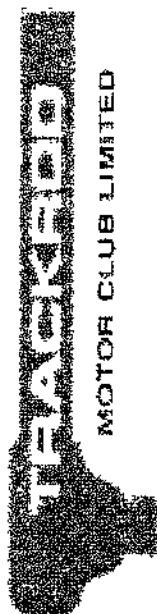


Issue 2  
June 2012



TRACKROD MOTOR CLUB LTD



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THE OFFICIAL MAGAZINE OF TRACKROD  
MOTOR CLUB LTD

## Editors Bit (or should I say Lot!)

Thank you so much to those of you who sent kind comments regarding the 'new look' magazine.

I must apologise for the few editorial errors, for those of you that missed them, you haven't been reading your magazine thoroughly enough! Shame on you! 

So I was meant to say that each quarter you will receive your 'new style magazine' then each month in between you will be emailed a newsletter. I hope this clears things up!

I must say I now fully understand what a difficult job my predecessors had, and why there was nobody forthcoming in taking over from Richard. How my predecessors managed to do this each month is beyond me as I am struggling to get contributions for a quarterly issue as I really have had no feedback, contributions from the Trackrod Members, with the exception of the usual members that seem to contribute in every edition. And to them I **THANK YOU VERY MUCH**, without your support, everybody would now be flicking through lots of blank pages!!!

There are a few things to note through this edition, change of venue to Otley Club Night, Working parties and trophy points.

I hope you enjoy reading through and I look forward to hearing from more members soon.

Thanks Tina  
tina@theturnbulls.co.uk  
07881 286843

Tina Turnbull

## Chairman's Chat

The "New Look" Magazine and more frequent Newsletter has have been very well received so many thanks to all those involved - especially Tina.

A recent, and valid, criticism was that reports of our members activity were better reported in other clubs' magazines so I really would welcome some reports from all members telling us what you have been doing - there is no need for pages and pages (in fact preferably not!!) but a brief report keeps everyone in touch. Please do what you can.

The Lookout Rally at Melbourne was a great success and is a tribute to the many people who put in all the effort before and during the rally - well done! A good entry and lots of publicity certainly makes it all worthwhile. We are still working on even more improvements and are aiming to obtain some more "Club Development Funding" from the MSA - this has recently been increased so money is available for worthwhile projects.

Planning is well ahead for Rally Yorkshire and, I am sure will know from Press Releases that we are running a 15 mile Friday evening/night stage in Dalby for International and Historic Competitors. Clubman contenders once again have the opportunity to complete the whole event on Saturday, including Saturday morning scrutineering in Pickering.

The whole event starts from Dalby Adderstone and everyone has a ceremonial finish in Scarborough at the West Pier.

Don't forget the AGM diarised for August 7 at the Old Mods - pie and peas as always!! See separate formal announcement.

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

Rod Parkin

## TRACKROD ANNUAL SOCIAL

### 2013 Awards Dinner Party

So, in your 1st Quarterly edition of your newsletter, I asked you about the ONLY social event we have as a Motor Club (with the exception of club nights, of course). The Annual Awards Dinner Party and I must say I am VERY disappointed that NOT ONE member has given any feedback what so ever. This saddens me considerably!! It makes me think that NO BODY is interested. As I mentioned in the last issue, I was hoping we could get the event back to being a Dinner Dance - yet the lack of response makes me wonder if we will even have a Dinner Party at all!!

Please respond, let me know your thoughts, can we achieve getting this social event back to a dance, or do you prefer it as just a dinner?

Below is a reminder of the questions I asked in the last issue....

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 committee members page)

Thanks  
Tina

## WORKING PARTIES

As Rod has mentioned in his Chairman's Chat we are still working on the Lookout Venue (Melbourne Airfield) in order to improve the venue and entice more entries to our event. We have spoken to competitors and they have given us their feedback as to what we can do/which areas they would like us to work on. We are hopeful that with the efforts from our members and Northumbersides members that together we can make this the preferred choice for competitors when selecting which single venues they are going to enter. We are also hopeful that the Lookout Stages Rally will be included in the Junior championship next year.

We have put two working party dates in the diary, I hope many of you can spare a day or even a few hours to come along and help us.

Sat 14th July 2012

Sat 18th August 2012

**If anyone can make either of the above dates please let either myself or Andy Turnbull know (contact details on committee page). That way we can plan ahead as to just what we can get done.**

Note: You can now claim 2 points for every working party day.

## CLUB NIGHTS

### IMPORTANT - CHANGE OF VENUE

Welcome to another quarterly magazine, Tina is doing a good job I think we can all agree.

In regards to the Club nights we have been approached from a pub landlord in the Otley area. Fred, The Landlord of The Fleece, Westgate, Otley, LS21 3DT (situated just on the outskirts of Otley) is keen to learn what kind of Motorsport we all participate in and is currently building some cars himself. He has asked if we would be interested in holding our Otley club night at The Fleece, which is owned by Wharfe Bank Breweries, so there is a good selection of different beers, including guest beers for you to enjoy. To show how keen Fred is for us to hold our Otley club night at The Fleece, he will put a little food on for us and is going to become a Trackrod Motor Club member

We have taken him up on his offer and so the Otley Club Night on Tues 17th July 2012 will no longer be held at The Rose & Crown but it will now be held at The Fleece, please help the committee by supporting this change of venue.

I look forward to seeing many of you there.

Richard Goldie



## **TROPHY POINTS**

### **POINTS FOR WORKING PARTIES**

It has been discussed within the committee, of what we can do to try and encourage members to help with working parties. This is a very important part of leading up to our events and we understand that it takes up valuable time and effort and so it has been decided by the committee that you will now be able to claim 2 points per day for working parties. We will back date these points from January 2012.

If you wish to claim for any working party dates from January - present you **MUST** submit your claim by 31st July 2012.

Going forward, the rules will be the same as claiming your Marshal points.

**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.**

We hope that this incentive will encourage you to come along and join in on working parties - for dates of Lookout working parties see page 5.

Thanks

Richard Goldie



## RETROSPECTIVE

DECADES PAST - QUARTERLY RETROSPECTIVE 10; 20; 30 & 40 Years ago

### **1972 - APRIL**

Held a production car trial at Whin Park, Arthington, run by Steves Rathbone and Wren. Ken Goodall ran out of fuel and Howard White ran out of electrics! Steve Hazeldine, in his mother's Imp was beaten by Richard Jackson for the class.

Also had an indoor rally, won by Martin Cantrill, and an autotest at Sherburn. Nice fast open tests allowed Ken G. to flex the muscles of his RS1600 and win his class whilst the mini class was resolved in favour of Geoff Northmore from a chap called Ineson! Held a clubnight at Goodall senior's pub at Gomersall -only Ken qualified for a discount though!

Ray Dickinson was Steward on the LUUMC Northern Lights Rally organised by Ian Wilson. TMC had 7 crews out, our best result was Dave Lawton/Duncan Gill who were 12th o/a - Andy Mackay/Mike Tempest were 14th in a Cortina twincam; the Brothers Lee also figured at 17th and Ken Goodall/Richard Ashcroft at 22nd. It was the last chance to buy dinner dance tickets @ £1.65 - problem was Post House at Bramhope had double booked so the Hotel Metropole was the replacement.

David Taylor stood down as Secretary - the search was on for a replacement.

### **1972 - MAY**

New Secretary found when Steve Lloyd passed the editorial pen to Dennis Dickinson. Dinner dance still not happened - maybe next month!

Howard White wrote a rather concise piece on the techniques of hill-climbing, basically go like the clappers but stay off the green bits on each side!! No good for rally drivers!! Team Hewspin (Barry Spink/ Howard White) had now got the Mini reliable - actually done 3 events without breaking anything!

The Holderness rally saw Ken G./Richard Ashcroft and Dave Lawton/A.N.O. competing alongside the likes of Phil Cooper; Bob Bean and Don Fotherby, - Ken decided to take up sailing in Caydale ford but still managed 12th o/a, Dave went a bit better and nabbed 8th.

