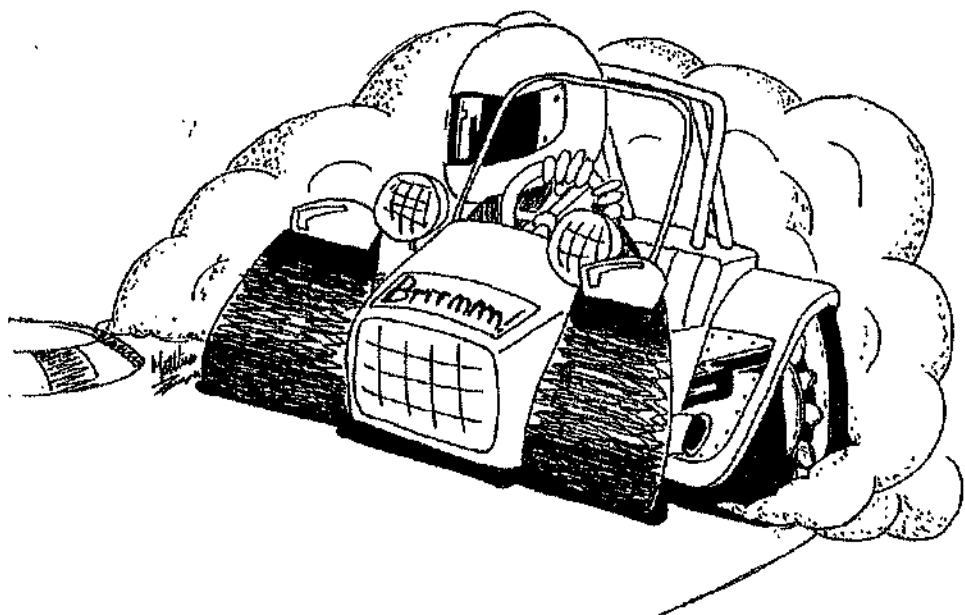




*PREPARING FOR THE 21st CENTURY*



# **AUGUST 1995**

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**THE NORTH'S LEADING MOTOR CLUB**

RAC AFFILIATED No. 1230

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# **THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd**

**No. 294**

**AUGUST 1995**

## **EDITOR**

This month sees the 12th issue since I took on the role of editor and there haven't been too many complaints! I hope that I have provided a varied and interesting read for you. Thanks, of course, go to those who have contributed in any small way by supplying articles, photos or with advice and technical assistance (Nigel!), it would not have been possible to get this far without your help!

Next month's magazine will be a little different, TWO MAGAZINES!! That's right, two magazines in one month! Firstly there will be a "normal" style magazine containing news, social and competition calendars, event features and the other regular features. I would appreciate it if any articles could be submitted early so that I have time to fit them in! The SECOND magazine should be something a little special. To celebrate the 25th Anniversary, glossy paper, photos, special articles, re-runs of old features and much more.

Don't forget to support the Hill Climb during the next month, for the first time at Harewood which actually has a slightly downhill section! The return of the BBQ will be most welcome I am sure.

**NICK STEVENS (Editor)**

**DEADLINE FOR SEPTEMBER  
ISSUE IS TUESDAY 22nd  
AUGUST 1995**

## CHAIRMAN'S CHAT

By the time you read this there will be a new Trackrod committee and I would like to take the opportunity to wish them the very best of luck. Also I would like to thank all those who have served during the past year and have for various reasons either resigned or are not able to stand for another term of office.

Being a committee member is not easy. It often involves considerable work with, probably, no thanks and a lot of blame or criticism if things go wrong.

We are all part of the same team so any ideas, suggestions and especially offers of help to your new committee will, I am sure, be most welcome.

**ROD PARKIN (Chairman)**

---

### SEC'S BIT

It has now come to the time for me to thank all the members of the retiring committee who have done a sterling job over the last twelve months. One or two of them are standing down due to personal commitments and I am sorry to see them go but, hopefully, we will have enough new ones to take their places and keep Trackrod on the right track! The last committee did try hard to arrange more events to involve more people at the grass roots of motor-sport but unfortunately a few of these events have had to be cancelled. With Trackrod being 25 years old I am sure that we still have the enthusiasm and resources to bounce back.

