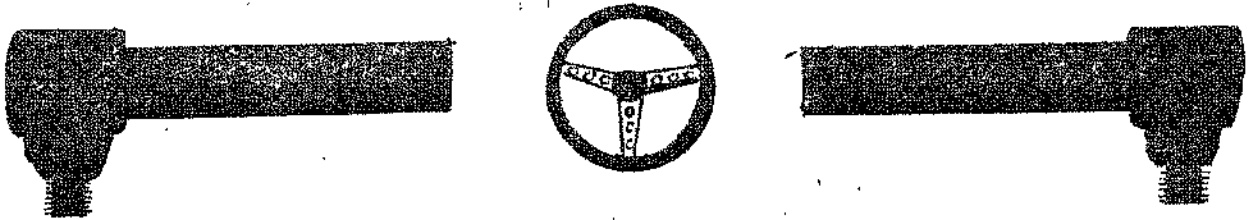


# TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB,

R.A.C. REGISTERED No. 1230



TRACKROD MEMBER, DAVID TAYLOR  
TWIRLING ROUND THE PYLONS IN HIS  
FORMER CAR, A MK. I PROBEYE, SOME  
4 YEARS AGO

NOVEMBER 1974 -- No. 49

TRACKROD MOTOR CLUB

OFFICERS

1974/5

- President - Ray Dickinson, 70 Eden Crescent, Leeds, LS4 2TR.
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Membership Secretary

John Wilson

Assistant Competition Secretary  
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Steve Holden

Magazine Editor

Richard Ineson

Assistant Trophy Points Secretary

Steve Mills

Shell Motor Club League - Team Captain

David Taylor, 11 Buckstone Crescent, Leeds, 17. Tel.: 681165

EDITORIAL

I assume from the response that the new format of "Trackrod" magazine is acceptable to all and I would like to say that plans are reasonably well advanced for the covers for the next 6 months and to this end I have contacted the other well known publication "Autosport" who have given us permission to reproduce any of their photographs. Now this I find most magnanimous of them but don't you think it would be much better if we had photographs of our own members within these pages? So, all you have to do is dig out those old or new photos. of your car in action (black and white preferred as they seem to reproduce better) and let me have them as soon as possible - this to reduce the involvement of our printing "associates" every month, by doing this we can have the "pictorial" pages printed for the next 6 months without need to trouble the "printers" every month - so please - try to let me have those photographs, it's up to you, we have this facility for an undetermined period so let's make the most of it while we can.

Second point this month is circulation. As mentioned in the last issue, it is anticipated that circulation of the magazine will be during the last week of the month and it has occurred to me that we can make considerable savings on expenditure by distributing the magazine at the last Noggin of the month, so why not come along, get your magazine, a pint or three and have a good old chat with the lads and lasses of the Club. I don't want to give the impression that the only way to get your magazine is to collect it but whilst we do do everything possible to ensure that all members receive their copy, some do, alas, go astray, so why not make sure of yours by collecting it and save the Club some cash as well. Remember, everyone sent by hand saves 3½p and approx. 28½ x 3½p equals £1.00!

Third and last, you will see that that form appears again this month. Please, please fill it in and let Martin Kemp have it, he is trying desperately hard to establish member's interests to form a Competition Register for the Club, to ensure that you receive copies of the appropriate regulations for events in which you are interested as and when they become available.