The DenMar 12 car rally (organised by Dennis Dickinson/Keith Marr) was won by Roger Blamey/ ? Drinkall from Hugh Edwards/Mike Tempest, Richard Jackson/Steve Hazeldine were 3rd and Stefan Char-



ters/? Firth were 4th.

Steve Lloyd's article "How the Trolls learned to Fly" appeared in Motor-ing News (but it was in these pages first!) after it got into the hands of "Verglas" - ( a show of hands please if you want to read it yet again !!)

## **1972 - JUNE**

75 bodies attended the first dinner dance at the Metropole - Ineson & Marr obviously didn't have enough to drink as the got FTD and a class win at the Shipley & DMC autotest at John O' Gaunts the next day !!! It was determined that the Shoulder of Mutton clubnight was not the place to hold a navigational class - those not taking part were too noisy to allow concentration!!!

Steve Rathbone/John Kitchell got 8th o/a on the Semperit Rally but Andy Mackay/ Mike Tempest hit a not as map wall !!!

David Taylor reported briefly his recent (and first) hillclimb at Harewood where he finished 5th in class - Howard White recorded a class win. Also mentioned was a class win by Howard at the topcliffe sprint - clearly the Hewspin mini was now gremlin free.

Steve Wren, now residing Stateside, gave us a lengthy dissertation on his autocrossing antics and promised to keep us posted on the development of his turbocharged mini!!!(yes-in 1972!).

## **1982 - APRIL**

Our club mastermind, Rob Buchan, was to represent us at the finals of the Motorcraft mastermind at Quicks of Manchester!

We had 43 members out marshalling on our Dalby stage of the recent York National Rally - in true fashion, by the time it reached us it was an hour behind schedule - nothing changes !!! Stage Commander Ronnie Moore thanked all for their assistance.

The final of the Indoor rally championship was put on by Alan Lilley and his team at the Beehive. but with only the top 4 crews partaking it was a disappointing turnout. the event winners were Mike Robson/Gerald Tumber who clinched the championship in the process.

Ronnie Moore reported on the Roskirk rally on which he navigated for John Renny in the 1300 Escort - they upset a few as well with an excellent 11th o/a, alas the engine cried enough on the way home from the Blackpool finish ! Our other 3 entries sadly retired - Ian Gurnett/Jack Coulthard (hurt ???);Gez Waters/John Bean (exhaust) and Philip Jordan/Peter Compton ( reason not reported ).

## 1982 - MAY

Not a lot of news this month. The Tip Top Stores June Jesters Autotest was to be upgraded to national status and be a round of the BTRDA championship this year.

Members of the Yak Transport Rally Team (Tony Hanson; Phil Pease; Jez Draper; Martin Armitage; Ian Glendenning; Gaz Helliwell and Nig Duckett )

reported on their outing on the recent Border Stages at Lindholme. They got an excellent 5th o/a after what they described as the best single venue event they had ever done - albeit at the expense of a good supply of rubber. Talking of which, they were parked next to George Mathie who turned up with a vast array of tyres - all slicks (or were they baldies?) - needless to say Team Yak were praying for rain ! -They didn't get it but they also omitted to tell us how Mr Mathie finished!!

9 new members this month :- Dave Turnbull; Corrine Pitts; Jonathan North; Paul Atkinson; Michael & Mary Watson; Daniel Forshaw and Alan & Caroline Nutter.

## 1982 - JUNE

A great choice in the competition calendar this month taking us up to mid august - 19 events, from autotests ; pct's; novice rallies ; stage rallies.....happy days!

Secretary Keith Bowen told us of an invite to take part in a pedal car rally - team of 6 pedalers and a vehicle constructed by themselves - all in aid of Barnado's !! - watch this space !

John Renny updated us on our Shell League performance so far - a rather lowly 8th o/a The latest event ,YSCC's hillclimb at Castle Howard only attracted 2 of our members. However new member Michael Watson got a 9th in class on his first event and JR got 4thin class - 71 points scored.

A lengthy report from Derek Lee on the happenings at the long overdue open forum - quite a few people had plenty to say about matters various from training evenings to dinner dance venues and other things in between. Following the forum's success it was agreed we would try hold one each month !!!

Round 1 of the Hunter's Trophy was won by team Latimer from Crabs82(?) 9 other crews took part !

Our resident brainbox Rob Buchan related his Motocraft Mastermind experience - sadly he failed to make the final 6, but no shame in that. Apparently some 200 people turned up and it was a close run thing in the end with only one point separating the top 2 - Mike Heyhurst and

Nigel Raeburn ( he was out on the Ilkley Jubilee Rally in April this year! )  
. Rob also appraised us of upcoming events at Harewood and a brief resume of what hillclimbing was/is about (for the benefit of the uninitiated of course) Ronnie Moore was writing again - this time about the Ribble Rally ,again with John Renny. This time out Ronnie got them a fail !!! and relegated them to 28th o/a. Gez Waters/John Bean retired as did C. Foster/ Andy Munnis. Clive Sissons/Kevin Savage won the event.

### **1992 - APRIL**

Comp. Sec. Peter Rutterford, wrote to express his dismay at the cancellation of the Talkland; Ryedale Stages; York National and Des Winks rallies and asked if rallying is now dead in Yorkshire - clearly it wasn't the case - just a blip !

Stephen Lancaster reported on his recent antics - first, marshalling on the Northern Lights road rally by LUUMC, 47 entries and it got a bit busy with several cars arriving at once - in bed by 2am ! next was a 4x4 fun day at Castleford - basically a bit of a free for all with 4wd vehicles - they arrived a bit late though as Nick Stevens got them lost in Castleford !! - the Land Rover was owned by Tim Nichol who had never done any off roading before but enjoyed the experience despite getting stuck a couple of times. Nick Steven also reported the same event with a slightly different viewpoint, centred around his packed lunches! Howard White let us know what it was like to come back into autotesting after a rather lengthy layoff, mainly prompted by son Donald who was keen to try his hand. After a couple of events it became clear that a lot more had to be done to the car than they first believed and were somewhat amazed at the tweaks / techniques used by the regulars .

BBQ Hillclimb needed a new CofC - volunteers form a queue!

### **1992 - MAY**

Peter Rutterford/Mark Midgley reported on their outing on the recent Keighley Navigational rally. Arthur heato/John Bean were also competing and the crews started at 16 & 18 respectively. The route took them around Skipton; Gargrave; Otterburn; Malham and Bolton Abbey. A fairly busy night on the maps apparently but Peter/Mark were well pleased with 6th o/a and Arthur/John 7th. A good night all round. Paul Scruton reported briefly on the April Fools Autotest - 18 entries and 21 tests - your scribe Ineson pulled the steering column off the rack on one test and was subsequently presented with a suitable miniature of a steering wheel/column !

Finally ,it was sad to report the recent sudden death of Pamela Smith - though not a member for many years she was one of the originals - a sad loss.

## **1992 - JUNE**

Cover picture was of Peter Rutterford on the top hairpin at Bailings Dam on the Mitchell Fox Hillclimb.

Stephen Sanderson/Rob Buchan reported on the everquip Stages at Manby. Trackrod's only crew for the Larkspeed League on this event. They had a fairly steady run to 32nd o/a though after years of 3rd gear synchro crunching it finally cried enough over the last two stages! The next League event was an A&PCC Autotest at Halifax and we had 5 entries - wow! David Mosey got FTD with David Haigh taking his class after Ineson got a penalty and finished 2nd in class (pressure you know). Ronnie Mackinnon and Derek Lee shared the black Escort and Howard/Donald White shared the mini.. Ronnie took his class by 0.6 secs - phew! and Derek was 12th from 22. Howard & Donald were equal 5th in their class - can't get closer than that!

Arthur Heaton/John Bean reported on the Northern Lights Rally on which they drowned out in Caydale ford and retired with everything very wet and a sick engine as a result. Next for them was the Autowindscreens Rally - a bit better this time with a steady run to 23rd o/a and 4th ANCC regular. To end a fairly hectic period they tackled the Keighly Navigation Rally ( see also in May above) The result reflected the seeding as the ran together nearly all night.

## **2002 - APRIL**

On the cover was the Daihatsu of Jon Neale/John McNichol on a very snowy Malcolm Wilson Rally - not stated which year !

