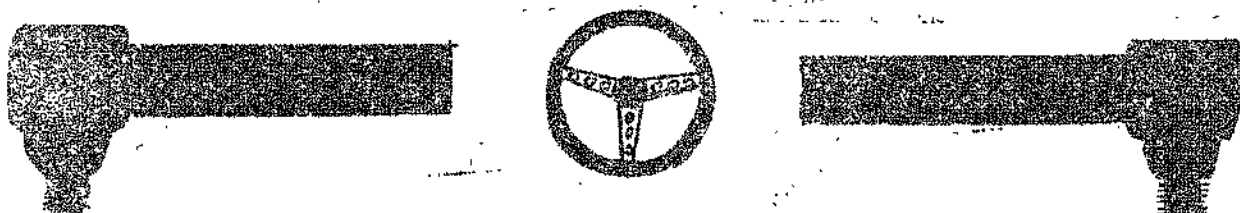


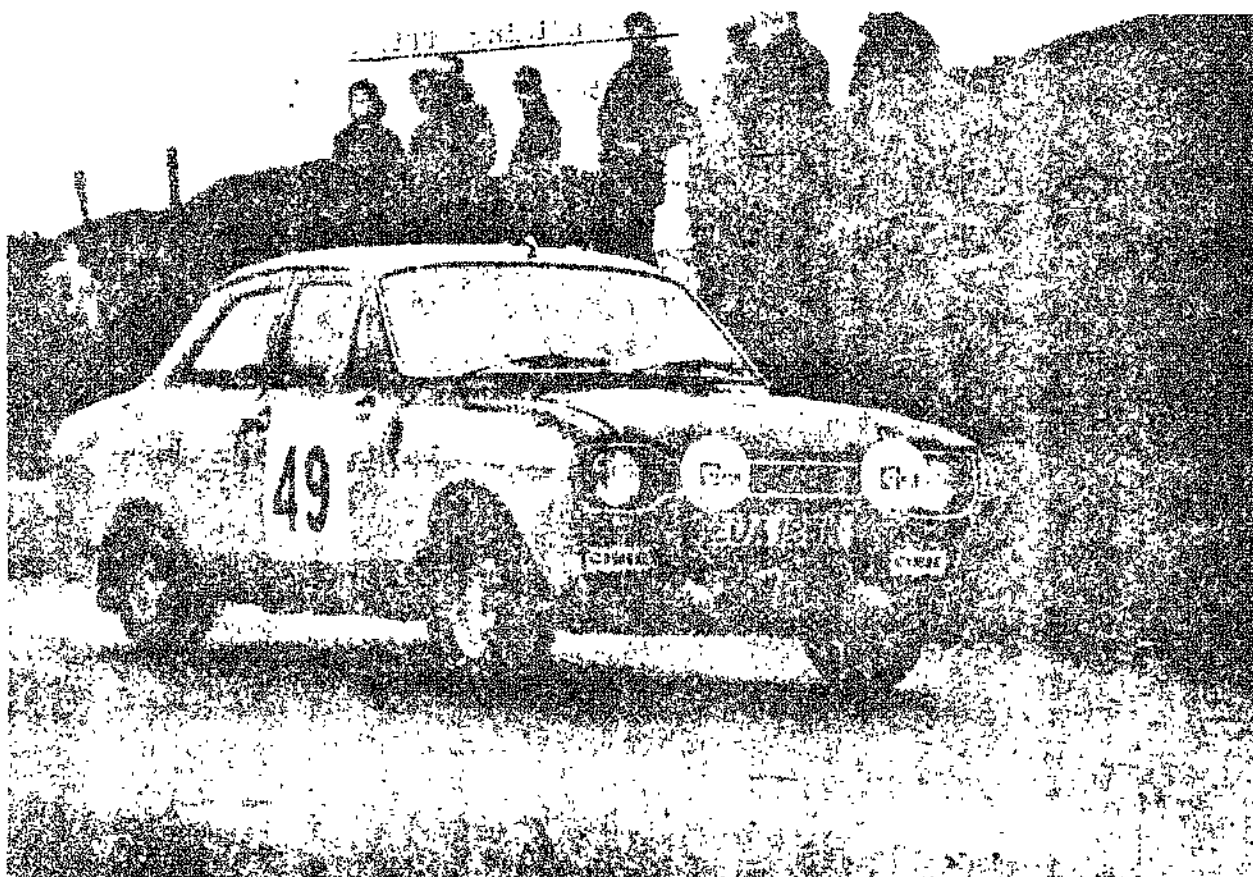
TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB,

