

SD34 LAWTEC

Lancashire Area West Training & Enterprise Council Sponsored

June 21, 1994

Championships

LAWTEC Stage Rally Championship

After 8 events Alan Shaw from Pendle District Motor Club, (Renault 5 Turbo) has recovered his lead in the Stage championship on 168 points from 6 events whilst Ian Savage (Escort Cosworth) Knowl-
dale Car Club had briefly held the lead but has returned to second position on 161 points from 6 events. Anthony Anderson from Pendle District Motor Club is still in third position (Ford Fiesta) on 130 points from 5 events.

In the Co Drivers championship the first three positions correspond with the drivers with Rod Brereton from Pendle District Motor Club leading on 164 points from John Vance Knowl-
dale Car Club on 161 with David Hughes from Pendle on 130 points.

Drivers

Class A

In class A Anthony Anderson is away in the lead but a new name has appeared in second position, that of Martin Duffield from Black-
rod MC whilst Stuart Pinder has slipped back into third but only by one point.

1st A. Anderson	PDMC	81
2nd M Duffield	BMC	54
3rd S Pinder	WDMC	53

Class B

Rob Jones of Wigan District Motor Club has taken over the class lead with Neil Duckworth in second. In third place is Ian Winstanley from Pendle.

1st R Jones	WDMC	130
2nd N Duckworth	GPMC	108

3rd I Winstanley PDMC 27

Class C

In Class C Alan Shaw is leading whilst Lee Sharples from Clitheroe has moved into second position Chris Smith is now third.

1st A Shaw	PDMC	168
2nd L Sharples	CDMC	108
3rd C Smith	GPMC	83

Class D

Ian Savage maintains the lead in Class D. Martin Fox is in second and Graham Briscoe in third

1st I Savage	KCC	161
2nd M Fox	BMC	52
3rd G Briscoe	HMMC	26

Co Drivers

Class A

In class A co drivers Anthony Andersons navigator David Hughes PDMC, still leads the field whilst Alan Bibby WDMC has moved Nigel Dyer CDMC into third.

1st D Hughes	PDMC	130
2nd A Bibby	WDMC	53
3rd N Dyer	CDMC	28

Class B

In Class B Mike Berry from Wigan DMC has stormed away as nobody else seems to be playing

1st M Berry	WDMC	130
2nd M Airey	GPMC	28

with a further 3 people on 27 points

Class C

Rod Brereton, PDMC, leads this class with James Beddows, KCC maintaining his second position and Geoff Davies of CDMC has moved into clear third

1st R Brereton	PDMC	164
2nd J Beddows	KCC	112
3rd G Davies	CDMC	105

This Month: News from the LAWTEC championships

Dave Barratt leads Individual

Pendle lead the League

Class D

Class D is lead by Ian Savages co driver John Vance KCC. In second place is Lee Smith BMC with Jason Forbes having taken up third

1st John Vance	KCC	161
2nd L Smith	BMC	52
3rd J Forbes	HMMC	26

LAWTEC Road Rally Championship

After three events Gary Williams from Garstang and Preston MC has dropped into second equal place along with Andy Rhodes Lightning MSC, both having scored 25 points. Dave Shorrocks Garstang and Preston MC is the man who has moved into first position just one point ahead on 26.

In the Navigators Championship Glyn Stirling Garstang Preston MC is in first overall on 27 points. Keith Oglesby GPMC is second on 26 with David Barratt CSMA third on 23.

Drivers

Expert

1st D Shorrocks	GPMC	26
2nd G Williams	GPMC	25
= A Rhodes	LMSC	25

Semi Expert

1st I Skelhorn	WDMC	6
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Novice

1st L Robinson	LMSC	11
2nd T Nuttall	GPMC	5

Navigators

Expert

1st K Oglesby	GPMC	26
2nd M Beattie	CDMC	8

Semi Expert

1st G Stirling	GPMC	27
2nd D Barratt	CSMA	23

KNOWLDALE CAR CLUB NEWSLETTER

JULY 1994

The Quest for New Members

The Car Club will have a display and a video show in
The Wheatsheaf Centre Rochdale

on
Saturday 30th July

This will go on all day any members who can spare some
time to help out are welcome.

