

NEWSLETTERChairman

R.A. Dickinson,
70 Eden Crescent,
LEEDS, 6.

Secretary

B. Schofield,
22 Rigton Approach,
LEEDS, 9.

Treasurer

P. Gledhill,
56 Gascoigne Road,
Barwick in Elmet,
LEEDS, LS14 4LR.

Committee: H.E. White, J.C. Wilson, H. Fowler, D. Dickinson,
D. Taylor, S. Lloyd.

Future Events

9th February - Noggin and Natter - The Travellers Rest, Harewood Avenue (MR 96/354452). The first meeting with the Club in full working order, with a duly elected committee. And well on the way to R.A.C. Affiliation! What more appropriate time to gather for a celebration jar? (As if we needed an excuse!) Good ale, friendly atmosphere, darts, for those who want the exercise, but (as they say) chiefly YOURSELVES. As a further attraction, Mr. Baitch of the FoMoCo has offered to bring along two Escorts for test drives. They will be, wait for it, an R.S.1600 and a Mexico! How does that grab you, British Leyland lovers? Methinks a full house turnout might be on the cards, no matter what make is usually supported. (Fiat, who are they?) This is absolutely the star attraction to date. Many thanks, Mr. Baitch. See you there, from about eight.

20th/21st February - Affiliation Rally (Maps 96, 90 and 91) - Yes, our first road event! Aptly titled, this 90 miler is for 12 cars, on a first come, first accepted basis. Names to Howard White, 684020 or Steven Lloyd, 689856, on or after 1st February. Starts from the Moortown Rugby Club, first car away about 10.30 p.m. All on tarmac, (but what tarmac!). Should be good, especially if February produces the usual Seven Dales weather! We need Marshals too, volunteers to H.W. and S.L. as before.

23rd February - Marshalls Exercise - The Barleycorn, Collingham (MR 96/392460½) - Here's where you find out where you went wrong on our Rally. A re-arranged fixture, since the weather won last time. We think its worth trying again, though, so lets be having you. Contact Ray Dickinson to ensure that you are included in the exercise. Gather at cross roads (MR 96/389448½) 7.30 p.m.

27th/28th February - Seven Dales Rally - No, we haven't taken over but we have offered our help as a Club to the De Lacy organizers. The event has National status this year, a giant step for it. Obviously a well deserved grading, as devotees will know. We haven't been able to get a Forest stage, but they do need marshals for the Saturday night run. Inexperienced members can go with old hands to learn top level marshaling at close quarters. Volunteers to Ray Dickinson (tel. 57053).

10th March - Terrapin Talk - Moortown Rugby Club - 8.00 p.m. A talk by Alan Staniforth, designer and Richard Blackmore, ace conductor, of those potent little mini-engined 'Harewood Specials' the Terrapin. To put you further in the picture, the Terrapin is a rear engined single seat racing car, usually 1100 c.c. capacity, several of which contest the Hill Climb championship each year. Alan Staniforth designed it, though Richard lent a hand (!) as a cheap, make-it-yourself racer. His success may be judged by the number built for as little as £200 and a lot of graft. Anyway, we're very glad to have them along. They'll bring a car too, to illustrate the points. (NOTE - it is on a WEDNESDAY).

23rd March - Noggin and Natter at the Coach and Horses, Rothwell. Your chance to chat over the myriad events of the previous weeks, and the programme about to get under way. South of Leeds, to give a shorter route to our brethren in that area. A pleasant aling house, by all accounts, which is all we need to ensure a goodly gathering.

See you there.

And, almost certainly, at least one competitive event in March, be it Autotest, P.C.T. or Rally. Don't miss next month's exciting issue for full details.

THE CHAIRMAN REMARKS

Well, our first A.G.M. has come and gone and a very pleasant, easy going affair it was but the objective was achieved nevertheless, and all the business scheduled for attention was duly dealt with.

Our Editor will be including a report of the proceedings, but there is one point which I doubt if he will mention, but a very important one to the Club, i.e. that Stephen Lloyd, Esq. our Newsletter Editor in the past was unanimously re-voted into the Editorial chair, a matter of great importance, believe me. In an organization such as a Motor Club, communications are a very vital aspect of existence and in Steve we have the right man for this vital job.