By the time you read this round 7 of the Larkspeed League will have been and gone (Ilkley MC's PCT, full results next month) and the next round will be the YSCC grass autotest on 13 August, regs from me, if you have not already sent them in!

A short mention now from John Smallwood and myself regarding the running of this years Lookout Stage Rally at Melbourne. We require young, fit and able (or even not so young fit and able!) bodies to help our organising team so if you feel you could put something in to help, please speak to John or myself.

Diary dates, don't forget the BBQ hill climb at Harewood for the first time this year on August 27th and also our own Forest Rally on 23rd September.

Finally a thank you to the social committee for arranging a good night out at the Barn Dance on 22 July at Adel Memorial Hall, well done girls!

Till next month, safe motoring

**DEREK LEE, (Secretary)**

---

### **SOCIAL CALENDAR** **AUGUST/SEPTEMBER 1995**

#### **AUGUST**

- 8 Admiral Hawke, Boston Spa  
**FREE SANDWICHES**
- 15 Crown, Wetherby  
**FREE SANDWICHES**
- 22 Admiral Hawke, Boston Spa  
**FREE SANDWICHES**
- 29 New Inn, Eccup

#### **SEPTEMBER**

- 2 **25TH ANNIVERSARY BALL**  
**MARRIOTT HOTEL, LEEDS**
- 5 Yorkshire Switchgear  
**OPEN FORUM**
- 12 Admiral Hawke, Boston Spa  
**FREE SANDWICHES**
- 19 Crown, Wetherby  
**FREE SANDWICHES**
- 26 New Inn, Eccup

SOCIAL CALENDAR AUGUST/SEPTEMBER 1995  
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LS23 7BQ  
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FAX: 01937 546112  
E-MAIL: dlee@compuserve.com

# COMPETITION CALENDAR AUGUST/SEPTEMBER 1995

## AUGUST

5/6	St Wilfred's Road Rally	Ripon MC
6	Hillclimb at Harewood	BARC
	PCT	Kirby Lonsdale MC
	Single Venue Rally, Ty Croes	Bolton Le Moors MC
	Single Venue Rally	Eastwood DMC
12	Sylva Stages Forest Rally	Clitheroe & Springhill MC
13	Hillclimb at Baitings Dam	Knowdale CC
	Sprint at Curborough	Mid Cheshire MRC
	PCT	Keighley
	Single Venue Rally	North Humbs.
19	Single Venue Rally at Manby	Carlton DMC
20	Hillclimb at Scammonden	Pendle DMC
	Sprint at Three Sisters	Lancashire AC
	Autotest	Huddersfield MC
	Autotest	YSCC
27	<b>Barbeque Hillclimb at Harewood</b>	<b>Trackrod MC</b>
	Autocross	Mid Derbyshire MC

## SEPTEMBER

2	Single Venue Rally	Knutsford DMC
	Single Venue Rally at Elvington	Selby DMC
3	Hillclimb at Scammonden	Lancashire AC
	Autotest at Oldham	High Moor MC
9	Hist. Road Rally	Ilkley DMC
	Autumn Sprint at Elvington	York MC
9/10	Rally of the Dams	Sheff. & Hallam
10	Single Venue Rally	Lincs. Louth MC
16	Single Venue Rally at Tong	Shipley DMC
17	Sprint (Venue TBA)	Knowdale CC
	Autotest	Knutsford
23	<b>Artemis Equipment Forest Rally</b>	<b>Trackrod MC</b>
	<b>Buywell Retail Park Rally</b>	<b>Trackrod MC</b>
	Sprint at Curborough	Sheff & Hallam
	Stage Rally at Manby	North Humbs.
24	Hillclimb at Harewood	BARC
	Autotest	Alwoodley MC
	PCT	Lancs. and Cheshire CC
	Autotest	York MC
	Stage Rally at Sweet Lamb	Ecurie Royal Oak MC
	Stage Rally at Ty Croes	Glossop DMC

**Perth Scottish Rally - SS5 Pitmedden**  
**Saturday 3rd June**

Well, another event passed, this time a bit wet though! To make it even worse I had been on holiday/working in Spain for 2 weeks with temperatures in the late 20's/30's and when I returned on the Thursday night I found a cold wet Scotland, I should have stayed in Spain!

