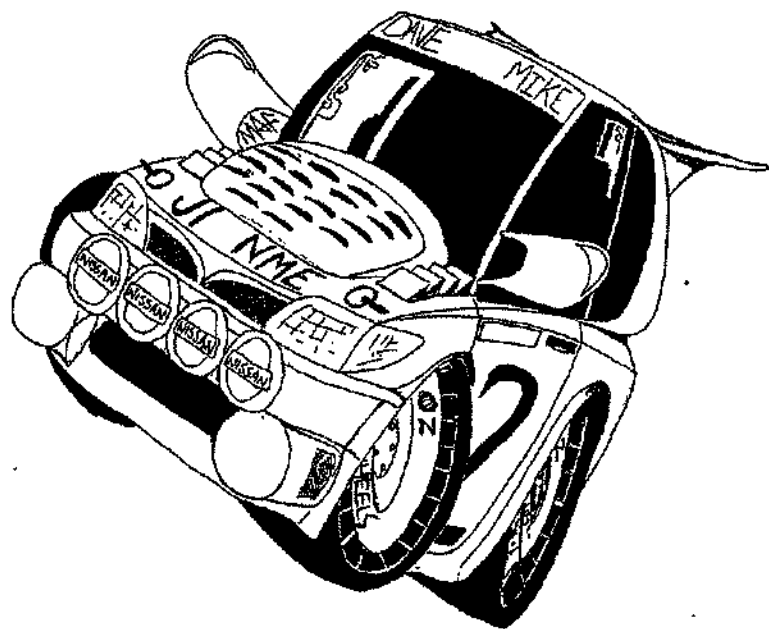


PREPARING FOR THE 21st CENTURY



JULY 1995

MAGAZINE

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 293

JULY 1995

EDITOR

A busy (ish) month as far as Trackrod is concerned. Six memebrebrs entered the sprint held at Elvington and we were able to field a full Larkspeed team for the first time this season.

Unfortunately, however, the clash of dates with our co-promoted event at Manby (The Colman Tyres with Otley MC) meant the the latter event had to be postponed. Attempts are being made to find a suitable replacement date, keep your eyes peeled.

Some of the club have been to Belgium for the Ypres 24hr event (see Rod's article) whilst many of the members are preparing for the Forest Stages Rally and Hillclimb, get your entries in soon for guaranteed fun on eithere event.

Condolences go to Richard and Peter Jackson who were cruelly robbed of a victory in the Porsche 911 when (apparently) a driveshaft broke in sight of the finish and they were unable to continue. just goes to prove , however, that despite a lengthy lay off Ricahrd has lost non of his skills.

The 25th Anniversary edition progresses well with articles flooding in from a number of sources. if you can help PLEASE, PLEASE get in touch. If you can suggest old articles worth re-running let me know ASAP so that I can start trying!!!

NICK STEVENS (Editor)

DEADLINE FOR AUGUST ISSUE IS
TUESDAY 25th JULY 1995

CHAIRMAN'S CHAT

June seems to have flown by (must be a sign of age!) and some of our major events are now even closer. Organisers of the Hillclimb, Forest Stage Rally and the Lookout single venue rally are working hard on your behalf, if you want to be involved all you have to do is ask! Social activities are well catered for - just another plug for the Barn Dance on 22nd July and the Silver Jubilee Gala Ball on 2nd September.

This month I went with Barry and Tom as guests of the Ypres 24hr Rally. This was a very pleasant change with no official duties to perform, so there was time to sit back and see what was happening (and have a beer or three). Unofficial estimates were that there were over 150,000 spectators watching the event. Bear in mind that the Belgians have got their spectators well trained - they sell them hats bearing a "Responsible Rally supporter" logo, and also charge them £6 per stage entry fee. Alternatively, an all inclusive ticket, in the form of a washable bracelet, pitches in at just under £35 each (excluding the hat!).

Your maths is probably better than mine, but even if half the spectators do not pay, (and that is very unlikely given the number of ticket sellers/security staff on duty), it is still a tidy income. Add to this the obvious support from Marlboro, the works teams, plus a host of other companies and the carnival atmosphere is evident throughout. Ypres is truly buzzing day and night during the rally and there is something very continental about having Grand Marnier Coffee and with a meal well into the early hours.

The stages are typically single track, twisty, tarmac roads and much more effort is put into marking danger areas. Not just a piece of tape but proper "box type" marking with a warning on every post and plenty of tape in between. On just one of those stages (about 6 miles in length) there were dozens and dozens of these areas. Each corner or junction had at least three (one on entry, one on the inside of the bend and one on the outside of the exit). Despite all this these precautions I understand there was a serious accident, thankfully rare in rallies, but acting as a sorrowful reminder that the sport can be dangerous.

Talking of reminders, those of you who have been to Belgium will no doubt have been deeply moved by the memorials to the soldiers who fought in the Great War 1914 - 1918. All the grounds surrounding the hundreds of thousands of graves are truly immaculate and are a touching reminder of those who lost their lives, often in terrible conditions, fighting for the freedom we all enjoy today.