I was very pleased that our Treasurer, Peter Gledhill was re-elected. He has evolved a very comprehensive card index filing and recording system and a lot of hard work and thought has gone into the job of getting the Clubs' records on a businesslike footing. Secretary Brian Schofield was also re-elected. Originally he just dropped "in for a beer" at Peter Gledhill's home. It was the occasion of the first Committee Meeting and Brian was immediately press-ganged into the position of Secretary, a job he is very well qualified to fill. His various contacts and flair for organization will be of great use to the Club. With these three lads in office, my job as Chairman becomes much easier I can assure you. We have in them a very good, efficient and enthusiastic team and they, in conjunction with the six Committee men, represent a very comprehensive range of personal talent, with a useful potential in the way of contacts likely to benefit the Club. I personally, look forward to a very busy, enjoyable and worthwhile year of motoring in all its aspects both Sporting and Social and I feel sure all our members feel the same. There is a spirit of friendliness and enthusiasm in the Club which is very satisfying and inspiring.

With reference to our week-night Club activities. It is realised that Tuesday evening is not the best night for the whole of our membership but in view of the difficulties in obtaining suitable accommodation, it is our best compromise and to those of you who are irrevocably tied up on that evening each week, we, as a Committee, will do all we can to arrange events in which you can participate. As the better weather approaches and we can organise more outdoor events at weekends, the Tuesday night difficulties will not assume quite so much importance and we hope that by spreading our venues to all points of the compass we shall make it possible for members to join us later in the evening, even if they are tied up during the early part thereof.

Cheerio, see you on Tuesday, 9th February, a special night this as Steven will doubtless explain.

RAY DICKINSON

Annual General Meeting of the Trackrod Motor Club - Tuesday, 26th January, 1971

An attendance of 40 club members made for a lively meeting at which all business was performed smoothly after discussion.

Ray Dickinson opened by stating that meetings at the Rugby Club would have to be held on the first or third Tuesday in a month, not the second as is our arrangement. This, however, will affect us only after April. It has been decided to hold two meetings per month during the winter, to keep the Club atmosphere going. Brian Schofield reported 102 members on the books, only 72 of whom have paid. The club was formed 102 days ago. The Club name appears in the R.A.C. Bulletin for January, which is held up due to the postal strike. However, the R.A.C. feel that we are as good as affiliated now, which means we must get full approval for the February Rally. Members were asked to sign the Attendance Book, which could be used as a basis for a Club All-Rounder Competition. He pointed out that we shall need some awards, and appealed for sponsors for same.

Peter Gledhill stated that Cash in Hand was as the Balance Sheet issued to all present, i.e. £70 15s. 2d. We have a commitment to the Rugby Club for hire of the room, a sum of £10. It is hoped that each event will be self supporting, even to awards. The Club is therefore in a sound financial position.

For the election of Committee and Officers, two impartial (i.e. non member) scrutineers were asked to count votes in the case of competition for places. Two nominations were received for Chairman, but one did not comply with the rules and was therefore discounted. The Chairman, Secretary and Treasurer were all returned to office. Eight nominations were made for the six committee places. After a parade of candidates, a paper vote was taken. The successful members were Howard White, John Wilson, Howard Fowler, Dennis Dickinson, David Taylor and Stephen Lloyd.

A proposal was accepted that trophies should be obtained for The Best Rally Driver, Rally Navigator, P.C.T. Driver, Autotest Driver, Novice and All Rounder. For the purposes of this award, a Novice would be the highest points scoring non-award winner. An All Rounder would score points for attendance, organization, marshaling, as well as competing. A sub-committee would be formed to decide on a scoring system for trophies. An award for the Best Lady Driver was also suggested. The A.G.M. was then closed.

A discussion was held on the subject of future events. Evening events for summer Clubnights were agreed upon as acceptable. A Treasure/Scavenge hunt for 20th April would be the first of this type. It was agreed that road events should now be held, with one in March and April, building up to two a month in the summer. It was agreed that the Committee could be relied upon to organize these events, to avoid further discussion.

The Meeting was then closed.

CONFESSIONS OF A BEETLE MANIAC

I don't think there are many people who haven't heard of my black and now infamous beetlewagon 7673 UG. Ex and present Alwoodley Motor Club members know its exploits well.

I thought that with the recent publicity of whether to buy British or not, and for the local club lad the question of a reasonably reliable competition car is most important. So a few words would be interesting reading and when I've finished tell me if any other car at the price and registered in December, 1960 would have done it.

The car was bought for £175 on 27th August, 1969. It was intended as a competition vehicle, family car and general tow vehicle for boat and camping trailer. It had 62,000 miles recorded but no guarantee was available on this.

