



December 2007

www.trackrodmotorclub.co.uk

THE OFFICIAL NEWSLETTER OF TRACKROD MOTOR CLUB LTD
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Dinner Dance 2008

The 2008 Dinner Dance is going to be held at Castle Grove in Headingley, on 26th January.

Caroline Marston will soon be releasing more information, such as the delicious menu and the only bad thing the price. Which again will be £20

So keep you eyes open

MSA Training Video Night

The First Tuesday of December (4th) at Old Modernians Sports & Social Club. A MSA training video will be shown plus another chance to sample some of those fantastic pie's Rod seems to get hold of..

Roger Albert Clark and Kall Kwik

The Roger Clark Rally saw one member out in Graham Wride who competing in a Ford Escort Mk1 driven by Keith Cornell, after a gruelling 3 days of rallying finished 16th overall and 5th in class.

The Kall Kwik Rally saw ywo crews out. David Marshall & Chris Hudson in a Ford Escort RS1600 who finished 13th overall and 6th in class. The other crew was Darren Moon & John McNichol in a Ford Escort Mk2 who for the second year running showed a dominate performance by setting the fastest times on all 7 stages to win the event by 41 seconds and regaining their crown.

The Roger Clark Rally was won by Steve Bannister & Kevin Rae in a Ford Escort after a long battle with Jimmy McRae & Andy Richardson in a Ford Escort RS1800.

Congratulations to all members involved both competing and those like me out in the cold marshalling.

MSA confirms free first-time licences for Under-16s

The Motor Sports Association has confirmed that, with immediate effect for all 2008 applications, competitors under 16 years of age will receive their first MSA competition licence free of charge.

The move is designed to capitalise on the recent surge of interest in motor sport, particularly in karting, and the governing body has removed the fees to try to encourage youngsters to make the step to MSA-sanctioned competition.

Colin Hilton, MSA Chief Executive:

"We know that motor sport suffers from certain 'barriers to entry' that exist, or that are perceived to exist, in our sport. We also know that cost is the principal consideration for people getting involved in the sport, so while that first licence fee might only be a small fraction of the participation costs, we are sending out a message that we actively want people to join us.

"We've got a great chance right now to create a whole new generation of motor sport competitors, volunteers and enthusiasts. The MSA is absolutely committed to reaching out to those people who have perhaps been bitten by the motor sport bug for the first time and we want to make it as easy as possible for those people to join the sport."

This initiative is the first to be announced by the MSA and will be followed by additional activity that underlines the governing body's commitment to the promotion of the sport. Further announcements will be made before the end of the year, including a major campaign to take motor sport opportunities to the wider population.

The 2008 licence application form contains clear instructions for young drivers about how to claim their free first-time licence.

Release MSA07-065: 8 November 2007

Westfield Sports Car Club Speed Series Continued

June the 17th saw me on my way to another venue new to me, this time M.I.R.A. the motor industry research facility near Nuneaton. It is probably easier to get out of Armley jail than it is to get into M.I.R.A., everyone is held in a car park just inside the main gates after being checked for cameras or mobile phones with camera facilities (if you have one it is confiscated until you leave), you then sign a form a bit like the official secrets act that you will not act in any way on anything you see inside!!(major manufacturers maybe testing new models and apparently it's not unusual to see cars with black bin liners taped over the bodywork to disguise the profile). When all competitors are assembled you are then led in convoy en masse into the centre of the facility where the sprint circuit lies. The weather forecast was for showers and after a dryish first practice the first of the showers arrived, second runs were very wet but fortunately things improved from then on. The track surface was incredibly grippy with the first corner a never ending left hander you had to just keep full throttle and keep going right up through the gearbox, flat out in fourth gear and still turning left and still it kept gripping it was a tremendous adrenaline rush. After the long left there was a short straight into a fast right hander and just before the right hander was the speed trap, and having twice recorded 99mph I was very pleased on my final run to crack the 100mph mark and get a time of 58.84 for 5th in class.

Next day it was more familiar ground at Harewood for the Trackrod B.B.Q. hill climb, not only was the ground familiar so was the result another 5th in class, despite a personal best of 68.64. A pattern was beginning to emerge here, faster times than last year but unfortunately so was the opposition. Third place was taken with a 68.18 exactly the same time as Darren Moon posted so I didn't even make fastest Trackrod member, maybe next year !.