Like the past few years it was very nice to see friends coming up from Trackrod and Alwoodley to help on the event. Most arrived on the Thursday or Friday morning so we had many hands to help set-up the stage, in the rain! Thank you all for your help. Pitmedden is an interesting little stage, approx. 4.5 miles long in some beautiful countryside looking down on the River Tay. So it did not take us long to finish staking ready for the arrows and signs to be installed in the morning.

Late on the Friday night a resident met a Marshal who was staying in the forest and 'claimed' that she was not aware that there was a rally the following day. In the morning this problem took up a lot time to agree with the person concerned a mutually agreeable solution. The resident was needing access out and in just before the first car was due, we in the end agreed that a marshal would 'Taxi' the person out, thanks Derek, all part of a Marshals duties!!!

The rest of the setting up went without incident, all the Marshals were in place on time ready for the historic event. The course cars 000, 00 and 0, arrived on time with an interesting selection, 000 a fast saloon, 00 a 4X4, then 0 a Range Rover to wake up the spectators, they were also a long way in front of the first historic, by approx. 1/2 hour, luckily we did not have any spectator problems. It was then nice to see the seven old cars, including a Porsche 911, the fastest being an old Mark I Cortina.

CONTINUED ON PAGE 8

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There was then a short gap before another car 00 and the main event. It was at this point that we found that somebody had stolen the yellow sign before the ATC! We then had to dispatch a marshal to cover this location so that the competitors did not enter the control.

The main event past without incident, apart from one car deciding to go into the ditch just before junction 4. The car was well off, in fact it took the recovery crew over 1/2 hour at the end of the day to recover the car!

Once all the cars had completed the stage we had a delay before the course closer would enter the stage. This I found un-acceptable, especially after so many of you had been marshalling in pouring rain for over 4 hours so with this in mind, and other facts, I have already sent in a letter to the RSAC on the matter. I have not had a reply, but I have heard that at the event debrief I was not the only stage Commander 'commenting' about course closing and that they plan to look at the subject for next year.

The stage was then cleaned up very quickly and we were all off home to dry out and warm up. That afternoon the weather brightened up and we had a BBQ at my house for all the Marshals from Yorkshire and some from CSMC - over 30 in total. We hope to have a similar BBQ next year when all marshals are welcome again.

Thank you to everybody who turned out to help on such a horribleday, I hope the weather is better next year and we see you all again, and hopefully more!  
**Best regards, Peter Stanhope**



**R**EGULAR readers (regular readers! How editors like to kid themselves) will know that this article is supposed to be about keeping sponsors. It isn't. I've postponed that because I recently had a meeting with the President of the 'A, Max Mosley, at the end of which there was time for me to put a few questions to him on behalf of *Wheels* readers.

I first asked how he got involved in the sport. Turns out that in his last year at university someone offered him a ticket for an Empire Trophy race. He went out of curiosity, took one look at a Formula Junior race, was hooked and, as he says, it's been downhill ever since. He went to a racing school at Finmere, spending £1 a lap in a '59 Cooper, and then taught in the evenings to augment his income at the Bar to buy an old falcon U2. He ran out of money half way through his first season, borrowed some to finish it then carried on teaching over the winter in order to buy another U2 for the '57 season; he worked on Saturdays machining bushes and the like in order to finish the car. He won with it at Snetterton in '67 and held lap

records at Brands (see 'Autosport' photograph above) and other circuits, but he has a nicely laid back view of his driving abilities. When he was told he could take the mudguards off and run the Mallock as an F2 he found that as he finished his braking for a corner, John Surtees and the like in their immaculate, 'proper' F2s were just starting theirs! More sobering, he was in the race in which Jim Clark died so it's perhaps not surprising that safety frequently crops up in his conversation.

What, I asked fearlessly, of the charge that the sport is totally dominated by F1? Well, he feels it was ever thus. What F1 has done is raise the profile of motorsport generally and, by a trickle down of regulations, made it safer for every competitor.

But aren't the regulations just too complicated? Max has some sympathy with this view but suggests that they have largely grown like that because people will persist in making such strenuous efforts to cheat and get round them.

Knowing that he was once a member of the BARC and the BRSCC, I asked if he thinks motor clubs will continue to have a part to play. I got

an emphatic "yes" — he feels whatever the communications technology there is around, people of common interest will still want to meet together, while there will be a further role for clubs and that is in protecting the sport because lobbying can often most effectively be done locally. On the environmental front he feels we are holding our own with the antis around the world although we mustn't get complacent.

