



***December 2010***

[www.trackrodmotorclub.co.uk](http://www.trackrodmotorclub.co.uk)

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

## Editors Bit

Firstly I would like to thank you all I have managed a year doing the magazine and have had no complaints (well no one has told me anyway)

Please note the trophy points have finished for this season so once all points are in I will publish it on the website, I do apologise that they have not been updating the website much as work commitments and car trouble took up my spare time.

For 2011 we will be making some changes to the scoring for trophy points to try make it fair for everyone. These will be published in January magazine one agreed via the committee.

Also I will try and update the website every month when the magazine goes to Andrew so will the points.

Also one quick note if you want to claim trophy points please make sure you have renewed your membership or you can not claim. All points must be in with n one month of the event if its after that I will not accept them.

Hopefully 2011 will be a better year or rallying for us all we are trying to get the regulations out for the lookout stages by the beginning of the new year.

So please can you let people know the rally is on and the regulations will be available on our website.

Richard Goldie  
Editor

Roger Albert Clark Rally - Olivers Mount - Saturday 27<sup>th</sup> November 2010

Its been an interesting two days !!!!

Due to a family commitment regular Club Stage Commander Simon Marston was unable to take the reins for this stage, so the honour fell to yours truly. Thankfully Simon agreed to manage the staffing so all I had to do was set things up and then run things on the day. If Only.

Friday coincided with a downfall of white stuff and the first challenge on arriving at the Mere road was to actually get up it. Two days previously my Freclander fell ill to terminal viscous coupling disease and the short term fix was to remove the prop shaft, which meant two wheel drive, front wheel drive. And tyres with marginal tread and grip. Eventually we made it to the paddock to be met by Stuart Marsh who was showing off in his posy Citroen 4WD which seemed able to go anywhere, up hill or down. But many thanks to Stuart as with his help we at least managed to start setting up. Steve Lancaster and Malcolm Jagger were also in attendance along with Mr & Mrs T.

By late morning it was obvious that the track would not thaw out, and there was a possibility of it turning to sheet ice. An interesting factor that came up during the afternoon was the possibility that the farmer would not deliver the bales, as he rather valued his £100k tractor, and did not want to take it on the ice. He promised to look at the situation very early on Saturday and make a decision then. In the mean time we carried on setting up to the original plan.

However, the cunning Richard Harrison had a plan B for a different route, to use if the bales could not be delivered, and which also thankfully avoided using the treacherous downhill section to the Mere Hairpin.

Having passed on our concerns to the Organisers we were instructed to take a trailer to the Council grit dump, and to spread it on the hill. This we duly did, with Mr T driving the combo, and Steve and me shovelling grit. One ton was eventually spread, but not really enough by about 20 tons. However, we had tried. Enough for one night, time to go home.

Not very bright but very very early on Saturday Steve and I left Sherburn for Scarborough, only to find out that two wheel drive in a blizzard on Whitwell Hill, with trailer on the back, was not a good combination. We turned back to the start of the dual carriageway and waited for the blizzard to ease up, which it did after about half an hour, and we eventually managed to get to the top, and thence to Scarborough, albeit a bit later than intended.

Lots of marshals were already there, many who had been in Dalby the previous night. Signing on took place in another blizzard, but eventually all was done. Richard Harrison had by now had a message from the farmer confirming that he would not deliver the bales, so we only had two options, pack it in or Plan B.

Once Cof C Colin Heppenstall arrived it was soon agreed that we would put Plan B into operation, which was a shortened version of the stage, without lapping, and without using the Mere hairpin.

Mr T went off to make the corrections on stage whilst a small team went to B&Q to purchase a trailer load of grit. This was then spread at key points around the stage.

Competitors were delayed an additional 30 minutes from their start in Pickering which allowed enough time for all the changes to be made. We started exactly 30 minutes later than our original due time, and ran the two interposed stages at 30 seconds as planned. And we did it again after lunch. The competitors seemed to like the new stage, which included quite a significant jump at the top of the hill after the first hairpin, and the slippery surface only seemed to bother a small number.

Everything ran ok, with only one car off all day.

My thanks to all the marshals who made the effort to turn out on the day, we actually had some very good rallying to watch, in very interesting conditions, and the Organisers were very grateful that the stages did eventually run.

