



PREPARING FOR THE 21st CENTURY

SILVER JUBILEE SUPPLEMENT

SEPTEMBER 1995
MAGAZINE
THE NORTH'S LEADING MOTOR CLUB
RAC AFFILIATED No. 1230

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 295

September 1995

EDITOR

With this issue you should receive a copy of the Silver Jubilee Souvenir Magazine. This supplement contains details of Social and Competition dates and news and regular features such as "Wheels" and "Retrospective". Normal service will resume next month.

Also you will find details of the new Committee and the roles that people have volunteered for or been "persuaded" to take on. If you would like to have your views aired on a matter please contact one of us and we will do our best.

NICK STEVENS, Editor.

SOCIAL NEWS

Recent Social Events - unfortunately the turn-out for the Yorkshire Car Collection was rather dismal - 7 members only but we 7 had a thoroughly enjoyable time and had the opportunity of sitting in cars (Nigel in a Ferrari and Malcolm in an ancient taxi!) and actually starting them up - we wouldn't have been allowed the luxury had more people turned up - so thank you! Rod tried out the weighing machine and received a card saying: You take life too seriously...don't be so sensitive...be less apprehensive of the future you will live for a long time...take more exercise and keep fit and he also tried out the barrel organ - see next month's mag for photographic evidence!

Thanks to everyone who supported the Barn Dance, it was an excellent turn-out and ended up a superb evening. One of those occasions when you see

DEADLINE FOR OCTOBER ISSUE IS
TUESDAY 26th SEPTEMBER 1995

Trackrod members putting their heart (& feet) into having a good time, even Rod had a go! There was one unfortunate incident when John Smallwood pulled a muscle in his leg and had to leave the floor (poor excuse, Ed!). Never mind John there will be another Barn Dance.

TUESDAY NIGHT VENUES: In future we will be trying alternative venues to the New Inn at Eccup. This venue is unfortunately not at all popular with members and it is time to up and find one that will encourage attendance. September will remain at the New Inn as the venue has already been booked but October will see the start of the use of new venues on the last Tuesday until, by process of elimination, we find one we are happy with so **PLEASE READ YOUR MAGAZINE.**

The new social committee will announce events in the next magazine. If you have any suggestions re events and we'll do our best. Thanks to all of you who supported the events during the last year, I know I've been asking a lot and doing many raffles but I hope you enjoyed what we have put on for your entertainment.

See you soon

ANNE MOFFAT, Social Secretary

SOCIAL AND COMPETITION CALENDAR
SEPTEMBER/OCTOBER 1995

SEPTEMBER

- 12 Admiral Hawke, Boston Spa
FREE SANDWICHES
19 Crown, Wetherby
FREE SANDWICHES
26 New Inn, Eccup

OCTOBER

3 Yorkshire Switchgear

OPEN FORUM

10 Admiral Hawke, Boston Spa

FREE SANDWICHES

17 Crown, Wetherby

FREE SANDWICHES

24 Admiral Hawke

31 BINGLEY ARMS, BARDSEY (M/R 104/363430)

Competition Calendar

September

2	Single Venue Rally Map 108	Knutsford & Dist MC
	Single Venue Rally At Elvington	Selby & Dist MC
3	Hillclimb at Scammonden	Lancashire AC
	Hillclimb at Oliver's Mount	Auto 66 Club
	Autotest at Oldham	High Moor MC
9	Hist. Road Rally (Maps 98, 99, 103, 104)	Ilkley & DMC
	Rally Of The Dams (Road) Maps 110, 119	Sheff. & Hallam.
	Autumn Sprint at Elvington	York MC
10	Mad Video Stages Rally (Swinderby	Lincs Louth MC
16/17	The Autumn Mist Road Rally Maps	Border & Mablethorpe MC
16	Single Venue Rally at Tong	Shipley & Dist MC
17	Sprint Meeting Venue TBA	Knowdale Car Club
	Autotest Map 117	Knutsford MC
23	Trackrod Forest Stages Rally	Trackrod MC
	Buywell Retail Park Forest Rally	Trackrod MC
	Sprint at Curborough	Sheff. and Hallam.
	Single Venue Rally at Manby	North Humberside MC
24	Hillclimb at Harewood	BARC (Yorkshire)
	Autotest	Alwoodley MC
	Production Car Trial	Lancs. & Ches. CC
	Autotest	York MC
	Stage Rally at Sweet Lamb Complex	Ecurie Royal Oak MC
	Single Venue Stage Rally at Ty Croes	Glossop & Dist MC

October

7/8	Dunfab Danum Rally Maps 105, 106, 110	Lindholme MSC
8	Autotest	Pendle & District MC