And the future? In the medium to short term the President sees the sport growing around the world and increasingly acting as a safety valve for motorists.

Then I put my foot in it. There is a print in his tiny London office which I thought depicted F1 constructors locked in negotiations. When he pointed out that it was actually of Japanese War Lords in action I thought that, in the best tabloid tradition, I should make my excuses and leave — but I did so with the thought that the sport is in sound hands. Mind you, I still don't think I was that far wrong about the print.

Stuart Turner

## COD FILLET QUIZ



1. What Christian name did two of the 1975 BT46B Brabham-Ford drivers share?
2. Which mid 60s sports GT coupe had a Tortoise on its badge?
3. For which team did James Hunt drive his last F1 Grand Prix?
4. What was unusual about the driver's rear side door of the 1949 Kaiser Traveller?

ANSWERS ON PAGE 14

# NEWS FROM THE RACMSA

## Good Support for 'Grass Roots' Days

The first of the three special days geared for motor clubs to promote themselves and their activities to potential new members was held at Oulton Park in July and proved to be a great success – if you missed out on the opportunity, then all is not lost as the next event is at an advanced planning stage.

This will be held at Castle Combe on 17 September, and a third event is planned for Donington Park, the Leicestershire circuit that hosted the inaugural 'open-day' last year, on a date to be fixed in October.

Full details are available from Les Needham, Mirwood, Windmill Close, Ivinghoe, Leighton Buzzard, Bedfordshire, LU7 9EW – telephone 0129 666 8186

## Windfall for Clubs

No fewer than 14 applications were submitted for consideration by the trustees of the RACMSA 'windfall' fund – made possible, as reported in an earlier edition of *Wheels*, by a change in the VAT legislation which provided for £50,000 to be fed back into the sport.

Six applications were successful first time around, with £5,000 allocated, and with additional support from other sources the value of the projects made possible was some £15,000.

A further 60 applications are in the pipeline and it is expected that these will account for the full amount of funding available this year.

Two applications for assistance from the Sports Council National Lottery scheme have also been submitted to the RACMSA for consideration and further submission.

## Betting at Motor Sport Events

The introduction of Sunday betting has brought this activity into play at a number of race meetings already this year and the RAC British Motor Sports Council has been considering potential problems that could arise.

Their feeling is that while the RACMSA should not become directly involved with betting activities in any way, there could be situations arising that are prejudicial to the good conduct of the sport.

The September meeting of the Council will be asked to ratify proposals that would prevent officials and marshals who are directly involved with an event from betting on that event. The measures would also stop entrants, members of a team, and drivers from betting on the particular event that they are taking part in, but not from the rest of the meeting.

Powers would also be given to race meeting stewards and clerks of the course, who while having no involvement with the mechanics of the betting operation, would be able to act accordingly if they found cases where motor sport's image was being damaged.

## 1996 Seminars

A new series of seminars – aimed specifically at motor club officials – will be held next year. These will help with club organisation and administration. These seminars will be in addition to those held, as in previous years, for senior officials and scrutineers.

The series of seminars held this year proved very useful and were well subscribed – they were held at Portadown, Daventry, Haydock, Harrogate, Boreham, Edinburgh, Thruxton and Bristol.

Increased numbers of clerks of the course (352, up from 331) and scrutineers (319, up from 278) attended the sessions that were led by an RACMSA team of John Aspinall, Pierre Aumonier, Dennis Carter, Howard Lapsley, Les Needham, John Nicol and Peter Riches.

The change in emphasis for 1996 towards the clubs is aimed to

encourage and stimulate membership both in terms of action within the club's environment and in bringing more people into the sport.

The more technical seminars will continue on similar lines – and, in looking to the 1996 series, the RACMSA wish to thank Avon Tyres, Colway Competition Tyres, Lifeline Fire and Safety, Safety Services, SPA Design and Yokohama Tyres for their support together with the Ford Motor Company and the BARC for making their facilities available.

## Electric Challenge

Here's something different! The organisers of the British round of the FIA Electro Solar Cup, to be held at Mallory Park, on 27–28 August, have decided to open the event up to anyone with electric vehicles that meet their regulations for three national class support races.

These will be held for: battery powered saloon and sports cars, battery powered karts and battery powered motorcycles.