The Westfield Sports Car Club's own event at Curborough near Lichfield was next on the 25th of June, where after a very wet start to the day it eventually dried out and I managed a 3/10ths improvement on last year to get 4th in class by just 3/100ths of a second. I then had an eight week break whilst the championship took itself off to South Wales, Sussex and Norfolk, with my next meeting back at Curborough on August 19th. The Reliant Sabre & Scimitar owners club were at the helm this time, with the event been run as a double lapper. The weather was absolutely appalling once again and after my first timed run I came back to the paddock with almost an inch of water in the footwell. The reward for spending all day soaked to the skin 4th yet again.

September 15th & 16th were the dates for the Nottingham Sports Car Club sprints at Thoresby Park near Worksop. Thoresby is only used once a year and is incredibly narrow (and bumpy)with a stout wooden fence down one side of the straight and a small wood on the other. Chicanes are installed with the help of plastic barrels, strategically placed are barrels painted red these have on top the infamous Thoresby balls, dislodge the ball and get a ½ second penalty. The weather this time was perfect and a good week end was in prospect, first practice saw a -05 second improvement on my previous best time and seeing as my first practice is usually rubbish I was hoping I had not peaked too soon, and was looking forward to the rest of the day. First timed run and I recorded a 53.55 a 1.52 second improvement and 2nd in class, and despite four

of us being 100ths apart it stayed that way until the 3rd run when I was pushed down to 3rd by 18/100ths.

Sunday morning was cloudier, windier and cooler but fortunately still dry although showers were forecast, after a poor practice session I again set my fastest time on the first run 8/10ths quicker than yesterday and again grabbed 2nd in class. Once again on the final run I was pushed back to 3rd by 35/100ths (but not by the same guy) so had to settle for 3rd again, but I suppose I cannot be too disappointed with a 2.36 second improvement over the week end.

The final event of the season was another new venue to me, this time Loton Park near Shrewsbury. After signing on I along with several other Westfield drivers new to Loton walked the course and were a little taken aback by the number of corners and there complexity and variety. There are uphill cross camber, downhill cross camber, corners with no camber, fast sweeping bends, tight hairpins, surface changes and not unlike Harewood a sting in the tail on the last hairpin bend. This is an steep uphill approach and right on the brow the track goes 90 right with about four feet of run off before the tyre wall, made even more interesting by the black tyre marks that went straight on over the crest onto the grass stopped short of the tyre wall but continued at the other side of the tyres!! After a first run on a slightly slippery surface I was not too disappointed to get to the top in 69.50, in fact if truth were told I was quite happy to get to the top at all, trying to remember what was around each corner, where I could press on and where discretion was better and recovering from a very sideways moment coming onto the very inappropriately named Cedar Straight. (Cedar trees there might be straight it aint). Second practice saw a 3.02 second improvement as confidence grew a little, but both sessions had been repeatedly held up as people went visiting various parts of the surrounding countryside, the rescue unit was deployed twice but fortunately no serious injuries were reported except to wallets and credit cards.

After a leisurely lunch the first timed run saw another 2.14 seconds cut from the time to record a 64.34 and third place in class, although this was partly due to it getting a little hairy out on track and a number of fellow class runners throwing it into the weeds. Final run saw me trying to find a little extra speed by trying the downhill approach to Triangle corner in third were previously I had it on the limiter in second, at the split time just prior to Triangle I was 11/100ths up and then cocked up my exit and finished on a 64.46 and fourth in class. It was an exciting end to the season at a fabulous venue with good competition and great paddock banter as always from the Westfield crowd. As for the Speed Series Championship I finished fifth in class C and twenty fifth overall out of one hundred and twenty registered drivers. Now thoughts turn to next season what upgrades can I afford, which class to enter? Do I stay in class C or do I take off the windscreen and fit an aeroscreen and list 1b tyres and move to class E?, time will tell when she who must be obeyed lets me know how much money I can spend.

Paul Pocklington

MSA confirms final ratification of stage rallying regulations - K37

After several years of consideration, proposals, consultation and revisions, the MSA Council has ratified the Rallies Committee proposals for the future technical regulations governing stage rally cars.

The new regulations have resulted from a complete overhaul of the technical elements of regulation K37 for stage rally cars, which had not been reviewed for more than 15 years.

The review was instigated for a number of reasons:

Firstly, to bring the UK regulations closer in line with those of the FIA

Secondly, to reduce performance (and therefore speeds) of the vehicles competing in stage rallies

Thirdly, to ensure that the Motor Sports Association is able to demonstrate that every care has been taken to address and minimise the risks involved in a sport that carries an inherent danger

Fourthly, to move the sport of stage rallying towards production-based machinery and away from higher performance vehicles.

The new regulations will come into effect for all **new** cars on 1st January 2009, while all **current** cars will remain eligible to compete until **at least** 1st January 2012.