The mutual bond and affection between the "Allies" still lingers in Belgium, and whilst there are fewer and fewer who remember the time "first hand", the many museums, cemeteries, commemorative buildings and events ensure that this special relationship will remain. In Ypres they still halt the traffic every day at 8pm whilst 2 or more ex-servicemen play the "Last Post" to a silent audience, under the Mennen Gate specially built as a memorial to British and Commonwealth forces.

If you have not been to Belgium, I recommend a visit not only to be involved in some superb motorsport but to reflect on what may have been had history treated us differently.

Happy motoring, and Tom - drive on the LEFT now!

ROD PARKIN (Chairman)

SEC'S BIT

To start with here are a few snippets from the latest club bulletin: The RAC MSA have signed a new three year agreement with the Forestry Commission for the use of the forest roads for rallies until April 1988. This has resulted in a rise in charges too!

Fred Gallagher has been appointed CoC for the Network Q RAC Rally. The event is based in Chester for the second year of a three year agreement with the city and will run from 19th to 22nd November with 323 miles over 27 special stages. If you have just won the lottery the entry fee is £1,035 including one service pack. Leeds will be used as an overnight halt on the Sunday with parc ferme outside the Art Gallery. The Millers Oils RAC International Historic rally is also to be based in Leeds. The rest of the event

runs through northern England then back to Chester followed by 2 days in Wales.

Now a word of thanks to Anne and the social team for a whizz quiz at the Admiral Hawke, Boston Spa on the 13th June, another good night was had by all. The next event will be the Yorkshire Car Collection on 11th July and the Barn Dance on Saturday 22nd July.

The Larkspeed League is now up to round 7 which is a PCT run by Ilkley DMC at Rose Farm, Burley Woodhead on 30th July followed by the YSCC Autotest on 13th August. We had a full 5 car team on the 6th round (The Elvington Sprint) comprising Paul Scruton, Arthur Heaton, Tom Whittaker, Ian Pollock and Ian Richardson we finished 8th on the day and are now 7th in the championship.

Finally a reminder of the AGM on 1st August at Yorkshire Switchgear.

Till next month, safe motoring.

DEREK LEE (Secretary)

SOCIAL AND COMPETITION CALENDAR **JUNE/JULY 1995**

SOCIAL

JULY

4 Yorkshire Switchgear, Leeds

**OPEN FORUM, NEW MEMBERS EVENING
MOTOR SPORT QUIZ & SCALEXTRIC NIGHT**

11 **YORKSHIRE CAR COLLECTION - 7:30 PROMPT**

Grange Street, Keighley

18 Crown, Wetherby

FREE SANDWICHES

SATURDAY 22nd, BARN DANCE

Adel Memorial Hall, Adel

25 Admiral Hawke, Boston Spa
FREE SANDWICHES

AUGUST

1 Switchgear
OPEN FORUM/AGM

8 Admiral Hawke, Boston Spa
FREE SANDWICHES

15 Crown, Wetherby
FREE SANDWICHES

22 Admiral Hawke, Boston Spa
FREE SANDWICHES

29 New Inn, Eccup
COMPETITION

JULY

8/9	Hillclimb at Harewood Stage Rally, Ty-Croes	BARC (Yorks.) Stockport MC
9	Autotest, Bury (Foundry St.) Autotest	Bury AC Huddersfield MC
15/16	Road Rally, Maps 97,98,102,103 Drystone Road Rally, Map 119	Garstang & Preston Mid Derbyshire MC
16	Sprint at Curborough Autotest	Sheff. & Hallam. Alwoodley MC
	Stage Rally, Three Sisters	High Moor MC
22	Stage Rally, Manby	Slaithwaite MC
22/23	Sprint at Ty-Croes	Lancs & Cheshire CC
23	Hillclimb at Scammonden Autocross	Mid Cheshire MRC
	Autotest	Shipley & DMC
	Autotest	Knutsford & DMC
	Autotest	York MC
30	RAC Sprint at Three Sisters PCT (Larkspeed League Round) PCT	Longton & DMC Ilkley & DMC Pendle & DMC

AUGUST

5/6	Road Rally	Ripon MSC
6	Hillclimb (Harewood) Kart Races	BARC Cheshire KC
7	Autotest	Huddersfield MC
13	Autotest Stage Rally	Otley DMC North Humbs.
19	Historic Road Rally	Clitheroe DMC

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Comp. Calendar Contd.

20	Autotest	Huddersfield MC
26	Autocross	Whiby DMC
27	Hillclimb at Harewood	
	Autotest	Ilkley DMC
	Kart Races (Three Sisters)	Wigan RC

EVERQUIP RALLY
MANBY SHOWGROUND
APRIL 22ND

Having entered many rallies but never finished one I was surprised by my neighbour Steve Sanderson's decision to allow a confirmed Jonah to take part in his navigators seat, - desperate or what?

Friday night car preparations were intensive, solder intercom, check oil, check water, kick tyres all okay and time for a quick pint.

Saturday arrives and so does the rain, all appears sorted but, alas, who was responsible for leaving the intercom on all night? Battery now flat and as we arrive at MTC1 the driver replaces the dud item. (Not the navigator? Ed.)