My particular thanks to Steve Lancaster and Andy Abbott, Mr & Mrs T for staying to the bitter, and it was, end to tidy up.

As a footnote, De Lacy have said that they will not be using Olivers again, because of the volume of complaints from local residents. So if you weren't there, you missed the last one.

Nigel Drayton  
Stage Commander

RETROSPECTIVE 40 YEARS AGO - DECEMBER 1970 - RAC application had been submitted, need to wait 30 days to find out if we can be a bona fide club. Chairman Dickinson sold his faithful 1200 cortina and replaced it with a 1300 Escort. In anticipation of affiliation, planning was afoot for a 90 mile marshal's training event in January ! Secretary Brian Schofield reported on stage 8 of the RAC rally at Boltby. 196 cars through the stage - this was when the RAC rally was real rally taking in much of the country- as usual the stage was run late at night but it was a Saturday!! LUUMC ran an autotest on Woodhouse Moor - Howard White and David Taylor had to endure duff gearboxes but Howard still managed 2nd o/a ! - Barry Spink won the 1100cc RWD class in his Escort.

30 YEARS AGO - DECEMBER 1980 - ANCC Autotest championship results had 4 Trackrod members featuring - messrs. Renny; Bradford and Mackinnon all won their classes and Ineson got 3rd o/a. Our Bonfire autotest was held at the Crest Motel at Oulton - a terrific venue! Our @team@ featured well in the results with class wins or 2nd's for Renny; Wainwright; Bradford; Ineson and Mackinnon - good bonfire too !! Dave Ashford reported on his best rallying year yet for his BDA Escort mk2 though he refused to be drawn on the details of his outing on a PCT !!! 141 competitors on the RAC rally came through our Boltby stage - fastest was Kullang from Mikkola then Frequelin.. Stage closed at midnight after a mid field delay following an accident at Bramham Park involving spectators. Shell League final round was the Slaithwaite single venue rally at Hemswell. We had a full team and a reserve(!) in D. Turner/D.Marshall; R.Moran/R.Moore; G.Mathie/I.Watt; A.Larkin/G.Whittaker; D.and J Ashford; and J.Mason/B.Wainwright. After a very competitive day's rallying our team scored well enough to secure the club the win (on the day) of the Shell league . Quite a bumper issue this with further reports on the Matlock ancc autotest with Renny Ineson and Mackinnon all winning their classes. The final positions of the Hunters Trophy were decided with q/a honours going to team Westmoreland from Renny's Team Shoestrung. Team Sanderson was 3rd with Ineson/Thompson 4th. The indoor rally championship got underway with 7 crews having a go at the Beehive - S.Richards took the win from M.Tumber/G.Tumber. 20 YEARS AGO - DECEMBER 1990 - Secretary McNichol had a rant about the validity of the RAC Rally and its affect on club rallying. - Comments invited ! needless to say nothing has changed!! Ian Jemison won the Lookout Rally at Melbourne with TomWhitaker/ Vince Fletcher 17th o/a and best Trackrod. Messrs Powell; Giles and Pam White retired but M.Brier/R.Moore; R.Holdsworth/G.Woolin and Steve Sanderson/ R.Buchan all achieved a finish. Steve and Rob also provided a full report on their version of the event. As did Anne Moffat who gave us a marshal's account of proceedings!! Darren Moon had his RS2000 for sale at £3000 Nick Stevens and David Coates reported on the Cadwell Park Stages event. Things didn't go too well alas, as the engine cut out after they forgot to turn on the intercom at the start of stage 10 !! -- 31st o/a and 7th in class - they reckoned that it was worth going that far for their 1st event just in case they made a mess of things !! ( A finish is a result and better than many achieve on their 1st even !!) Retrospective filled a whole page !! - we only cov-

ered Dec.1971 !! 10 YEARS AGO - DECEMBER 2000 - Graham Steggles/Emma Bain reported on the Premier Stages Rally who finished 41st o/a ( needed to finish as theyb drove the car there and back ) Other members out on the event were Bambos/ Plevey ( 5th o/a); Apperley/Hammond (19th o/a ); Neale/McNichol (35th o/a) and Caroline Marston/Michelle Plevey (46th o/a ). Graham's words indicated that it was- n't his most enjoyable day's rallying!! John McNichol also gave an account of the event from the left seat of the Daihatsu which seemed to give the necessary thrills on a budget !! So much so that it was to be retained for next year !! Simon Marston was another putting pen to paper about this event - he in a supporting role for Caroline and Michelle primarily but getting involved wherever necessary !! TRACK-  
ROD \_\_\_\_\_ ENDS Rich-  
ard Ineson

