



### What Happened Next?

Rob Buchan at Harewood Hill Climb Driving School approaching Orchard Corner. Rob's usual marshalling post.

# May 2005

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THE OFFICIAL NEWSLETTER OF TRACKROD MOTOR CLUB LTD  
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# **PRESS RELEASE From the MSA**

## **MSA tackles DEFRA threat to UK motor sport**

The Motor Sports Association has vowed to fight all the way to Brussels to safeguard the future of nearly 50 percent of its sanctioned motor sport events after the government decided to stop subsidies to farmers who allow part of their land to be used, even temporarily, for any form of motor sport.

The MSA has joined forces with the governing body of motor cycle racing (ACU) and other affected parties to challenge the Government's decision, channelling its efforts through the Land Access & Recreation Association (LARA) of which the MSA is a founding member and major funder.

The Single Payment Scheme (SPS) replaces the Common Agricultural Policy and now pays farmers for the land they own, not what they produce. The European Directive on agricultural subsidies does not prohibit motor sports on land eligible for SPS. However, the Department for the Environment, Food and Rural Affairs (DEFRA) has taken the decision, without consultation, to stop these payments to UK landowners if agricultural land is used, even temporarily, for motor sport.

Activities that will be particularly impacted are autograss, autocross, sporting trials, production car trials, 4x4 events and some rallies.

"We believe the current guidance from DEFRA to landowners is incorrect, is inconsistent with EU policy and fundamentally threatens the future of motor sport in this country. The MSA is a founding member and substantial funder of LARA and it is entirely appropriate that the concerted response of all interested parties to this threat is channelled through LARA. We hope to have a successful conclusion to our urgent dialogue with DEFRA, but should the need arise we are prepared to pursue this issue further," said Colin Hilton, Chief Executive of the Motor Sports Association.

## Scottish Correspondent

Well a busy month was March and April doing lots of planning for the Pirelli, so this article will be focused on that.

### **British Rally Championship Pirelli International – 20<sup>th</sup>/21<sup>st</sup> May.**

As mentioned in previous months mag I have been asked to run the Super Special stage – ‘P Zero’. This is near Carlisle airport, but not actually at it. If anyone would like to come out and help you will be very welcome – Carlisle is about 2 hours drive from Leeds area.

The other Friday I got to visit the stage with Brain Kinghorn – Rally Manager. The location, set out, design, everything is amazing – stunning!. This will be a truly 'Super Special Stage' which is part of a much bigger rally show. It is expected that there will be demonstration runs in various classic rally cars, some major displays and much more still being planned and will run throughout the day on Saturday, so watch the press!! It will be advertised on TV in the Carlisle area – they have made a 25 second video showing one of M-Sport's WRC cars on the stage being driven by a leading UK driver!

From the marshalling point of view there will be a double run on the Friday night, SS1&2 interposed at 30second intervals, then 2 more single stages on Saturday at 11:00 and then again at 17:00.

For now the high level details are:

- Location is near Carlisle airport, approx 3 miles away.
- The stage is 1.4 miles of both purpose made and forest/farm track (3,500 ton stone gone into the making of this)
- Start is on tarmac at the front door of the owners 'house', or should we call it mansion?!?!?!?
- Lots of purpose built 'S', 'Z', hairpins, 2 separate yumps plus an amazing 'concrete' water splash (this is to be seen!!)

We are providing stage safety and time control functions (i.e. competitors entrance, controls and mid points), all spectator control will be done by stewards provided by the landowner. They are hoping for between 5 and 10 thousand spectators!!! The landowner is to 'Netlon' around the entire spectator stage, so there will be a barrier for the spectators to stay behind. Spectators will not be allowed in the centre of the arena – that is reserved for marshals!!

There will be a full rally show during the Saturday when the stage is not running as part of the event, this will include demo drives around the stage in classic rally machinery. At this point it is most likely that we will be 'stood down' and it will be up to the landowner to manage the stage. It is also anticipated that there will be a fun fair there too – just in case spectators get bored! Malcolm Wilson is rumoured to have been involved so who knows what machinery might be wheeled out!!

The owner is having the whole thing filmed and simultaneously shown on large screen TV in the centre of the arena. Live results and new from the stages will also be shown. This facility alone is said to be costing in the region of £12K!!

Since there are 4 runs of the stage, at three different times (with the Friday being classed as just one), we plan to move crews around to make it more interesting. Some of the less attractive locations (i.e. spectators entrance, end of main straight in the woods, FF & STOP) will be swapped around each time. Saying that you can see at least the stage wherever you are!

We need to know in advance who will be coming since passes will be needed and we need to be sure that we have adequate marshalling cover. There will be NO marshal cars allowed in the main arena, and only the radio car at the start! Not even the stage commanders car will get in to the start!!! You will understand more when you see it all. Marshal/official car parking will be in a field next to the venue, so make sure you pack food/drink/sun cream/waterproofs etc. in a bag. The distance is only a couple of hundred yards so not too far away.