5 4 3 2 1 GO! long left into long flat straight, everything's going great until navigator calls 90 left onto loose and what I should have called is "for gods sake engage four-wheel drive" as we hit the mud and sludge, traction ceased and from then on things went hazy. I'm sure I heard the music from Bolero several times before regaining traction on firm ground, and on we go for the second lap, Caution!, Merge!, "What the f*** was that?"!! as car 51 blasts past down the straight. I could see Steve's eyes turn red as the Escort Cosworth disappeared in a cloud of spray.

After two stages using the loose it was quite obvious that without for-wheel drive or a limited slip diff stage times were never going to be rapid but extra time taken is better value for your money or so Steve says.

Service arrived and our thanks to Rob Buchan who braved the weather to kick the tyres and wipe the windows.

Stage 4 was cancelled and the remainder was now to run on tarmac only, the rain just kept on coming down and at one corner the navigators notes read "Caution, Hold your breath!" as we dived through some very muddy water.

The day ended as it started, wet and cold, with the rally car only suffering from minor battle scars due to someone else loosing traction and knocking the nearside mirror off. A very creditable overall position considering the conditions and, more importantly, I finished a rally! Our final result was 49th overall and 15th in class.

Our heartiest thanks to those who marshalled and I hope you enjoyed our Torvill and Dean Performance.

P.S. Can I have another go Steve?

Steve Hugill.

On behalf of those marshals who had to brave the rain, well done, points as follows ... Technical Merit 8.1 ... Style 8.0 ... Content 6.0 ... Event Organisation 3.0 ... Rain 10.0! All that is left to say is why was their only one crew representing Trackrod on this Larkspeed round? Ed.

Larkspeed League

Keighley & District Motor Club Autotests 7th May 1995

Hardly an awe inspiring title to introduce an event of such monumental importance, such gut wrenching significance, such embarrassment. Yes, this was the day that I became **A COMPETITOR** ! Let me begin. Some months ago I was tempted to purchase 16cwt (that's a lot of kilos to you youngsters) of metal, rubber and rust in the form of a Mark 1 Escort Mexico. Why ? Yes, I'm still asking myself. However, having got it, and now enjoying a second mortgage to support it, I thought I ought to use it for something. It's not rally prepared (actually its not really prepared), so that was out, and having an LSD I was told that Pct's might just be out. That left autotests where apparently only wrecks can enter (cars, not the drivers, although that's also probably true). So here we are,

chatting one club night with fellow wrecks and the subject of Larkspeed League, lack of points, points make prizes etc. came up. Oh how innocent, how ill informed, how dumb can you be. I volunteered ! Yes, I said I would be that man, I would ENTER. However, at this point I have to say that two other members, Barry Dove and Tom Whittaker, not usually thought of in this category, were also beguiled.

Sunday morning saw a convoy of Mexico, Range Rover and trailer make its way to Bingley, wrong slot in Damart's car park and eventually arrive in plenty of time. Some trepidation on my part concerning scrutineering. Alan Powell, who had welded much of the Mex together, had also fitted the exhaust. Would it pass, did we have enough Brillo pads on board. (Barry had told me that Environmental Scrutineers like clean pipes.) No worries, no check ! The scrutineer kicked the tyres, waggled the seat, said it was OK. However, slight concern about Tom's Peugeot. Not enough bits hanging off, and no rust. (Unlike the scrutineer).

First small snagette. Squiggley drawings issued at signing on meant to be the route. Not a tulip in sight! Your Three Musketeers have collective hysterics and start walking backwards like everyone else. And so the competition begins. Tom is in Class 2 with the other FWD cars but not the Minis. Barry and I are in Class 3 with several other venerable old machines, and some old Escorts too. Tom, not known as an autotest specialist, had a steady run all day to finish respectably in the top half of his class. Barry and I had mixed fortunes. At one point I was sure I was leading the class as I had lots more marks than anyone else.

Lots of helpful advice from Ronnie Mackinnon who explained the finer points of how to destroy a rear wheel drive cars drive train in thirty seconds. This handbraking thing is a bit of a black art. The Mex stood up well to the joint abuse and apart from needing new shockers and springs all round, rear suspension lowering by two feet, anti dive kit for the front, stronger gearbox mountings, a complete engine overhaul to add another 200 BHP and some old tyres for less grip should make an ideal autotest car. But seriously, we did have a fun day out. Barry came about sixth and no, I didn't actually come last. Just very close.

Nigel Drayton

CONGRATULATIONS

CONGRATS TO THE FOLLOWING MEMEBRS
ON THEIR RECENT MARRIAGES

Peter Rutterford and Julie Davison

Tim Jameson and Karen Shutt

Ronnie MacKkinnon

Gez Draper

Hopefully you will all be settling down and will have managed to get rid of the confetti, rice etc and will have got your energy back!
GOOD LUCK to you all.

* * * * *

* * * * *

ATTENTION

* * * * *

URGENTLY REQUIRED

photos of past and present club members, past events both competitive and social. For use at the 25th Anniversary Ball and in the Silver Jubilee magazine. All photos will be handled carefully and returned.