ED

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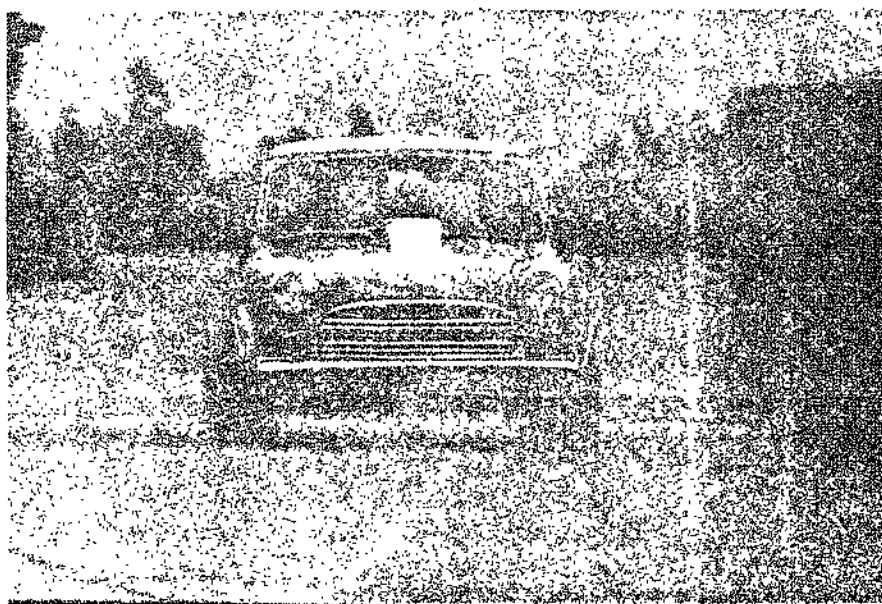
Could it be that the "new look" Trackrod Magazine will become a collector's item?  
You never know so hang on to yours because:-

If thou art borrowed by a friend,  
Right welcome shall he be,  
To read, to study, not to lend,  
But to return to me.

Not that imparted knowledge doth  
Diminish learning's store,  
But books I find, if often lent,  
Return to me no more.

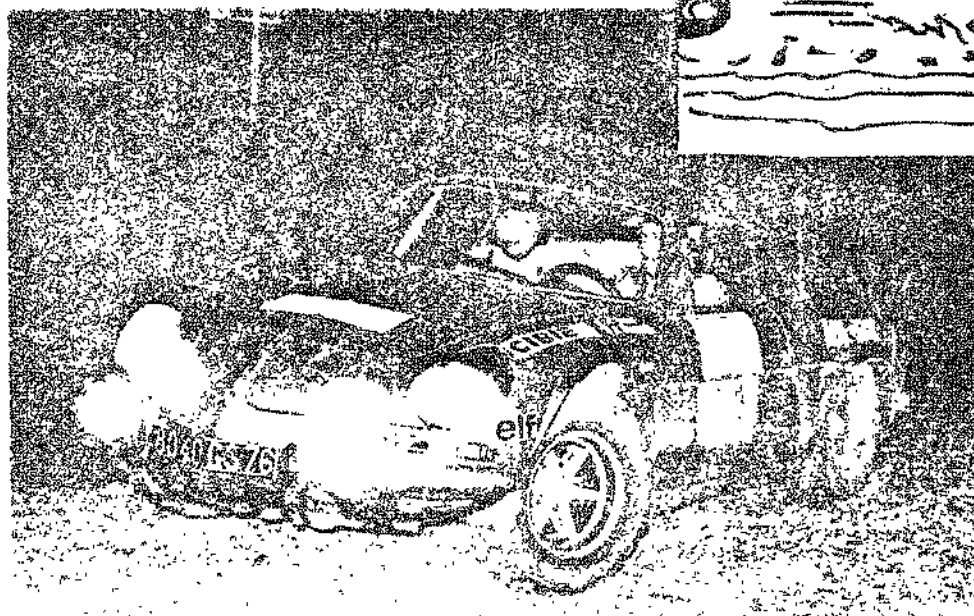
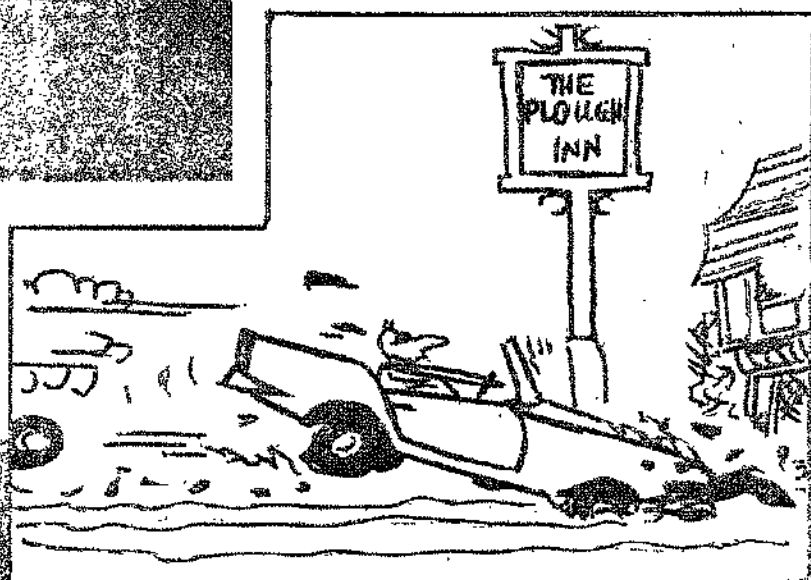
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HAADLY TRACKROD MACHINERY!  
M. LECLERE IN THE  
ELF 2. F2 CAR.  
AN 'AUTOSPORT' PHOTOGRAPH.