If you can help please contact: Andy Czakow 0706 840266



1978 MGB Roadster

Complete ground-up restoration over last four years. Full photographic record of rebuild with all restoration bills to show. Far too many new parts to list. Overdrive. Taxed, 12 months MOT. £4250
John Maloney 43948

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AUTOSCENE

1/43 SCALE MASERATI 450S Zagato/Costin Coupe, by MPH Models, £220

This car was designed by Frank Costin to race at the Le Mans 24 Hours in 1957. It proved a total disaster, primarily thanks to Zagato's misinterpretation of Costin's drawings, and throughout practice several changes had to be made to make it quick, if not reliable.

Similarly, MPH Models has had to alter the NESTOR kit from France to make the Maserati look more accurate. Considering 114 changes had to be made, the high asking price starts to look more reasonable, especially as this is a limited run of just 25 examples.

Facts about... SAFETY

- The tragic events in F1 this year have highlighted how even the best of us can have accidents, and it behoves all of us to do our utmost to reduce the effects as far as is practicable. Unfortunately it is never possible to make our sport 100% safe and accordingly the majority of safety requirements are some form of compromise. They have to be practical, which includes being financially reasonable, and they have to be such that they don't unduly interfere with the nature of the sport.
- At circuits, a further compromise is caused by the large number of different activities catered for; what is suitable for single seaters is not necessarily ideal for saloons, or motor-cycles, or karts, or trucks. Similarly the equipment worn by the F1 driver would be prohibitively expensive for the newly qualified novice.
- The RACMSA lay down safety regulations for events, which have been formulated as the result of many years' experience, and which are constantly reviewed in the light of changing conditions. For many years circuits and venues in this county have been subject to regular inspections by the RACMSA Circuit

ROB WALKER

By Michael Cooper-Evans, published by Hazleton, hardback, 272pp, £40.00

Probably the last gentleman of Grands Prix, Walker lived an exciting life among the greats. Now it can be shared in this excellent volume. A wonderful read.

PRE-WAR MOTOR RACING

1900-1939

From PP Video, 60 minutes, £14.99 To cover 39 years of motor racing in 60 minutes is a tall order and the makers of this film have had a fair stab at it. But, unfortunately, it all becomes too much of a rush racing through tantalising glimpses of

Safety and Environmental Inspector and regular reports are made to the RACMSA Safety Committee regarding these inspections.

- Statistics are notoriously fickle but the sport with the worst fatality record is fishing (a surprising number of people are drowned); rock climbing and horse riding also figure higher in the lists than motor sport, which gives a good indication of the value of the various safety regulations.

- Until a few years ago it was simply accepted that motor sport was dangerous, and competitors took part at their own risk. Nowadays, various legislation, including "Health and Safety", and changing public attitudes have put a much greater onus on organisers of events to ensure that participants do not injure themselves, and thus organisers now have a greater duty of care than was the case in the past.

- It is for this reason that many of the newer Safety Regulations have been brought into the RACMSA Regulations.
- Many of the Safety items are rather like insurance, one hopes they will never be needed, but when a disaster does occur, it is too late to decide that they are inadequate.
- Safety barriers at circuits and other permanent venues are primarily designed to protect spectators or

FEATURE BY AUTOSPORT

footage that are frustratingly short. It also ends up being disappointingly shallow offering little real information.

PP Video certainly has a talent for finding rare film and much of it is well worth putting on video, but it should try and be less ambitious in its attempts to produce documentaries.

'LA PASSIONE COLLECTION 1'

Special edition, by Franco Vasconi, Grand Prix Sportique, 62 x 57cm, £65 plus p&p

The first in a series of eight special signed-edition prints, taken from original paintings by Vasconi, shows a Ferrari F186 being chased by galloping horses. A black and white reproduction is available on request.

officials, and so often represent a compromise as far as protecting the competitor is concerned.

- In deciding what Safety equipment to purchase, always go for the best quality that you can afford. It could be YOUR life on the line.