Katy Lee was cracking the Equipment officer whip - wanting details of all your equipment - for the auditors of course!

14 new members this month:- Phil & Alison Andrews; Richard & Rebecca Simpson; David Kidd; Roan Leadbetter; David Hemingway; Richard (Dickster ?) Webster; Kate Joblin; David Smyth; Sean Deaton; Paul Martin; Ben Johnson; and George Grieves.

Graham Steggles reported on his and Emma Bain's outing on the recent Lookout Rally - a somewhat fraught outing for the pair as clutch; handbrake; rose joint and rear disc problems served to ruin their day, eventually forcing a retirement and the prospect of some comprehensive rebuilding !!

## **2002 - MAY**

On the cover was James Thompson in the Pug 206 on the Lookout - getting signatures for his national licence.

The SEOC larkspeed league autotest at Sherburn attracted 4 TMC entries with Graham Steggles sharing Simon Taylor's Sierra and Katy Lee sharing a Fiesta with Jonathan Marshall. All suffered in various degrees - it was Katy's first event and she did well under the circumstances!

Simon and Graham were hampered by a lack of memory; handbrake and 1st but managed 7th & 11th after 17 tests.

New members this month were :- Malcolm Jackson; Frank Grittins; Nigel Williamson; Ed Bryant; Thomas Irvine; Andrew Fletcher; Jeff Jackson and Chris Copeland.

Graham Steggles and Emma Bain took part in the York MC autotest this time in a Metro - still no handbrake; memory lapses and radius arms on the point of parting company with the rest of the car! Nevertheless they persevered to finish 2nd and 6th in class. Andrew Apperley was also entered in an Evo 5 Cortina with welded diff and bald tyres and managed 6th o/a!

Peter Stanhope updated us on matters north of the border - touting for marshalls on the Argill Stages; Knockhill stages; Scottish Rally and of course Mull.

## **2002 - JUNE**

On the cover was Caroline Marston nosediving the Skoda on the Wheelmeister Stages at Leconfield.

New equipment store required - suggestions to Graham Steggles. Wakefield & DMC organised the 2nd round of the inter - club challenge ( between TMC;Huddersfield MC and Wakefield &DMC) a grass autotest. It turned into a bit of a farce as the chosen field was basically mud and impeded much progress for all concerned - the only result provided was that of the author - Simon Taylor who won his class from Graham Steggles in the same Sierra - there were only 2 in the class!!! Andrew Apperley's battered Subaru and Dave Hemingway's Fiesta were also partaking!

The June competition calendar had a list of 17 events from which to choose your pleasure!

TRACKROD\_\_\_\_\_ENDS

Richard Ineson

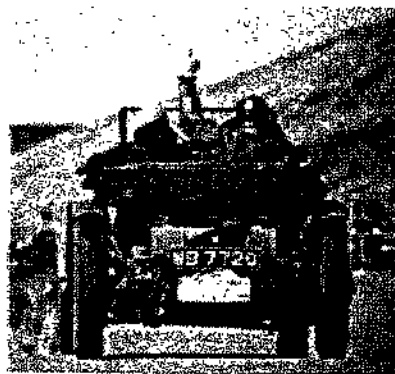
## The Flying Scotsman Rally 20 – 22 April 2012

### Overview

Eric Schofield rang me just before Christmas to inquire if I would be able to assist him with PR for part of the Yorkshire section of The Flying Scotsman Rally that would take place in late April 2012. The PR activity is by no means as intense as that for Rally Yorkshire he advised, we just call in at a few pubs, post offices and local shops and ask them to display a poster that advises the times the event will pass through that particular location. There was only one answer, yes. How could I turn down the offer of being chauffeured round a selection of country pubs in the springtime?

The event runs over 3 days with an entry of over 100 cars and an entry fee just under £2.5K. I am told that the route only encounters 3 sets of traffic lights. This will be the 4th time The Flying Scotsman has run and it is now clearly established as Britain's largest, as well as the longest timed event for Vintageants with a pre-War design. With no less than 44 entries from Overseas ensuring this is not a British-only affair, drivers and cars have come from far and wide for this, with everything from the oldest cars in the line-up (when was the last time any of us have seen a 1915 Franklin or a 1916 Marmon) to the exotic (not one Alfa Romeo Zagato but two, with two other Alfas for rivalry), and a glittering entry-list, with no less than 18 Bentleys, 10 Lagondas, 8 Talbots, 7 Aston Martins, 7 Rileys and as many Bugattis and Invictas as MGs.

The route drives from the museum of historic aircraft of the old RAF station at Duxford through Suffolk and Norfolk and then stops for lunch at Royal Sandringham. Then using the great driving roads of The Lincolnshire Wolds and the remote lanes of The Yorkshire Wolds, on through County Durham and Northumberland with traffic free, open road motoring. Then into the Scottish Borders, crossing the Forth Road Bridge and finally ending up at the St Andrews Golf Course and the Old Course Hotel.



On Tuesday 3 April I arranged to meet Eric in the car park at The Stone Trough Inn at Kirkham just off the A64 near Whitwell Hill. It was an early start with a 10:30 rendezvous – well, early for me nowadays, one of the luxuries of retirement! Dressed in my freshly pressed drinking trousers and with an "LED" poti, maps and map board, with a various array of documentation, I transferred across to Eric's car in preparation for a tour of the pubs.

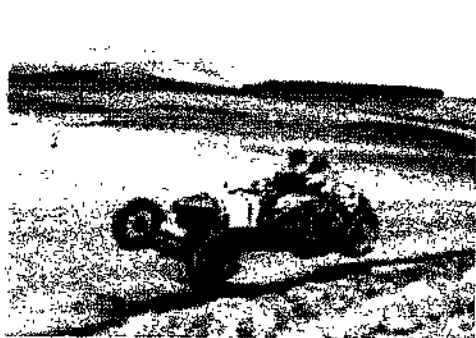
Eric had decided to split the route into two halves, Humber Bridge to Kirkham and Kirkham to Fadmoor and Gillamoor ( NE of Helmsley), with us completing the latter section first due to some potential PR issues at these locations.

Just as we were about set off, two gents in a Mitsubishi pick up drove into the car park and stopped by us. Strange, we both thought, as the car park must be large enough for at least 100 cars. "Are you Eric Schofield? " they asked – "on no, have we got problems before we start?", we thought !

As it happened it was Kim Bannister and Alan Smith, who were responsible for determining the route and producing the road book. They were on one of many of their route checks, this time for a final check of the road book. We all introduced ourselves, had a brief natter and before they left they gave us some additional PR documentation should we run out. Interesting to note that on previous years they planned the route, and then with difficulty tried to locate hotels that were sufficiently large to accommodate the event. This year, they found the hotels first and then planned the route around them.

Off we set, and very soon calling the bends was reminiscent of when I did some road rallies with John McNichol in the late 70's and early 80's. The route was pretty straightforward, mainly on yellows which were quite wide and did not present too many problems for us. By late lunch-time we had arrived at Helmsley and after saturating the town with posters I bought a beautiful pork and stilton pie from the local bakery, which I consumed at our lunch halt in Duncombe Park.

After a brief stop onwards to the potential PR problem areas of Fadmoor and Gillamoor however pleased to say that no issues were identified. In all we made around 20 personal calls and arranged for about a dozen posters to be displayed in local hosteleries and shops. We then headed back to Kirkham without quaffing a single half of ale – so much for the drinking trousers! 2 wrong slots made, not my fault of course.