RAC Championship Sprint, Three Sisters Longton & Dist. MC

Single Venue Stage Rally

De lacy MC

Hethel Autotest

Eastern Counties MC

13/15 Tour of Mull. Maps 47, 48, 49 2300 club

14 Road Rally. Maps 112, 112, 121, 122 Grimsby Motor Club

14/15 Three Rivers Road Rally. Stockton & N'ton MC

21/22 Illuminations Classic Road Rally Morecambe Car Club

22 Autotest at Foundry Street, Bury Bury Automobile Club

High Peak Sporting Trial Sheff. & Hallam. MC

28/29 Road Rally. Maps 99, 100, 104, 105 Alwoodley Motor Club

29 Classic Trial. Maps 98, 99, 104 Ilkley & Dist MC

Single Venue at Wombledon (L'speed Round) Malton MC

Single Venue Rally, Three Sisters High Moor MC Oldham

November

4/5 Cossack Road Rally. Eastwood & District MC

5 Lookout Stage Rally at Melbourne
(Larkspeed League Round) Trackrod Motor Club
Premier Forest Stages. Map 120 Dukeries and De Lacy MC
Lynn Stages Rally at Snetterton Kings Lynn MC

Marshals Required

Lincolnshire Louth Motor Club need marshals for their forthcoming Mad Video Stages at Swinderby Airfield.

Please Contact Mr D.J. Minnson 01205 722170 after 8pm

Date: Sunday 10th September 1995

Entrance: Map Reference 121/891620

Sign On: 0700-0745hrs, near to main entrance/guard room

1st car starts: 0830hrs

Ian White would like to hear from anybody who can help Marshal on the forthcoming events.

Trackrod Forest Stages

Saturday 23rd September

S/S 4 Newclose Rigg

Map Reference 101/871902

Sign On By 10.30am

Ian White, Flat 1, 29, Scalby Lane, Gilberdyke, Brough, East Yorkshire, HU15 2UZ,
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Peter Rutterford, Competition Secretary

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Wheels

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



If you've been lucky enough or clever enough to find sponsors you will know that it makes sense to try to keep them for future years. Yes, it is possible to have long running links - Van Diemen and Duckhams for instance have been associated for ten years (the photograph shows the team back in 1985) - but to forge such links you should vow to service a sponsorship with the same enthusiasm as you sold it in the first place.

Midst the euphoria of press announcements, handshakes or back-slapping when a sponsorship link is announced, make sure you have something in writing. For a fairly small deal you don't need to follow P1 and call in a battery of lawyers but you should at least have an exchange of letters spelling out what has been agreed. All parties must know what they are to get and to give; if people in the sponsoring company leave or change jobs you may find difficulty with their successors if there's nothing written down. You will I'm sure make the terms of payment quite clear.

An air of optimism is inevitable when selling sponsorship but try not to promise what you can't deliver and,

if anything, *understate* your aims. If you finish fourth on an event you will be seen to have failed if you forecast you were going to get in the top three; you will be seen to have triumphed if you said you were going to get in the top six. Same result, different reaction because of different expectations.

When the partnership (and that's what a sponsorship link should be: a partnership) is up and running, vow to *communicate* with your sponsors not least over such things as press liaison otherwise you may put your foot in it through over enthusiasm or, conversely, disappoint them through lack of coverage. Make them feel warm, make them feel wanted, and do watch inter-company rivalries - don't assume that everyone in the company regards sponsoring you as sensible. Sod's Law says that the unknown you shove out of your service area or hospitality unit will of course be the one controlling the purse strings.

Be alert for any personality clashes so that you can take action before relations get too soured and if you have more than one sponsor (you should be so lucky!) hold regular meetings with everyone present to keep the air cleared. Incidentally

passes for sponsors' wives are a Good Thing, passes at them are less so.

In summary, don't just take sponsors' money then forget them. Keep in mind that the best way to keep a sponsor is to do what you do well. Which means performing at the wheel as successfully as possible so don't let a hyper-active sponsor so dominate proceedings that you are distracted from this. Finally, don't become lazy about finances just because you have a sponsor otherwise your competition career may collapse if they depart.

Stuart Turner

COD FILLET QUIZ



1. Which two drivers comprise the 1995 Newman Haas Indy Team?
2. Who won the RAC Rally in 1984 (11 years ago)?
3. Who sponsored the 1995 Circuit of Ireland?
4. During the 1930s who was the famous motoring artist working for the "MOTOR"?

ANSWERS ON PAGE 14

NEWS FROM THE RACMSA

Rules Stability Confirmed

The RAC British Motor Sports Council has confirmed its time-scales for the introduction of new rules and amendments.

