

Issue 1

March 2012



**Out with the old & in
with the slightly newer
see page 12**



www.trackrodmotorclub.co.uk

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

TRACKROD MOTOR CLUB LTD

TRACKROD

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Editors Bit (or should I say Lot!)

As you are aware Richard Goldie decided in December that it was time for him to hang up his hat and finding a replacement for him proved difficult.

I was invited to a committee meeting last month where I happened to find myself walking out of that meeting as your new editor! And the newest member of the committee. I'm not sure just how that happened but now that it has I will endeavour to do my best, but in order to do this I must repeat Richard's words - I **NEED YOU TO HELP!!**

Your newsletter will now be posted out to you each quarter, but don't worry, to keep you up to date with events etc I will be issuing a monthly newsletter - this will be emailed out. You should all now have received your first newsletter, if not then please email me and I will make sure you are added to the group.

As your editor I will happily put things together and make my own contribution every now and again but without articles, comments, pictures etc from you, the magazine will be simply full of blank pages!! I'm hoping that with the magazine now being sent each quarter there will be no blank pages.

So, who am I? Well for those of you that haven't met me, I am married to Jonathan Turnbull making me the Daughter in law of Shelagh and Andy Turnbull, who have welcomed me into their family and introduced me to the rallying ways. My first love was always formula 1 having followed it for many, many years, I have backed Jenson Button since he joined formula 1 back in 2000. I still have a lot to learn about motorsport and that is why you need to tell me what you want in this magazine and what you don't. So I have created a page - HAVE YOUR SAY! (Page 23) Write in to me, tell me what you want, ask questions, send in complaints - this is a no holds barred page.. I cannot rectify things if I'm not told what I'm doing wrong.. Feel free to tell me what I'm doing right as well (that's if you can find anything!!)

Thanks Tina

tina@theturnbulls.co.uk

07881 286843

Chairman's Chat

Welcome to the "new-look" style of presenting your Trackrod Magazine. Very many thanks to Tina, for taking yet more of her leisure time to produce regular information to all of our Club members.

As you will have seen the new system is to produce newsletters on a monthly basis with fuller Magazines at strategic intervals. It is hoped that in this way we can keep time and effort to an acceptable level whilst ensuring that the Newsletter/Magazine remains a key part of the Membership Package.

It also needs YOU ALL to play your part - PLEASE send reports, news, any interesting information, letters etc. to Tina for publication in the next edition. We will try to keep you informed about events, club-night venues, new regulations and generally "what's happening".

Our next major event is the Lookout Rally at Melbourne where a LOT of work is planned - laying concrete and "tarmac" is a heavy job and I know the team would welcome any assistance. We are applying for some grant money from the MSA Club Development Fund (already had previous grants) under the new MSA system where we can apply for a bigger percentage of the overall cost. As many of you will have read the MSA has significantly increased the amount available to Clubs and also provided the opportunity to present a "Business Case" for bigger spends. It is important that we keep Melbourne for the future - there are no new venues at present so we must work hard to keep what we have.

Planning is underway for Rally Yorkshire at the end of September and we are actively seeking financial support from local businesses - again a lot of work by an event team.

Please contribute to this Magazine in whatever way you can and above all else - enjoy your motorsport.

Rod Parkin
Chairman

SOCIAL

2012 Awards Dinner Party – 28th January 2012

So this years Awards Dinner Party at Castle Grove, Headingley has now been and gone, I would like to thank Caroline Marston for the organisation of this evening even though she was unable to join in due to her daughter, Emily performing in a pantomime. This is an example of the commitment some of our members have to the club. Thank you Caroline, your efforts are truly appreciated.

My congratulations go out to all the winners of awards (which to my surprise included me - so chuffed).

Having joined Trackrod 4 years ago, I must say that I do enjoy the Awards dinner and the excuse I have for putting on a pretty dress and seeing our male members in their dickie bows (and suits of course!) Unfortunately, the numbers seem to be getting rather thin on the ground though. Obviously having our 40th anniversary affected the numbers, but we are a year or two on from that now so I am hoping that we can get the number of members attending back up again and turning the night back into a dinner dance!

Any thoughts of how we can achieve this?

Please let me know why you don't join in, is it the venue, the food, is it because it's held in January or is it simply because you don't like gatherings?

My thought would be to maybe hold the dinner at the end February as I know that wages are stretched over the Christmas period. So it may be easier on the purse strings as payment would be due end of January rather than December!

Email me, Text me and I will share your thoughts (my details are on the editors page)

Thanks
Tina

LOOKOUT STAGES RALLY

Planning is well under way for this years Lookout, with working parties out and restoring the venue. Our first visit out there was rather interesting! We arrived to about 6 inches of snow so seeing the state of the concrete was an impossibility. We did, however come across mountains of paper pulp that had been deposited on the old runway, which means stages will need to be re thought due to the lack of space we now have. So we decided to have a drive round to try and get some stage plans together but seeing the endless scenes of untouched freshly fallen snow it wasn't long before we were going sideways and putting lots of track marks down. (well it would be rude not to really!)