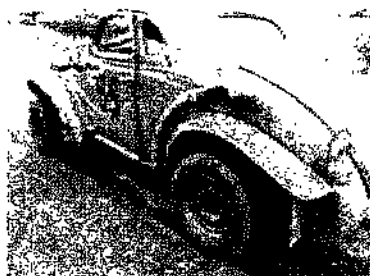
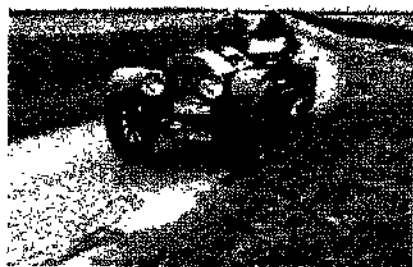
On Friday 13<sup>th</sup> April we again met at Kirkham at the ungodly hour of 09:15. What a day to be making PR calls. As this section from the Humber Bridge was much longer than that covered the previous week, we thought an early start would result in an early finish – after all Friday is POETS day. Little did we know, although the route passed through some beautiful countryside, especially in the Wolds, a large proportion of the route was on single track yellows, where we thought it prudent to call and advise of the event's route and timing. How many times we asked one another "Where do we stop calling?" we cannot remember. All was going well until around 17:00 when we were on the final part of the route near Kirby Underdale. A resident advised of a potential problem at the next farm which was on a gated road to be used on the event. The farmer was extremely concerned about the effect the adverse weather was having on his new born lambs. She advised us not to call as a volatile reception was predicted, she did however say that she would speak to him and relay our information.

On this particular loop, we also came across a couple of car enthusiasts. One gent, who in the old days went with his brother and his Bentley to Brands Hatch and ruined his tyres after two laps, and another, who was in the process of rebuilding an MGR8 and a Triumph Stag at his farm. Eventually we finished the section at 18:15 after making 50 personal calls and leaving about 10 posters. Our availability of documentation was precise, so much so that after our last call we did not have a single piece of information left – good job Kim & Alan stocked us up before they left us the previous week. 3 wrong slots this time, "all not as map" was heard to be said by someone.

Eric fed back the potential issues on the gated road to the organisers, who were prepared to reroute on our recommendation. In the meantime Eric had left a message on the farmer's mobile as he was unable to speak to him. The following Tuesday, should nothing be heard we were preparing to go out again and advise all affected by the reroute. Late Monday Eric received a phone call from the farmer, who was more than happy to move the sheep and lambs and was looking forward to watching the cars passing by his

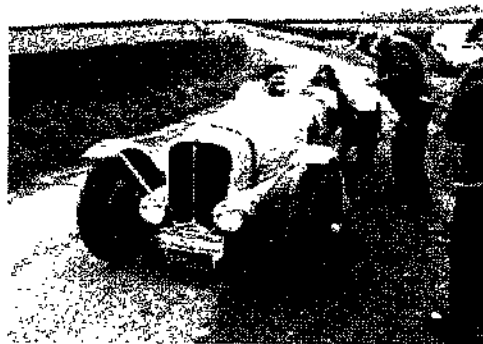
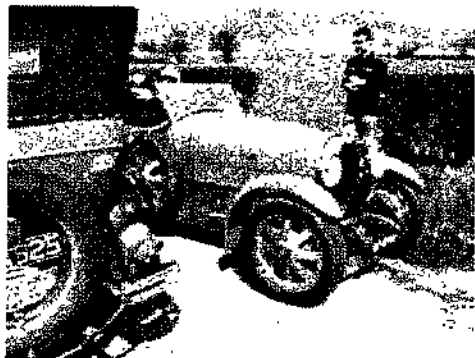


farm. Funny old world really when doing PR, you expect an awkward situation and it turns out to be no problem whatsoever – still Eric has only been doing it for 45 years or so.



## The Event

Day 2 of the event came and Eric was to position himself at Gillamoor so that he could confront head on any PR issues that arose during the day. Fortunately none occurred and a surprising amount of residents came out to observe and take photographs of the cars passing through the village. Tom Snodgrass and myself set off to meet Andrew Artist to run TC 15 Lepington Grange, the final one in the morning string of regularity sections prior to a coffee halt at the pub at Kirkham. On arrival we quickly erected our stay dry gazebo at the roadside and a round of bacon and black pudding sandwiches was the order of the day. The sight of our roadside kitchen was commented on by many of the competitors and we now have a full order book for next year. Period dress was requested to be worn, so we donned our flat caps and flying jackets to await the arrival of the course cars. Bob Redhead, the Chief Marshall, duly arrived and presented us all with a 2010 Peking to Paris rugby shirt. His generosity also extended to a couple of gents from Lancashire that we met last year on the same event. They did not know it, but they were to become our official photographers for the event and dressed in their newly acquired attire received many enquiring comments from the competitors. Within our ever expanding equipment portfolio were two clocks displaying the current time. Andrew had brought a very large chrome plated alarm clock complete with two bells on the top and I brought my £13 precision atomic powered clock complete with temperature display – so there you are, analogue or digital, it's up to you.



The cars came and went , one of which was reported in Motorsport News to be worth 5 million pounds. Incidents to report are, a car approaching WD where the driver was heard to say " I think we have a problem", he was on time at least! A Bugatti came into our control and then turned around to re-enter and as he passed, quickly explained that they had stopped for a tink for the lady navigator further down the road and quite rightly displayed the OK board from the road book. What she had forgotten to do on returning to the car was pick it up – (see photo above left). Finally, traversing the route were several mobile workshops to assist with any competitor problems that may occur – the aim is to get to the finish come hell or high water. One workshop team followed a car into the control and enquired of them if all was OK now. The due response was that the speedo was defunct and it had just read 150MPH, obviously understating their speed at that point in time.

As well as doing PR for Rally Yorkshire with Eric, Tom and Andrew, we have also been involved in running controls for the last few years. An enjoyable job as you meet the competitors, most of which are highly appreciative. I am pleased to report that the same sentiments were forthcoming on this event which makes it all worthwhile and encourages you to do it again.

### **Packing up**

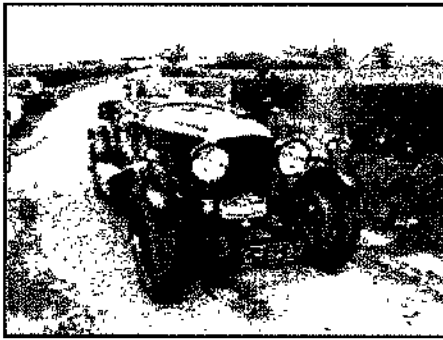
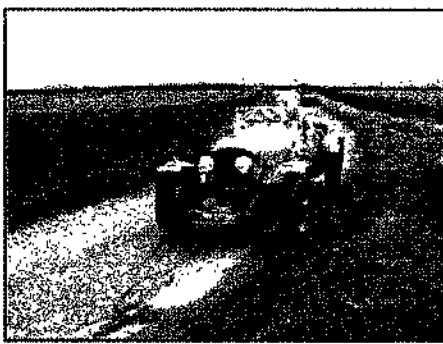
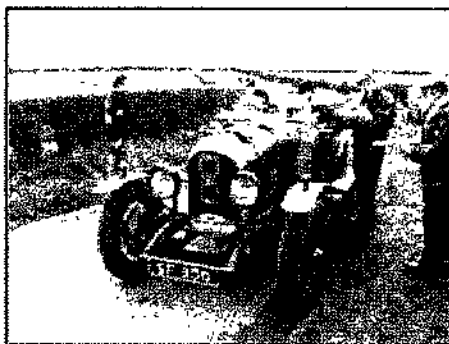
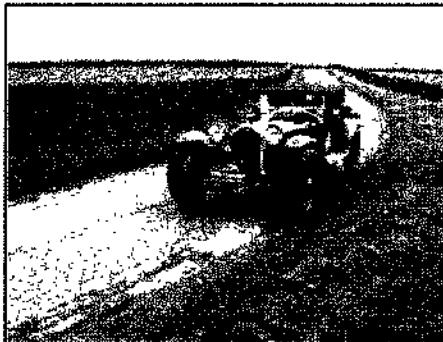
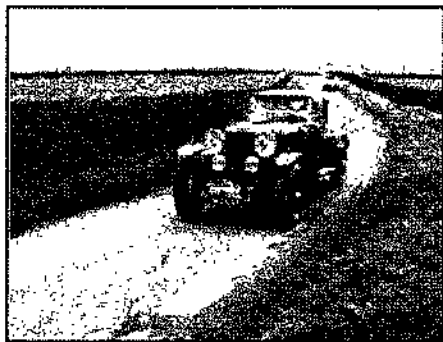
"So that's it then," we thought. All the competitors had passed without rain, and our stay dry gazebo had worked fine for us. Then a hailstorm developed within minutes of the course closer collecting the clock and documentation, followed by torrential rain. Nothing else for it then, another round of bacon butties and wait till it passes. This must have presented a strange sight for some of the passing locals, who had not been around for the event, three middle aged blokes standing around in flying jackets in the middle of nowhere , having a picnic in the pouring rain under a gazebo primarily designed for keeping the sun off!