Further details are available from the race organising BARC at Thruxton Circuit, Andover, Hants, telephone 01264 772696.

## Three Year Deal with Forestry Commission

The RACMSA has signed a new three year agreement which ensures the continued use of Forestry Commission roads for special stage rallying until 1 April 1998. The new national agreement, which is backdated to 1 April 1995, raises charges by 5% this year and links increases in the following two years to the Retail Price Index.

## Hay Fever

Research is being carried out to discover how drivers, especially racing drivers, combat the effects of hay fever. Anyone with hay fever stories or interesting remedial action taken to combat the condition is asked to write to the Motor Sport Hay Fever Survey, MCPR, 4–5 Cloisters House, 8 Battersea Park Road, London SW8 4BG.

# RESCUE UNITS

- Race Rescue Units are required at all RACMSA race meetings.
- Rally Rescue Units are required at International and National "A" rallies.
- Rescue Units are required at all "National" hillclimbs and sprints.
- Currently there are 16 race, 25 rally and 16 combined race and rally units in the UK.
- All Rescue Units are equipped to high standards and carry spreading and cutting equipment to release trapped competitors. Each unit includes either a qualified Doctor or an RACMSA Registered Paramedic to operate and direct the use of the medical equipment carried; this includes resuscitation, stabilisation, infusion, immobilising etc.
- Cost for equipping an existing vehicle can range up to £28,000.
- Crews are all volunteers with long term interest in motor sport. To qualify for training, they have to prove that they have had experience of track or stage marshalling before being accepted onto an existing crew as a Trainee.
- Training is carried out with each unit and crew as a team effort. Training days are arranged throughout the year.
- When considered "trained" and part of the "team", Trainees may take part in the Rescue Assessments set up by the Rescue Advisory Group Assessors.
- Each Trainee is individually assessed on his safety, mechanical, medical and teamwork qualities.
- All operators are assessed every second year in simulated accidents, set as far as possible in event environments, with casualties in damaged cars.
- Rally Recovery Crews - there are 67 such units - follow a similar path, they are entrusted with the safe removal of vehicles after rallies. Recovery is very specialised and to recover a rally car, from a 60ft ravine without further damaging it, is no mean feat!
- Crews come from all walks of life and are all volunteers (approximately 12% are female). Without such people there simply wouldn't be any motor sport.

# AUTOSCENE

## THE WILLIAMS GRAND PRIX BOARD GAME

By Domark Games Limited, £24.99

Not a bad idea this, the team is at the top of the Formula 1 pile and there has rarely been this many competitive British drivers, so why not serve an antidote to the nation's racing fever?

Domark has strived to produce all the elements of Grand Prix drama on a board game. And, considering the obvious limitations, haven't disgraced themselves.

The rules of the game allow for a more 'Monopoly' type of approach than the old 'throw of the dice and see who gets six' examples, thus the game takes an element of thought. On the whole, the game is well presented if you ignore the ridiculous names of the drivers and cars.

## MANX CLASSIC '94 From Duke Video, 53 minutes, £12.99

The Isle of Man offers a rare opportunity in the UK for flat-out competition on public roads. Combine this with historic racing cars and you have a time capsule spectacle that brings back the heady days of drivers nonchalantly avoiding the lamp-posts and park benches.

Duke Video is based on the island, so the event is an obvious one to cover and they make a reasonable job with plenty of camera angles including some in-car footage. The sight of old Jaguars, Maseratis and their like being hustled along narrow country lanes is good value entertainment.

## 'BUGATTI 35 GRAND PRIX'

By Paul Bouvet, Print, 40 x 28 Inches, FF700

Bouvet's style is an original approach to depicting racing cars, and his print of a Bugatti Grand Prix car on blocks without its wheels is certainly unusual. It has tremendous atmosphere and the print's unique composition definitely catches your attention.

For details, contact Galerie Vitesse, 48 Rue de Berri, 75008, Paris, France. Tel or fax: 010 331 42 254813.

## BRUCE MCLAREN - THE MAN AND HIS RACING TEAM By Eoin Young, Published by Patrick Stephens Ltd, Hardback, 215pp, £15.99

First published in 1971, this book has been reprinted to commemorate the 25th anniversary of Bruce McLaren's death at Goodwood in 1970 while testing one of his CanAm cars. Sadly, he died when his Formula 1 team was on the verge of Grand Prix success, but this book charts the early years and first faltering steps of what would become the most successful Grand Prix team of all time.