25th/26th February 2012 - Working Party

The snow had gone, so no playing this weekend but now it was time to look at the state of the concrete and evaluate what work will be required before this years' event. Over the weekend we have managed to get the worst areas down one side of the dragstrip prepped and ready for concreting, we have also dug out a new track, put hardcore down and widened a part of the road, all by the pylon.

3rd/4th March 2012 - Working Party

What a weekend!! We had a brilliant turnout of people, the concrete arrived at 9am and by lunchtime the whole 8cu Mtr was laid and tampered down along the dragstrip. Due to the overwhelming amount of help we rang to see if we could get a 2nd load of concrete but unfortunately they wouldn't bring us another load. More hardcore was placed down on the new track by the pylon. Other areas were 'cleaned up' and concrete laid. Work has also started down the side of TI.

10th/11th March 2012 - Working Party

Not as many people to help this weekend so I think the sunshine came out to make up the numbers! Nevertheless, we still managed to get yet another 8cu Mtr of concrete laid before lunchtime. The rest of the weekend was taken up by putting lots of hardcore down and rolling the new track by the pylon and lots of clearing holes in TI ready for Yes you guessed another load of concrete next week...

LOOKOUT STAGES RALLY

17th March 2012 - Working Party

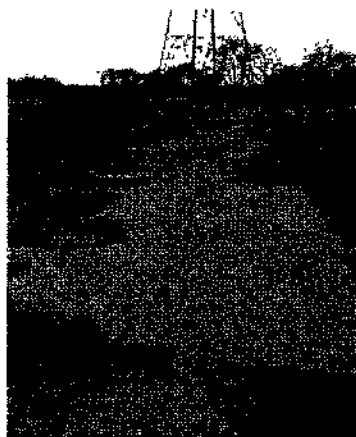
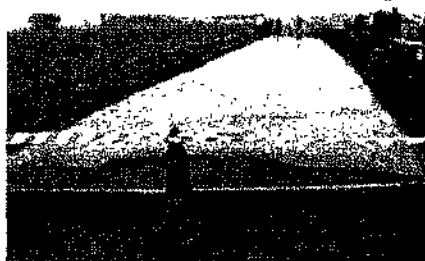
So it was just the Saturday this weekend, we decided that although we had lots to do, Sunday was Mothers Day and us Mum's were rather busy last year with a certain rally... and of course the rest of the organisers missed seeing their mums on Mothers Day last year, so the decision was made that we would have the day off..... The 1st Sunday off for 6 weeks....

The weather forecast was not looking good with long periods of heavy showers due, but we didn't have a choice, we HAD to get the concrete down this weekend or the event wouldn't be running.

Thankfully the forecasters couldn't have got it more wrong. The Sun shone for us ALL day long....

We ordered a different type of concrete this week, that has fibres in it, the first load of 6Cu Mtr arrived, (which was to be followed by another 3Cu Mtrs) and seemed to go down a lot easier than the other stuff, which is a good thing as once again, the numbers were extremely thin on the ground!! The new road down the side of the pylon was completed with the laying of some cement. So that's it, all the restoration work that had been planned to be done before the event has now been completed!! Ready for the event on 1st APRIL 2012.

Tina



MORE INVOLVEMENT FROM MEMBERS

I feel I have had to put this sensitive subject in this issue and so I try to choose my words wisely as I don't want to make things worse (although I am not sure how much worse they can get). I know that I am probably still classed as a newbie only having 4 years of being a Trackrod member under my belt., but as a 'newish member' I have already noticed that it seems to be the same Trackrod members that seem to be actively involved. Having just joined the committee I was surprised to hear that we have over 60 members, I appreciate that a handful of those members may have come from rally entrants but hey I thought there were only about 20 maybe 30 members at the most. As you know each year Trackrod hold two events, Lookout & Rally Yorkshire, we would like to hold more events, ie bring back an Autotest day etc but I feel we must re learn to walk before we can run again. We need more members to get involved with the 2 events we currently run as it seems to be the same people year in year out giving up their time and money to support these events, to the extent that one day these people will simply have had enough or their body's will no longer allow them to continue!! Whilst I say this, I feel I must say that to those of you that do now contribute, please offer words of encouragement to those who would like to 'join the fold' as it can be quite daunting joining a group of people that seem to know exactly what they are doing and there is a fear of being in the way.

Trackrod Motor Club is very highly thought of and have a very good reputation within the rally circle and as such we are asked to run stages throughout the country. Again, in order for our club to continue running our stages to the high standards we need a good supply of volunteers. We have already successfully run a stage in the Riponian see write up on page 16.

We have been asked to run a stage at the following:

Pirelli - 27th & 28th April 2012 - See page 14

Jim Clark - 1st—3rd June 2012 - See page 17

THE GOOD THE BAD AND THE INDIFFERENT

This could summarise the start to our 2011 season. Having done 3 events in 2010 in the Lotus Cortina with Simon Wallis and won our class or the historic category on each of them we decided we would do all the gravel rounds of the British Historic Championship in 2011 to see if we were competitive with the big boys.

