

September 2003

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

CHAIRMAN'S CHAT – SEPTEMBER 2003

Entries are rapidly coming in for Rally Yorkshire (136 at the time of writing) especially from the Historic community. We are running categories for Historic, Post Historic and the new "Classic" category and all cars will be displayed in the centre of Malton which is being used for the Start and Finish. Pickering Showground is preparing itself for the invasion as well since it hosts the central Service Area and a spectator stage as well as playing host to the Pirelli simulator, Pirelli Girls and hopefully a "roadshow" from Team Dynamics (the sponsors of Jonny Milner). If you have not already got a job on the event you can always spectate!!

Elsewhere you will read that Graham Steggles has resigned from his Committee duties and I would like to take this opportunity to thank him for all his hard work over the past few years. Looking after the Clubs' paperwork and website is no small task, add to that the duties of editor and it is easy to see how much time it takes from today's busy lifestyles. Thank you Graham – you will be a hard act to follow. But..... follow we must so if anyone fancies a "go" at any/all of the jobs, now is the time to speak up. Alison Jennings is caretaker for the Secretary role and Graham has kindly offered to do the next magazine. So – it is your club, please stand up and be counted!

Time for another plea – this time for ideas (and organisers) for social events. The Dinner Dance is being put together and Simon will let you have the details. What else – well as the darker nights approach we need your input – what would you like? Achievable and sensible ideas please to Simon.....

Take care and have fun!

Rod Parkin
Chairman

Secs Bit.

Due to work commitments I have to reluctantly retire from Trackrod Motor Club as Secretary, Editor, Web controller and PR officer after 3 years on committee. I will be continuing in the roles until they are filled by any members wanting the jobs. Alison Jennings has kindly offered to take over Secretary temporarily but also Editor and Web controller are available to be passed over immediately. I have enjoyed fulfilling my commitment to TMC and will be around to pass any help in the jobs whilst you settle in and have developed systems to make the jobs easier so don't worry if you think you don't have the necessary experience as I will give full guidance. I thank TMC members for all their help and support during the past years and I'm sure this will be passed to my successors.

G.Steggles

Larkspeed League Overall Results 2003

	Round										Total
	1	2	3	4	5	6	7	8	9	10	
1 Ilkley	5.0	162.2	298.8	60.0	213.3	141.9	296.7				
2 North Humberdale	278.8	180.6	111.3	10.0	5.0	255.1	130.0				
3 Huddersfield	253.1	140.6	196.8	86.7	0.0	234.0	5.0				
4 YSCC	71.3	5.0	311.3	77.6	0.0	179.6	125.6				
5 Trackrod	263.6	200.0	0.0	0.0	0.0	89.6	100.0				
6 York	141.7	145.0	193.4	20.0	0.0	44.6	70.0				
7 Beverley	60.4	75.7	120.0	43.3	196.7	0.0	0.0				
8 Alredale and Pennine	5.0	90.0	0.0	86.7	0.0	80.4	113.3				
9 Sheffield and Hallamshire	0.0	0.0	82.5	35.0	0.0	0.0	146.7				
10 Alwoodley	0.0	0.0	41.3	0.0	0.0	53.5	162.2				
11 Keighley	150.0	5.0	0.0	0.0	0.0	96.5	0.0				
12 Malton	185.6	0.0	0.0	0.0	10.0	5.0	0.0				
13 Wakefield	150.8	0.0	0.0	0.0	0.0	46.3	0.0				
14 Slaithwaite	0.0	0.0	0.0	0.0	0.0	140.6	0.0				
16 David Brown	0.0	0.0	0.0	0.0	0.0	113.6	0.0				
18 Defacy MC	5.0	0.0	0.0	0.0	0.0	96.8	0.0				
17 Ripon MC	5.0	0.0	0.0	0.0	43.3	0.0	0.0				
19 Selby & DMC	0.0	0.0	0.0	0.0	0.0	0.0	0.0				

A Mini Adventure or Busman's Holiday?- the Historic Manx

It really was an adventure with only my second visit to the Manx, the first ending in a brick wall/co-driving for James Morton, and here I was back 4 years later to sit with David Williams in his Mini Cooper S. This was David's first competitive visit having been there many times before to report on the event and on the spanners we had. Martin Sharp another man not unfamiliar with the Island but in a different role.