After this time, existing cars will be required to incorporate certain safety measures, but these are, in the main, part of the general progression of technical and safety requirements emanating from the world governing body, the FIA.

Colin Hilton, MSA Chief Executive, commented:

"It has taken a long time and a great deal of hard work to arrive at these final regulations and I must commend the dedication of the members of the Rallies Committee, in particular its chairman John Richardson, who have put so much effort into this project.

"It may have taken more than two years, but it has been an excellent example of the consultation process in our legislative procedures. Many changes have been incorporated as a direct result of the feedback we received from the sport and we have now arrived at a set of regulations that achieves the original objectives and provides a framework for the future development and success of stage rallying in this country."

FURTHER CLARIFICATION

We asked John Richardson, Chairman of the MSA Rallies Committee, a selection of the most frequently asked questions about K37. Here is what he had to say:-

How many of the current cars do you think will be excluded permanently from stage rallying?

Hopefully, many of the current Cat 3 cars will be able to be modified to comply with the new regulations, but no doubt a few will be unable to continue.

What about current club stage cars (under category 1) fitted with a non-original engine of a capacity that would be over the permitted increase under the new regulations?

Existing cars will be able to continue competing, subject to satisfying the new safety regulations.

Will people be able to build 'special' cars to adhere to these regulations?

Absolutely! By complying with the new Cat 2 structural requirements and using an engine as defined, a very competitive car could be constructed.

Will Darrians still be legal?

Yes, though those currently with a motor-cycle engine would need to re-engine with a Series Production or Specialist Competition engine to comply.

What about Metro 6R4s?

Perfectly acceptable to continue, as they are now.

Why are you making the cars heavier - surely that just means bigger accidents?

No, home produced, ultra light cars are not as safe in accidents. Original manufacturer production car chassis/bodywork/unit construction shells are much stronger and consequently, safer.

Are you banning all rear wheel drive conversions on cars like the G3, Toyota Starlet, some MK2 Escorts, etc?

Certainly not! Existing cars may continue after 2011 with the additions of the safety features detailed in the revised regulations. The new Category 2 positively provides a framework within which a vehicle can be converted to RWD.

What about any motorcycle-engined vehicles?

Motorcycle engines are not Series Production Car Engines, so are not permitted. Cars so equipped may substitute a Series Production engine or a Specialist Competition engine (as defined) to permit them to continue.

Will the Millington Diamond engine be outlawed under the new regs because it is not a production engine?

No. Millington, as well as other makes, comply as Specialist Competition engines.

What happens to WRC cars?

They may continue by complying with their homologated specification.

Are active differentials to be allowed?

Active front and rear diffs are not allowed, unless originally homologated for that model of car, though on 4WD cars, centre diffs may remain active.

Are all fibreglass arches or a body kit of any type outlawed?

No. For Category 1 cars, certain items e.g. bonnets, wheel arch extensions, bumpers and boot lids that are not part of a unitary construction may be of alternative materials. For Category 2 cars, the body work must be original. Any homologated bodywork may be included, but copies of homologated bodywork/aerodynamic devices are not permitted.

Release MSA07-064: 31 October 2007

For further information see the MSA.

RETROSPECTIVE

30 YEARS AGO - DECEMBER 1977 - The Howard White/Ken Goodall PCT was cancelled due to a lack of entries - hopefully the forthcoming Xmas party at Follifoot Village Hall, organised by Sue Broadbelt and her team of helpers, would fair better with tickets at 50p including supper!!!

The recent Colman Tyres Stage rally was won by Alan Powell/Ian Gurnett even though eventual 2nd place man Charlie Payne rammed them on a sloppy 90 right on The Church Fenton test! The event featured several stages identical to those used on our own Crest Stages and was all the better for it!!

An anonymous poem "The Navigator's Tale" was published and here is a small extract:-

A curse, a curse, upon this night,
My wounded soul did tell,
We couldn't go much faster,
And we were going OTL

The way in which I called the bends,
Caused moments all the night,
My New Year's resolution is,
To learn my left from right!!!

No wonder the author wanted to remain anonymous - there were 6 more verses like this!!

Bob Chapman presented a Christmas crossword - needless to say there were no prizes on offer!!

North Humberside's Moonraker Rally saw John Palmer/Nick Leuchars and Pete Silberberg/Carl Holdsworth finish 13th and 16th respectively though what happened to our other entry, Andy Mackay/? Was not reported! The event was won by Pete Smith/Jeremy Matthew.

20 YEARS AGO - DECEMBER 1987 - Martin Douglas reported on the Lonsdale rally on which he navigated for Simon Ainslie in the Escort 1600 - Apparently there were a shortage of marshals on some sections which spoiled a otherwise good event - they finished 16th o/a.