The first event was the Mid Wales Stages which was based in Sweet Lamb back in March and it wasn't raining but very cold. After the first stage we were 30 secs off the leader and starting to wonder. A puncture on the second stage and a spin on the third while trying too hard left us feeling pretty fed up going into service but then surprised to see we were in second place 45 secs off first but only 2 secs in front of third. Going into stage 4 we were surprised to see Dessie Nutt the leader in his 911 stopped at the side of the road with what turned out to be a broken stub axle. We decided to have a go over the last 2 stages which turned out to be brilliant stages Myherin and Tarenig and arrived at the finish having won the Historic Category by 36 secs. The prize giving was at the theatre in Newtown with the winning cars on the stage. As it was the first round we were also jointly leading the British Championship.

For the second round we were back to Wales for the Bulldog. After the win on the first round confidence was high. Running second on the road we caught and passed car 1 on stage 2 and arrived at first service with a 30 sec lead over Graham Waite in his Volvo Amazon. This was increased to 50 secs after stage 4. With hindsight we should have backed off a bit but enthusiasm got the better of us and we continued to push and were caught out by a 5 left through the flying finish of stage 5. We ran wide but the road fell away on the top of a bank and this caused us to roll only being stopped on our side by a tree otherwise it would have been all the way down the bank. The only way we could get the car back on its wheels was by winching it back over. Once back on its wheels we could drive it back to the finish.

A lot of work was needed on the particularly on the wing, door and roof but it was all ready for the Pirelli. It was an early start, we were seeded first and it was a 50 mile drive from Carlisle where the rally was based to the start on the edge of Kielder water at 7.45. The organisers had put on free coffee and bacon sandwiches in the cafe and it was a nice way to start the day. Confidence was already low following our off on the previous event, Simon had never been in Kielder before and the map I used last time I was there didn't even had Kielder water on it.

This was made worse when we saw the first stage, it was covered in loose gravel, I now know what that French man in his Citroen moans about. The Kielder stages hadn't been used for a year and it showed. It was clear to see from You Tube how the stages cleared when a number of cars had gone through. This all showed in our times, a long run back to service in Carlisle showed us to be in 3rd place behind the Amazon and Rikki Profitt in his 911. This was a position we retained to the end.

It was back to Wales for the next round of the Championship the Severn Valley based at the showground in Builth Wells. This turned out to be the hottest rally of the year. We were seeded first car again so it was carry on with the gravel sweeping duties. At first service we again found ourselves in 3rd place behind the Amazon and Porsche. We got faster in the afternoon and a time 30 secs quicker than the Porsche in the 12 miles in Crychan saw us move up to second, a position we kept to the end. The hot dry hard stages resulted in very high tyre wear the quicker 2 litre Escorts getting through 10 tyres in 45 stage miles. Alongside the rally a promotional event was being held in the showground to promote Wales Rally GB which was using the site as the main service area. We were asked to do a run round the stage set up for the demonstration runs. Our own tyre wear problems came to light as no tread resulted in no grip and huge spin demolished most of the cones marking out the course at one end.

It was a change of car and driver for my next event The Quinton Stages which was a round of the BTRDA Championship. The car was a Volvo PV544 which I had done a couple of events in last year. Ian was slowly developing the car by adding power, losing weight and improving the handling. BTRDA have historic classes but only split by capacity not by age. We were the only post historic car so didn't have much to compare our times to. We were also just seeded in with all the modern cars so I went from being first on the road to being 101st; I know where I would rather be. A steady run resulted in 63rd overall out of 110 starters not bad for a car at least 15 years older than every other car in the rally. We stayed overnight at Llanwrtyd Wells which was the base for the national bog snorkling triathlon to be held the next day. Whatever turns you on, I think I would rather be sat in a car! It was back to the Cortina for the next event Neath Valley Stages which is based in Walters Arena. This was the first event we did last year in the car and it was a very good event. However this year the restricted the stages to Walters and despite the regs going on about 50 miles now being available the only used 16 resulting in triple useage. To add to this it was a very wet day and the stages cut up badly.

We were quickest on all the 5 stages and won the category by over a minute coming 9th out of 22 historic entries beating a number of newer and bigger engine cars.

Rally Yorkshire was next and as it had been omitted from the BHRC we decided to give it a miss in the Cortina and do the Cambrian. Ian Jemison asked me to do it in the Boxster and I am glad he did as it turned out to be a good event. First stage was 14 miles in Dalby which was in great condition and we were really enjoying it when it all came to a sudden end 12 miles in after an Impreza had rolled and blocked the track however we probably benefited from this with a notional time quicker than we would have done. It was then on to Gale Rigg and Cropton which were completed without drama and it was back to service to find we were 12th overall and 1st in class. Back into the forests for Staindale and 11 miles in Langdale. Again completed without drama but back at the finish (we went to the correct one unlike the rally leader) we found we had dropped back to 13th caught by a flying MG who had suffered from the notional time in Dalby. This wouldn't have mattered much but he pipped us to the first two wheel drive car anyway we were happy with 1st in class. Unfortunately the awards were delayed whilst the leader tried to argue, quite rightly unsuccessfully, against him going to the wrong finish.