## Jordans ends season with a win

Andrew Jordan ended the British Touring Car Championship on a high as he won the final race of the season at Brands Hatch. The Eurotech Vauxhall driver started from pole position on the reversed grid and resisted intense pressure during the second half of the race from Steven Kane's Motorbase BMW to take his second win of the year. Kane tried everything he had to get by Jordan, knowing that victory would probably make him independents' champion. However, he whacked a kerb at Druids on the final lap, giving his rival the breathing space he needed to win. With Kane failing to win, Tom Chilton became independents' champion by finishing third in his Arena Ford. Chilton became the title favourite when his team-mate Tom Onslow-Cole, who had been leading the points, pitted at the end of the warm-up lap with an apparent mechanical problem. Chilton led a four-car pack all separated by less than a second at the finish line. For most of the race Rob Collard had pressured the Arena Ford driver, but the WSR BMW man was denied fourth by Mat Jackson's Motorbase version. Jackson passed Collard with three laps to go after getting a run on him out of Clearways. Unfortunately for Collard, as he pulled wide to give himself a good line through Paddock, Paul O'Neill dived past in his Tech-Speed Honda for fifth. James Nash (Triple 8 Vauxhall), Gordon Shedden (Honda), newly-crowned champion Jason Plato (Chevrolet) and Sam Tordoff (Triple 8) completed the top 10, the latter scoring his first BTCC point. There were two safety car periods; the first triggered when Lea Wood's Wood Honda dropped oil on the track as it was pulled off the track on the opening lap; and the second when Ben Collins spun his Motorbase BMW into the gravel at Paddock later on.

Pos Driver Car Time/Gap  
1. Andrew Jordan Vauxhall 23m37.692s  
2. Steven Kane BMW + 0.949s  
3. Tom Chilton Ford + 1.342s  
4. Mat Jackson BMW + 1.605s  
5. Paul O'Neill Honda + 1.973s  
6. Rob Collard BMW + 2.330s  
7. James Nash Vauxhall + 3.124s  
8. Gordon Shedden Honda + 3.470s  
9. Jason Plato Chevrolet + 4.146s  
10. Sam Tordoff Vauxhall + 5.961s  
11. Alex MacDowall Chevrolet + 6.116s  
12. Andy Neate BMW + 6.560s  
13. Martin Depper BMW + 14.522s  
14. John George Honda + 14.802s  
15. Martin Johnson Vauxhall + 1 lap

Retirements: Arthur Forster BMW 25 laps  
Ben Collins BMW 12 laps  
James Kaye Honda 3 laps  
Shaun Hollamby Volkswagen 3 laps  
Matt Neal Honda 0 laps  
Tom Boardman SEAT 0 laps  
Tom Onslow-Cole Ford 0 laps  
Lea Wood Honda 0 laps



# F1 HUGGY-ALONSO CHEATED HIS WAY TO MONZA WIN

Andrew Jordan ended the British Touring Car Championship on a high as he won the final race of the season at Brands Hatch. The Eurotech Vauxhall driver started from pole position on the reversed grid and resisted intense pressure during the second half of the race from Steven Kane's Motorbase BMW to take his second win of the year. Kane tried everything he had to get by Jordan, knowing that victory would probably make him independents' champion. However, he whacked a kerb at Druids on the final lap, giving his rival the breathing space he needed to win. With Kane failing to win, Tom Chilton became independents' champion by finishing third in his Arena Ford. Chilton became the title favourite when his team-mate Tom Onslow-Cole, who had been leading the points, pitted at the end of the warm-up lap with an apparent mechanical problem. Chilton led a four-car pack all separated by less than a second at the finish line. For most of the race Rob Collard had pressured the Arena Ford driver, but the WSR BMW man was denied fourth by Mat Jackson's Motorbase version. Jackson passed Collard with three laps to go after getting a run on him out of Clearways. Unfortunately for Collard, as he pulled wide to give himself a good line through Paddock, Paul O'Neill dived past in his Tech-Speed Honda for fifth. James Nash (Triple 8 Vauxhall), Gordon Shedden (Honda), newly-crowned champion Jason Plato (Chevrolet) and Sam Tordoff (Triple 8) completed the top 10, the latter scoring his first BTCC point. There were two safety car periods; the first triggered when Lea Wood's Wood Honda dropped oil on the track as it was pulled off the track on the opening lap; and the second when Ben Collins spun his Motorbase BMW into the gravel at Paddock later on.