R.A.C. REGISTERED No. 1230



PHOTOGRAPH BY "SPORTOGRAPH"



RON MACKINNON / CHRIS PERKINS ON THE 1974 SCARBOROUGH STAGES.

NOVEMBER 1975 - NO. 61

TRACKROD MOTOR CLUB

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1975/6

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Richard Spurdons

Trophy Points Secretary

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Editor & Deputy Chairman

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EDITORIAL

We have come to the end of what has been an extremely busy, eventful and often successful month for many Trackrod members. What can we say then of the future? It has been noticeable recently that there has been some falling off of entries, particularly in the types of motorsport that can be indulged in fairly cheaply at club levels. If we accept that there will always be a hard core of people who want to compete in high level motor sport, and who have the finance available to do so, either through their own resources or by way of a sponsorship deal, that leaves us with an inescapable, if rather obvious conclusion. It is that the pure amateur, the man who competes at weekends with the family car, is finding it increasingly difficult to meet the rising costs involved.

Perhaps I am not only being a wet blanket, but am also stating the obvious. If so, I apologise on both counts, but it seems necessary to openly state the feelings which have been growing in recent months, but which have so far got no further than muted mumblings in dark corners over the second pint. And therein lies the problem. The British motorist has too long been content to accept his lot and grumble quietly to himself. This applies to no one more than the motorist who competes for fun; who seems reticent even to advertise the fact that there is considerable excitement and publicity to be gained from motorsport at all levels.

With the recent OPEC conference having been conveniently consigned to the backwater of stale news and the inevitable rise in fuel prices temporarily alleviated by the country's reserves of refined fuel, it is fairly easy to forget the threat that hangs over us. To lose the club competitor because of crippling price increases would be a severe blow to the sport, of which they are the backbone, if only because of sheer weight of numbers. No-one least of all myself suggests that we can do anything to alleviate the situation in the short term, or perhaps at all; but nothing is more certain than that no good at all can come of hiding our light under a bushel. We can only hope that such things as the recent filming of motorsport by the B.B.C. in Wales and the moves to have motorsport representatives on Sports Councils will pave the way to a brighter future. Let's not leave it all to a few inspired individuals. Whenever we can, we should all stand up and be counted.

ED.

FORTHCOMING EVENTS

- 4th November - Bonfire party at Garleys Garage opposite the Redcliffe Arms, Follifoot. MR 96/341526. Start at 7.30 p.m. prompt. Please park in the Redcliffe Arms car park and not on the road. There may be a small firework display, but please bring your own as every little helps.
- 11th November - Noggin at the Square and Compass, North Rigton, MR 96/281493.

- 16th November - Restricted PCT. Not the 9th as previously reported. Venue is Rose Farm, Burley Woodhead, Ilkley MR 96/157457. Regs now from Bob Chapman, Martin Kemp or Richard Ineson. This is an A.N.C.C. championship event, so we shall need both competitors from the club and marshalls on the day.
- 18th November - An E.G.M. has been called for this date to elect the members of the ladies committee as was suggested at the last A.G.M. Following this there will be an open forum. The venue is the Duke of Wellington at East Keswick, MR 96/362441, start at 8.00 p.m.
- 25th November - Noggin at the Shoulder of Mutton, Kirkby Overblow. MR 96/326493.
- 26th November - Our stage on the R.A.C. is again Bolley. Marshalls please to Steve Hazeldene as soon as possible. More details within. MR 92/502872.
- 2nd December - Noggin at the Square and Compass North Rigton, MR 96/281493.
- 9th December - Noggin at the Wharfedale, Arthington.