About an hour later we were able to clear up and head home after an-

other enjoyable day with the prospect of an Indian curry and a few pints of ale drawing us to our final destination.

PS Phone call from Eric, going to assist him with PR on the Tour Britannia in May!

Richard Hart



## MINIATURE MOTORSPORT

As a few of you are aware, I have had a long term interest in model cars ( my domestic manager refers to them on a regular basis as "TOYS" dammit ! ) which, over more years than I care to mention, does tend to make me somewhat of a nerd, albeit an old one .(is there anything worse?) when it comes to TOY cars!

As an introduction to uninitiated members ,we're talking model cars here, and the collecting thereof on whatever scale you may desire. Let us start with a subject close to home - Trackrod Rally Yorkshire and all it's previous incarnations.

Many of you will be aware of the Corgi Toys Mini in Mintex colours from some years ago and now not quite so readily available, but it did sport the trackrod logo, though it is in the somewhat odd scale of 1/38.

Ah, yes, scale!! The most popular for collectors ( there is one in you somewhere! ) is 1/43, mainly diecast models or specialist resin kits. 1/32 is really for the slot car brigade, and there are many very nice slot models available nowadays, though one lap of the track could easily destroy the details ( I know, I've done it recently ) !!! 1/24 is mainly the scale of the plastic kit, and larger - 1/20; 1/18 are the preserve of the specialist manufacturers in plastic; resin or diecast.

Back to TMC - the photo depicts another Corgi model, the Focus, in Stobart colours, of Mark Higgins- it is shown with the Stobart transit, also by Corgi, and a somewhat generic trailer by Motormax. If your interest has been aroused then check out Ebay (Toys & Games/diecast vehicles) and I'm sure you will come across these items ( there is currently a Clio S2000 from the 2003 event available for £30 - just key in Trackrod rally Yorkshire and see what comes up !

Subject to availability of magazine space and the consent of the Editor,I will , in future issues, explore the options for developing miniature motorsport collecting along various themes, be it rallying; F1; saloons ; le mans or whatever !

Richard Ineson



## LOOKOUT STAGES RALLY 2012

The Lookout Rally this year ran on April 1<sup>st</sup>, again using Melbourne airfield. Preparations began at the beginning of the year with the first of regular meetings of the organising committee at the Modernians. There are always many items to consider during the organisation of an event like the Lookout, but this year we knew that we had to carry out repair work on the tracks at Melbourne to even allow the event to run. We therefore arranged a number of working weekends to carry out repair work, cleaning out holes, removing loose and broken tarmac and making and fitting shuttering, followed by much laying of concrete the majority of this being down the side of the drag strip which suffered particularly during last year's event. Hence by the time the weekend of the rally came around our caravan was convinced that Melbourne was its second home and I was beginning to have concrete wagons featuring in all my nightmares. Prior to the event we prepared for and laid 24 cubic metres of concrete as well as making a new road around the pylon, this being necessary to allow a merge and split in this area since the sides of the runway which we have normally used are presently used as a store for shredded paper pulp – more of it than you can possibly imagine!

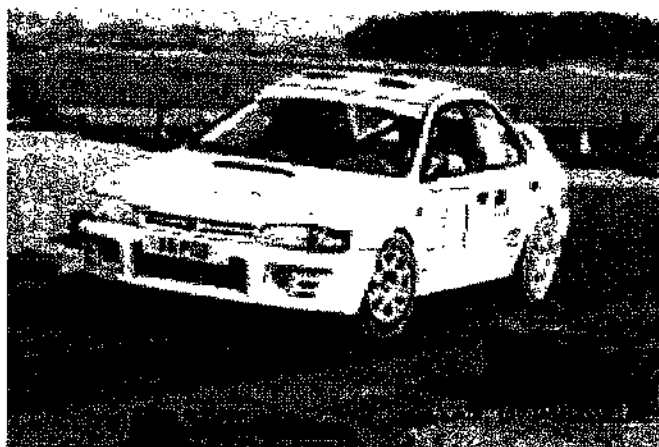
The event itself was well supported this year, particularly encouraging in the present economic situation, we had done our best to publicise the fact that much work was being carried out to try to remove the largest car swallowing holes, both on Facebook and the rally forums and this did seem to pay dividends with a good entry of 56 cars – this maybe also helped by our offer of Sunday morning scrutineering so that competitors did not need to spend more than one day on the event. The major problem on the day of the event was dust. I know it is difficult to remember dry weather at present but it was very dry in April and since the roads had not been used in anger since June last year there was a good covering of dust in many places. We therefore took the decision to run the first stage as one lap only since the area around the merge was particularly dusty – all other stages ran as planned, the dust still looking quite bad but most drivers reckoning that it was not causing too much of a problem, there being enough breeze to keep the dust cloud moving.

The event passed without too many incidents, the only major casualty being 'Frosty', Alex Taylor's Forester which rolled a number of times – the crew emerged unscathed which is more than can be said for the car!

Most crews seemed to enjoy the event and appreciated the efforts we had put in to improve the venue. We also asked each crew which parts of the venue were worst so that we can prioritise the next repair work. Some of us stayed on at the venue following the rally to tidy up and carry out repair work prior to the first Drag Race meeting of the year, this being held the weekend after our event this year. Sweeping, tarmac laying and tractor repairs were all completed and the last of us deserted the venue on the Thursday after the event to begin the recovery process – hopefully in time for next year's event!

Andy Turnbull, Clerk of the Course Lookout 2012

2012 - WINNERS JAMES SPARROW & PHILIP PICKARD



Working party dates have been arranged for the venue:

Sat 14th July 2012

Sat 18th August 2012

Please let myself or Tina know if you can join us on either day. Remember you can now claim 2 trophy points for every day you help out.

## LOOKOUT STAGES & CETUS STAGES

It was 2007 when I last competed on the Lookout so when Mark Midgley asked me to sit with him in his MkII Escort I thought it was time I tried it again.

It was two and a half years since Mark had last competed but he was quick then so I was expecting a competitive run even if he was a bit rusty. As those of you where there will remember it was a dry day with dust being the main problem. The first stage was limited to just one lap in view of the dust. I do believe this was a wise decision but surface cleaned up quickly and the usual 2 lap stages resumed with stage 2.

The work that had been done by the team in improving the venue was immediately obvious in that whilst the surface was loose it was not rough although it did dig out in a few places by the finish.

Anyway back to the rally. Mark was quickly into his stride and we climbed up the leader board from matching our seeded number 24 at the end of the first stage to 12<sup>th</sup> overall and third in class by the end of stage 6. I have to admit stages 5 and 6 were the worst of the event with 2 merges you always were catching someone. Passing isn't easy and whilst dust wasn't really a problem damage caused by flying stones is and I think this should be considered for future events.

Anyway back to the rally again. Just two stages to go and confidence was high when it all went wrong a puncture half way through the first lap resulted in a stage maximum and down to 34<sup>th</sup> place.

Altogether a good event we put in some competitive times and weren't caught or passed all day. I have to admit that whilst I do prefer multi venue events I did enjoy the day.

Congratulations to the other Trackrod crews

Tom Stoker and Andrew Hobman 21<sup>st</sup> overall 1<sup>st</sup> in class

Rob & Josh Watson 24<sup>th</sup> overall 6<sup>th</sup> in class

Dave Marshall & Chris Hudson 27<sup>th</sup> overall 1<sup>st</sup> in class

Kristien Esser & Christopher Tidy 32<sup>nd</sup> overall 16<sup>th</sup> in class

Having not done a single venue event for 5 years I suddenly found myself doing 2 in a month when Gordon Sneddon asked me to do the Cetus stages with him at Three Sisters.