Eoin Young was well placed to write the story, as Bruce gave him his first break by employing his fellow New Zealander as his personal secretary. Later Young was made a founding director of the company. With additional material and a foreword by Ron Dennis, the book gives an insight into the man and the team.

## THE WORLD OF 43RD

By John Simons, Published by Marsh Models, Softback, £7.50

The range of 1/43 scale model cars available is massive, ranging from simple die-casts for a few pounds to superbly accurate and detailed resin kits for more substantial sums of money. It is the scale of the serious model car builder and, as they say, to be good takes ages.

This publication aims to let both newcomers and experienced builders profit from the experience of some of the acknowledged experts in the field. Everything is covered, including painting, decalling and detailing for the best effect. It also gives an insight into the manufacturing processes behind the production of the best kits on the market.

If you already build 1/43 scale models, you will almost certainly learn something from it or if you have not tackled any before then this is a good place to start. Either way, it offers a revealing insight into an obsessive world.

FEATURE **AUTOSPORT**  
BY

## Knowing your Chips from your ROMs

**T**HERE seems to be lots of confusion out there regarding chip conversions, RAMS, ROMs and now something called an 'Emulator'. It's something that we don't mind admitting we have been learning about over the last few years. But since it's here to stay, it is something that we all need to know something about. Hopefully, what follows will be of some help.

Let's start at the beginning: the chip is the name given to the silicon-based device that holds the basic information. That information is held in the chip's memory which can be Random Access Memory (RAM) or Read Only Memory (ROM).

The ROM is exactly what it says, a read-only memory which you cannot alter. The only way of changing the

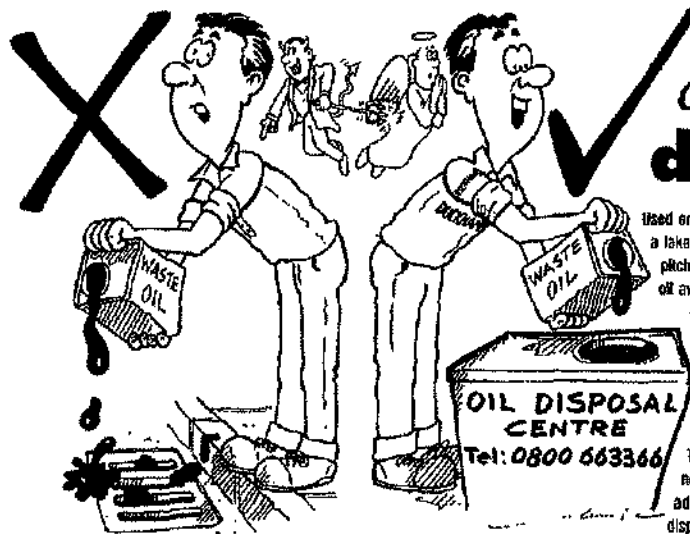
data inside the ROM is if it's an EPROM (Erasable Programmable Read Only Memory) which means you can wipe out the memory by exposing it to ultra-violet light, and then re-programming from scratch. If your ROM chip has no window for this purpose then you can't do anything with it.

The Electrically Erasable Programmable Read Only Memory (EEPROM) works just like the EPROM except that you don't need ultra-violet light to erase it; you can do it electrically. These terms are probably familiar to you, but the Emulator might be new. Basically an Emulator is a magic box which plugs into the space left when you remove the EPROM, or chip. You can load the information from the chip into the Emulator and the operating system will not know that the chip is missing. The advantage of the Emulator is that you can change the data inside it directly from the computer. This allows you to fiddle with the settings, or values, and see how the system likes the changes, or not.

Once you have established your new settings you can re-programme the original EPROM chip and away you go. This is the essence of chip tuning. Chip conversions for standard cars is an area which requires separate discussion, but for a modified engine, chip tuning is almost essential, since your original settings will no longer suit a modified cam, head or whatever new modification you have just made. Unless you have the chip tuned to your own engine though, it's a bit like buying carb jets through the post - they might be right or they might not. You make up your own mind.