Cambrian was to be our last rally of the year based in Llandudno using many of the stages to be used by Rally GB now that it had ventured up to North Wales. This turned out to be to the detriment of the event as it used parts of the forests which weren't going to be used and these sometimes turned out to be very rough. This was another BTRDA round but this time the historics ran at the front of the entry so it was back to being first car on the road. Two stages in Penmachno led to service. This was a change to usual service areas as it was just a length of B road which had been closed off. We had been well beaten on the first stage by a Mini but they had gone well off on the second so were leading our category. It was then into Cloccaenog where we had an overshoot and stall. The Cortina is always difficult to start so it was fingers crossed. It eventually fired up and the remaining stage passed without incident, back to service and then back to Penmachno which we finished without incident. A quick change of tyres and it was on to the Graef Orme which was being used twice at 30 secs intervals as a practice for Rally GB. I have to admit I was expecting something like Marine Drive in Scarborough. It came as a bit of a surprise to find it very narrow and twisty with the cliff at one side, a big kerb, narrow footpath and wall before a drop into the sea at the other. It was a place to lose the rally as it was easy to get caught out, ask Seb Ogier!

We took it steady on both runs and set off for the finish, just going round the final roundabout before going onto the promenade there was a loud bang from the back but we only had 200 yards to go. It turned out a side gear in the diff had broken a tooth so it was very lucky to happen so near the finish.

So that was it now it's time to get ready for 2012 it will soon be time for the first event. As I write this the Cortina is getting a full overhaul, the Boxster is getting a new engine and I am sure Ian is busy trying to get more power and less weight from the Volvo.

Graham Wride
December 2011



Thank you for your write up Graham, I'm sure everyone joins me in wishing you an enjoyable and successful rallying in 2012

OUT WITH THE OLD & IN WITH THE SLIGHTLY NEWER!

Some of you may know that John and I have been enjoying competing in our 1971 Mini Clubman 1275GT for the last few years. We bought the Mini in 2005 from a man called Terry Healey who used it for hill climbs - very successfully at Sheisey Walsh in particular. The car was originally built to compete on the Monte Car Rally as a replica of XJB 308H the last but one works 1275GT.

We've done a lot of work to it including a full re-wire and a custom built dashboard, all done by my Dad with help from John. The engine and gearbox were also rebuilt by Minisport at Padiham. The engine was a 1310cc running on a 40 Weber giving about 110bhp. John and I have used the Mini for road rallying, with John driving and me navigating and also hill climbs where we've double entered the car and both driven.

We've had several class wins on the Ilkley Jubilee, Yorkshire Classic and the Tour of Cheshire. Our hill climbs have taken us to Harewood, Scammonden and Oliver's Mount. Although we've never been in a winning position we've had a lot of fun and managed to improve our times every time we have been out.

Last year we realised that we wanted a car with a bit more space, and a bit quieter so we could hear each other talk! Trying to plot and bash and work out regularities has been enjoyable but challenging! We'd had a few discussions about a replacement car, maybe a Cortina or a Dolomite Sprint, and then during a conversation with a friend we found out that another friend was selling a 1972 Alfa Romeo Berlina 2000 (think of the police car in the original Italian Job). A few emails, photos and a trip to see it in Suffolk sealed the deal.

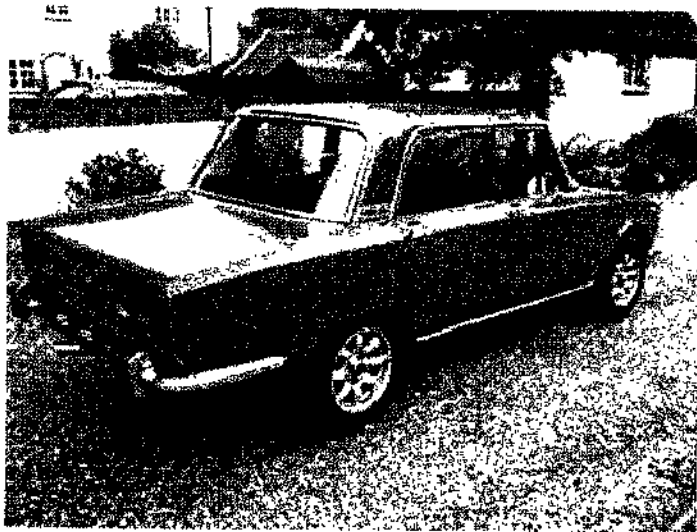
The Alfa is one of only 5 left on the road (see www.howmanyleft.co.uk).

For a 40 year old car it's got some quite modern features. A limited slip diff is fitted as standard plus disc brakes all round and a 5 speed gearbox. It sounds great on twin 40 Dellortos and a typical Alfa exhaust. I'm also quite excited about having a heater and the ability to navigate without losing my voice!

As you can see from the photo, the Alfa is in good condition. We've had it waxoyled to try and preserve it as long as possible. It's also been on the rolling road and achieved 150bhp – exactly what it was supposed to achieve when new!

Our plan is to do more touring type events, both in the UK and Europe. The first event we intend to enter is the International Auto-ecosse Tour in Scotland followed, a week later, by the Welsh Tour over 3 days in June. This is organised by Cirencester Car Club to celebrate it's 60th anniversary and is a recreation of the club's first competitive motorsport event.