This was a completely different event from Lookout being on smooth tarmac 12 stages but only 28 miles.

Gordon had put a new 2 litre engine in his Corsa following his last event the Tour of Mull a different type of event altogether only the surface being the same.



The whole event was on one day so it was an early start to get across to Wigan for scrutineering at 7.45 this was completed without any problem but a very long queue. Bumped into Nigel Drayton who was the MSA steward for the event, he was a bit concerned as no arrows had been used to define the stages.

All the stages were 3 laps but the first stage only took 2 min 49 secs and then it was a 30 minute wait until the next stage and this was repeated all through the day so you never really got into a flow. Anyway any chance of a good result ended on stage 2 when the throttle cable became detached. By the time Gordon had fixed it we had picked up a stage maximum of 8 mins and with all stages less than 3 minutes there was no chance of making this up.

Graham Wride

## **SEVERN VALLEY STAGES RALLY**

It was back to Wales for the fourth round of the British Historic Rally Championship. Having retired on the 2<sup>nd</sup> round and missed the 3<sup>rd</sup> round we were hoping for a good result. The event was based at the Royal Welsh Showground in Bulith Wells with stages in Crychan and Halfway forests, across the Epynt Ranges and 2 spectator stages in the showground. Surprise surprise it was raining when we arrived on Friday afternoon for scrutineering but not as bad as some areas of Wales which were flooded and calling the RNLI to rescue people from caravans.

Saturday dawned much brighter and it was straight out to Crychan South for the first stage. It very quickly came clear that we had no rear brakes and then a voice in my helmet announced the fronts had gone as well very nice to share this with me approaching a hair pin right. But other than that the stage was fantastic. It was then on to Route 60 across Epynt arriving to the sound of machine guns and mortars in the distance. This stage is a bit different as it is across the moors with no trees. Same scenario as stage one no rear brakes and the fronts fading away because of the additional work by the end of the stage. This was repeated in stages three and four Halfway and Crychan North the excellent stages continuing.

Returning to Bulith for service we found ourselves in fourth place 1 min behind Rikki Proffitt in the 911 with a Volvo Amazon and another Lotus Cortina sandwiched between us and a Volvo 544 12 seconds behind us. We tried to cure the braking problems but were unable get any rear brakes but did manage to stop the fronts fading so much.

Straight out of service into a short half mile spectator stage in the show-ground. The sort of stage you can't win a rally in but can lose one in, but more of this anon.

We went much better in the afternoon, must have been the bacon sandwiches. By the end of stage 6 and a fastest stage time we had moved up to third and then second when the Amazon retired with gear box problems. Half way through stage seven it all went wrong again when the gear lever came out and we had to stop to find a gear which was second so we lost 50 seconds and dropped back down to 3<sup>rd</sup> 27 seconds behind the Volvo 544. Why is it when you try to improve the car the new bits let you down. The new pedal box had resulted in the lack of back brakes and the gear lever had come out of the new alloy gear box casing!

The last 2 stages were back into Crychan with a different finish and a return to Route 60 for a slightly changed stage. Two further fastest stage times taking 15 and 16 seconds off the Volvo moved us back up to second much to the surprise of the crew.

We were happy to finish second and felt that full confidence has now been restored following the roll last year.

Anyway back to the spectator stage. Andrew has regularly been texting results to us from the internet and whilst driving back home I received one saying he had checked the results again and we had won the historic category was this correct. A couple of calls later we established that Rikki Proffitt had been given 2 stage maximums for the 2 spectator stages for short cutting. As I said you can't win a rally in these stages but you can lose one.

A few jobs to do before Goodwood but at least we didn't damage the car so it still looks good.

Graham Wride

## JIM CLARK RALLY

The Jim Clark Rally is the only mainland rally in the UK to use closed public roads and therefore is something of a different challenge – as far as competing and organising is concerned – to most other rallies. This year I was asked to run a stage for the first time, Swinton run on the Sunday for both BRC and Relvers cars, which certainly kept me, the family and club members busy for most of the weekend. Setting up stage is a little more problematic since the roads are open to the public until approximately one hour before the first competing car, it is also advisable not to put out too much stage equipment early since it tends to disappear as souvenirs.

We arrived at Kelso racecourse on the Thursday afternoon prior to the event and set up the caravan on the campsite, this being free for marshals and officials. It was noticeable, even at this stage, that the campsite was much quieter than previous years, finding space was definitely not a problem this year! The plan was to start the stage set up on Friday morning so that all the staking and most of the taping was complete by Friday evening, however we did not manage to get hold of a trailer to go and pick up the stage gear until late morning so had to go back on Saturday afternoon, after marshalling elsewhere, to complete the staking and taping, having 6 chicanes to set up with netlon takes a considerable amount of time. The stages are theoretically staked by the organisers but we still added about 80 stakes to our Swinton stage entailing a few visits to the equipment store.

The main issue for me was the lack of marshals, since the event is run on closed public roads access for spectators is relatively easy so consequently there are a lot of spectators who have to be 'managed' safely. This seemed to be a constant problem throughout the event, all stage commanders being concerned by marshal numbers. However, despite these concerns the Swinton stage ran without any major problems – many thanks to all who turned out to help.

Fortunately the weekend of the rally included a Bank holiday on the Monday which allowed a bit of recovery time prior to heading back home on Monday lunchtime. A great event – but a busy weekend.

Andy Turnbull

## **ADVERTISEMENT**

Hello,

I am a photographer/ designer working in a small studio in Preston, Lancashire.

One line of my work is producing unique sketch-like images (I call them pen & ink impressions) from customers photographs, they work really well with classic vehicles & so I am alerting individuals and organisations such as yours.

I can supply just the digital file and the customer can then order a host of different products from a wide range of suppliers, I am not geared up for mass produced items such as coasters & table mats etc, however I can produce quality finished wall art where everything is hand finished in our studio. I should also add that I work ethically and payment is only made once the 'proof' has been approved - if you don't like it, you don't pay for it, this keeps me on my toes and leads to repeat orders.

You can see examples of my work here:

<http://www.studio105.co.uk/peninkimpress.html> and here:

[http://www.studio105.co.uk/classic\\_car.html](http://www.studio105.co.uk/classic_car.html)

they are a little different and of course unique.

I would be grateful if you can advise your members of my work & I hope I can be of service to interested people. Thanks for reading this and with regards

Ian at studio105

[info@studio105.co.uk](mailto:info@studio105.co.uk)

## **TRACKROD MOTOR CLUB**

### **ANNUAL GENERAL MEETING** **OFFICIAL NOTICE**

The AGM of Trackrod Motor Club Ltd will take place on Tuesday 7<sup>th</sup> August 2012 at The Old Modernians Sports & Social Club, Otley Road, Leeds commencing at 9.30pm.

**Any nominations for persons wanting to stand for committee** should be made on the official nomination form to the Hon Secretary 7 days before the meeting, any agenda items also must be notified to the Hon secretary 7 days prior to the meeting.

A nomination form is enclosed in this issue of the clubs magazine.

Pie & Peas will be served once the AGM has concluded.

Simon Marston  
Secretary

## **RORY GALLIGAN 1973 - 2012**

It is with great sadness that we learnt of the passing of former British Rally Championship driver Rory Galligan, who lost his battle with Motor Neurone Disease on Monday (21st May).

Rory first started rallying in 1993 when he competed in the UK driving a Talbot Samba for two years, before acquiring a 1.9 Peugeot 205. Although a near-standard 'Challenge spec' example, it was in this car he started to show his potential, regularly setting stage times quicker than competitors in WRC cars! He scored numerous class wins in the Irish National Tarmac Championship and became A7 Class Champion in 1998.

With encouragement from those who had been observing his progress, Rory swapped his Peugeot in order to contest the 1999 106 Super Cup. After a series of dazzling performances and making a name for himself as a committed and naturally-talented driver, he finished the season in sixth place.

Although his first ever year on gravel, his pace was unquestionable, but his championship position was eventually dictated by the number of off-road excursions! Even so, he was awarded the coveted Henri Toivonen Award in recognition of his hard-charging driving style.