THE MINI COOPER 5 OF  
HOWARD WHITE IN ITS FORMER  
GUISE, BEING DRIVEN HERE BY  
BARRY SPINK, ALONG THE  
BLACKPOOL PROMENADE DURING  
A SPRINT MEETING.

IS THIS THE  
TRACKROD APPROACH



JEAN LUC THERIER,  
ALPINE-REVAULT ON  
A RECENT R.A.C.  
RALLY - AN 'AUTOSPORT'  
PHOTOGRAPH.

## FORTHCOMING EVENTS

- 27th October - Shell League Production Car Trial - it may be over by the time you read this, but if it isn't every, yes, every member should be there, you just aren't allowed to go anywhere except Map. Ref. 96/223447 on this day, the map ref. means Stubbings Farm on Otley Chevin. Lots of marshalls and entries please.
- 29th October - Noggin at the Shoulder of Mutton, Kirby Overblow. (Map. Ref. 96/325½495)
- 3rd November - Scarborough Stages Rally. Trackrod are co-promoting and are running a stage. Suffice to say that this stage will be the second of the event and will be in Scarborough. This will be an ideal opportunity for promoting the name of the Club so can we please have lots of marshalls and show everyone how efficient we are. Will those interested please contact Martin Kemp as soon as possible.
- 4th November - Committee Meeting
- 5th November - Bonfire Party at the Clap Gate (Map. Ref. 96/345474). The fire will be ignited at 8.30 p.m. with a Disco in the hostelry from 9.00 p.m. until 11.30 p.m. as a bar extension has been obtained. There will be a small charge for admission to the Disco.
- 10th November - Shell League Final - Y.S.C.C. Autotests at Hartshead Moor Service Area (westbound) on the M62. Details from David Taylor who requires a team of 5. Spectators also required to cheer on the Team.
- 12th November - Indoor Rally at the Duke of Wellington, East Keswick (Map. Ref.: 96/353443½). O.S. Map 102 (110 metric) roamer, pencil, protractor, eraser all required. Start at 8.00 p.m. - organisers R. Stevens and M. Kemp.
- 18th November - R.A.C. Rally - biggest Club event of the year! See elsewhere in this issue for fullest details!
- 19th November - Noggin at the Shoulder of Mutton, Kirby Overblow (Map. Ref.: 96/325½495). For those not out spectating or entered in the R.A.C.
- 22nd November - Shell League Disco and awards presentation - details elsewhere in this issue.
- 26th November - Official Noggin at the Scots Arms, Sicklinghall, including a fantastic Darts and Dominoes Match against York Motor Club.
- 3rd December - Noggin at the Shoulder of Mutton, Kirby Overblow (Map Ref.: 96/325½495)

10th December - Official Hoggin at the New Inn, Searcroft.  
17th December - Christmas Party to be held at the Clap Gate,  
(Map. Ref. 96/345474).

#### NEW MEMBERS

We would like to extend a warm welcome to the following new members:

Jeffrey M. Brown, 4 Bolton Drive, Bradford, BD2 2AD.  
Roger Blamey, 10 Counting House Road, Stockport, Cheshire.  
Robert Salt, 18 Highfield Road, Ripon, HG4 2JZ.  
Wilfred Thackray, 3a Thornhill Street, Calverley, Pudsey.  
Brian Whitfield, 56 Rushton Road, Bradford, BD3 8JJ.

We look forward to seeing you all at future events and trust that your association with the Club will be a long and happy one.