See us with your findings at any clubnight or contact a committee member.

Thanks, RICHARD INESON and NICK STEVENS



*Ex Trackrod member Lawrence Bristow at
Oulton Park in a Thundersaloon*



Wheels

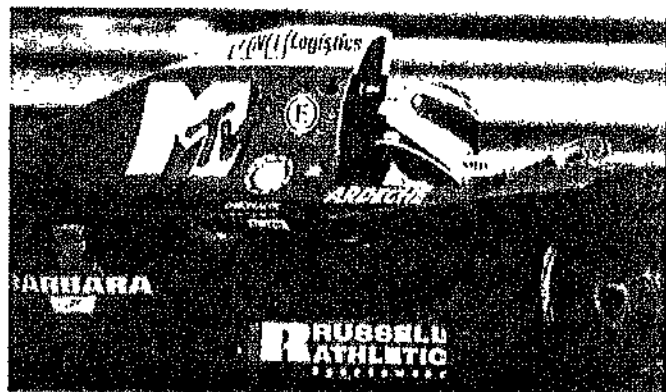
A SUPPLEMENT FOR MOTOR CLUB MAGAZINES PRODUCED BY THE RAC MOTOR SPORTS ASSOCIATION

TRAWLING FOR SPONSORSHIP

ASSUMING you have your act together so that you are ready to approach sponsors, how should you go about it? Well, although marketing gurus may scatter the scene with scientific jargon, the simple fact remains that much sponsorship is done on the 'who do you know?' basis so sit down and consider what links you have – however tenuous – with people who might be sponsors. And be prepared to think laterally: the MTV Europe decal (see photograph) was part of a deal whereby the racing team was able to make airtime available to its other sponsors – a valuable commodity which could be turned into cash. Older readers may remember a 'rallyman of the month' competition which ran for some time. Sure, it was good for rallying but it was also a good way of using up a supply of table lighters which came as part of a link with Colibri.

But what if approaching friends, and friends of friends, fails? Then you need to conduct a planned campaign of writing to relevant companies (relevant because there will be little point in approaching multinationals for a limited local programme). Your objective when writing should not be to enclose a glossy brochure but to get an appointment to meet them. Would you hand over cash without meeting someone? Neither will sponsors.

Approach companies early before their budgets get locked up and if you are given, say, 30 minutes for a meeting then aim to describe your proposal in no more than 10 so that there is time for discussion. Despite the march of technology, a few simple flip-overs may be more effective than



a sound and light show that leaves you struggling to find a plug or make the machinery work. It's probably worth having a dry run of what you plan to say and if you are going in mob handed do be quite clear about who is to say what – no one will be impressed if you trip over yourselves. And when you get round to discussing money do remember that while you can always drop your price during negotiations you'll rarely be able to raise it.

Incidentally, you will avoid jargon won't you? People won't know or want to know about it; they may well think a polar moment of inertia is a tea break during a trans Antarctic expedition.

You should of course have a neatly prepared document to hand out at the meeting – maybe even take a model or drawing of your car decked out in the potential sponsor's colours; anything to make your proposal stand out.

Don't build up false hopes. A meeting may go well and your contact may warmly promise to give your proposal detailed consideration. But don't rush to buy a Rat in Monte Carlo

– the likelihood is you'll get a 'sorry but ...' letter later.

By the time you've spent hours on the phone or written 100 letters to get 2 replies (if you're lucky), it will dawn on you that it is a whole lot easier to keep an existing sponsor than to find a new one – something we'll look at in the next *Wheels*. Watch this space as we say in the trade. *Stuart Turner*

COD FILLET QUIZ



1. For which three F.1 teams did James Hunt drive?
2. Nigel Mansell was the last British driver to win the Indianapolis 'Rookie of the Year' award. Who was the previous Englishman to gain the same award?
3. Name 3 World Champions who drove for Chapparral.
4. Who was the first World Champion co-driver?

ANSWERS ON PAGE iv

NEWS FROM THE RACMSA

Five Year Plan for Motor Sport's Future

The RACMSA has produced a national plan for British motor sport for the five year period to the turn of the century.

The plan looks at the current strengths of the sport and how best these can be harnessed for the future. It reflects the strong foundations and pedigree that motor sport has in this country, reflecting a century of competition.

The RAC assumed control of all motor sporting events in 1897, and this was passed to the RACMSA in 1979. Currently there are some 750 motor clubs in membership, as part of 16 regional bodies. Altogether there are around 227,000 members of motor clubs, of whom over 31,000 are competition licence holders, participating in some 10,000 licensed events.

The five year plan is based on work carried out by regional associations during the past year as a result of a joint initiative between RACMSA and the Sports Council.

The plan is seen as a 'living document' with adaptability and ability to take in any changes deemed necessary during its lifespan.

It identifies the objectives necessary for the sport to move forwards during the five years covered and beyond.

Key elements are the promotion of clubs and events, enrolment of new members and particularly competitors,

provision of motor sport.