Any change to a sporting rule must be ratified by the Council at least six months before it comes into force, whilst any new technical rule must be ratified at least 12 months before it comes into force. New or amended rules can only apply from the next 1 January.

The only exceptions are in respect of urgent safety, correction of error, or as exceptionally agreed by the full Council.

The Council adopted new procedures in 1994 for rule-making, allowing time for feedback from competitors and officials. Under this system, each specialist committee continues to propose rule changes. The Council either approves the new rule in principle, or returns it to the committee for further discussion. The Council will not itself change any proposed rule.

The new rule is then published in *RACMSA News* (sent to every licence holder four times a year) as approved by the Council in principle and subject to ratification at the next meeting.

At the subsequent meeting of the Council, the relevant committee chairman reports any comments received, the committee's view on those comments and whether the committee feels that the proposed rule can be ratified.

This automatically means the final Council meeting which can hear proposals for the following year is in June, with ratification in September to enable the rule to be published into the next *British Motor Sports Yearbook*.

Club Days Cancelled

Following trial events at Donington Park last year and Oulton Park this

year, all the feedback indicates that the club motor sport promotion days are right in concept but wrong in their current format.

At the request of Michael Southcombe, Chairman of the RAC British Motor Sports Council, the remaining programme for 1995 has therefore been suspended so that the Council can review the format at its meeting in September.

Betting at Motor Sport Events

Betting at motor sport events has become widely available, now that gambling is legal on Sundays. The RAC British Motor Sports Council recently considered potential problems which could arise from this.

After 1 January 1996, officials, marshals, entrants and competitors (and persons acting under their direction and/or control) will be forbidden from betting on any event or championship in which they are actually involved. The word "event" refers directly to the particular race, not to the whole meeting.

Any person contravening these regulations will be regarded as committing an act prejudicial to the interests of motor sport.

The Council is considering the powers of clerks of the course and stewards to deal with matters regarding betting at race meetings. In broad terms, it was decided that they must have no involvement with the mechanics of betting, but have powers to deal with offenders as defined above.

Continuous Vehicle Licensing

Proposals for the continuous licensing of motor vehicles are worrying the owners of historic and vintage vehicles, who may only drive their treasures on public roads at one or two events in the year.

The problems stem from a consultative document issued by the Driver and Vehicle Licensing Authority, following a government decision to change the current arrangements for licensing motor vehicles, both to cut evasion of payment of the Vehicle Excise Duty

and to improve the accuracy of the DVLA's records, thus assisting the police in fighting crime.

The scheme would see vehicle excise duty (VED) retained in its present form for vehicles used on public roads, but vehicles not used on public roads would for the first time also have to be licensed.

The proposals have generated widespread hostility from owners of classic vehicles of all classes. Two alternate schemes are suggested, neither of which is attractive and neither of which seems likely to have much impact on the serious problem of licence evasion, although they would create extra expense and greater bureaucracy for the owners of classic cars.

The RAC has been heavily involved in developing comment about the proposals and has made representations to the government covering the entire motoring sector. The main representation on behalf of the historic and classic car movement has come from the Federation of British Historic Vehicle Clubs.

Formal government proposals are now awaited and it is hoped that they will be modified in the light of the many submissions received during the consultative period.

The introduction of continuous licensing is planned for early 1998; meanwhile, the Chancellor intends to put forward proposals in the 1996 Finance Bill to reduce VED for cars and motorcycles licensed for use on the road and constructed before 1960.

In Brief . . .

- The Mobil 1/Top Gear British Rally Championship will again be open only to 2-litre, 2-wheel drive cars in 1996.
- The Auto Trader RAC British Touring Car Championship will feature 26 races in 1996, including two races at the British Grand Prix meeting.
- The Kari Open Day takes place at the National Motorcycle Museum on Saturday 11 November 1995. To attend or propose items for discussion, contact Peter Todd at Motor Sports House.
- The number of people holding RACMSA competition licences continues to decline. In 1990, there were 31,720 holders; figures for 1994 show 29,046 holders.