We traveled to the Manx by the CoastaPacker Ferry company and were to be on the island from Wednesday leaving on the Saturday night. The plan was to recce Wednesday evening and Thursday morning with the event beginning Thursday night and finishing the following day.

I had worried David that I was not hopeful of the accommodation having phoned around for sometime before finding a B&B and then speaking to a surly couple who took my booking but did not ask for a name or deposit and the reason for this was obvious on arrival at our digs.

The landlady was most rude and not expecting us and claimed that I had booked two double rooms and not two twins and then after negotiation I capitulated and accepted the doubles and I would sleep on the floor, but no this wasn't good enough for her she didn't want to men sharing! Her husband was slightly more reasonable and phoned another local B&B who had space.

This B&B made the Lion Hotel in Buiith look like the Ritz and yet another charming Hotelier was there to greet us; he only had 3 beds for the night, but for the other two nights we could sleep in the attic. With no other options we took it and David and I went off to beginning the recce and Martin to do a number of chores for us.

Thursday was a busy with recce, scrutineering and the rally to actually compete on and everything went to plan but with time constraints we only managed to get one run over each stage which was only enough to check and slightly modify Patterson's notes.

So what can I say about the Thursday night stages? Well they started from Castletown and the stages were wet and then as darkness fell so did the fog with at times visibility down to less than 50m. I was reading descriptive pace notes for only the second time, the first being with David in Belgium, and I was awful at times being to far ahead and others lagging behind as I tried to relate the notes to what I could see.

Despite my best efforts David was driving well with us finishing the night 3rd in class 11th Historic and 31st in the overall standings amongst the Historic and Post Historic cars and we were confident of a top 10 Historic finish and pot when daylight came the next the day.

We retired to our B&B for the night and took the stairs to the attic and you wouldn't expect illegal immigrants to stay in a place like that but beggars really can't be choosers and the landlord was having the last laugh but after a long day bed was all we wanted.

Next morning and after breakfast it's down to the TT Grandstand for the restart and a spanner check on the car and prepare for the off, the car had suffered no damage the night before and seemed to be in fine fettle.

Sitting at the yellow arrival board and David smells oil but thinks nothing of it as

we're surrounded by other rusty wrecks competing in the Hysterical Rally, through the control onto the TT straight and the car starts to fill with smoke and the oil pressure has disappeared! We've travelled 200 metres and we pull onto a garage forecourt and out of the rally as David, rightly, does not want to risk the engine.

After being dragged back to service and investigation by the many experts you find in service area's the fault was found to be a small pipe that had for some reason decided that moment to dislodge itself and pour oil out. The discovery of the problem and it's repair was to late for us as we were OTL and had already taken the decision to retire.

We adjourned to the pub to plan our next course of action and the decision was made to get off the Island before the day was out so that Ann Frank could have her attic back and we wouldn't have to stay a day longer than required. The few days we spent on the island were an adventure and I'm afraid my closed road jinx continues as in all my years of rallying I've yet to finish a tarmac closed road event, but one day I will.

Bryan Hull
Southern Correspondent.

Conquering the Welsh Dragon

Three months after a disappointing retirement on the Red Dragon the DRG Consultancy / Barry Shaddick Tyres/Brook Motor Sport supported car of Duncan Goldsmith and Bryan Hull returned to the South Wales forests to compete on the Swansea Bay Clubman Rally and what a difference three month's makes.

With a new engine and more miles under their wheels the team were looking for a good result in the ANWCC Championship and started the day with confidence after their excellent result on the Coracle Stages a month before at the Sweet Lamb Stages.

On what was one of the hottest days of the year the rally commenced from Swansea Civic Centre and then ventured in to the forests for four long hard special stages in the searing heat.