LETTERS TO THE EDITOR

Dear Sir,

I would like to thank, through your columns, all those who have offered me their thanks/congratulations on my time in the post of Editor, both verbally and in print in your first issue. I must say that I found the whole thing quite moving; however, I'm sure that you will be subject to similar comments when you announce your retirement from the post of Editor, though I suspect that they will be greater in your case if you continue throughout the year in the same vein displayed in the October issue. Congratulations and keep up the good work. I have only one comment to make, and that is with regard to your caption for the cover photograph. Whilst flattery will get you everywhere, I was under the impression that "dribbling" was an activity confined to the football field. I suggest that more members attend a top Autotest meeting and witness the amount of rubber smoke that can be created by so called "dribbling"!

Yours etc.,

R. F. Ineson

Flattery will get you everywhere Richard. I assure you that my caption to last month's cover was in no way meant to decry your efforts at leaving the produce of Fort Dunlop all over Hartshead Moor - ED.

Dear Sir,

After being badly slated by a certain gentleman in last month's issue, I hope you will afford me this opportunity of putting my side of the case.

I did not, as Mr. Ineson suggests ask him if entries would be accepted on the day, as being somewhat involved in the "fracas" at the last P.C.T. has made me fully conversant with the situation regarding entries. What I did actually say was - "And of course you won't be accepting entries on the day will you". Please note that there is no question mark at the end of this sentence, thus denoting a statement of fact, not a query.

I hope that this letter will dispel any rumours that all I did during last year's committee meetings was to sleep with my eyes open.

Yours etc. I. H. Gurnett.

CHAIRMAN'S CHAT

I had hoped to be able to report on our splendid restricted autotest, but this turned out to be a non-starter. On the closing date for entries, a massive total of six people had indicated an interest in the event. After my initial disgust at this lack of support for the event, organised by two of our new committee members, I am left with a feeling of extreme regret that our members are unable to compete in their own club's event. Our next autotest will be the closed to club affair on Boxing Day, and we will be hoping for much more interest to be shown at that time.

Our ANCC championship PCT is on November 16th and this needs considerable support by both competitors and marshals. A fine venue at Burley-in-Wharfedale has been made available through the good offices of Airedale and Pennine Motor Club, so either give your entry to Bob Chapman, (Regs are now available), or your name to Clerk of the Course, Richard Ineson, to assist. It is essential that we do not have another non-event to our credit!!

It is probably general knowledge by now that at the last ANCC meeting in September, two resolutions were passed affecting 12 Car Rallies. One was that a 50 mile limit should be imposed and the other that events should not be held between 12 p.m. on Friday to 12 p.m. Sunday. This kills stone dead our 12 Car Rallies and effectively removes from the calendar, most people's way into motorsport. However, we are now one of the founder members of Humberside Motor Sport Group, which has been formed to safeguard motorsport in the Wolds and Moors of Yorkshire. One of the first ideas of the group is to run properly organised Novice and Beginners Rallies of about 100 miles in length and with a maximum of 60 entries. Novices would be defined as not having finished in the top thirty of a Restricted event. This should be more than suitable introduction for the beginner to learn about rallying. Perhaps the cry should now be "12 cars are dead, long live the Novice event".

We appear to be in the middle of the Yorkshire Stage Rally season at the moment. The standard of organisation on "our" stage has not gone unnoticed by RAC officials and a suggestion has been made that we may care to consider doing a stage on the Scottish Rally. The Scottish is to be held on June 5th/9th next year, so if anyone would like a working holiday in the Highlands, let me know and if there is sufficient interest I will obtain more information.

Our "Man of the Month" must surely be the flying butcher Ken Goodall. Not only has he won two rallies outright, the CSMA Highwayman and The Alwoodley Pennine, but he was also a member of the club team who won money in the Shell League autotest promoted by North Humberside at Cottam, on the morning after the Pennine Rally at that! Well done Ken, and the rest of our below strength autotest team, congratulations also to Alan Powell and Dave Lawton who finished in the top ten on the Pennine.