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Retirements: Arthur Forster BMW 25 laps Ben Collins BMW 12 laps James Kaye Honda 3 laps Shaun Hollamby Volkswagen 3 laps Matt Neal Honda 0 laps Tom Boardman SEAT 0 laps Tom Onslow-Cole Ford 0 laps Lea Wood Honda 0 laps

# SORDO WAITING ON FORDS OFFER

Dani Sordo says he will wait on word from Ford before responding to the offer he has from Mini for next season. The Spaniard has been approached by Mini to be part of its entry into the World Rally Championship, but is holding out for a possible Ford drive before committing. "I will wait a little bit for Ford, but not long," Sordo said. "It's not fair to Mini." Nothing is decided at the moment, but Mini is a good idea - with a big company like BMW behind it. I would like to develop the car, that's a good thing, but I also need to be driving a lot next year and this is not the full programme." Sordo is expected to test a Mini for the first time before the end of this month. Kimi Raikkonen has also been linked to Mini, with Red Bull expected to enter a deal with the team in 2012.



# SOLBERG PONDERES RACING SWITCH

Petter Solberg has admitted he could take a year out of the World Rally Championship next season, with the Norwegian considering a year of circuit racing instead. Solberg is still undecided on what his immediate future holds in the WRC. He is still talking to both Citroen and Ford about a programme for 2011, but the necessity to bring funds to both deals is making it difficult for the 2003 world champion. Solberg has run his own team for the last two years and he admits he feels he has done all he can. "I'm tired of having to chase the deals," he said. "For the last two years, I have been on planes and in meetings non-stop. And when I haven't been doing that, I've been driving, testing and working with the team." "I feel like I haven't seen my family for two years. I don't think it's fair to carry on like this. I want to go to a manufacturer team and I want to fight, that's all." Solberg tested an ORECA Le Mans car last year and admitted he came close to signing up for the 24 Hours. He said that remains an option for next year. "It's possible to do other things next year," he said. "I could look at Le Mans, or there are some possibilities to race in America. It would be something new. But then coming back from a year away from the WRC could also be tough. I have to think." Following the loss of a sponsor, Solberg was forced to fund the last two rallies of this year from his own pocket, which is not a situation the Norwegian will return to next season. A source close to the Petter Solberg World Rally Team said: "Petter just needs a break now. He deserves a chance with a manufacturer after the way he has fought for the last two years." "There's a possibility with Ford and Citroen next season. He has so much to offer as a driver, he could certainly win rallies and a title again."

## **RALLY GB TO IMPROVE SUPERSPECIAL STAGE**

Next year's Cardiff Bay superspecial stage on Rally GB will be bigger and better, according to chief executive Andrew Coe. The stage, which ran along the Cardiff barrage, was used for the first time on last week's Rally GB. Capacity was limited to just under 4,000 people for the 1.05-mile test, but that is expected to rise next season. "We took the decision to give people the best view, we would only allow it to be, essentially, three people deep along the length of the stage," said Coe. "We need to work on increasing the capacity and that's something we're already looking at." There's definitely room for development of the Cardiff Bay stage. The beauty is that the whole docks area of Cardiff Bay is private land and there's so much asphalt available - so we can make the stage longer. "Coe added that bringing the stage event closer to the service park is something the organisers are considering. The two were a half-mile walk apart this year. "It's a convenience thing, isn't it?" he said. "Getting closer to all of the people in the service park is something we will also be looking at for next year. But, for the first time, I thought it went very well." "I don't know of another WRC round which has a stage so close as this one, other than a stadium stage. And, from what the drivers have said, drivers like Ken Block, this is actually quite a fun stage."