The first stage was nearly 10 miles and before the crew were half way through the stage they had caught the car that had started a minute before them and had to at one point stop as the dust thrown up was so thick Duncan was unable to see the sides of the road, never mind the road to the front. This stage was to prove crucial later in the day.

Into service for the first time and the Barry Shaddick supplied tyres were shredded and so it was on with another set of Dunlop tyres and with the car having no problems of to the next special stage of just under 14 miles.

At the stage start the crew in front agreed to allow the Duncan and Bryan to start before them and for this they are most grateful as they ran in clean air, no longer hindered by thick dust and were able to set a blistering time in the blistering heat.

Rolling Calendar 2003

September 2003

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

October 2003

1 st -5 th	Rallye Sanremo – WRC
4 th -5 th	Seven Dales Road Rally – De Lacy MC
5 th	Lindisfarne Rally – TBA
5 th	ANCC P.C.T. – YSCC
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 – PBR
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
2 nd	ANCC Autotest – Alwoodley 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

January 2004

Dinner Dance!!

SHAKEN NOT STIRRED

Extraordinary how some subjects have their spell in the media limelight, with newspapers and magazines all running features around the same time. 'Stress' has been a recent one and I guess it's something we ought to keep in mind because motorsport can get a bit stressful at times.

But what is 'stress'? Well as far as our health is concerned, it's not the force that breaks or bends bits of metal but rather the meaning when used as an abbreviation of 'distress'. Physical symptoms can include fatigue, nervousness and, of course, the sweaty palms – the ones you get when you hear bells, look in your mirror, see blue lights and desperately hope **COLOU** is an anagram of **AMBULANCE**.

Emotional symptoms may include irritability, anxiety and loss of concentration – a good reason to be careful when driving at such times.

But what can you actually do about stress, whether caused by problems at work or through something that happens in our sport? Start by accepting that you are not abnormal if you react to an unusual event – like they say: "you don't have to react to be normal, but it is normal to react."

Watch programmes featuring centenarians who served in wars in their youth. *Of course* they

vividly remember specific stressful incidents all these years later. At a lesser level, I bet you can still remember your first 'off' on an event just as you can your first kiss. (Did the braces on your teeth lock too? I found that acutely embarrassing, at 27).

Just as it's perfectly normal to remember stressful things, so it is perfectly normal to talk about them. People who've been through stressful incidents have told me they thought their feelings were best not shared because "no one will understand". They soon realised they were wrong.

One major cause of stress is public speaking. This poses no physical dangers yet as the winter of club and award dinners looms, there are already people worrying what they're going to say. It's even been said that people put public speaking ahead of death on their list of fears, but surely that's wrong because it would mean at a funeral you'd rather be in the box than the pulpit.

It helps overcome the stress of speaking if you've briefed yourself properly and know what you're talking about. And it helps perhaps to understand why you get dry lips and sweaty palms (if you don't, perhaps you are cockily heading for a fall?). Fear. I once had the privilege of discussing this with the greatest comic of all time, Eric Morecambe

(if you are going to name drop, why not drop the best?) and he was emphatic that it was all down to fear, daft though it seems – after all, no one will remember a blind thing you said the next day. But they will, oh yes they will, if you droned on and on... and on... while they wanted to get on with the dancing.

Someone once told me that one way of avoiding stress when speaking is to stand up and imagine your audience sitting there naked. But I'm not so sure – I tried it once at an Ecurie Cod Fillet dinner and had to have several weeks of counselling afterwards.

If of course you ever speak at an actual nudists' convention, at least you appear to be getting a round of applause when they all sit down.

The old ones are still the best aren't they?

Perhaps not.

Stuart Turner



COD FILLET QUIZ

1. Who is the youngest person to win the RAC Rally?
2. What was the nickname of the Vanwall VW 14?
3. Just prior to WW2 which two motor racing 'legends' combined their talents to make the 'Crab'?
4. Who wrote 'Behind the Scenes' and 'Collecting Staffordshire Pottery'?