The Mini is out on the Tour of Cheshire again this year in the hands of its new owner, so if you see it around on events, please say hello to them.



Gill & John Williams

I'm sure you will all join me in wishing Gill & John every success in their new car! Good luck guys.. Maybe you will go a little quicker, now you can lose a layer of clothing whilst saving a few quid on the strepsils
Tina x

RIPONIAN STAGES 2012 - ROPPA

The 19th February brought this year's Riponian Stages Rally. Trackrod were again asked to run the Roppa stage, as we have done for the last few years. The weather this year was not traditional Riponian there being a distinct lack of the fluffy white stuff that seems to be a feature of this event, having caused cancellations and postponements as well as 'interesting' stage conditions on recent events. The Roppa stage this year was run in the 'safe' direction up the hill from the B1257 and exiting through the ford, the stage being shortened this year due to logging activity causing ruts large enough to swallow most rally cars on the end loop. Perhaps rather than the 'safe' direction I should say less dangerous, we always seem to get cars throwing themselves at the undergrowth whichever direction the stage is run, it's just that they don't seem to disappear quite as far running this way! We only had a couple of hold ups this year, the last of the Historic field, an MG Midget, decided it preferred it's front suspension only marginally attached so ground to a halt partially blocking the stage – this occurring while Charlie Payne in his WRC Focus was on the start line ready for the countdown. It didn't seem over sensible to send him in so the stage was stopped while the Midget was moved out of harm's way. The second stoppage was caused by a BMW rolling off the edge of the stage on the way down to the narrow bridge, this didn't block the stage in fact you almost needed binoculars to see it. Fortunately the crew were undamaged and put the OK board out quickly so only a couple of minutes were lost, the car being recovered between the two runs of the stage. Despite the car rolling a few times and coming to rest on its side, once it was winched back onto stage it was driven out, all the wheels pointing more or less in the right direction.

The remainder of the stage runs ran well despite the stage conditions being difficult – being a sunny day the exposed parts of the stage were relatively dry with plenty of grip but with damp slippery patches where the trees shaded the surface. Many thanks to all who turned out to help, it was a rather early start, I hope to see you all on future events.

Andy Turnbull
Stage Commander Roppa

JOHN OVEREND MEMORIAL RALLY - 20th MAY 2012

North Humberside Motor Club are once again holding the above event at Melbourne Airfield. Regulations are now available for those wishing to compete. Only 60 places this year which includes a new class for upto 1000cc

As always they will require Marshals, if anyone is interested please contact:

Chief Marshal: Carl Thompson

Tel: 07975 677226

Email: jomsr.marshals@northhumbersidemotorclub.co.uk

Deputy Chief Marshal: John Newlove

Tel: 01904 608527



Some Funnies



I was driving this morning when I saw an AA van parked up. The driver was sobbing uncontrollably and looked very miserable. I thought to myself that guy's heading for a breakdown

The wife has been missing a week now. Police said to prepare for the worst. So I have been to the charity shop to get all her clothes back

Paddy says "Mick, I'm thinking of buying a Labrador." Sod that" says Mick "have you seen how many of their owners go blind?"

My neighbour knocked on my door at 2:30am this morning, can you believe that, 2:30am?! Luckily for him I was still up playing my Bagpipes.

Pirelli International Rally – Saturday 28th April 2012

SS4 & SS6 – The Forks

Once again we have been asked to run a stage on the Pirelli Rally. At the moment I am in discussion with the organisers about which stage we will run. Originally we were asked to run Shepherdshield (same as last year) but only run once. This seemed rather a chore in travelling up to Kielder just for a single run stage. A possible (now probable) alternative would be a stage called "the Forks", previously run under several guises including Broomylinn. The stage is just to the West of the Kielder Reservoir off to the main road which runs North/South along the West side of the reservoir. Start reference is at approx NY924884 and the stage runs more or less in an anti clockwise horseshoe via Broomylinn and finishing near Low Cranecleugh Outdoor Centre.

The stage is 6.6 miles long with about 6 in stage junctions. There is a good spectator point with a large, safe viewing area giving a good view of an interesting section of the stage. First car is currently scheduled for 08-19 so latest signing on will need to be 07:00. We will have more or less continuous motorsport action all morning with just a few gaps between the various events. I expect that we will be finished by not long after 12:00. This will leave plenty of time for a barbecue and drinks or alternatively leaving plenty of time to either marshal or spectate on one of the remaining afternoon stages (all 3 are in the same area).

I expect that some of us will be making a weekend of it camping or caravanning and you will be welcome to join us.

At this point I would really like a quick indication of who might be able to make it; yes or "probably" will be sufficient at this time. I can then decide whether it will be viable to go ahead. A quick response would be really helpful. Obviously I still have the full range of jobs available so if there is something specific you would like to do please let me know ASAP and I will try and accommodate you.

I do hope that you can join us.