## SOCIAL

### 2011 Awards Dinner – Saturday 29<sup>th</sup> January 2011

The Awards Dinner will be held at Castle Grove in Headingley. Dinner is 7.00 pm for 7.30 pm followed by the Prize Presentation, the cost per person will be £23. As in recent year's Club will be subsidising the cost of the tickets.

The menu for the dinner is:

Pate and warm bread

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Chicken and leek en croute

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Treacle Sponge and Custard or Cheese and Biscuits

\*\*\*

Coffee/Tea with mints

Members wishing to attend the Dinner must post their completed forms and remittance (cheques made payable to Trackrod Motorclub) to Caroline Marston (24 Pasture Close, Sherburn in Elmet, Leeds, LS25 6LJ) by 22<sup>nd</sup> January 2011.

## **Trulli and Heikki retained by Lotus**

The FIA's official entry list for the 2011 Formula One season has revealed six teams are still to confirm their full driver line-ups. The list confirms for the first time that Lotus - now renamed Team Lotus - will retain current drivers Jarno Trulli and Heikki Kovalainen.

Lotus join Red Bull, McLaren, Ferrari and Mercedes in naming an unchanged driver pairing, while Sauber were the only other team to name both drivers - with F1 new boy Sergio Perez confirmed alongside Kamui Kobayashi.

Vitaly Petrov's future at Renault remains uncertain with the Russian absent from the list, although Robert Kubica is confirmed at the Enstone-based team.

Rubens Barrichello's team-mate at Williams is also unconfirmed, with the team having already revealed that Nico Hulkenberg would not be retained.

Adrian Sutil and Vitantonio Liuzzi were also absent with Force India confirming neither driver, while no drivers were listed alongside Toro Rosso despite the team previously indicating both Sebastien Buemi and Jaime Alguersuari would be retained. Virgin and Hispania also have question marks over both of their drivers for next season, although Virgin are widely expected to retain Germany's Timo Glock.

## Pirelli eyeing future WRC return

Pirelli's motorsport director Paul Hembery says he still has his sights set on a return to the World Rally Championship, despite his firm entering Formula 1. The tyre manufacturer will remain in the WRC next season, continuing to supply rubber to the WRC Academy - which its Pirelli Star Driver scheme will remain part of - but its three-year agreement for the control tyre has ended and the Italian firm elected not to return to WRC full-time in 2011. "It was with a very heavy heart that we left Wales after the last rally," said Hembery. "We have supported the WRC since its inception in 1973 and we still have a huge passion for the sport of rallying. Yes, we are in Formula 1 next season, but we're certainly not about to forget about the WRC." Hembery said the firm would look at the WRC's technical regulations regarding tyres for 2012 and hope to be back for the start of that season. "I want us to be back [in WRC] in 2012," said Hembery. "Once those regulations are out, we will study them carefully and begin - if the conditions are right - to prepare ourselves. We have a programme of continued development to maintain our knowledge in rallying through this season." Hembery admitted a selected programme of IRC was a possibility for Pirelli. "We started four IRC rounds, won three and finished second on one of them this season," he said. "We have a pretty good record in the open competition of IRC this year. We'll be looking at that next season, but no decisions have been made."

# TROPHY POINTS CLAIM FORM 2011

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.**



**December 2010**

**7th Old Mods**

**14th Fox & Grapes**

**21st Rose & Crown (Otley)**

**28th Admiral Hawk**

**Also any suggestions  
for new places to meet  
please contact any  
member of the commit-  
tee.**

**Events calendar 2011**

# Your Committee

<u>Chairman/Assoc. Rep</u>	<u>Treasurer</u>	<u>Secretary</u>
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<u>Comp Sec &amp; Chief Marshal</u>		
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Tim Jameson 98 Bilton Lane Harrogate HG1 3DG 01423 564243 (h) 07919694078 (m) tim@trackrodmotorclub.co.uk	David Thompson Primrose Cottage Main Street Collingham LS22 5AS 07841212562 (m) david@trackrodmotorclub.co.uk	Russell Holdsworth 07980 570078 (m) russell@trackrodmotorclub.co.uk