ANSWERS ON PAGE 14

DTI initiatives welcomed

The MSA welcomed the announcement in July by Rt-Hon Patricia Hewitt MP, Secretary of State for Trade and Industry, of a new £16 million fund to help sustain and develop the UK Motor sport cluster.

"The MSA is delighted that the DTI has endorsed the recommendations of the Motorsport Competitiveness Panel," said Colin Hilton, Chief Executive. "As the governing body, the MSA has been heavily involved in helping the panel to decide how best to safeguard and further stimulate the world-class motor sport and related motor sport industry that has developed in this country.

"The future health of UK motor sport relies on securing the long-term futures of major events, developing the talents of those on the frontline of the sport from drivers and engineers to officials and marshals, and expanding the opportunities for more people to get involved.

"The MSA looks forward to implementing and administering the DTI's initiatives within the sport."

Coulthard wins Hawthorn Memorial Trophy

British Formula 1 star David Coulthard was presented with the coveted Hawthorn Memorial

Trophy in advance of the recent Foster's British Grand Prix at Silverstone. The Team McLaren Mercedes driver finished fifth in the FIA Formula 1 World Championship in 2002 and receives the prestigious award for the fourth time, joining distinguished four-time winners Sir Jackie Stewart and Damon Hill.

The Hawthorn Memorial Trophy is awarded annually to the most successful British or Commonwealth driver in the FIA Formula One World Championship. It was first presented by the Hawthorn family in memory of Mike Hawthorn, who became Britain's first ever Formula One World Champion in 1958 (driving for Ferrari) but tragically died in 1959.

Besides Stewart and Damon Hill, past winners are Jack Brabham, Stirling Moss, Graham Hill, Jim Clark, John Surtees, Denny Hulme, James Hunt, John Watson, Alan Jones, Derek Warwick, Nigel Mansell, Jacques Villeneuve and Eddie Irvine.

Rally Study Group reports

Mike Broad, chairman, gave an interim report to the MSA on 1 July. The Rally Study Group felt that: "Rallying in the UK is generally strong with close to 10,000 rally licence holders, an increase of 7% since 1998. However, the championship structure is seen to be overly complicated and with the current economic climate we believe that

rationalisation is necessary to prevent a drastic fall in entries in certain championships in the future."

The general recommendations included: "Clearly for the future health of rallying we need to attract young drivers. The MSA should set up a working group to look into this area and to consider academies, mileage limitations, and qualification of passengers. The British RallyX Drivers Association should be consulted over their Junior Rally X, which is described as a juniors' route into rallying."

It was recommended that events be categorised in three divisions each with a class structure to MSA Regulations:

Division 1 British Rally Championship

Division 2

- (A) Forest series. 8/10 events. Maximum 75 miles
- (B) Tarmac series. 8/10 events
- (C) Historic series.
The MSA Historic Championship. 8/10 events. Minimum 45 miles

Division 3

- Scottish Rally Championship
- Welsh Association Series
- All Regional Association Series with a cap on the number of events per calendar year

The final recommendations will be presented to the Motor Sports Council in September for further consideration.

More information can be found at www.msauk.org (>News>News Items).

Karting is the school for full size motor racing, everyone will tell you. Well yes...but it is not quite as simple as that.

Actually karts and cars have very different handling characteristics and require different techniques which can see some drivers adapt better to the changes than others.

For example on a typical kart you have little braking because they are on rear wheels only but you have relatively sticky tyres and great instant turn in.

The result is that you learn to go rocketing into corners often braking as you are turning in and carrying as much momentum through as possible. Do that in a car and you rapidly run into problems. So when you first step into a car you have to get used to the more traditional process of braking in a straight line and then turning in. Slow in and fast out.

Weight is also a vital factor. In a kart you are the heaviest from so you can influence the weight more easily. On a car the machine weight is substantially more and you need to learn to control that weight and get it pointing in the right direction. Getting the nose into the corner early is often vital.