I expect to arrive on Thursday late afternoon to help with the recce, and then set up fully on Friday during the day. For once there is not a lot of setting up to do; so as long as we know you are coming then you just need to arrive at the stage by 17:00 Friday, 1st car is due at 18:53. The two Friday runs will be interspersed at 30 second intervals so action will be fast and furious (particularly for the timing crews!!) - not to be missed.

Local Accommodation is available, the organisers have arranged for marshals camping in the service area, which is an old army barracks, that have been flattened. It is good hard standing, but a few small issues detract:- it's very near to the M6 (noise), near a gypsy camp, no power/showers etc., but its free!!!! However, what we have found is a small caravan/camping site about 3 miles from the stage. It's a nice site with a small shower/toilet block but it only takes 18 caravanswe have already booked for 5 vans, with an option for up to 10 vans and additional tents. Cost is approx £10/night/caravan including power and awning. If you are interested we need to know the number of caravans/motorhomes ASAP, - usual principal of '1st come 1st served' is valid!!!!

Please get intouch as quickly as you can so that I know numbers.

Thank you for your help in advance. Look forward to welcoming you all – I am sure it WILL be a fun two days Motorsport.

### **Roger Albert Clark (RAC) Scottish Region – 20<sup>th</sup> & 21<sup>st</sup> November**

Similar format to last year based in the Dumfries area. We have had our first teleconf meeting and plans are nicely coming together. There will also be a Clubman event in using the Monday stages in the Scottish region, so we should see a lot of action this year.

Just get the date in your diary now.

If anybody would like more details on any of the above, then please contact me on 01259 760611H, 07793 662444 M – but not after 22:00! (eMail peter.stanhope@diageo.com)

Safe motoring.

Peter Stanhope

### **Chief Marshal**

Hi and thanks to all who came out last month. Not much happening this month just one invite to the John Overend Rally (15<sup>th</sup> May) at Melbourne Airfield York Signing on 7:30-8:00am.

We have been invited to marshal on the dukeries rally, on clip south Sat 18<sup>th</sup> June sign on time 8-00 8-30 map ref 120 621/615 (deerdale) just of the A614 (Double run stage about 160 cars) please let me know if you can make it asap

In March I was approached by a number of members about the North Humberside Rally, asking if we had a stage, not knowing Derek Lee had Langdale. I contacted N.H.M.C and was asked to supply marshals to Cropton. If I had known about Langdale I could have done something about it (sorry Derek)

Se Ya Phill

The committee would like to congratulate Jim and Michelle Plevey on their new arrival.

Amy Grace born 20th March weighting 8lbs 7oz  
(for the Ladies)



## RETROSPECTIVE

**30 YEARS AGO - MAY 1975** - Steve Lloyd reported on the 1st round of the 1975 Shell League, The Elcar Trophy Rally, which he described as being very good and although consisting of airfields and farm tracks David Brown MC made "if not a silk, then certainly a bri-nylon purse out of the proverbial sow's ear". As far as League points were concerned, our team didn't fare very well; Richard Jackson/Steve Lloyd 11th o/a; Ken Goodall/Andy Mackay 21st; the late Steve Rathbone/Andy Nicholls 25th; Elvin Garnet/Steve Mills 67th; Ron White/John Birch 56th Vince/Marcel Girardier retired with a ventillated BDA block and Dave Lawton/Steve Hazeldine broke their crankshaft!

Round 2 was the Horsfall Trophy Autotest in/around Cleckheaton/Morley and our team of Rick Stevens; Richard Ineson; David Taylor and Rod Parkin [yes, he!!] all thought they were doing much better than the results eventually showed! The points tally thus far in the League had us outside the top 6 - all very depressing!

**20 YEARS AGO - MAY 1985** - Dave Turnbull gave us part one of a somewhat lengthy piece on his exploits on rallies various with co-driver Graeme Kellett culminating with a win on the Harrier Stages run at RAF Lindholme. Neil Du Cros and Andy Munnis both gave brief accounts of the Ribble Rally and although results had not been received it was thought that Mark Tierney/Alan Lilley were 1st novice; Neil Du Cros/Dave Martin 6th novice; Bob Stoker/Martin Miller posn. not known but did finish, similarly with Gez Waters/Craig Thorley. Roger Jackson/Andy Munnis retired due to incurable excessive noise! [too much shouting at one another??].

The Scalextric Championship was won by John Renny from Martin Boast [[Graham Steggles was 5th!]. The Willie Wonka Trophy, after three rounds, had Team Dick On leading from Team White Rankers. Other Trophy positions of note were John Renny leading the Shell League Trophy; Ron Mackinnon leading the Autotest Trophy and Martin and Becky Kemp tying the lead with the late John Westmoreland in the Marshall's Trophy.

**10 YEARS AGO - MAY 1995** Now this is where the whole plot comes crashing down around me because I can't find my magazine for May 1995!!!! So, anyone who has one, please let me have a copy! May events from the competition calendar included the Ilkley ANCC autotest; the Centurian Rally; the A&P MC autotest; the Christies Crisps Charities Stages Rally and the Triumph Sporting Cub hillclimb at Baitings Dam.