- If you are involved in an accident, always renew Safety Harnesses, Crash Helmets (if appropriate) etc. Harnesses stretch in an accident and thus lose their effectiveness. Helmets may well be damaged or weakened internally where they cannot be seen. Roll-over bars may be stressed as a result of the forces applied to them.

- The safety of competitors in Historic vehicles is causing much concern. Modern devices such as roll-over bars and safety harnesses can reduce the value of such a vehicle, and can also alter its road holding characteristics. However, these vehicles can have just as nasty an accident as more modern vehicles, and competitors are advised to seriously consider whether such devices should be fitted. Modern tyres and track surfaces can be much more "grippy" than those current when the vehicle was originally built, and can introduce a further possible hazard.

- It is in everyone's interest to make motor sport as safe as possible, and this can only be done by constant alertness.

Les Needham

TECHNICAL TIPS

SUPPLIED BY  and CAR CONVERSIONS

First be safe

Motor sport is dangerous. Well, we all know that, and accept it - with one particular exception. While recognising the risk while you are on the track or special stage, how often do you consider safety before you start competing? Preparing the car, transporting the car and servicing the car prior and during an event, that's all kid's stuff is it?

Ours is not a magazine to preach, but taking a few sensible precautions can make a big difference. Recently, we were transporting our Project Mexico to the paint shop for a minor repair (rust, not accident!). A complete wally in a Fiesta caused us to hammer on the anchors for an emergency stop. The result was so severe, the straps holding the Mexico on the trailer snapped and the car slid forward and was only prevented from hitting the tow car by the tall jockey wheel! No great damage occurred but it made us

think. The straps weren't that old, but when had we last really looked at them to check condition? We have now bought some tougher new ones.

When on an event, you are always going to want to look under a car. No matter how little time you've got, always use axle stands to support the vehicle. You should never roll under a car balanced precariously on a single trolley jack. It's also worth considering taking some strong flat pieces of wood with you so you can support the jack and the supports; British motorsport always seems to have grassy service areas and with the rain we get, jacks and stands often just sink gently in the mud, which is both frustrating and potentially dangerous.

It's also worth carrying a spare hand-held extinguisher and keeping it with your tool kit. A fantastic 'plumbed-in' extinguisher system isn't that much use for a small localised burn up. Also, think about wearing gloves as often as you can. Keep some over-shoes for those expensive race boots, or stick on

your tatty trainers when servicing the car; far better than slipping off the pedals when you next jump in the car.

And finally, First Aid. It makes a great deal of sense to do a course and pick up some useful tips. Talk to your instructor about the specific needs that you might need. Hopefully, you'll never need to use any of it, but you never know.

QUIZ ANSWERS

1. 1956 and 1957
2. Colin Chapman
3. Gwenda Hawkes
4. Evy Rosqvist and Ursula Wirth
5. Shiela Van Damm, 1953 (Sunbeam)
6. Austin (1937)
7. Anne Hall and Val Domleo. Morecambe National Rally 1962
8. Alfa Romeo

FORTE
HOTELS



INCLUDING
DINNER & BREAKFAST



An exclusive offer to RAC Competition
Licence holders and members of
RAC-affiliated motor clubs.

Great value hotel accommodation for motor sport enthusiasts ~ countrywide

To celebrate Forte Hotels' sponsorship of Paul Stewart Racing, winners of the British Formula 3 and Vauxhall Lotus championships in 1993, Forte Hotels and the RAC MSA have come together to offer an exclusive money-saving voucher scheme to those who are frequently travelling around the country on motor sport business.

Each voucher entitles a holder to one night's dinner, bed and breakfast at the outstanding value of £36 per person per night from a choice of over 175 hotels ranging from traditional inns and country houses to more modern city hotels. (A £10 supplement is payable on departure at 15 of the hotels). Up to two children under 16 stay free when sharing a room with their parent(s). In their own room, up to two children under 16 pay 75% of the full adult rate.

To request a leaflet, order vouchers (minimum of 5) or make hotel bookings, call our RESERVATIONS CENTRE on:

0345 543 555

for the cost of a local call from anywhere in the UK.