ED

#### AUTOTESTS - ACASTER MALBIS - 22nd September, 1974

This was yet another attempt to achieve restricted status for a Club autotest. Past efforts have failed due to lack of interest, and it seems that this event may have gone the same way. At least we did run the event, albeit with only 15 starters, five of which came from invited clubs. Perhaps the fact that the Armstrong Forests came the day before affected entries. I don't know. But when I think of all those lovely rally cars left rotting in their garages when they could have been wheeling about the tests, it makes me weep!

However, those who did brave the cold wind were rewarded with a total of eighteen tests on a mixture of loose and firm surfaces. The tests were straightforward, the emphasis being on skill rather than memory. Even so, a fair number of washouts appear on the results. After a late scrutineering session, the competition began. Demonstration runs in a 1250 Viva ain't my idea of fun, but it showed them the way!

Richard Ineson was first off, hotly pursued by Carl Davis, continuing their regular battle for class one honours. In this instance, they were joined by P. J. McNeil of York MC. in a rapid Cooper. Unfortunately, he had to retire with star wheel nasties in the diff. which ended a good run. Class 2 was combined with Class 1, so Gerald Taylor and Howard White in their 1275 (or thereabouts) beasties were hard at it as well. They had a 5% penalty, though, which in fact, was unnecessary as Richard and Carl were so quick. However, on test 4 Carl got a plus 10, which he was unable to recover, Richard winning by 6 seconds with Gerald a distant third.

Classes 3 and 4 were for big and little R.M.D. saloons and here the anticipated dice between Alan Forrest's very quick RS2000 and Ken's flex never really got off the ground, with Ken getting a hatful of penalties. Even Alan's 5% for tuning mods made no difference to the very large winning margin. Jon Solk brought his very smart Hunter GLS out for a run, and finished third, well ahead of our solitary lady, Mrs. Janet Thirsk.

The sports cars were all Midgets, but of very different types. David's standard road car versus Tony Raylor's well modded device and Mike Stewart's big standard but 'oxidize lightened' vehicle, the last two being trailer borne. This class had only one penalty between them, a plus 10 going to Mike Stewart. Tony Raylor overcame his 5% for tuning mods with some very quick runs although the winning margin was only 4 seconds over Mike Stewart.

Thus ended the day, with everyone cold and very dirty from the dust. Subsequent computation of the results showed that Alan Forrest had won on index of performance, very narrowly from Richard and Tony Raylor. The competitors seemed to enjoy the event, and my thanks to all of them and to all marshalls and officials. However, the R.A.C. Observer was not impressed, particularly with the safety aspect, and with the poor support for the event. We shall have to wait and see if we get upgrading or not. It is obviously of little concern to most Club members but I feel it would round off our programme with three Restricted events. Let us hope that the Shell League P.C.T. enjoys better support, or we could be in danger of a downgrading, Heaven forbid. It's up to you!

Steve Lloyd

### Results

Class 1 -	R. F. Ineson	608.4	1st	998 Cooper
	F. C. Davis	614.4	2nd	998 Mini
	G. D. Taylor	649.6	3rd	1275 C.T.
	H. E. White	575.7	4th	Cooper 'S'
	J. Laverack	709.6	5th	Mini
	C. R. Jackson	876.0	6th	Fiat 128
	P. Germaine	914.5	7th	Imp
	P. J. McNeill	Retired	-	998 Cooper
Class 2 -	A. Forrest	693.7	1st	RS2000
	K. Goodall	774.0	2nd	Mexico
	J. Solk	786.7	3rd	Hunter GL
	Mrs. J. Thirsk	941.0	4th	Escort
Class 3 -	A. Raylor	667.2	1st	Midget
	M. G. Stewart	661.0	2nd	Midget
	D. Taylor	703.1	3rd	Midget

(STOP PRESS ... It has since been confirmed that the event was upgraded to restricted status for next year! Well done Steve, a very enjoyable event and very slick in organisation - it deserved upgrading as well as more competitors - ED).

The moral of the story is  
Do not allow your kids to quiz  
The marvels of your motor car  
Until they are too big by far  
To catch in carbs (of any type)  
Or pass down the induction pipe!