Encouragement of family participation, particularly involving ladies and youngsters is also singled out for attention.

Extension to training schemes for competitors and officials, at all levels in the sport, is seen as essential, as is the provision of motor sport centres of excellence.

The latter would be coupled with a reduction in the dependency on temporary used venues, together with protection and development of existing temporary and fixed venues.

Rallying Boost

Rallying provides both major employment and tax revenue to the exchequer according to the findings of a survey, researched by the independent Henley Centre on behalf of the RACMSA, that has just been released.

Henley based their findings on questionnaires completed by competing teams and by individual drivers and their findings reflect 1993 levels.

Some 150 professional teams of all sizes were invited to provide information about their income and expenditure during the year. This covered revenue, whether UK generated or from overseas, together with details of the annual wages bill, the spend on cars and components, clothing, fuel, hotel and travel, insurance, marketing and tax expenditure.

The drivers, generally those competing in their own right, and using their own support crews, provided similar information.

Data was also collected from journalists to provide details on the spend on covering an event - this suggested that those covering an event such as the Network Q RAC Rally spend some £310 per day, in terms of hotel, food, telecommunications and car hire. Collectively this added up to some £2 million.

Taking an overview the Henley Centre was able to summarise the following impressive figures.

Employment created directly by rallying accounted for 1,882 jobs - 1,247 of these were with actual teams,

account of both full and part-time positions.

Further jobs were filled indirectly in terms of suppliers of various services, components manufacture, petroleum/lubricant supply, clothes, hotels and food/drink. These provided 8,296 people with employment.

Thirdly, jobs brought about by the spending power of those employed in the previous two categories provided an additional 5,159 positions.

In total, this amounts to 15,337 people in employment thanks to the sport of rallying.

The flow of tax to the exchequer as a result was equally impressive. Income tax from the employed personnel brought in £30.94 million, while National Insurance contributions added an extra \$46.44 million.

Value Added Tax, Excise duties, Corporation Tax and Uniform Business rates contributed £27.1 million making a total revenue income of £104.5 million.

National Race Marshal Registration and Grading Scheme

The RACMSA currently has some 3,500 marshals listed on its register covering the whole sphere of those officiating at race meetings, from trainees to senior examining officials.

But there are many working regularly at events who are not listed and should be. The register costs the individuals nothing but underlines their professionalism in their chosen hobby.

The registration and grading scheme provides recognition and details both experience and ability, provides for training and upgrading and contributes to the provision of a safer environment for competitors.

Clubs which organise or whose members marshal or officiate at race meetings are invited to nominate their members for inclusion.

Details on training days and upgrading may be obtained from the RACMSA Training Co-ordinator, Tony Greenwood, Tree Tops, Rilla Mill, Carlington, Cornwall PL17 7WT, tel/fax: 01579 62697.

WELCOME!

Over 40 more clubs have joined the Wheels mailing list with this issue, taking the average monthly circulation to well over

100,000.

- Eurocars are quite deliberately based on the highly successful NASCAR series and the cars are similarly decorated with outsized race numbers and brash colours and signwriting.
- The cars have space frames and 16 body panels in Kevlar/fibreglass based on the Ford Mondeo shape although others may appear in future years.
- Engines are based on the Ford Cologne V6 but with the bore size increased to give a capacity of 2998cc.
- A Weber 40DF15 twin choke carburettor is fitted on a modified Ford inlet manifold.
- Eurocars, which weigh in at around 875 kilos, race on super unleaded fuel.
- To ensure close racing, engines are sealed and control wheels, tyres and shock absorbers are used.
- Cost of a ready to race car is £17,500; one in kit form needing around 100 hours of assembly is £16,000.
- Based on '94 experience it is estimated that a full season of championship races would cost around £25,000 assuming the write-down of the car is spread over three years.
- Drivers come from widely different backgrounds – Thundersaloons, truck racing, Formula 1 stock cars, super karts, National hot rods and many others.
- They have to obey strict rules governing both on and off track behaviour. Regulations place great emphasis on the fact that the drivers' primary function is to provide entertainment for spectators.
- There are 17 races in this year's championship including one in Holland and three in Ireland.
- Where possible the cars race anti clockwise.
- Each meeting usually has at least three feature races, normally between 12 and 20 miles each.
- Grid positions for the first race are determined by public draw and are then reversed for subsequent races.
- For more information on Eurocars, contact PO Box 333, Shrewsbury SY5 8WD or Sonny Howard, SHP Motorsport on 01353 861168.

THE DEATH OF Ayrton Senna

By Richard Williams, Published by Viking, Hardback, £12.50

Bookshop shelves are straining under the weight of books published on Ayrton Senna since his death last year. This latest one is different, though. Many may regard it as a companion to the more detailed books out already. I like to think of it, though, as the ultimate tribute.

Descriptive and beautifully written, the book's A5 format is surprising in that it doesn't contain a single photograph, but so rich are the images conjured that none are needed. Indeed, Senna fans the world over have his image imprinted on their minds, anyhow.