Wheels

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

Terms of engagement

No one would deny that our sport is rather male dominated, in fact I was only saying so to my wife the other day as she was cleaning my shoes. But in today's climate this isn't PC (which stands for Politically Correct, rallyists please note, not Passage Control). Therefore as a sign of social awareness (and as a sign that I'm a craven coward) this page is now handed over to Barbara Camps of the HSCC who has some heartfelt advice for the ladies.

Stuart Turner

BY way of introduction, I am an experienced "racing" wife, mother, groupie, and morale builder – well versed in trotting out "you can do it" when thinking "he has not got a hope in hell". I have shadowed my "other half" for the past 24 years from Snetterton to Lydden, Zandvoort to Dijon and Nurburgring to Pembrey. I hope the following points will help those considering joining or newly joined to the ranks of "other halves".

1. Conjugal rights: no oats unless he finishes in the first six both in practice and the event. (*Women can be very cruel, can't they? S.T.*)
2. Stock up with thermal underwear (bye bye silk) but still be prepared for hypothermia.
3. Take plenty of books to read whilst hanging around between practice and the event.
4. The books will also be useful when timing – it takes some of them that long to come round.
5. Ear plugs are essential – not of course because of the noise of the cars but for all the excuses "if only" or "there I was when", etc.
6. If he is going testing or practising and all catering facilities will be closed – do not and I mean do not offer to



prepare lunch/drinks for the day. It sets a precedent which will hang round your neck for years to come.

7. Keep the countless (well, a few) autograph hunters, TV crews, press etc out of the way, *especially* young female journalists.
8. Definitely do NOT take future "Our Nige" drivers of the "there-I-was" category breakfast in bed.. Not only is this bad for their cholesterol, it also panders to their physical and mental needs. A definite no-no.
9. Do not become alarmed if he says "I've bent it". This is a technical not anatomical term meaning that he has crashed the car.
10. Remember he is no Schumacher but probably a middle aged medallion man/swinger who still relates to Status Quo but has not progressed from Dinky toys and who thinks if Jackie Stewart can.... Humour him and look forward with a smile to being taken to truly exotic places like Lydden, Pembrey, Kielder and Snetterton, all for a great build up then only a few minutes' action. Doesn't it remind you of something else?

Barbara Camps

▲ *Members of the HSCC wait patiently for a good-looking driver to walk by. They say they had to wait for a very long time.*

COD FILLET QUIZ



1. In which years did Nancy Mitchell win the Ladies European Championship?
2. Who did Hazel Williams marry?
3. Who held the Ladies lap record at Brooklands at 135.95 mph in a Derby-Miller?
4. What were the names of the Swedish veterinary assistants who drove for Mercedes?
5. Who was the first woman to be awarded a "Coupe des Alpes"?
6. For which works racing team did Kay Petre drive?
7. Who were the first women to win a National Rally in Britain?
8. In which car did Louise Aitken Walker win the Coupe Des Dames in the Monte Carlo 1983?

ANSWERS ON PAGE iv

NEWS FROM THE RACMSA

National Lottery Rules

Any motor club application for National Lottery funds will have to be ratified by the appropriate regional association. This condition was unanimously approved by the RAC British Motor Sports Council at their May meeting. This will ensure that any grant to the club will fit into the regional development plan, which is an important part of the funding process.

The Lottery promises to create at least £100 million per year for sport. Motor sport can benefit, but there is not much time to prepare: application forms will be available in November and the first money will be paid out in February 1995. It is expected that about 30,000 applications for project money will arrive at the Sports Council on the opening day!

The government has laid down a number of guidelines: the most important is that the money must be spent primarily on capital projects; only in the most exceptional circumstances will funding be available for revenue purposes.

Commercial sporting activities are not eligible, although funds may be provided for non-profit-making activities which benefit the public. Projects will need to conform with a national or regional development plan for the appropriate governing body. All motor sport applications must therefore be made through the RACMSA.

At least 40% of requests are expected to be for £5,000 or less and it has been suggested that these will be automatically be supported provided the applicant can match funding from other sources on a 'pound for pound' basis.

Prince Michael Award of Merit

Nominations are now being sought for the 1994 Prince Michael Award of Merit. This is a prestigious personal award, made by the RAC British Motor Sports Council to a maximum of two recipients each year, in recognition of meritorious service to British motor sport.