Facts about... **SHELSEY WALSH**

- Shelsley Walsh Hill Climb is the oldest speed event to have been run continuously (apart from war years) on the same course. After suffering unwelcome attentions of the police at earlier, public-road events, the Committee of the Midland Automobile Club decided that future competitions must be held on private ground, and on 12th August 1905 was able to hold the first Shelsley Walsh event.
- Since 1905, over 200 events have been run, involving probably over 50,000 timed ascents of the Hill.
- The timed length is 1,000 yards from a standing start to a flying finish, with a rise of 328 feet, an average gradient of 1 in 8.9, and a maximum gradient of 1 in 6. The surface is bituminous macadam. There are four named corners - "Kennel", "Crossing", "Bottom S" and "Top S" - three lefts and one right.
- A total of five events will be held in 1995; the 90th Anniversary was celebrated at the National Championship event on 13th August. There will again be five events in 1996.
- Up to 200 competitors take part in an event, in cars ranging from Minis to 3500cc PI-engined single seaters, plus vintage and classic cars and (once a year) motorcycles.
- The record established at the first event by Mr Ernest Instone (35HP Daimler) was 77.6 seconds, at an average speed of 26.15 mph. The current record stands to the credit of Richard Brown (3500cc Pilbeam MP58) in a time of 25.34 seconds (89.72 mph). The fastest cars now reach speeds of over 120 mph shortly before Bottom S, and over 140 mph at the Finish.
- Books on the subject include "Shelsley Walsh" by C.A.N. May published by Poults in 1945, and "Seventy Years of Shelsley Walsh" edited by Harold Hastings and published by Midland Automobile Club in 1976. Secondhand copies of both these books are obtainable from specialist dealers. A book of photographs "Images of Shelsley" with a foreword by Denis Jenkinson has been produced by MAC to mark the 90th Anniversary, and is available

AUTOSCENE

FOOTWORK-HART FA16

From Midland Racing Models, £32.50

The first release of a 1995 Grand Prix car comes from Midland Racing Models who has released the Footwork-Hart FA16 as driven in the Brazilian GP by Gianni Morbidelli and Taki Inoue. The master was modelled by Graham Sprowell, one of Arrows GP International's windtunnel model makers and it sells for £32.50 in kit form or £109.00 fully built.

MRM is on 01788 552133 at Studio 2, Churchside Arcade, 20 Little Church Street, Rugby, Warwickshire CV21 3AW.

THE GUINNESS GUIDE TO INTERNATIONAL MOTOR RACING By Peter Hlgham, Hardback, 544pp, £19.95

This is, without doubt, the ultimate motor racing reference book. Think of a question and the answer is there. It's a truly awesome collection of facts and figures, covering every international motor race since wheels first turned in competition.

Each year of Formula 1 since 1950 is covered by a brief synopsis, a top six for each race and a full race-by-race championship table, plus a history of every marque that competed.

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subject, as Hlgham has done it for you, whether you want to go formula by formula or country by country, including details of the leading circuits. This is rounded off by an A-Z listing of 1500 drivers providing career keynotes.

This is a book that no motor racing fan should be without.

AYRTON SENNA - THE LEGEND GROWS By Christopher Hilton, Paperback, £12.99

This is Christopher Hilton's third book concerning the life of the great Brazilian and is by far his best. Having said that, it is yet another book concerning Senna's life and ultimately his widely publicised death, and one has to wonder whether there is much left to say about the three-times World Champion.

This particular rendition is well researched and shows a remarkable attention to detail, following his career right from the karting days and through his legendary battles with Alain Prost, right up to the San Marino GP, including comments from many of those close to him during his life. The book is well presented considering it is a paperback and offers a fair selection of photographs spanning his entire career.

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They cost £5.00 each including post and packaging in the UK and can be ordered on 01483 733800. For postage in the EEC add £1 or £2 for the rest of the world.

Alternatively, make cheques payable to Haymarket Publishing and send them to Official Grand Prix Programmes, PO Box 219, Woking, Surrey, GU21 1ZW.

FEATURE **AUTOSPORT**
BY

from the Club office (see below) at £10 including postage and packing.

• Shelsley Walsh is located in the Teme Valley, 10 miles North-west of Worcester, between the B4197, B4203 and B4204. It is RAC signposted from Worcester, Droitwich and Kidderminster.

• Further information may be obtained from Midland Automobile Club, Woodbridge, Upper Sapey, Worcester WR6 6EX. Tel. 01886 853411 (office hours), fax 01886 853650.

Mark Joseland

Slick information

EVER wondered about additives? Basically, they fall into three categories: oil additives which treat the oil, engine additives which treat the engine, and snake oil which cures everything. Looking at the oil additives first, the oil companies say that their oils contain all the necessary additives and putting in more will only upset the balance of the standard additive pack.

The counter argument is that oil companies formulate their oils to a price, not a performance level, and that more additives can give you an oil with a superior performance. It can also be argued that with performance engines the oil gets changed a lot more often than with a road car, you don't need a lot of the long-life packages that the oil manufacturers put in.