Starting not at Imola, as do most of the other Senna books, but at the funeral in Brazil, Williams shows that this book is about Senna the man, not Senna the statistic. It's about what Senna meant to others and, later, about how Senna dealt with his contemporaries in his quest for perfection, with Williams talking to his Formula Ford rivals to outline how Senna set out his stall so that his 'but I am Senna' statement held water even in those early days.

It's a cracking read. The best yet.

1962 FERRARI 250 GTO

From Revell Models, 1/12 scale, die-cast, £89.95

First launched in traditional Ferrari red, this is the car that was modelled on Nick Mason's famous original registered 250GTO. Now finished in yellow, it looks bigger and is more unusual.

Detailing is good right down to the plug leads and bonnet catches, but the most impressive thing about the model is its sheer size. Combined with its excellent proportions, it makes an impressive display piece. Available in the shops now, contact your local Revell retailer or, if you have trouble finding one near you, call Revell on 0181 207 1213.

GINETTA – THE INSIDE STORY

By Bob Walklett, Published by Bookmarle, £24.95

This book chronicles a personal journey through the glory days of low-volume British sportscar manufacture by Bob Walklett, third of the four brothers who evolved Ginetta Cars Ltd out of a farm buildings company. Bob was the helmsman who steered Ginetta, while his siblings toiled on deck amid piles of steel and heaps of fibreglass mat.

The Walkletts engineered some of the prettiest and most successful machines of the 1960s (the classic G4, G12 and Imp-engined G15), but they became carried away from time to time; and efforts to build single-seater racing cars and outmoded sports racers sapped limited resources.

A subjective tale, prone to meandering, this limited edition will appeal, although I would have preferred some colour and perspective from Bob's surviving brothers, boffin Trevers and designer Ivor. It does, however, solve the 'mystery' of the name.

TATRA RALLY RAIDERS

Tin-plate models, 1/43 scale, £8.99
Apart from Skoda's rallying exploits, the Czech Republic is not renowned for its involvement in motorsport, but the Tatra factory holds a torch for the country in desert rally raids. Its V12, 18-litre, air-cooled trucks have achieved remarkable success in support vehicle classes.

Now a Czech company has reproduced the trucks in miniature. With tin-plate bodies and plastic chassis, they are crude but effective – and probably the only models you are likely to find of these East European oddities.

They are available in the UK from Fulbore Motors Limited, Heathmans Yard, Heathmans Road, London SW6 4TJ. Telephone 0171 371 5931. The price includes postage. The models are not suitable for children.

FEATURE BY **AUTOSPORT**

Transmission losses

ONE regular source of confusion when discussing power runs on rolling roads is transmission loss. We are often asked whether this loss can be calculated as a set percentage, and is it the same figure no matter what the power output and no matter who is operating the rollers?

Part of the confusion comes from the terminology: we talk about 'transmission loss' when what we are really measuring (or estimating) is drive-line loss, which includes the major source of power absorption – the tyres.

On a rolling road we have the tyres in contact with two rollers which means that the carcass has to be deflected twice, or in two places. This means that when you get out on the road you have less transmission loss than you measured on the rollers!

Also, as you apply the power the tyres distort when the car tries to climb up the rollers. This means that losses increase with an increase in power. If you want 'more' power at the wheels you simply put more air into the tyres to reduce the wall distortion.

All we are doing here is playing with numbers; what really matters when you're using a rolling road is that you get the best possible set-up for the given engine spec. If you want to do development, or make comparisons, you really need an engine dyno.

Each month in *Cars and Car Conversions* magazine we run our *Power Rangers* feature; now this is not a deadly quest for the truth, it's a general interest look at what people are doing, hopefully with the odd bit of useful advice into the bargain. In this quest, we roam the country visiting

different rolling road centres, however, you don't need to do that. One of the best pieces of advice we can give anyone using a rolling road is to find an operator you are happy with, and stick with him. It's far less important to worry about whether you have 150bhp or 155bhp or whether the transmission loss is claimed to be 15% or 18% than it is to have an engine running properly. If you stay with the same rolling road centre and the same operator, it will be far easier to record improvements in your engine – or any losses for that matter!

QUIZ ANSWERS

1. Hesketh, McLaren, Wolf.
2. Jim Crawford, 1985.
3. Phil Hill, J.Y. Stewart, J. Surtees.
4. Dave Richards, 1981 (with Ari V.).



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TROPHY POINTS SYSTEM

(PART 2)

Non ANCC Points scoring system trophies.

Marshals Trophy (The Cantrills Hip-Flask)

All events to count, scoring is 5 points per day. Includes: Sector, Timekeeping, Noise, Judge of Fact etc. You MUST sign on!

TMC Service Crew Award

All events to count, 5 points per day.

Scalectrix Trophy

FTD wins this

Willy Wonker trophy

Best crew on indoor rallies, all events to count, scoring TBA

Trackrod Trophy (All rounder)

TMC events only to count. Scoring: Organising = 15 points each for Secretary and Clerk of Course. Named on regs = 10 points. All others = 5 points. Competitors on TMC events = 5 points for a finish, 3 points for a non-finish.