## QUIZ ANSWERS

1. Carlos (Reutemann and Pace).
2. Gordon-Keeble.
3. Wolf.
4. It was welded shut.



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Correspondence to Stuart Turner, RACMSA Motor Sports House, Riverside Park, Colnebrook, Slough SL3 0NG

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Please book tickets for the ball through me, a deposit of £10 per person will suffice, alternatively, pay in full.

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Accommodation is also available for the Saturday night at special rates of £50 double/twin and £45 single. Includes breakfast, you could make a weekend of it if you choose. Leisure facilities available including pool. Let me know if you would like a booking form (being distributed soon).

**Tour of Mull 1995**  
**13th - 15th October 1995**

I am again involved with the organisation of this event and Marshals are always welcome. The event is unique in the UK and as such attracts competitors and Marshals from all over the UK.

Closed roads, during the day and night, a friendly atmosphere, and plenty of celebrations/commiserations on the Sunday make this a very enjoyable event for all the family.

If anybody would like more details then please contact me (01259 760611H, 0378 413283M), accommodation and ferries are booked up very early so do not leave it to the last minute!

**Cheers, Peter Stanhope**

---

**\* \* \* \* \***

**ATTENTION**

**\* \* \* \* \***

**STILL**

**URGENTLY REQUIRED**

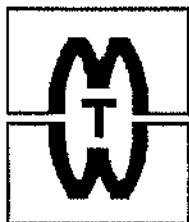
photos of past and present club members, past events both competitive and social. For use at the 25th Anniversary Ball and in the Silver Jubilee magazine. All photos will be handled carefully and returned.

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

**Thanks, RICHARD INESON and NICK STEVENS**



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## RETROSPECTIVE

**From the pages of the Trackrod Magazine of August 1976 (Issue 70)**

On the cover, Steve Mills yumping his way round Melbourne on our own Stage Practice Day in his 1275GT. Also pictured in this issue, Vince Girardiers Ascona, also at Melbourne, and the MK1 Cortina of Steve Wood/Pat Braithwaite in Wykeham on the 1975 Scarborough Stages.

New members this month were: Jenny Bentley, Stephen Sanderson, Vicky Spurdens, Ian Corner, Rob Buchan, T.Kitchen, Ian Metcalf, Geoff Moorhouse, Steve Pullan, Patricia Snell and Gerald Taylor.

Shell League captain Ineson reported on the Slaithwaite MC Autotest held at Brighthouse BCA and the surrounding industrial estate - our team of 5 fared reasonably well though none did better than 4th in class - despite determined efforts from Lloyd, Goodall, Ineson, David Taylor and Steve Mills. We were 3rd in the league only 93 points behind the leaders Ilkley! We had a float in the Lord Mayors Parade, on the back of an artic! Followed on the next day by our own Midsummer Autotest which was a very dusty affair held at Tockwith - Gerald Taylors 1275GT took O/A honours whilst Mary Lloyd won the ladies award from Sue Broadbelt - the 3rd lady, Diana White was reported to have retired with overheating - even though the car didn't!

The lads from White Cross Garage, John Fairweather, Pete Germaine etc. received a pat on the back for their recent club-night PCT (their first attempt at event organisation) and the comprehensive results were published on the back page. Ian Waddington won overall with his father Ken not far behind. Other class awards went to Stan Peel and Sue Waddington - a worthy performance was put in by R.K.Parkin (Plenty of ballast - even 10 years ago!) Marshals were wanted for the forthcoming Shellsport Costa Di Plenti rally and Ian Brown was seeking a semi-expert navigator for the event.

**Trackrod.....Ends**

**RICHARD INESON**

## MOTOR CLUB MANUAL

More information from the pages of the Motor Club Manual this month:

### RESPONSIBILITIES OF CLUB OFFICIALS.

The Officials of a club should be elected annually by club members at an Annual General Meeting and charged with the responsibility of managing the affairs of the club in an efficient manner to ensure the prosperity and success of the club.

At the AGM, club members should elect the President, Vice President(s), Club Secretary, Treasurer, Auditor and Committee. The number of committee members is at the discretion of the club although if it is a Limited Liability Company, the size of the committee may be dictated by the Articles of Association.

Following the election of the committee, committee members should then elect a Chairman, Vice Chairman and any specialist officers it deems necessary, the usual ones being a Competition Secretary, a Membership Secretary, a Social Secretary, a Chief Marshal and a Press & Public Relations Officer (exact titles may of course vary). Clubs may wish to also appoint other officials to look after particular activities such as Championship Secretary, Radio Co-ordinator, Awards Secretary, Equipment Officer, Magazine or News Letter Editor and Delegates to Regional Associations.