Add those factors up and you see why some drivers hop into a car from a kart and get it all wrong...while others find they are actually quicker in the bigger machine.

Further information on karting from mfo@bkia.co.uk



REVIEWS FROM



GRAHAM HILL
Master of Motor Sport.
John Tipler,
Breedon Motor Books.
£19.99.

ISBN 1 85983 279 2

The author has done a commendable job of logging the remarkable number of events and cars the mustachioed one competed in – from F1 to tin-tops – the narrative painting a picture of a man who, though far from poor, rose through the motor sport ranks by virtue of sheer tenacity. No great revelation there then, but Tipler has spoken to many of those who worked with – or raced against – Hill, and their views are often refreshingly candid. In particular those of Mario Andretti who offers a brief but personal perspective on what it's like being and old stager taking on the young guns.

FORMULA 1
The Autobiography,
Weidenfeld and Nicholson,
edited by Gerald Donaldson.
£35.

ISBN 0 297 84308 7

A daunting title to live up to, and a huge effort by a talented team of F1 writers. This weighty hardback tells the story from the beginning, via great pictures and personal memories from drivers, wives, girlfriends, mechanics and team owners – great to dip

into, and which really make it come alive. There are more than 500 photographs in here and, as well as the glories, this book does not shirk from documenting the dark days – heart-rending pictures of the Roger Williamson crash and all. A shame the design is a bit of a mish-mash – alternating bold and roman type laid over silver pictures becomes irritating to read after a while. A complete list of runners, riders and results completes this authoritative book.

THE BIRTH OF HOT RODDING

Robert Genat,
Motorbooks International.
£29.99. ISBN 0 7603 1303 2

Second only to a time machine trip, this wonderful book paints a vivid picture of hot-rodding's immediate post-WW2 era. Through the lenses of ex-Navy snapper Don Cox's 35mm cameras, loaded with early Kodachrome colour film, you can almost hear the Flatheads roar and chew the dust from Muroc dry lake. As well as roadsters, the book features specials and a gallery of belly tanks. Hot rod authority Robert Genat's text fills in the background with details of rival clubs, speedshops and personal memories of Muroc veterans. A wonderful social record of a remarkable era.

Back to service for the final time and new tyres required again as the final leg consisted of 19 more competitive miles of two special stages. A short spectator stage around the Walters Arena created for Rally GB, Britain's round of the World Rally Championship, and then a final run of just over 15 miles.

Thanks to an SMS results service provided by Tynemouth Computer Services the duo knew how they had been performing all day and went into the final stage, 6th overall and 2nd in class, 20 seconds and no chance of catching the class leader but looking to consolidate and not let slip their best result ever.

After over 14 miles Duncan had not put a wheel wrong but then disaster struck on the 2nd from last corner, with the class leader parked up on the side of the road and only a drive across the line to take the class win, the car span on the loose surface losing valuable seconds. The next corner the same thing happened the tyres were shot and gave no grip and in sight of the Flying Finish they were stopped facing the wrong way up the stage.

The car was turned around and crossed the line but seconds had been lost and Bryan believed they had won the class but as they drove back to the finish in Swansea the text results had come in and they had lost the class by just 2 seconds, but looking on the bright side they went into the last stage 2nd in class and came out 2nd in class, after leading the class for maybe 40 metres.

Duncan and Bryan would not only like to thank their service crew and sponsors but also their fellow competitors in cars 124 and 121 for allowing them to run ahead of them on the road in cleaner air giving them the opportunity to get close to the class win even if it slipped from their fingers in the final yards of the rally.

Bryan Hull
Southern Correspondent.

YORK MOTOR CLUB LTD

AUTUMN AUTOTEST

York Motor Club Ltd. will organise a National B Permit Autotest on 14th September 2003 at Acaster Malbis Airfield York MR 105/574421 This event is a round of the 2003 Larkspeed League

Entries: Linda Cariss Doon Court House Hessay York YO26 8JR

YORKSHIRE SPORTS CAR CLUB **SEPTEMBER AUTOTEST**

The Yorkshire Sports Car Club Ltd. will organise a National B Permit Autotest on 21st September 2003 at Parkview House, Thornhills Beck Lane, Brighouse, HD6 4AB. MR SE149236

Entries: David Haigh, 83 Siddal Lane, Siddal, Halifax HX3 9JS
This is a Larkspeed League round!