A similar season in 2000 saw Rory finish fifth and this time scoop the Billy Coleman Award for his efforts. But it was in 2001 when he made the grade, becoming Peugeot 106 Super Cup Champion after winning four of the season's eight rounds.

His victory rewarded him with a works drive in a Super 1600 Peugeot 206 Kit Car for the 2002 British Rally Championship. Even though his season as a works driver became punctuated by a series of frustrating mechanical problems, Rory's talent shone through and he ended the year fourth in the closely contested S1600 Championship.

Rory decided to enter the Mitsubishi Evolution Challenge in 2004 and, after a season-long battle with his former Peugeot sparring partner, Paul Wedgbury, he won the series on the final round by just one point.

Rory's victory launched him into a Mitsubishi works seat for the 2005 British Rally Championship. He certainly made the most of his opportunity by regularly being the fastest Group N driver on both asphalt and gravel and

took no less than five Production Class victories out of eight events and finished an impressive third overall. Although, his efforts helped Mitsubishi become Teams' Champions, it was not quite enough for him to take the Production Class Drivers' title and he eventually had to settle for second place.

Throughout the season his natural ability shone through, so much so that Rory, together with his co-driver, Greg Shinnors, were selected to drive for Mitsubishi for a second season in 2006. A change in the regulations that outlawed WRC cars meant that N4 machinery would run at the front of the field and therefore Rory now had a real chance of becoming British Champion.

After a retirement on round one, the Pirelli Rally, he very nearly won round two, finishing the Jim Clark Rally on exactly the same time as the driver who went on to become British Champion: Mark Higgins. However, as Mark had been quicker on the opening stage, he was accredited with the win.

Another retirement on the Isle of Man – round three – was followed by an outing in Rally Finland, before round four of the British Championship, the Ulster Rally, where Rory finished a strong third overall.

Tragically, this was to be his last ever rally, as his illness eventually began to set in. His final accolade was the presentation of the British Rally Championship Outstanding Performance Award in January 2007.

Without doubt, Rory was one of the most outstanding drivers ever to compete in the British Rally Championship. His committed and spectacular driving style was a joy to watch. His natural talent and competitive spirit was matched by his disarming personality and his immense desire for the sport he loved. In fact, right through his illness, he remained up to date with what was going on in the world of rallying and always kept hold of his vivid memories from a career that spanned 13-years.

Everyone who knew, came into contact, or watched Rory in action, has a story to tell and it is but a travesty of fate that stopped him from aspiring to even greater heights in the sport.

Our thoughts and condolences go to his wife Terasa, their son Charlie and daughter Ella, plus all of his family and his many, many friends.

## YORKSHIRE LEAGUE DATES

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



### Some Funnies



A mate of mine recently admitted to being addicted to brake fluid. When I quizzed him on it he reckoned he could stop any time....

The wife was counting all the 1p's and 2p's out on the kitchen table when she suddenly got very angry and started shouting and crying for no reason. I thought to myself, "She's going through the change."

A teddy bear is working on a building site. He goes for a tea break and when he returns he notices his pick has been stolen. The bear is angry and reports the theft to the foreman. The foreman grins at the bear and says "Oh, I forgot to tell you, today's the day the teddy bears have their picks



## YORKSHIRE LEAGUE RESULTS SO FAR.....

Club	Overall Score After round 3	Position After round 3
Airedale & Pennine	206.4	6
Alwoodley		
Beverley	113.6	7
David Brown	105.9	8
Huddersfield	247.5	4
Ilkley	459.2	1
Lindholme	83.3	
North Humberside	374.3	2
Selby	50	=9
Sheffield		
Slaithwaite	50	=9
Trackrod	285.2	3
York	237.3	5
YSCC		

Hello everyone,

Ilkley's car trial at Bolton Abbey attracted 18 entries with only John Rhodes from A&P representing other clubs, where were you all?

Ilkley won on the day with 189 points followed by Airedale & Pennine on 60.

Ilkley now take the lead in the League on 459.2 followed by North Humberside on 374.3 and then Trackrod on 285.2.

Round 4 Regs are still available at [www.apmcc.co.uk](http://www.apmcc.co.uk) for their Car Trial at Laycock near Keighley on 24th June.

Round 5 regs are attached above or available at [www.yscc.org.co.uk](http://www.yscc.org.co.uk) for their Nat B & Clubmans Autosolo and Production Car Autotest at Bob Beans Farm at Gomersal on grass on July 15th. All 3 events will count for the Yorkshire League so anyone can score points.

Round 6 Regs are available at [www.slaithwaitemc.co.uk](http://www.slaithwaitemc.co.uk) for their Stage Rally at Manby near Louth on 21 July, entry fee is £215.

Hopefully I will see some of your club members out competing on these events,  
Graham

## UPCOMING EVENTS

# **JORDAN**

... RACING AND MORE ...

### **Charity Rally Car Track Day**

**Raising money for Alzheimer's Society & Cancer Research UK**

**Sunday 8th July 2012**

**Blyton Park, Old Blyton Airfield, Kirton Road, Blyton, Gainsborough,  
DN21 3PE**



### **WRC, Historic & Clubman Rally Cars**

**Experience the thrill of riding in a Rally Car at competitive speed  
around Blyton and help raise money for charity by making a donation**

**Works HSR Chevette, Mk2 Escort, Millington Escort, Vauxhall Corsa, Su-  
baru Impreza, Sierra Sapphire, Peugeot 205, 306, 106, and more...**

**Guest appearance from a current WRC Driver  
(subject to no change in his wrc commitments)**

**All donations to be divided between the two charities.**

**For Further details, please contact: John Hickling  
[john.hickling1@ntlworld.com](mailto:john.hickling1@ntlworld.com)**

# Roger Albert Clark Rally

23rd - 25th November 2012

[www.rogeralbertclarkrally.org](http://www.rogeralbertclarkrally.org)



We have again been asked to run a stage on this ever popular event, this year we have been asked to run Gale Rigg. The stage will be run twice by both the Main event and the clubman's rally. The information I have at present is as follows:

SS5 1st Car RAC: 08.44hrs

SS5 1st Car Clubman: 10.19hrs

SS8 1st Car RAC: 11.23hrs

SS8 1st Car Clubman: 13.13hrs

So as you can see it will be an early start and finish.

Please make a note in your diaries and if you would like to help on stage please give me a call or send me an email.

More information to follow

Thanks

Simon Marston

Stage Commander

07889 152580

[simon@trackrodmotorclub.co.uk](mailto:simon@trackrodmotorclub.co.uk)

## **Roger Albert Clark Rally - 23rd to 25th November 2012 - Yorkshire Forests, Kielder Forests, Scotland?**

O.K. you all know and I hope, love this event.

As has been publicised to keep the overall costs down to the event, the competitors and to yourselves the event has been reduced to a three day format. This in no way will diminish the overall spectacle of the event and will, hopefully, encourage a bigger entry.

As usual Joy will be submitting the pre-registration for to the website very shortly and I would ask you to, as in previous years, to pre-register in order that we can continue to ensure that the event is fully staffed across all the various venues.

PLEASE Again, you will be asked for your preference so, as they say, book early to avoid disappointment.

I know that Colin is working hard producing the definitive route and that will be on the website as soon as possible.

Snow this year? Why not!

More details will come on the website [www.rogeralbertclarkrally.org](http://www.rogeralbertclarkrally.org)

Chrys Worboys

## HI VIS AT THE READY



### **Mull Rally - 12th to 14th October 2012 - Isle of Mull**

For my sins I have been invited to take charge of the 81 control on this event - something I am looking forward to as I am sure it will be a challenge.

The unique nature of this event makes it a 'must see, must go to' spectacle. The speeds attained by the competitors over what, in some cases, are tarmaced tracks, is awesome. To set a good time demands complete concentration, focus of purpose and cahoonas the size of a small country.

I appreciate the island is a long distance to travel plus the ferry trip (cost re-imbursed to registered marshals) but I can tell you that it is worth the trip not just for the rally but for the attraction of the island itself.