Peter Green reported on the Hall Trophy Road Rally from the navi seat of Mark Eastwood's Samba (which was for sale!!). The little Samba didn't like the steep climbs and there were a lot of long neutral sections which spoilt the event somewhat but the pair seemed pleased with their 24th o/a and the Samba finished in a saleable condition!! Trophy points showed Rebecca Kemp; John McNichol; John North; John Bean; Bernard Ferneyhough; Tom Whittaker; Phil Sykes; all in contention with one month to go!

10 YEARS AGO - DECEMBER 1997 - More Trophy points with Simon Marston; Caroline Marston; Richard Jackson; Andrew Apperley; Vicky Blakeley; and Dawn Ferneyhough all front runners but advised to check qualification rules very carefully before getting too excited!! - still a month to go.

Dinner dance tickets on sale at 18 pounds for the January bash at Castle Grove.

TRACKROD _____ ENDS

EXTRA RETROSPECTIVE

Frank Stuart-Brown

Readers will recall that a regular name in this column, Frank Stuart-Brown, was taken quite ill some 18 months ago, and it is now with great sadness that we have to record that Frank finally lost his battle against his illness in November after a valiant struggle.

Frank was one of Trackrod's very early recruits and he soon established himself as an enthusiastic member, willing to have a go at anything, but it was as a rally co-driver/navigator where he really found his niche. He will always be remembered for his exploits alongside Steve Rathbone in the Firenza but it should not be forgotten that he sat alongside many others including Jonathan Solk; Ken Goodall and Chris Lord, to name but three from a long illustrious list. Perhaps not many were aware that part of Frank's working life was that of A&R man for the group Def Leppard, who, it is generally acknowledged that he 'discovered'. He did, however, settle down and marry fellow club member Sue Broadbelt and slowly, priorities changed - their involvement with the club became more distant though they still kept in touch with several members and former members. Frank will always be part of Trackrod as it was he who instigated the FSB Driver & Navigator Awards which are awarded annually at our Dinner Dance and will serve as a regular reminder of a thoroughly nice guy.

To his wife Sue and their children Ben and Charlotte we extend our sincere condolences.

Extra-----Ends

For SALE THESE RALLY CARS MUST GO ... SPACE REQUIRED!

2005 Subaru Impreza N11 Full Package

Ready to win in 2007, Motec M800 2 Stage ALS 32&34mm WRC Restrictor maps, Twin Scroll IHI rollerbearing Turbo. Just mapped on Dyno at 333BHP for 99RON still with massive torque FIA Custom Cage sill jack/stand points, This car is A1 never damaged. Both Tarmac and Gravel Brakes / Suspension included. 6 speed cr STi GpN box with Prodrive electronic active centre diff. Big 180mm Plated Sti Rear LSD . Prodrive guards, Lamp Pods. 20+ Tarmac and Gravel Wheels 100% Reliable with spares package New 5/6speed Dog Box. £POA May accept tidy PX pics on www.apperley.mysite.orange.co.uk

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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 [] PCT []

Other [] Road Rally []

Stage Rally M/V []

Type of Claim:

Stage Rally S/V []

Driver [] Treasure Hunt []

Navigator [] 12-Car []

Marshal [] Other -

Service Crew [] state type

Organiser :

state position

Event Status

Clubman CM [] National "B" [] ANCC Round []

National "A" [] International [] Yorkshire League 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.

Club Nights

December 2007

4th Old Modernians Sports & Social Club
11th Fox & Grapes – York Road (A64)
18th The Yeoman – Otley
25th Christmas Day

January 2008

1st New Years Day
8th Old Modernians Sports & Social Club
15th Fox & Grapes – York Road (A64)
22nd The Yeoman – Otley
29th Admiral Hawke – Boston Spa

February 2008

5th Old Modernians Sports & Social Club
12th Fox & Grapes – York Road (A64)
19th The Yeoman – Otley
26th Admiral Hawke – Boston Spa

Events Calendar 2007

December 2007

8th Grizedale Stages - Cumbria
8th-9th Rockingham Stages - Corby
8th-9th London Motorsport Show - Excel London
16th The Race of Champions - Wembley Stadium

January 2008

10th-13th Autosport International Show - N.E.C Birmingham
13th Jack Frost Stages - Croft Circuit
26th Dinner Dance - Castle Grove Headingley

February 2008

23rd 2008 Seminars for Club and Event Officials-Brighouse area

Other Dates for your 2008 Diary

6th April Lookout Stages Rally
27th September Rally Yorkshire
26th December Boxing Day Autotest
BBQ Hillclimb to be confirmed

Your Committee

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