I recently saw a demonstration showing how 'X' additive reduces friction and thereby releases more power. In one case a car was left

ticking over, in gear, with one drive wheel supported. Additive X was introduced via the rocker cover filler cap and within seconds the rpm of the engine increased.

This, I was told, was a reduction in friction allowing the engine to run faster for the same throttle opening. I then replaced the filler cap on the rocker box - and within seconds the rpm came down again. This, I explained, was a result of a closed-loop breather system introducing more air into an engine that had been set to idle rich!

A second demonstration was with a ball bearing machine. Three ball bearings are held in a cup and a fourth ball is pressed into the top of the first three and the whole thing is rotated. With conventional oil the three balls soon start to heat up and if you go on long enough they actually weld themselves together. Introduce additive X and the balls spin forever. This proves how the additive reduces, or even eliminates, friction.

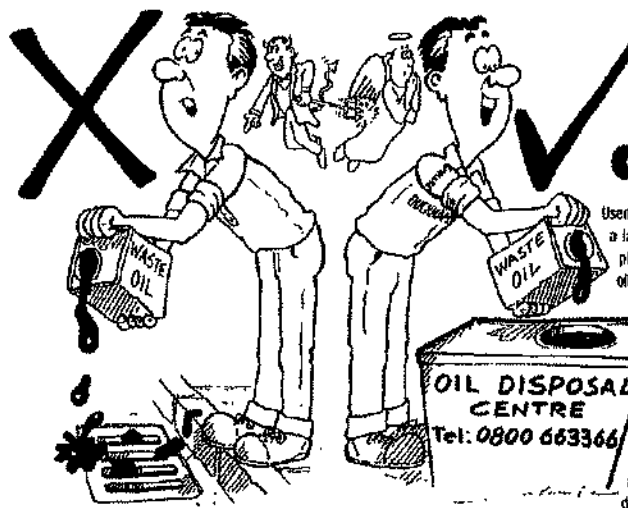
This test is known in the oil industry as a Snell bearing test and it is used,

amongst other things, to develop pressure additives, since bearing pressure is one of the things you are measuring. Use a few drops of EP (Extreme Pressure) additive in the first oil and it too spins forever, but would you put, say, an EP diff oil in your engine? I think not. This is another example of over-simplification and all it proves is you can get an impressive result if you pick the right test for the lubricant - which may not be the right one for your engine.

Personally I don't think you can beat getting the right oil in the first place!

QUIZ ANSWERS

1. Paul Tracy and Michael Andretti.
2. Ari Vatanen, Peugeot 205.
3. The Automobile Association.
4. Bryan de Gréneau.



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ANCC September General Meeting

Thursday 14th September at 8PM

Whitcliff Sports Complex

Turnstead Avenue

Cleckheaton

Map Ref.: 104/180256

PAUL GLADSTONE from the **RACMSA Technical Commission** will be present at this meeting.

Paul will be attending to deal with those knotty technical problems that lurk in the **RACMSA Yearbook** ("Bluebook") and also those that result from the out-pourings from the bureaux of the **FIA** (The governing body of International Motorsports).

If you about all the "Dirt and Bullets" from Colnbrook and Paris please come along with your questions at the ready.



*TRACKROD were quite heavily involved in the
MOBIL1 Rally Challenge in 1989 and 1990.
This photo is of Louise Aitken-Walker on the 1990 event.
The stage is Wykeham.
Photo by Stephen Lancaster.*

RETROSPECTIVE

From the pages of the Trackrod Magazine of September 1976 (Issue 71)

On the cover: Richard Jackson/Steve Lloyd/SPY44 heading for 2nd overall on the Elcar Trophy Rally. No other pictures this month! Editor Coulthard prepared readers for a new pen at the helm following the AGM. Richard Ineson/Bob Chapman (now there's an incongruous pair!) organised the Wharfedale PCT at Rose Farm which was won for the 2nd year by Barry Parker of Liverpool - the event was a round of the ANCC PCT Championship.

Following the latest Shell League round the York MC Autotest at Full Sutton we were still in 3rd spot overall though now some 300 points behind leaders York MC. Our team score was not helped by Ken Goodall inverting his Escort (wrong springs on't back) though he was seen straightening the roof with his feet!

Richard Jackson and John Wilson reported on their recent Economy Run (The JACWIL - as in the JACWIL Trophy) which attracted a 17 strong entry. Ronnie Moore's 1600 Capri topped the list once all the calculations had been completed. Howard White was 3rd in the family Mini Clubman, John Renny borrowed Dad's Granada and managed 29.43m.p.g. to finish 5th.

This month the request for marshals for the Costa Di Plenti ran to 2 pages!

Trackrod.....Ends

RICHARD INESON

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