Newman Cup (Ladies Only)

Scoring as per Trackrod trophy

I&B Trophy
(Jim and Beryl Stoker)

To our club's best organised event (excluding rallies) awarded by the committee.

Myers Memorial Shield
(Awarded to the clubs best novice)

Awarded by the committee to the best newcomer to the sport during the year

Forster Shell Trophy

Awarded by the committee to the best trier throughout the year.

Chairman's Trophy

Awarded by the chairman with the help of the committee. This award carries a free entry on the Forest Rally.

Hunters Trophy

This trophy also uses the ANCC system (see last months magazine) and includes Navigational Scatters, Treasure Hunts, Economy Runs, Sportonoggins etc. Best five to count. Some events may have their own trophy e.g. Economy Run - Jacwil Trophy.

There's plenty of trophies to go for but remember that all claims **MUST** be on the correct form. If you have any difficulty in obtaining forms, give me a ring and I'll get some to you straight away. All claims to be submitted within three months of the event or no points!

VINCE FLETCHER

Reproduced below and continuing on pages 24 and 15 the first section of the Motor Club Manual

GUIDELINE 2: Basic organisation

If you are reading this as an official of an existing club then you will probably be well organised already although a quick scan through this Guideline may still provide one or two thought starters.

If you are reading this as someone thinking of forming a new motor club then first ask yourself if yet another club is really necessary. If there is one in the area which almost meets your requirements why not join that instead? If an existing club doesn't quite cater for you and your like-minded friends, why not approach the secretary to see if it would be possible to join and perhaps form a sub-section? (An offer of administrative help will almost certainly meet an enthusiastic response). Better to have one strong club in an area than two possibly weak ones. If all else fails and you do decide to form another club then do at least liaise with existing clubs so that, for instance, you avoid date clashes when planning social functions.

The strength of any club depends on the effectiveness of its committee. Ideally this should be large enough to reflect the various interests in the club but not so large as to be unwieldy. In turn, much of the effectiveness of a committee depends on the chairman (or woman). Duties of officials are covered in more detail in Guideline 3 but the chairman should be the person to be driving the club forward along clearly thought out lines and ideally within a three or even five year plan. Such a plan could include such thoughts as should the club aim to buy specific equipment, even a club caravan? (Incidentally, a club caravan can be a useful asset – mobile storeroom, easily recognisable club HQ at events, good publicity for the club at other people's events and, not least, a good sponsorship area to paint. One snag: someone has to find a home for it!) Does the club want to get an event on the national or international calendar? Does it hope to double its membership in five years, stay static or what? If a club doesn't have a long term plan then it can become directionless and just jog along or worse slip backwards.

Ideally committees should be rejuvenated at regular intervals with, say, two new members per year. This can happen if a specific number of existing members drop off for a spell after a certain number of years service, although with some clubs it may be difficult just to persuade enough people to get involved to even form a committee – this can be dangerous because it can lead to people getting out of touch with their members, particularly younger ones. It is equally dangerous if a committee becomes seen as a clique.

Other key officials as well as a chairman will be needed, not least an efficient secretary and of course a treasurer. Other functions which should be covered, whether by full members of the committee or ex-officio ones are Magazine Editor (because communicating with members on a regular basis is imperative) and Promotions Officer (at the last count 56% of clubs had someone charged with media liaison and general promotion – all clubs should have). It may also be wise to put one person in charge of all equipment owned by the club, including trophies. It may help to give officials important-sounding titles they can use when dealing with the outside world!

For officials to operate efficiently it may help if simple 'job specifications' are drawn up for them. This avoids confusion and duplicated effort because everyone will know who is (or is supposed to be) doing what. It may be argued that 'job specifications' are too formal for what is likely to be an amateur organisation. Not so. Countless other social groups and organisations operate entirely on voluntary help (and compete with motor sport for members and media attention). If motor sport is to stay strong we have to be at least as professional in the way we operate.

RETROSPECTIVE

From the pages of the Trackrod Magazine of July 1976

On the cover was Gez Waters, sporting a lot of facial hair, in his V.W. at our March Hare PCT at Rose Farm. Pictured elsewhere were Tony Marshall, also at the March Hare PCT in his Mini Clubman and Ian Gurnett/Pauline Phillips (now Gurnett) on the Burton's Field Stage of the Elcar trophy Rally.

A particularly thin issue this month, only 3 pages (6 sides).

Steve Lloyd provided a comprehensive report on the recent Pye Stages which was a round of the CCC Championship and gave the organisers - Morecambe CC - a real slating for the poor standard of the event and the quality of the stages and organisation generally - SPY44 almost catching the C of C who was delivering clocks to marshals. Other crews on the event were Mike Fisher/Frank Stuart-Brown and John Fairweather/? in the Mexico.

New members this month were M.C.Davey, P.Hawley, J.Hindle, T.Haynes, D.Lambourne, N.Edmundson, A.Westwood, M.H.Brown, where are they now and are they coming to the ball?

Vincent Girardier was still trying to sell a nearly new helmet to BS2495 for £15 and John, on Tel No Tockwith 514 was wanting a laminated screen for his Mk1 Cortina - give him a ring and see if he's got one yet!