Ronald Barker

### AUTUMN STAGES RALLY

The Autumn Stages Rally organised by Northallerton AutoClub took place on Sunday, 22nd September and two Trackrod crews took part:

Vincent Gerardier/Ian Gurnett - Escort Twin Cam  
Steve Rathbone/Frank Stuart-Brown - Escort Mexico

Marcel was out servicing for Vince as were Ange and Sue for me. The event was overshadowed by the Armstrong Forest Rally the day before and a few less than the 60 maximum entry arrived for scrutineering at Skippers of Northallerton. Heading the entry was John Ellis in his Escort. This was the guy who won last year's A.N.C.C. Championship. Behind him was Mike Taylor in his "Martin Group" Firenza. The ultimate winner, John Cockerill in his 1300 B.D.A. Escort, was at 6. At 14 were Ronnie Beecroft and John Brillington and these two eventually finished second after a really good run, in their Pushrod Escort.

Vincent was raring to go after his excellent result on the Shunpiker. This was my first event with my newly acquired Escort and I was a bit apprehensive about how it, and I, would perform. The first 3 stages were all on tarmac with Cockerill really flying by taking fastest on all of them. One featured the "Tank Traps" over Catterick moor and these were quite hairy. We hit the first doing nearly 70 mph and we really did take off! (So that's why Escort wings flap about! - Ed). Two quarry stages were planned next but one was cancelled when we arrived due to bad arrowing. These were rough and route definition very poor. On the other quarry stage I spent most of the time finding out how easily an Escort spins! (But you didn't have all this trouble with the Mini - Ed). The best stage of the rally was run next after lunch and this was a 2-miler over the moors. It was loose with tarmac in places and very fast. The Catterick tarmac stages were run again as were quarries and Frank and I managed to spin on all but one of them. Vincent and Ian were really moving with some very competitive times, despite being hampered by the weight of lunchtime beer on board!

Cockerill and Beecroft were really battling for the lead with Vincent lying 3rd overall, just behind them. His bad luck struck, however, when a half shaft broke on the penultimate stage. He managed to finish but, of course, at a reduced rate of knots. I had a minor drama when I lost all the oil when the filter bowl came adrift (wonder who services this machine! - Ed). The last stage was another rough quarry and Vincent, even with only one half shaft, put up a respectable time. Frank and I managed to spin again but we were getting used to that by this time.

Results were a bit late due to several protests and Vincent ended up 13th. He would have been 3rd but for the poor quality of Ford half shafts. Cockerill won with Beecroft 2nd. I'm not going to say where we finished, suffice to say Escorts ain't half different to Minis and circular motion produces poor stage times. Generally we didn't think much of the event due to the "Mickey-Mouse" nature of many of the stages.

Steve Rathbone

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### COMMITTEE MEETING - 7th October

Briefly the items raised were as follows:

1. Dinner Dance - confirmed for the Post House at Bramhope in January, 1975.



2. The Sponsorship Sub-Committee reported the extension of many feelers but it is far too early yet to expect too much although hopes are running high for some items.
3. 1975 T.M.C. Rallies - Discussion took place on the format these would take and, indeed, two Rally Sub-Committees have been formed to look after the relevant details.
4. The duties of the President were again subject of some discussion, and will probably continue at future meetings.
5. It was noted that more Club Badges are to be ordered - these are the "external", self adhesive type - "internal" ones are available.

ED

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#### FOR SALE

FORD CORSAIR G.T. C REG. One owner, 44,000 miles; H.O.T. and Tax until April, 1975. Sound body and good mechanical order. £220. Ring John C. Kinley at Ilkley 2820.

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#### ARMSTRONG FOREST RALLY - 1974

Held for the first time under the aegis of their new sponsor, Armstrong, York Motor Club had extended their old Moss Tyres rally into a wholly forest stage rally for the first time in the event's history.

This format, coupled with the event's previous reputation and it's inclusion in this year's Castrol/Autosport Championship meant that it was to be a tightly contested event. Not least was the competition for entries - two and two halves Trackrod crews managing to gain entries. The whole crews were Richard Jackson/Steve Lloyd in the 240Z Datsun and Ron MacKinnon/Chris Perkins in Ron's newly re-sprayed 1300 Escort. The two half crews, who could hardly be said to make up a whole, as they were both navigators, were Tony Longstaff navigating for Alan Ruddick in what is one of the quickest as well as one of the noisiest Imps in the country, and Jack Coulthard occupying the suicide seat in Clive Holkers twin-cam.