Nominations should be made to the General Secretary of the RACMSA at Motor Sports House, before the end of August. A summary of the individual achievements or particular act of meritorious service must be included with any nomination for the Award.

Cut-price hotels for motor club members

Forte Hotels have introduced major cuts in the cost of hotel accommodation for the holders of RACMSA competition licences and members of motor clubs recognised by the RACMSA.

The scheme, offering bed, breakfast and evening meal for only £36 per head, applies at over 175 Forte hotels in England, Scotland and Wales.

Forte Motor Sport Hotel Vouchers – costing £36 per person per night, inclusive of bed, breakfast and evening meal – can be bought only from Forte's Aylesbury reservation centre: tel 0345 543555 from anywhere in the UK for the price of a local call. Payment can be made by cheque or credit card.

Up to two children under 16 stay free when sharing a room with their parent(s). In their own room, up to two children under 16 can pay only 75% of the full adult rate. A supplement of £10 per person per night is payable at 15 of the participating hotels.

A minimum of five (non-refundable) vouchers can be bought at any one time. Each voucher is valid until 22 December 1994. Accommodation must be booked through the reservation centre (not direct with the hotel).

The scheme celebrates Forte's sponsorship of Paul Stewart Racing, winners of the 1993 British Formula 3 and Vauxhall Lotus championships. PSR are taking part in both those championships during 1994, plus the FIA Formula 3000 International Championship.

Competitor safety

Competitors are reminded that the wearing of waterproofs – many such garments being highly flammable – over fire-resistant overalls cannot be recommended and is to be discouraged.

Club Sport Day at Donington

Entry-level motor sport will be on show to the public at a special event organised by the RAC Motor Sports Association on 2 October 1994.

Using a site kindly donated by Donington Circuit, the day will offer a chance for visitors to sample a whole range of disciplines, including trials, autotests, cross-country and autocross.

The day's activities are being co-ordinated by Les Needham. Suggestions and offers of help should be addressed to him at Motor Sports House.

Tour de France Act

The Road Traffic Regulations (Special Events) Act 1994 gained the Royal Assent on 3 May 1994.

The Act gives local authorities powers to close roads, to suspend traffic regulation orders and to redirect traffic to allow large sporting events to take place on public highways. Actual motor sport competition is specifically excluded from the new Act, although roads may still be closed for traffic management, use as a rally service area and other purposes.

Anyone wishing to know more about the Act, please contact the Department of Transport, tel 071- 276 0800.

Knowldale Car Club
Summer Barbecue
2nd August 1994
Milnrow Cricket Club
9.00pm Start
Tickets £ 2.75 per person

For tickets please contact Julie Entwistle on 061 764 6494

Tickets will be available on the night but
to help Julie please pre-book

Before the Barbecue why not have a
bit of fun on:

A Treasure Hunt
Start at 7.30pm in
The Cricket Club car park

No Maps required - No tricks
60 Miles if you follow the correct route?

The Stuart Harte Hillclimb

supporting

Cancer Research

at

Baitings Dam
Sunday 7th August

Marshals and other officials required for this event, if you can
help even for a half day please contact:
Andy Czakow - 0706 840266

Please Note

Those of you who turn up for club nights!

Due to other meetings at the Cricket Club the
room will not be available:

Until 10.00pm on the 16th August

There will be no meeting on the 23rd August.

The Future of Car Clubs

Many clubs are going through a tough time with generally fewer people wishing to attend club nights or get involved with the running of the clubs. This is of course not confined to motor clubs. The Sports Council has now come up with a new term for those that organise sports activities - "providers" - whether they be clubs, local authorities or commercial organisations. Overall it would seem that clubs are progressively less involved and the other groups now run a greater percentage.

There is very little local authority involvement in motor sport but there is an increasing amount run by commercial promoters and organisers. Many of the classic clubs are in fact businesses run for profit, indeed the biggest club of all, the MG Owners Club was the brainchild of Roche Bentley, while Graham Arnold runs Club Lotus, BMW Drivers Club and the Opel Drivers Club. On the sporting side most race meetings are run by professional clubs and invariably they are promoted by the circuit owners who can dictate who races and when. Philip Young runs the Classic Marathon and the Monte Carlo Challenge. Quite apart from these well known organisers, there are people running classic car runs, auto jumbles and shows for themselves.