John Smallwood

Tel: 01904 706257

Tel (m): 07973 654437

e-fax: 0709 286 1848

e-mail: john@john.smallwood.org

JIM CLARK RALLY 1st—3rd JUNE 2012

Trackrod Motor club have been asked to run a stage again on the Jim Clark Rally, this year's event running from the **1st to 3rd June**. Although the event is based in Kelso as usual the format has changed slightly this year, less stages being run on the Friday evening and therefore the International event running through to the Sunday which was traditionally the day for the clubman's Reivers Rally.

We have been asked to run the Swinton stage on the Sunday and with the new format the stage will run once for the Internationals and twice for the Reivers. Simon Marston has run our stage on this event for the last few years but he is not available this year so I have (temporarily) taken the mantle.

If anyone would like to help, there will be free camping available as usual at Kelso Racecourse please let me know if you wish to come along I will then arrange camping passes.

Andy Turnbull

WHITE ROSE CLASSIC TOUR 29th APRIL 2012

Lindholme MSC's White Rose Classic Tour. It's mainly intended for older classics, but we are glad to accept any modern interesting car/future classic/cherished vehicle. The tour is non-competitive, but it is run under a Motor Sports Association permit, which gives us lots of comforting public liability insurance. It's intended to be a pleasant day's run, in the company of car enthusiasts. The route is easy to follow.

Cost of entry is only £18 per car, which includes breakfast or other refreshments for two.

All details are on the website

<http://www.whiteroseclassictour.co.uk>

including entries and contact details.

Many thanks

YORKSHIRE LEAGUE DATES

Hi Everyone,

Sorry for the delay but I have been waiting for confirmation of a few dates and events. We have 8 events this year so thanks to all concerned. I will deduct 1 dropped score so best 7 to count.

There will be no registration fee this year and I will automatically score points for the following clubs:

Ilkley, Airedale & Pennine, North Humberside, York, Trackrod, Huddersfield, Slaithwaite, Beverley, Sheffield, Selby, Alwoodley.

If your club is not listed but you wish to score points then please email me.

The list of dates and events is attached above.

I hope you can all encourage a few of your club members to compete on some of these events and look forward to seeing you throughout the year.

Regards, Graham Hepworth.

DATE	CLUB	NAME	EVENT	VENUE
01-Apr	Trackrod	Lookout Stages Rally	Stage Rally	Melbourne
29-Apr	YSCC		Autotest/Autosolo + Car Trial	TBA
20-May	North Humberside	John Overend	Stage Rally	Melbourne
17-Jun	Ilkley & District	Yorkshire Post Trial	Car Trial	Bolton Abbey
24-Jun	Airedale & Pennine		Car Trial	Keighley
21-Jul	Slaithwaite	Opposite Lock Stage Rally	Stage Rally	Manby
14-Oct	York		Autotest	TBA
21-Nov	Beverley	Maple Garage Beaver Rally	Road Rally	Hull

RAINWORTH SKODA DUKERIES RALLY

Dear All,

It's that time again, Buccaneer MSC has been asked to run a stage on the **Dukeries Rally**, the **Clipstone South Stage** which is a change of scenery from previous years.

As ever we are looking for marshals, radio operators and timekeepers for the stage.

Full details for the stage are as follows:

Event	Rainworth Skoda Dukeries Rally	
Stage	Clipstone South	
Location	Clipstone Forest, Nottinghamshire	
Date	Saturday 9th June 2012	
Stage Cmdr	Trevor leathley	
Stage No.	SS 4	SS 7
Signing On	08:00 – 08:30	N/A
First Car Due	10:24	14:30
Approx Close	13:15	17:20(is
Signing On Ref	MAP REF 120/629 617	

If you are available for this event, I would be very pleased to hear from you. Please let me know if you are available, along with any specific preferences of role. I can't guarantee that you will be given this role but I will do my best to try to make it happen.

I look forward to hearing from you,

Regards,

Trevor Leathley
Buccaneer Motor Sports Club
Website: www.bmsc.org.uk

01482 862377 (home)
07980 476122 (mob)

MSA BITS

PRESS RELEASE For Immediate release 09/03/2012
BRC prizes top £200,000

With the recent announcement from the Citroën Racing Trophy, the MSA British Rally Championship, NGK Spark Plugs BRC Challenge, sponsors and support series, are now offering around £200,000 worth of prizes.

Probably the biggest prize comes from Pirelli in the form of the Pirelli Star Driver competition. This year's winner from the end of season shootout will receive funded support for 2013 and although the details have not been published, it will be a similar value to previous years.

The Citroën Racing Trophy's on-event prize money is split over the five remaining events in the BRC calendar, but it is further incentivised with a drive for the winner on Rallye du Var, the final round of the French Rally Championship.

The Twingo Renaultsport Trophy UK follows the same format of per-event prizes in both R1 and R2 Trophies. With a funded prize drive for the R1 winner in a Twingo R2, the R2 Trophy winner has the choice of stepping up to a Clio R3 or Mégane R4, both on Rallye du Var.

M-Sport's Fiesta Sport Trophy and Sport Challenge also benefit from per-event prizes, with the FST UK winner going forward to the FST International end of season shootout with the chance of a season working with M-Sport and the winners experiencing the Fiesta WRC and S2000 cars respectively.