Trackrod is currently running 5th O/A. Try and get out for our honour.

MARSHALS POST

by the BMMC

Radios seem to induce one of two responses when someone is asked to use one for the first time.

They are either overcome with an unstoppable desire to babble, clogging up the channel with information no one needs, or else they adopt vows of silence that would put the most assiduous Trappist monk to shame.

As with most other things, adhere to the "KISS" principal - Keep It Simple, Stupid - and you won't go far wrong.

If you have been given a headset, make sure you plug it in before you turn the radio on - if you don't do that, you may hear nothing and no one will hear you, for certain! Also, check whether the headset has a toggle switch on it. If it has, the switch should be set to "PTT," which stands for "Push To Talk" and

not to "VOC."

PTT means you will only be heard when you press the Push To Talk button - which could be on the headset, the microphone, the cable running to the headset or the body of the radio.

VOC means that every time you talk - or someone makes a loud noise - the radio will automatically connect to Control and all your innermost secrets will be broadcast to the world!

Usually, what's said concerns the parentage of the Clerk of the Course, the incompetence of the organisers and various other embarrassing revelations about your personal life, guaranteed to see you slapped by the lady involved and spurned by others.

The next thing to do is to check the radio works.

Turn it on - most radios make a beep to show they are on and the batteries are working - make sure it is set to the correct channel - usually '1' but not always, so ask if you are not sure - and, if you have a "Squelch"

knob, set the Squelch to fine tune it to the station.

Modern radios do this themselves, but if you have an older set, twiddle the knob marked Squelch until you get continual hissing and crackling - called "white noise" by those in the know - then turn it back until the noise just stops. You are now ready to speak to the world - and it really is the world.

Anyone with half a brain and a scanner will be able to tune in to your pearls of wisdom and so will the Department of Trade and Industry, which licenses radio channels and is empowered to listen in to ensure they are used correctly, for the proper purposes and minus any earthy Anglo Saxon phrases!

QUIZ ANSWERS

1. John Brown (navigator to Carlsson, 1961 age 22yrs 8mths)
2. The 'Whale'
3. Freddie Dixon and Tony Rolt (an early 4wd design)
4. Louis T Stanley

Available from the Motorsport Safety Fund

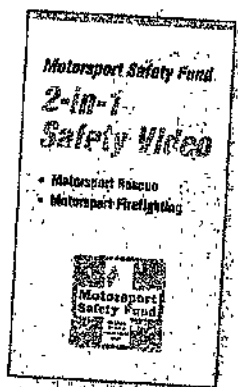
2-in-1 Safety Video (Quote MSFV2)

• 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

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.

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 Plevy

jim.plevy@vigin.net

Tel: Mob 07779 582 588 Home: 01937 530 963

Wakefield and District Motor Sports Club

is proud to present the

Watson's Specialist Car Centre

Production Car Trial

Sunday 7 September 2003

Sponsored by:

**Watson's Specialist Car Centre,
Flanshaw Lane, Wakefield.**

**A Round of the ANCC PCT
Championship**

SOCIAL SECTION

Dates For Your Diary

September 2003

- 2nd Gildersome Con Club**
- 9th Admiral Hawke – Boston Spa**
- 16th The Yeoman Pub – Otley - BYO Videos!**
- 23rd Admiral Hawke – Boston Spa**
- 30th Admiral Hawke – Boston Spa**

October 2003

- 7th Gildersome Con Club**
- 14th Admiral Hawke – Boston Spa**
- 21st The Yeoman Pub – Otley – BYO Videos!**
- 28th 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.

Any further dates for the rolling calendar, especially for next year would be appreciated as I do not get a lot of info through.

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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