**TRACKOD**

**ENDS**

Richard Ineson

# Production Car Trials

## How To Start In Motorsport

If you want to compete Low Cost Motor Sport  
Well Try PCTing

The most inexpensive form of Motorsport, ideal for first time motor club members any driver 16 years or older can enter.

Use your everyday Road Car or even the wife's no special preparation needed.

Involves climbing slopes or hills on private land, the objective being to progress as far as possible up the section without stopping or hitting a marker.

Not as easy as it looks, skills of clutch and throttle control are essential for success in getting up the hills.

Can be a day out for the whole family, passenger(s) are needed to 'Bounce'. You get real value for money, a full day's motor sport up to 40 hills for a meagre entry fee of between £8 and £20

There is a place for you in local club events as well as Club, Regional or Regional and National Championships

For further details contact John Spencer  
On Leeds (0113) 2677234

# For Sale

FORD SIERRA 4X4 2.8 injection. Good straight & strong shell with multipoint cage, Ralloy tank and Brantz. Needs new engine fitting. Lots of spares, 14 wheels and tyres and spare engine. Call for more info  
Looking for best offer, take it all away. Doctor forces sale.

1600 Crossflow Inlet Manifold, alloy, by Peco, number IM67.

1600 Crossflow Inlet Manifold, alloy for twin 40's or similar.

Both in good clean condition, £50 each

A-Triple-F Fire extinguisher, 2.25 ltrs with mounting brackets. Was in my old Mexico, in excellent condition £80

5 alloy wheels, 5 ½ J x 13 x 28.5, Ford 4 stud with 76EBDB markings, thought to be ex Capri, but came on the Mex. Make me an offer.

Commercial engine crane, lifts up to one ton, very heavy duty, excellent condition £350

Nigel Drayton 07775 947660

1994 Peugeot 106 Rallye 1294cc

Taxed , MOT

White with spare set of wheels

For just £1500

Tel 0113 2853513 or 07860525546

Barry Stoner



## **MK2 ESCORT FOR SALE**

1980 2 Door no sunroof in red

Ziebarted from new standard 1300 road car interior missing— would make excellent rally project

£600 OVNO

VAUXHALL 1.6 Ecotec 16v and 2.0 Ecotec 16v engines available suit above! - Please enquire

## **1983 ESCORT MK3 XR£**

Non injection model—would suit ford enthusiast bodily and interior very good—Stratos silver

Offers invited!!

All of the above are for sale due to pending house move

Please contact Derek Marshall on 01673 857385 or 07909 578534  
(Market asen Area, Lincs)



Oops!!! Looks like Rob's hasn't learnt a thing at the driving school or he's seen too many bad lines over the years.

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 [ ]

Trackrod [ ]

PCT [ ]

Road Rally [ ]

Stage Rally M/V [ ]

Stage Rally S/V [ ]

Treasure Hunt [ ]

12-Car [ ]

Other - state type

Organising Club:

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

Date received

Processed by

Awards eligible for

RESULTS

Your Entry No

Position Overall

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.**

## **Club Nights**

### May 2005

3rd Gildersome Con Club  
10th Admiral Hawke – Boston Spa  
17th The Yeoman Pub – Otley  
24th The Travellers Rest - Harewood  
31st Admiral Hawke – Boston Spa

### June 2005

7th Gildersome Con Club  
14th Admiral Hawke – Boston Spa  
21st The Yeoman Pub – Otley  
28th Admiral Hawke – Boston Spa

## **Rolling Calendar 2005**

### **May 2005**

1st Bloodhound Stages  
14th Open Meeting-Harewood-BARC  
15th MSA British National -Harewood-BARC  
20th-21st Pirelli International Rally  
28th Proflex Stages-Leyland Test Track

### **June 2005**

5th Jim Thompson Trophy Meeting - Harewood BARC  
10th-11th RSAC Scottish Rally, Dumfries  
12th Airedale and Pennine-P.C.T.  
18th Dukeries Rally, Mansfield  
26th Ilkley-P.C.T.  
26th M/U Stage Rally Swinderby

### **July 2005**

2nd-3rd MSA British Hillclimb Championship Meeting- Harewood Hill-Climb  
8th-9th Jim Clark Memorial Rally, Edinburgh  
10th BBQ Hillclimb - Harewood  
10th Armstrong Massey – Melbourne  
15th-17th Rally Argentina  
28th-30th Manx International Rally, Douglas  
31st Ilkley-P.C.T.

### **August 2005**

7th Montague Burton Meeting - Harewood Hill-Climb  
5th-7th Neste Rally Finland  
13th Shenpar Phoenix Stages - Fulbeck  
26th-28th OMV ADAC Rallye Deutschland  
28th Summer Championship Meeting - Harewood Hill-Climb

# Your Committee

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