The event began in it's customary location in the spacious, if rather malodourous confines of the cattle market in York, followed by a long run out to the first stage in Hykeham, which used the rather disconcerting tarmac hairpin that suddenly appears in the midst of a loose stage. The slippery conditions were not to too many people's liking either, particularly Richard and Steve, who were finding the big Datsun rather a handful, a situation which continued until the ground began to dry out after lunch. Tony Longstaff went off; a happening which was to repeat itself, although not seriously, two or three times more as Alan got to grips with the new found power of the Imp.

The second stage saw most of Trackrod's remaining happenings before the lunch halt. Alan Ruddick's Imp threw a fanbelt on the start line, but never the less was driven until it was at boiling point. Clive Holkers twin-cam performed it's usual piston breaking antics, anointing Jack Coulthard's feet with oil again. While Ron and Chris, who were taking part in their first forest rally as well as their first national rally, had decided after the first stage that they liked it so much in the forests that they almost stayed in

Langdale for the rest of the day.

The first Trackrod retirement came just before halfway, when Alan Ruddick's Imp missing a sprocket on the timing chain and collected a set of dented pistons. Halfway itself was in the Flamingo Park Zoo at Kirby Misperton, where the food was cheap and plentiful, but the queue was enormous. Then it was back into the forests for an afternoon of the morning stages run in the opposite direction after having been re-arrowed by the marshalls in the meantime.

Most crews went faster on the afternoon section as the ground dried out, most notably Ron and Chris, who were now getting to grips with the idea of the driver spending most of his time looking out of the passenger windows. It was all to no avail for Richard Jackson, however, as on an uphill hairpin in Kilburn, one of the few stages not to be used twice, the selector pin in the gearbox broke and left the Datsun with only fifth and reverse gears - not an ideal range for a forest stage event. Linda Jackson and Jill Robinson both retired on the same stage, however, so they had some very congenial company.

The last big moment of the event was left to Ron and Chris, who, after having a very minor off in Dalby on the second of the afternoon stages, suffered from sun in eyeballs on a later stage and spun into a handy layby, bending a track control arm and needing a lump hammer on the new paint job to get the wing off the tyre. Even so, they managed to enjoy the last few stages, including Knapton, the last stage, which finished with a long rutted downhill straight, which could be taken flat in fifth if you didn't mind not being able to stop at the flying finish!

From there, there remained only the run in to the cattle market and the wait for the results to bring to an end an excellent days sport which can only add to the reputation that the event already enjoys. If York Motor Club could only find a less draughty place for a finish, the event would almost be perfect.

Navvicomp

#### SHELL LEAGUE CHAMPIONSHIP

Again there is very little to report in this Championship as the autocross, which was to have been run by Huddersfield M.C. had to be cancelled due to the fact that the venue was completely waterlogged.

The next round is the P.C.T. to be run by Trackrod on Sunday, 27th October. The final of the Championship is an autotest to be run by Y.S.C.C. and to be held on 10th November at Hartshead Moor Service Station on the M62. A presentation of awards will be held at Whitcliffe Mount Sports Centre, Cleckheaton on 22nd November. Tickets, priced £1.25, are available from George Askwith, "Bridgemont", Headlands Road, Liversedge.

<u>TOTAL SCORES TO DATE</u>	<u>PREVIOUS POSITION</u>	<u>WINNINGS SO FAR</u>	<u>TOTAL POINTS</u>
1. Y.S.C.C.	2	£20	1857.10
2. Ilkley and D.M.C.	1	£30	1770.37
3. Huddersfield M.C.	3	-	1707.40
4. Trackrod M.C.	4	£ 5	1404.74
5. York M.C.	5	£ 5	1146.59
6. B.A.R.C.	7	£15	1139.00

## R.A.C. RALLY - 1974

I have again been appointed a Stage Commander for the above event and this year, due to the non inclusion of the two Stang stages in the Rally Route I shall be organising the stage in Boltby Forest, nr. Thirsk. This stage is, of course, much nearer home for all of us, it is, in addition, a longer stage than Stang, being 4.36 miles in total.

