-10th St Wilfrid's Road Rally – Ripon MSC
- 23rd Harewood Hillclimb V.S.C.C. Meeting
- 24th Harewood Hillclimb – August Championship Meeting
- 24th 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

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 []

Other []

PCT []

Road Rally []

Stage Rally M/V []

Stage Rally S/V []

Type of Claim:

Driver []

Navigator []

Marshal []

Service Crew []

Organiser :

state position

Treasure Hunt []

12-Car []

Other -

state type

Event Status

Clubman CM []

National "A" []

National "B" []

International []

ANCC Round []

LARKSPEED Round []

Other

For Official Use Only

RESULTS

Date received

Your Entry No

Processed by

Position Overall

Awards eligible for

Position in Class

No. in Class

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

"Perfect 10"
Stage Rally Championship 2003

es folks it's back for 2003 the club sponsored rally series with
wards as follows;

st O/A Driver & Co-Driver	Trophies + £100 cash each
nd O/A Driver & Co-Driver	Trophies + £50 cash each
rd 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)

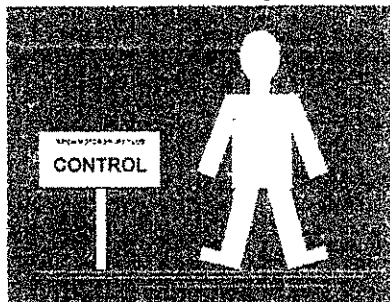
Have fun and good luck, we'll see you at the
2004 Dinner Dance to collect your awards
and prize money!

Jim Plevy
jim.plevy@vigin.net
Tel: Mob 07779 582 588 Home: 01937 530 963

Ripon Motor Sport Club

Saint Wilfrid's Road Rally

We need you to fill this space
on 9th/10th August!



(Sorry about the drawing - it was the best I could manage to come up with)

The Saint Wilfrids is a road rally which uses some of the best roads in Yorkshire. We are very marshal friendly but we are always short manned so we need your help to make it a good event.

What you will need to bring with you

Maps 99 & 104, Hammer, Clipboard & Pens

What you will get from us.

Free pop, crisps & chocolate.

Photocopy of control locations

FREE BREAKFAST (tell us in advance if you are vegetarian)

**For more information Contact Steve Taylor on
(01423) 505115 or Doug Smith on (01423) 331105.**

SOCIAL SECTION
Dates For Your Diary

August 2003

- 5th Gildersome Con Club, AGM**
- 12th Admiral Hawke – Boston Spa**
- 19th The Yeoman Pub – Otley – BYO Videos!**
- 26th Admiral Hawke – Boston Spa**

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

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**

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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