Chairman Richardson reported that Richard Jackson/Steve Lloyd won the recent impel Stages rally though our crews didn't fair too well on the Bury 100 rally which was soon after.

Trackrod.....Ends

RICHARD INESON

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Once the organisation is in place:

- A club should have a leaflet or booklet about itself to attract and inform new members. The club rules should be made as friendly as possible.
- Committee members and club officials should aim for an open style of management and, through the club magazine, should keep members informed of what they are doing and why.
- The committee should aim for balanced social and competition programmes, catering for all members' interests, not just their own.
- It may be worth running a questionnaire in the club magazine every few years to get a feel for members' interests.
- A regular meeting place should be chosen so that members get used to gathering at such and such a place on the second Tuesday of every month or whenever.
- Membership forms should be clear and friendly and should include space for people to record their particular motor sport interests.
- The Treasurer should encourage the club to set realistic subscription levels; life memberships in particular need careful costing to avoid losing a club money. Comparisons should be made with other organisations in the area – bee keeping societies, etc.
- Consider a category of Honorary Members for local dignitaries who may be of help, or for older members who retire from the motor sport scene.
- Annual General Meetings are often poorly attended perhaps because they are frequently boring; consider having a film or guest speaker after the formal proceedings in order to attract more members, or organise a hot-pot.
- Clubs should join and support their Regional Association – they cannot really criticise what goes on in the government of the sport if they don't play their part in the democratic process.
- Clubs should liaise with local Sports councils and other bodies and should generally try to be participative members of their community (see Guideline 30).
- For the benefit of future members and not least future Promotions Officers, clubs should keep proper records (see Guideline 32).

Finally, to reinforce the importance of the committee, the final section of this Guideline is the 'Summary of Committee Procedure' issued to their members by the National Federation of Community Organisations. Not all clubs may need such a degree of formality but having at least something along these lines will help to create an efficient committee which doesn't duplicate its efforts or waste its time with waffle.

Summary of Committee Procedure

(Reproduced by kind permission of the
NATIONAL FEDERATION OF COMMUNITY ORGANISATIONS)

At all Committee Meetings

1. The appropriate Secretary will present an order of business (prepared in consultation with the Chair) in the form of an agenda which is normally circulated in advance of the meeting to committee members.

2. It will be necessary for a minimum number of people (the quorum defined in the constitution) to be present before the committee can transact any business.
3. Punctuality is therefore all the more desirable, otherwise the meeting may not be able to start until late-comers arrive.
4. A record of previous proceedings, in the form of Minutes, must be available, and be adopted as a true record before further action may be taken on matters arising from the Minutes or, indeed, before any other item on the agenda can be considered.
5. The Chair is in control of the meeting. All remarks should be addressed to the Chair, whose rulings (as to who should speak next, for example) must be adhered to.
6. The Secretary will report correspondence received and, where the committee holds funds, the Treasurer will present a statement of income and expenditure, and seek authority for necessary payments.
7. Any committee member may move a resolution relevant to the business in hand, but it may be a help in larger committees for this to be submitted in writing, in advance, to the Secretary. Resolutions, unless moved from the Chair, require a seconder, otherwise they cannot be taken by the meeting. In any case, any amendments to the resolutions have to be considered first.
8. Amendments (if more than one) are normally taken in the order in which they propose to change the motion. When an amendment to a proposition is passed this becomes the "substantive motion" and the whole motion, as amended, is voted upon. No amendment which is a direct contradiction of the motion is acceptable – after all, you can speak and vote against it!
9. Debate on a motion may be ended by the Chair asking that a vote be now taken. Alternatively, a committee member may propose "that the question be now put" or "move next business". Like other motions, these require seconds and the agreement of the majority of voting members to be carried. Note that moving "next business" leaves matters unresolved – no-one has the opportunity of voting on the matter under discussion!
10. Should the whole meeting run out of time, the committee may decide to hold over some agenda items for the next meeting, possibly bringing the date forward. Alternatively, and particularly where there is too little time to deal with important issues, the meeting may be adjourned (even in the middle of discussing an item of business) to a future date where it can be continued from the point where it left off.
11. Formal votes in a large committee may, at the discretion of that committee, be conducted by ballot. Otherwise a show of hands is quite adequate, the Chair usually counting the votes. In the event of a tied vote, the Chair normally has a second, or casting vote (see your constitution). It is usual procedure for the vote cast to break a tie to be given in favour of retaining the existing position – the reason behind this being that committee members may, at a later meeting, produce some other proposition to change it which is more acceptable to the committee. After all, you want the support and backing of as many committee members as possible to implement its decisions! In the event of the Chair declining to use the casting vote, the motion must be declared "not carried".
12. Finally, at most meetings some individual committee members volunteer, or get designated, to undertake particular tasks arising from the business of the meeting: if you are one of these, do them promptly (for example, if you are "seeing" someone else, you may have to allow three attempts before you catch him/her in!), and inform as soon as possible, the committee secretary or organiser of the activity that you have done so, and the result of your action.

ANNOUNCEMENT

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