It will be in operation on Monday, 18th November, the first car being due at approximately 9.10 a.m. I shall need the assistance of lots of marshalls and trust that most of my friends in Trackrod will have a few valid excuses left for having the day off work to assist. Everybody concerned in the running of the stage will need to report there no later than 7.45 a.m. Full details of map references, etc. will be given at the Briefing on the Thursday evening prior to the Rally - further details of this meeting will appear in the November Bulletin.

Briefly, the timetable of the Rally is as follows:

Friday, 15th November - Scrutineering  
Saturday, 16th November - 9.00 a.m. the first car leaves the Knavesmire, York.  
9.30 a.m. Bramham Park  
9.48 a.m. Harewood Park  
10.16 a.m. Esholt

The cars then go into Wales, returning to York on the Sunday evening via a main Time Control at Woolley Edge Service Station on the M.1. at approximately 18.00 hrs.

### Monday, 18th November

Leave York 8.00 a.m.  
Kilburn Forest 9.00 a.m.  
Boltby Forest 9.11 a.m.  
Ingleby 9.48 a.m.  
Croft - Time Control

### Tuesday, 19th November

Cars return to York at 20.00 hors.

### Wednesday, 20th November

The best 100 cars only, first car leaves York 8.00 a.m. due Cropton 8.20, then Pickering, Dalby South, Dalby North, Staindale, Bickley, Langdale, Broxa, Wykeham to Main Time Control at Flamengo Park.

The entry fee is £80 - late entries £95. 200 starters. Gaps caused by retirements will be filled by Clubman entries for the Monday morning start so we should see the full 200 cars at Boltby. The Clubman entries will not be included in the Wednesday classification, their rally only lasts two days (Monday and Tuesday).

So folk, there you have it, if you can get any time off, this is the event, if you can marshall at Boltby, please give your name to myself or my second in command, John Richardson.

RAY

With regard to the running of the Boltby Stage there are two important points to be made:

1. A marshalls' briefing meeting will be held on Thursday, 14th November at 8.00 p.m. in the Department of Mechanical Engineering of the Leeds University, Map. Ref.: 96/293½394. This is opposite the Eldon Public House in Woodhouse Lane, Leeds. It is hoped that all bods having any connection with the running of the stage will attend this meeting so that last minute information and instructions can be issued, also entry passes.
2. The stage is to be fully operational by 8.15 A.M. - date - Monday, 18th November, so it is essential that you report to the Chief Marshall by 7.30 a.m. and NOT LATER than 7.45 a.m. When you arrive, please make a point of signing on - twice - once on the official R.A.C. sheet and once on the Club sheet to ensure you get your Trophy points credited. When you have signed on, please stay by your car ready to move off without delay.

The reporting point is at Map. Ref. 92/502½871½. The time (so you don't forget) is 7.30 a.m.

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#### LETTERS TO THE EDITOR

Dear Sir,

May I firstly congratulate you on the punctuality and splendour of the new newsletter format. Having said that I would like to take this opportunity of thanking Steven Lloyd for the very kind comments he expressed in connection with the work I have done for the Club up to the time of my resignation at the A.G.M. Loyalty is not very easily lost and I would, therefore, offer my continued services, be it in a smaller capacity, on an advisory basis.

Looking forward with great expectations of seeing the continued growth of our Club.

Yours faithfully,

C. Richard Jackson

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#### SECS POT

Sorry about the absence of this column last month but the early publication of the October issue caught me with the proverbials down, still I've no doubt it saved you the trouble of reading the article. This month, as October always is, has been quiet, with half the Committee away at the Tour of Mull, details of which can be read in next month's issue. Various stages have been run by the Club and we have a further one on Sunday, 3rd November in Scarborough. I hope to see many familiar faces in assistance, you can always tell the wife that you're taking her to the seaside for the weekend and then stumble across our stage while strolling along the Marine Drive! If you are interested in marshalling on this unusual stage please contact Martin Kemp or myself.