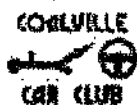
The event starts on Friday night running through till around 4am Saturday. Re-starts Saturday midday and finishes 4am on Sunday. Throughout that time schedule there are 17 stages scattered across the island.

As you can imagine lots of Radio Marshals are required to staff this event. Several crews have already 'signed up' but we do need more.

There will be a pre-registration system accessible through the event website [www.mullrally.com](http://www.mullrally.com) very shortly.

Chief Marshal is Lock Horsbrough (via the website) with John Clayton ([john@killiemor.co.uk](mailto:john@killiemor.co.uk)) overseeing the allocation of the Radio Marshals.

If you have never been to the Mull Rally - make this year the one. Contact either of the above for information.



# **GOLD AND SILVER GOBLET EASILARITY RALLY 2012**



**Sunday 8<sup>th</sup> July**  
**supported by Morph-Tech Software & G-Max**

Easylarity Rallies are a relatively new form of motorsport, combining Autotests with Regularity Sections to give a daytime event which is both straightforward and above all fun.

The Navigation and Timing are very easy.

The format of our event will be based on the very successful G & S G Multi Venue Autotests with some straightforward regularity sections to join the event together and make it an entertaining day for both drivers and navigators.

The event will be a Clubman's Daylight Regularity Rally with Driving Tests (Autotests) at two locations. There will be separate Classes for Historic and Modern Cars.

The route will be approximately 100 miles on smooth public roads in an area covered by Ordnance Survey Landranger Map Numbers 140 and 141. It will not be necessary for entrants to have the latest issue of this map, since it should not be required to follow the rally route.

The event will incorporate up to 100 miles of Regularity Sections on public roads, timed to the second, at average speeds of up to 30mph. There will be at least 4 tests on a smooth grass field, and 4 on tarmac. Tests will be simple in nature with no more than one manoeuvre requiring the use of reverse gear per test.

The Special Tests will take place at two locations, the Nightowl Truck Stop, A5, Nr Rugby (MR 140/553762) and a field near the start/finish venue. The times when competitors are at these locations to complete the tests will be considered as "rest halts".

Entrants will be supplied with a Roadbook and Timecards at Signing-on before the start. The four regularity loops will increase in severity, the first is intended for novices on their first event, the second and third for novices and the fourth for experts. Novices will be given a simplified handout for the fourth section.

Please give any of the Officials a call if you'd like to know more.

For more details, Regs & Entry Form; go to the Website:

[http://www.coalvillecc.org.uk/G&SG2012/  
G&SGMain.htm](http://www.coalvillecc.org.uk/G&SG2012/G&SGMain.htm)

## **TRACKROD RALLY YORKSHIRE 2012**

**28th & 29th September 2012 -Yorkshire Forests**



### **FRIDAY NIGHT STAGE LIGHTS UP FOREST SPECTACULAR**

The final round of the MSA British Rally Championship - the Trackrod Rally Yorkshire - is set to open with a spectacular night time stage in Dalby Forest on Friday, September 28th.

Organisers are planning to run both the British Championship (BRC) and Historic Cup competitors through a testing 15-mile first stage in total darkness through the high-speed forest complex made famous by many RAC Rallies of yesteryears.

The only break in the darkness will be a floodlit spectator section in the 'Woodyard', near Dalby village, and the dazzling spotlights attached to vehicles as they hurtle down the slippery gravel tracks and splice between the trees.

Former British Rally Championship Manager and nowadays well-known commentator John Horton will provide informed narrative over a public address system installed at the 'Woodyard' - a natural amphitheatre through which the cars will pass twice in different directions.

Historic vehicles, spanning rallying's golden era or the 60s and 70s, will get first use of the forests before the high-tech and highly tuned modern cars speed through the stage, which will be repeated in daylight and open to all other contestants when the rally continues with its concluding five stages on Saturday, September 29th.

The popular National Rally has always been an integral part of the 36-year old Trackrod Motor Club event, highlighting the enthusiasm and talent within the sport at grass roots level, and will continue to accompany the international BRC and historic rallies on the second day of competition.

This will be the first time for several years that the Trackrod Rally Yorkshire has run stages on Friday evening and Clerk of the Course Rod Parkin stresses:

"We always try and listen to the views of competitors and spectators, then offer them something different.

"We hope this change gives a little extra for everyone and with the British Championship bringing not only some of the best drivers in this country but also several top overseas crews, spectators can expect a varied, colourful and continuous stream of cars going through every stage.

"We believe we have produced a varied but compact route which provides the best value for money we can, bearing in mind current financial constraints, and offers all involved a thoroughly enjoyable experience."

In addition to featuring as part of the British Championship, its feeder series the NGK Spark Plugs BRC Challenge and the Motoscope Northern Historic Champion-

ship, the Trackrod Rally Yorkshire also forms a round of several regional rally title chases and includes the always popular Land Rover Challenge.

For the second year running the rally is based at the Yorkshire Coast College in Scarborough with scrutineering (where cars are checked for legality and conformity) nearby and all servicing taking place at Adderstone Arena near Dalby.

The National Rally competitors have the facility to scrutineer in Pickering on Saturday morning so being able to complete everything within one day.

The BRC Challenge, Historic and National events will start at Bridestones, near to the picturesque Staindale Lake in Dalby Forest. The international section begins with a ceremonial start and rally show on Scarborough's West Pier around 6pm on Friday, with all finishers in all events due back along the famous North Yorkshire resort's sea-front on Saturday evening for the closing presentations.

### **Trackrod Rally Yorkshire - 28th & 29th September 2012 -Yorkshire Forests**

This event is close to the final round of the BRC championship and as such has the potential to showcase the battle for the championship between the leading contenders.

The classic Dalby forest will be in use on the Friday night the 28th and again, along with Langdale, Cropton and Gale Rigg on Saturday the 29th.

As usual the event will run varying categories of competitors but this years running will be of a more compact nature with less time between competitive runs.

Although there are only 4 venues I am looking for a minimum number of 40 Radio Marshals with an optimum of 50/60.

If you are free on these dates I would be very happy to include you in the Radio Marshalling group.

Please check the website: [www.trackrodmotorclub.co.uk/Ryhome.html](http://www.trackrodmotorclub.co.uk/Ryhome.html)

Thanks

Chrys Worboys

# 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..

Dear Ed.

As one of our original members / former Editor and Chairman, can I offer my sincere congratulations on the new format for the Trackrod magazine.

I am only too aware of the task that you have undertaken, which, is largely taken for granted by the rank & file, who, generally, are quick to criticise but slow to help in the provision of material for any editor. How you achieved it for your first "hard copy" I don't know, but you deserve continued support from the membership (are you all reading this ?).

Finally, your quarterly publication date is inspired in the current climate - well done, and long may your high standards continue.

Richard Ineson

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Hi Tina

I have today received and read my "new style" Trackrod magazine, congratulations and well done it was very good and professional, a good advert for the club.

I hope you will continue with Richard Ineson's retrospective (I know he has been away in New Zealand), as a member since 1976 this feature brings back many memories.

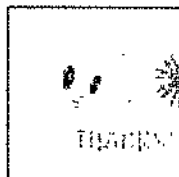
I will now look forward to receiving the updated monthly newsletter by e-mail.

Once again congratulations, keep up the good work, and good luck.

Best wishes

Stephen Sanderson

THANK YOU RICHARD & STEPHEN FOR YOUR KIND WORDS - YOUR CONTRIBUTIONS ARE WHAT KEEP THE MAGAZINE GOING.





# Club Nights

## July 2012

3rd Old Modernians

10th Fox & Grapes

17th FLEECE (new venue)

24th Fox & Grapes

31st Admiral Hawke

## Aug 2012

7th Old Modernians (AGM)

14th Fox & Grapes

21st FLEECE (new venue)

28th Admiral Hawke

## Sept 2012

4th Old Modernians

11th Fox & Grapes

18th FLEECE (new venue)

25th 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

<u>Chairman/Assoc. Rep</u>	<u>Treasurer</u>	<u>Secretary</u>
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# Trackrod Motor Club

## Trophy Points 2012

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

**Event Type:**

Autotest [ ]  
Economy Run [ ]  
Hillclimb [ ]  
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.**