Finally the winner of the NGK Spark Plugs BRC Challenge and its junior Stars of the Future category will receive support funding for the 2013 MSA British Rally Championship.

Although it is difficult to put an exact figure on the value of all the prizes, an estimate of around £200,000 is certainly not to be sniffed at.

For more information on the MSA British Rally Championship visit www.rallybrc.co.uk

TECHNICAL / REGULATIONS

Helmets and intercom systems

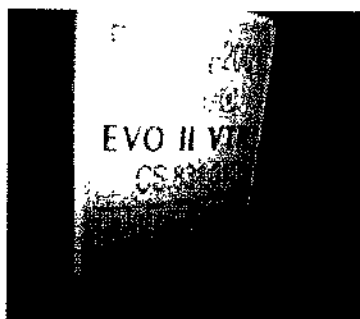
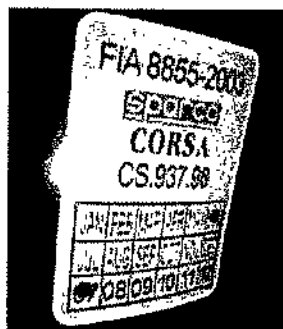
The MSA Technical Department is aware of queries regarding the standards given to helmets fitted with intercom systems.

Some helmets have built-in intercoms and have passed through testing and approval procedures with these in place. In particular, the department has been advised that: "Stilo put all their helmets through the relevant Snell and FIA testing with their flexible earcups in position. These are an homologated part of the helmet and are legal for all race events*. These are in no way a safety issue to the wearer." *Competitors are kindly reminded of MSA General Regulation (Q)8.1.10, which limits the use of pit/car radio transmissions to International non-historic races or National races that involve a driver change.

The MSA has seen home-installed systems for which the expanded polystyrene liner inside the helmet has been removed around the ear area to allow for a pair of aluminium-framed miniature speakers. This is totally unacceptable and voids the helmet standard, as it opens the possibility of severe injury in the event of an accident.

Fake seat homologation labels

The two images show fraudulent seat homologation labels that have been brought to the MSA's attention recently. The most common FIA homologation standard for seats is "FIA 8855-1999"; this number never changes, so the presence of the numbers "FIA 8855- 2003" and "FIA 8855- 2001" confirms that these labels are fakes. A genuine FIA seat label details the manufacturer name, as well as the individual FIA homologation reference, in the style: CS.XXX.XX. The technical list (no. 29) for seat homologations can be found on the FIA website by clicking here: <http://www.fia.com/en-GB/sport/regulations/Pages/TechnicalLists.aspx>



INFO FROM THE MSA

Rule changes in Blue Book

The MSA sent out some rule changes I have picked out the 2 sections it thought would be of interest: If you would like a copy of the whole document please email me and I will gladly send it to you.

(D) Organisers

Date of implementation: 1 January 2012

4.5.6 Clubs may organise no more than one event of each type prescribed in 4.5 per calendar year as a 'faster event' where, provided the MSA has granted specific approval, members of unrecognised clubs or members of the public may participate but not officiate and will be deemed to be a member of the club for the day.

34.8 The testing of Vehicle Fluids other than fuel

34.8.1 Three samples, each of equal volume, will be taken at the event/competition venue and must be labelled and sealed. One sample will be tested by an MSA official using approved test equipment in accordance with MSA approved procedures.

34.8.2. The principles applied to the testing of fuel samples in 34.3.2 to 34.7. must be followed as appropriate for the testing of such other vehicle fluids.

Reason: to give guidance on the sampling, storage and notification procedures to be followed for the testing of vehicle fluids other than fuel.

(R) Rallying

Date of implementation: 1 January 2013

Duties and responsibilities of the Clerk of the Course

24.4.5. On any special stage where extreme circumstances make it necessary to authorise the movement of non-competing or rescue vehicles before the stage is cleared of competing cars, a system of Yellow Red flags must be in place. These can only be located at radio points and will only be displayed on the specific instruction of the Clerk of the Course or stage commander. Red flags must only be used when there is a possibility of non-competing vehicles and rescue services moving on a stage ~~AHEAD~~ of competing cars. There must always be a red flag displayed at the point where rescue and emergency vehicles join the route of a stage. These should be located at mid stage rescue points and all locations where a rescue/emergency vehicle may re-enter the stage following a shortcut and at each radio location these vehicles subsequently pass. They can only be displayed on the specific instruction of the Clerk of the Course or Stage Commander. Yellow flags must only be used when there is a possibility of non-competing vehicles and rescue vehicles moving on stage ~~AHEAD~~ of competing cars.

Yellow Flags must be prominently displayed (held out Steady not waved) by a designated marshal who MUST wear a marshal tabard.

Yellow Red flags shall measure a minimum of 60cm x 70cm.

24.4.5.(f) Competitors who have been shown a Yellow Flag will be given a notional time for the stage.

24.4.5.(ii) Yellow Flags will be displayed to competitors only on the instruction of the Clerk of the Course or the Stage Commander. The time of the deployment of the Yellow Flags will be recorded and notified to the Clerk of the Course.

24.5.5.(iii) No flag other than a Yellow Flag may be deployed at any point along the route of the special stage.