EX-CHAMAN, RICHARD JACKSON, GIVING  
HIS 240Z - A QUICK BATH

## THE ARKELL RALLY

Cirencester 1974

photography by John G Rettie

Staying on the rally scene we understand that our own Ken Goodall and Richard Ashcroft are well in contention for the A.N.C.C. Drivers and Navigators Championships, which is very good by any standards. The way they're going at the moment they must be in with a great chance.

Our next competitive event is the Shell League restricted P.C.T. at Stubbings Farm on Sunday, 27th October, a restricted event but that doesn't mean marshalls will be turned away, if you can't enter. See Steve Lloyd or Richard Ashcroft for details.

After the Scarborough Stages and the Bullough Trophy (which is also on that weekend), you can have a week off before the annual event for those that can afford it, the R.A.C. We have Boltby forest stage to run on the Monday (18th), see either Ray Dickinson or John Richardson for this. After two years with the joys of Stang, this should be a really great stage and we, of course, need dozens of marshalls, it is the most important event (not being run by ourselves) of the year and so please make a great effort.

My 'researches' into members likes and dislikes is labourious and may take some time. If I haven't seen you yet it does not mean I'm not going to but the last official noggin was almost impossible to move at let alone see all present. However, if I have not found you yet please try and find me, it would make a very difficult job much easier.

Although the Lindholme Stage was cancelled through unsuitability of the surface, very few people knew of this before the event, those that did were unable to attend anyway. However, only 5 Trackrod members were present to run the stage, this for the Trackrod Motor Club was diabolical. I realise that there were two rallies to compete in that weekend and involved some thirty members, but less than twenty of these might have been expected to attend to marshall. Various persons connected with our Club found it possible to marshall on the Alwoodley event and not ours, so where was everybody. We cannot hope to run stages with a handful of people. This is not some struggling badly thought of organisation, it is the Trackrod Motor Club. I know I have said this before but we have a reputation to keep up. The Club is only as good as its members and the events it runs.

Having thus grumbled, it was very good to see such a large number of members competing on that weekend, probably our best turn out for some time. I see David Lawton and Steve Hazeldine have found where the accelerator pedal is once more with a fine 2nd on the Pennine. The winners navigator is a member too, John Millington. I know this is an 'if' but without a plot and bash time control section, which should have been of little consequence, Trackrod would probably have won most of the awards. Well done to all concerned. Don't forget though

ENTRANT - TRACKROD MOTOR CLUB

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STOP PRESS: Tuesday 19th. Nov., - Club Forum- Duke of Wellington East Keswick. As agreed at the A.G.M., this is your chance to 'have a go' at the Committee. All very informal, just come along and speak your piece.

## AN IMPORTANT NOTICE THAT MAY EFFECT YOUR FUTURE ENJOYMENT

Since I have been elected as your Comp. Sec. for the next 12 months I am endeavouring to start a Competitions Register. The idea behind this is to find out exactly what you are interested in, that is if any of you are interested in motor sport, and judging from the turnout of late on some events I begin to wonder. This will also ensure that you will receive regs. etc. for the events you are interested in as early as possible, as you know what happens if you have to wait.

Below you will find a form which is similar to that found on the membership forms. I want you ALL to fill this in and get this to me NOW.

Now I know asking you to fill forms in is like banging your head on a brick wall, but I am at least doing my bit. Do yours, fill it in and help me to do my job efficiently, as I certainly DON'T intend to chase you around.

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NAME AND ADDRESS:

1. I do/not hold an R.A.C. comp. licence  
Please state types and grade, i.e. R/N/INT.

2. Car make .....  
Model .....  
C.C. ....  
Reg. ....

3. I would like to be placed on the following competitions register and receive regs. for:

Autotests/Hill Climbs/Prod. Car Trials/Rally - driving/navigating/ Spring/  
at Club level/and or above, i.e. outside events.

For rallies state whether contending championships or preference, i.e.  
road or stage.

4. I will be interested in marshalling on - Sp. Stages/time controls/passage  
controls/autotests/P.C.T./day/and or/night.

I have experience at:

5. Are you willing to service crew on rallies? Yes/No

Thank you for filling it in, my address is on the front should you wish to deliver personally.

Cheers

M. S. Kemp