It started comp. work in the October with a production car

trial and did its first rally in January, 1970, gaining its crew 2nd overall. It then was entered for every rally until this month's Alwoodley Rally, has sustained bangs to every wing and front for one reason or another. On one it hit an 'Armco' barrier at over 40 m.p.h., result 1 x 9" dent o/s wing, $\frac{3}{4}$ hour to fill, rubdown and spray. In the next event with Dennis Dickinson riding shotgun we went over a 30' embankment, got to the bottom, got towed out and finished the rally. The big hammer again came out to everyone's amusement but no serious damage.

From the Novices and Pete's Pot through the season up to and including 21st/22nd November, the car has been well rallied. It has competed in four and has visited every other off the road competitive event with A.C.A.M.C. I say visited because it has towed our also famous yellow galloping custard Renault around on the trailer to those events in which it didn't compete. Its fair also to mention that Boltby Forest also knows our Beetle - very well!

With the removal of the two nuts holding the backrest to the rear seat the inside of the car becomes a roomy estate - granted with limited access. I have carried 80 Mamba wheels in that car and still look out of my rear view mirror towing 50 more in the trailer; 5 more inside than the firm's Mini-van could carry full to the brim! It's done that many times, being used as an everyday working car as well as for the family.

I tyre the vehicle from scrap yards on Michelin X's but have used 2 Pirelli Cintis, all costing not more than £1 with one exception when I paid £1 10s. My tyre wear is virtually nil and to prove it, 2 of my present tyres have been on since I swapped to radials a year ago, and I have only recently removed two of the first radials I put on which have still got 2 mm. of tread left after the full year above described!

The wife and I have towed our boat up and down the country and have been given a couple of trouble free holidays with the car. Christine has also been learning to drive in it before and after lessons, and with no disrespect learning to drive can give a car a bit of stick.

I'd better conclude with the other costs before I enthuse further. One clutch which broke up on a Clubnight rally. £7 to buy the bit, $\frac{3}{4}$ hour sliding engine out, 10 mins. with clutch and 1 hour putting engine back. $\frac{1}{2}$ hour connecting services and she was running again. One set brake pipes - blew with old age on driving tests. Full set £2 10s. and a bit of time sorted that. With the usual VW servicing odd faults showed. In July $\frac{1}{2}$ compression showed on a VW diagnostic test. It's still giving me 40/5 m.p.h. 2nd, 60-65 3rd and as some members know over 80 up to 90 m.p.h. on motorways. I DO NOT USE OIL. The poor lighting has taken some time to sort, but with a bit of common its no problem.

After 20,000 hard miles in the last year it will still be around I hope for a fair while to come. Ask yourselves, will I buy British again?

PETER GLEDHILL

Hatched, Matched and Despatched Dept.

To Howard and Joan Frank, a daughter and to Howard and Lorraine Fowler, likewise. Congratulations and may all your sleepless night be happy ones!
Despatched - Mini Cooper, 4131 UP and Jaguar now described as "Ex Howard White". Enter a very quick 'Cooper S' for the hills, which is shared by Barry Spinks. In process of renovation at present. Also a Cortina 1500, to be shared by Diana White.

Peter Gledhill has a new job, with the sad demise of Mamba

wheels. He also has an Escort 1300 to go with it (Beetle also stays) So, providing the Escort does not collapse around him, our Treas. is a two car man. But no prizes for guessing which motor he prefers.

For Sale

Parts from Morris 1100/1300.

Rev. counter by 'Smiths' - latest type - complete with Speedwell cowl - £7.

Oil pressure gauge and ammeter by 'Motormeter' completed with 2 instrument panel - £3.

'Les Leston' wood rim steering wheel - £4.

Twin 1¼" S.U. carburettors, complete with manifold, linkages and box type air filter - £12.

1300 G.T. exhaust manifold, complete with system - £12.

Enclosed circuit breathing system - £3.

2 'Lucas Silver Lance' spot lights with covers - £3 each £5 pair.

J. D. Hoyle,
2a West Park Drive,
Leeds, 16. Tel.: 51961.

Yazaki 3" Tacho - Cowled 0-8000 - £8.

Maserati Air Horns, or "Move Over NOW!" - £4.

Ford 1500 Motor - £40, Gearbox - £10, Propshaft - £2, from my Anglia to yours - Steve Lloyd, Leeds 689856.

TRACKROD ENDS

It was with a very real sense of sorrow and loss that we heard of the sudden death of Mrs. Ray Dickinson on Thursday, 28th January. Mrs. Dickinson had been as enthusiastic in the formation of our Club as her husband, and only the previous Tuesday was at the A.G.M. where she made several contributions to procedure. We offer our sincere condolences to Ray and his family in this time of grief.