Competitors

25.6.4. Competitors who are shown a Red Flag on a stage where they have been notified in advance that such a system is in operation must cease Competition and come to a stand still at the side of the road or track as soon as possible. On passing a Yellow Flag displayed by a marshal wearing a marshal's tabbard, the driver MUST immediately and significantly reduce speed. The driver will then maintain this reduced speed, whilst being prepared to stop, until the end of the special stage and follow the instructions of any marshals and/or stage safety personnel. Failure to comply with this rule will incur a penalty at the discretion of the stewards.

Reason: *this revised process updates the current procedure and harmonises flag colour with that of the FIA. Safety*

Date of Implementation: 1 January 2013

46.3. Category 2. Any car not complying with 46.2 that may be authorised for use at the discretion of the MSA including cars homologated and remaining fully compliant with FIA R/GT regulations.

48.2.7. The engine capacity of FIA R/GT cars complying with 46.3 shall be limited to the current FIA Regulations.

Reason: *To permit the use of rally cars compliant with FIA R/GT in national events.*

Date of Implementation: 1 January 2012

48.2.8. Historic Rally Cars that are fully compliant with 49 are permitted without a restriction on engine capacity in Stage Rallies.

Reason: *A consequence of the major changes to Stage Rally vehicle eligibility that came into effect in 2009 was the imposition of capacity limits on Historic Rally Cars issued with a CCLB after 1st January 2009 when competing in Stage Rallies other than Historic Stage Rallies. Relaxation and clarification.*

48.7.2. Cars must be fitted with a self seal connector of a type complying with J5.13. Except as provided for in J5.13.7 cars issued with a current CCLB prior to 1st January 2009 are not required to have a self seal connector.

Reason: *Relaxation. It was not Rallies Committee's intention to require the fitting of Dry Break Couplings to older cars competing at club level. This applies solely to fuel injected cars with a CCLB issued before 2009 competing in championships that are neither British nor MSA Titled.*

Have your say!!!

So here it is this is your page.

Throughout the magazine, I have been asking questions. Email me your responses and I will share them on this page. If you have questions that you wish to ask, again I will post them on this page, which then in turn I hope other members will send in the answers.. I think you get the jist..

So to start you off, being the Formula 1 fan that I am, I ask you the controversial question:

So did you watch the Australian Grand Prix (16th - 18th March) and if so just how did you watch it? Did you get up for 6am to watch it on the New Formula 1 Channel on Sky (if so what did you think to the coverage) or did you wait for the BBC Highlights OR was you like me and did both? Well Jenson did win after all!!!!

We won't bother mentioning the Malaysian GP!! Oh go on then it is your page after all.....

Will it be your comments published here in the next edition?

Club Nights

April 2012

3rd Old Modenians
10th Fox & Grapes
17th Rose & Crown
24th Admiral Hawke

May 2012

1st Old Modenians
8th Fox & Grapes
15th Rose & Crown
22nd Fox & Grapes
29th Admiral Hawke

June 2012

5th Old Modernians
12th Fox & Grapes
19th Rose & Crown
26th Admiral Hawke

These evenings are a chance to have a drink or two with fellow members.

Again I feel myself asking for feedback, how can we increase the numbers.

Any suggestions for new places to meet please contact any member of the committee.

Events Calendar 2012

Please contact Andy Turnbull for future events

All help is needed on a lot of events

If you require we can add you to the contact list so you will

Receive e-mails for events that are coming up

Your Committee

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Trackrod Motor Club

Trophy Points 2012

Rally Driver	Points will be calculated as shown below 20 points for starting an event + Percentage of starters in class beaten
Rally Co-Driver Navigator	As driver
Ladies Award	Best Lady Competitor Minimum of three events to be started Points calculated as Rally Driver/Co-Driver
Marshals	5 points per day (including set up and tear down)
Service Crew	5 points per day
Trackrod Trophy	Best all round Club member
Non Competitor: on	5 points per day per event marshalled/assisted
Competitor	(10 points if named in regs) 5 points for a finish, 3 points for a non-finish
Newman Trophy	Best all round Lady Club member Points awarded as Trackrod Trophy
Spy 44 Trophy	Points awarded for competing in three different disciplines (Marshalling may be counted as one discipline)
Juniors Award	Members must be under 18 at the beginning of the year to be eligible for this award. Points awarded as Trackrod Trophy

TROPHY POINTS CLAIM FORM 2012

Members Name

Competitors tick [✓]
appropriate boxes below and
provide evidence (results)

Event Name

Event Date

Organising Club:

Trackrod []
Other []

Type of Claim:

Driver []
Navigator []
Marshal []
Service Crew []
Organiser []
state position []

Event Type:

Autotest []
Economy Run []
Hilclimb []
PCT []
Road Rally []
Stage Rally M/V []
Stage Rally S/V []
Treasure Hunt []
12-Car []
Other - state type []

Event Status

Clubman CM [] National "B" [] National "A" []
International [] ANCC Round [] Yorkshire League Round []
Other []

RESULTS

Your Entry No

Position Overall

Position in Class

No. in Class

For official use only:

Date Received

Processed by

Awards eligible for

**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.**