The duties of the various officials can generally be described as follows:

<b>President</b>	Has no specific duties but it is usual to select someone who occupies a leading position in the local community or in motor sport whose association with the club will enhance its reputation and standing. The President should be encouraged to interest himself in the club's activities and attend at least some of them and be prepared to use his influence and position to help the club whenever possible.
<b>Secretary</b>	Responsible for dealing with all non-specialist matters and correspondence and diverting to the correct official any matters requiring specialist attention. Keeping the minutes of all meetings and circulating these to the members. Sending out notices of all meetings.
<b>Treasurer</b>	Responsible for keeping the club's accounts in proper order and for planning the club's finances. Preparing budgets and statements of account for presentation at committee meetings. Preparing the annual accounts for presentation at the annual general meeting. Providing all necessary information required by the Auditors. (See also Guideline 4 – Finance). It can be a big advantage if the person chosen as Treasurer has experience in the field of finance such as banking, accountancy etc.
<b>Chairman</b>	This is a key position in the club, equivalent to the Managing Director of a company, with the prime function of co-ordinating all the activities of the club and leading and guiding the other officials in carrying out their duties. The Chairman is the keystone on which the success or otherwise of a club depends.
<b>Vice Chairman</b>	Acting as deputy to the Chairman, acting on his behalf in his absence and generally assisting him in his duties. Some clubs appoint people as vice chairmen for a year or two to "train" them before they go on to become chairmen.
<b>Competition Secretary</b>	Responsible for arranging the competitive activities of the club. Ensuring that organisers are found for the events which the club promotes. Liaising with other clubs on the competition side. Keeping in touch with the RAC MSA and Regional Associations on all aspects of motor sport competition and regulations. Organising club championships. Ideally this position should be filled by someone with considerable experience as a competitor and as an organiser.

<b>Membership Secretary</b>	Responsible for keeping records of the club membership. Dealing with applications from new members. Collecting subscriptions and dealing with membership renewals.
<b>Social Secretary</b>	Responsible for arranging the social activities of the club and ensuring that organisers and venues are found for such social events.
<b>Chief Marshal</b>	Responsible for keeping records of club members who are available for marshalling and arranging for their attendance at events where marshalling assistance has been requested. Liaising with chief marshals of other clubs. Arranging marshals' training.
<b>Press and PR Officer</b>	This is an important position, not always given the prominence it merits. Responsible for the promotion of the club and its activities and to generally give the club a good image in the eyes of the public. Maintaining contact with the media and ensuring that the club's competitive and social activities are given maximum coverage. It is helpful if this position can be filled by someone who is connected with the media.
<b>Championship Secretary</b>	If the club runs 'in house' championships, this official can be of help to the Competition Secretary by keeping details of contenders and their scores and producing current positions and results at suitable intervals.
<b>Radio Co-ordinator</b>	Responsible for keeping in touch with MSA and Co-ordinator Regional radio officials on the latest developments and regulations. Arranging call signs for club radio operators and dealing with annual licences. Arranging for radio training.
<b>Awards Secretary</b>	Responsible for keeping records of club trophies. Arranging for the purchase of annual awards. Preparing the list of award winners and organising the presentation details.
<b>Equipment Officer</b>	Responsible for maintaining all club equipment used for events and advising the committee when new or replacement items are required.
<b>Magazine Editor</b>	Responsible for the compiling and production of the club magazine or newsletter. Obtaining and editing all contributions from club members. Arranging for prompt distribution of the magazine to club members.
<b>Delegates</b>	Responsible for attending Regional Association meetings as the club representative. Reporting to the committee on the activities of the Associations and how they might affect the club.

It will be seen that this is a fairly big list of officials and not every club will need all of them, much depends on the activities of each club and it is up to the committee to decide which are needed. Then comes the problem of finding willing people to take on the positions needed. There is much truth in the old saying that 'one volunteer is worth ten pressed men' and it is probably better to leave a position vacant rather than fill it with someone who does not really want the job. With the difficulty of finding members who have enough time to spare to take on a position, it is always a possibility that some of the smaller positions could be duplicated.

In the end, a club is as good, or as bad, as its officials.

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