The other types of event are corporate Kart events both indoor and outdoor, Racing and Rally Schools and Clubs such as Club 86 and 99 that hire a circuit for a day and allow people without competition licences or safety clothing to drive around venues such as Silverstone. These events are often oversubscribed and the people who attend can brag to their friends that they went motor racing! The cost is high but people are prepared to pay because they can just turn up and have everything done for them.

Are these commercial events a potential danger to those of the car clubs. Indeed they are, but as society is changing and more people become couch potatoes, or simply have to work harder at their occupations, or are unemployed with no chance of gaining employment will the number of volunteers willing to cope with the increasing difficult task of event organisation simply decline further? With the advent of licences for Rally and Speed events Clerks of Course how many people are there that are qualified to do the job? Is the time coming when virtually all events are run by professional organisers. There are times when the idea looks tempting, for a few weeks work to organise an event at a popular venue and make £500 - £1000 if you get a large entry.

Basically enthusiasts join clubs for what the club provides. Members of the MGOC get an excellent glossy magazine full of information, lots of MG related gear and the odd national meet. If they want to meet locally then they organise it themselves but generally less than 5% actually go to club events. I know the same applies to Knowldale. Around 80% of our members compete in events of some kind and if we did not have these events or championships then we would not have anything like the current membership. We are fortunate to have members with great deal expertise in the club who are able to assist members with advice in all the forms of motor sport. This is probably the one area where local car clubs can beat the commercial ones but at what price in the long run?

This is a personal view from Andy Czakow, if you have the answers please tell me at a club night, if you can be bothered to come along, or complete the questionnaire to tell the committee what you want from your car club?

What Do You Want From Your Car Club

Attendance at club nights has fallen off recently and general support for the club has also declined. To ensure that the club provides those activities that the members want we have included a questionnaire with this issue of the magazine so that you are able to put your comments/views to the committee.

Please spare a few minutes completing the questionnaire.

ABOUT THE MAGAZINE

Do you read the magazine	Yes / No
Do you find the magazine satisfactory	Yes / No
Do you find the private adverts useful	Yes / No
Do you find commercial adverts useful	Yes / No
Would you like a new cover on the magazine	Yes / No
Would you like more technical articles	Yes / No
What is your favourite feature	
What is your least favourite	
Would you be prepared to contribute to it	Yes / No
If yes, what could you offer it	
What changes would you like to see in the magazine	

ABOUT THE CLUB

Do you feel the club and the committee serve your interests well	Yes / No
What do you expect from the club	
What can the club do for you	
What can you do for the club	

ABOUT CLUB REGALIA

Do you purchase any club regalia	Yes / No
Are you satisfied with these products	Yes / No
Would you like other special offers	Yes / No
What specialist item could the club supply	

ANY OTHER SUGGESTIONS TO IMPROVE THE CLUB IN GENERAL

Knowldeale Car Club Members Questionnaire

Please take time to fill in this questionnaire and return it to Richard Hudson or Terry Mills any club night, or post it to Richard Hudson 73, Bacup Rd, Todmorden. Lancs OL147HG.

ABOUT YOU

Name

[illegible]

ABOUT YOUR CAR/S

What motorsport are you interested?

Does the club serve this interest ?

How could this be improved ?

.....

ABOUT CLUB NIGHTS

	Do you support these meetings	Yes / No
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Are you satisfied with these meetings

How often should they run weekly/fortnightly/monthly

Would you like more family orientated events Yes / No

	Should the club have a junior section	Yes / No
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Do you think the nights could be improved

Yes / No

If yes, what improvements would you like to see

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ABOUT CLUB EVENTS

Do you think the club runs enough events

Would you be interested in helping to organise these events

Would you be prepared to marshall on club events Yes / No

Would you be put on a marshall's register or rota Yes / No

What other type of events would you like to see the club run.....

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