J.R.

NORTH HUMBERSIDE MOTOR SPORT CLUB

Recently formed along the lines of the Teesside Motor Sport Group and the SD34 group in Lancashire, the North Humberside Motor Sport Group represents a welcome step forward for the sport in this area. At the first meeting of the Group, it was decided to offer membership to those clubs, including Trackrod, who would be likely to organise events in the Humberside Geographical area. Accordingly, the invitation was accepted and the meeting was attended by John Richardson, Dick Spurdens and Bob Chapman. After formally being welcomed, the existing and new member clubs then got down to the main business of the meeting, which I have attempted to summarise below:-

1) Twelve Car Rallies.

It was felt that, with the inevitable demise of this type of event under the ANCC regulations, an attempt should be made to introduce people to the sport by organising half night events open only to members of Humberside Group Clubs.

2) Pooling of information.

It was generally accepted that the group should act as a pooling agency for information, especially with regard to special stages, PCT venues and the like. A general dossier of black spots etc was also recommended, to be conducted along similar lines to that of the Teesside Group.

3) Registration as a Club.

It was felt that the group could be more effective by registering with the ANCC and the R.A.C. as a Motor Club in its own right. This was agreed upon and a subscription fee of five pounds per club per year was fixed upon to cover registration and other fees.

4) Public Relations.

A number of suggestions were put forward to improve the groups position with regard to public relations and the dissemination of information to the public in general, particular attention being given to the holding of information, meetings in local villages and contact with various farmers and landowners in the area.

Since this initial meeting, there has been a further group meeting, at which a certain amount of consolidation work took place and which initialised liaison with the Humberside Police Force, particularly with respect to transmission of information concerning future events.

Trackrods correspondent for the group is Richard Spurdens, and anyone who has any information which they think may be of assistance or worthy of inclusion in the Group's central record pool, should contact him at any club night.

R.S.C.

Merchandise

Steve Rathbone has been quietly working away behind the scenes and now informs me that he now has the following items in stock :-

Small Trackrod stickers for the inside of windscreens etc., available at 15p each. Similar stickers for use on the outside of cars are presently being developed at Steve Rathbone special tuning.

Fifty five square inch stickers for the outside of the car are immediately available at a cost of 75p per pair in the Club's black and red colours.

Orders are now being taken for the new Trackrod tie, which retails at the very reasonable price of £1.85 for the wider version.

Any or all of the above can be obtained from Steve at any Club meeting.

New Members

We would like to take the opportunity of welcoming the following new members:-

David Simpson
Andrew Gibbs

We hope that their association with the Club will be a long and happy one.

Extremely New Members

Congratulations to David and Jennifer Taylor on the birth of a son, Nicholas. Congratulations, also, to Richard and Sue Jackson on the birth of their son. Both extremely new members share the same birthday, 15th October.

Club Ghymkhana

A good day seems to have been had by all, marred only by the inevitable complaint from some quarter about the cost. The initial sum of 75p was set when only 6 competitors had appeared at the agreed starting time of 1.00 p.m. and the field had still to be paid for. Fortunately, twelve more competitors arrived (at various times) and so a refund was able to be made, and cash prizes given. This added to the fierceness of the competition, of which Frank Stuart-Brown ran out a worthy winner. Needless to say, the chief complaint did not in fact enter the event.

Results

F.T.D. F. Stuart-Brown
Fastest on the tests:-
1. P. Mackay
2. F. Stuart-Brown
3. D. Taylor
4. R. Spurdens and N. Drayton ties
5. T. Marshall
6. K. Goodall

Marina Holidays Forest Rally

Despite the financial squeeze and being on their third sponsor in as many years, York Motor Club once again, this time with the assistance of Marina Holidays managed to produce a fine event. With being a qualifying round of two championships, the Castrol/Autosport and the Triple C championships, entries were at a premium. Among the Trackrod crews who managed to gain entries were Clive Holker/The "ED", Dave Lawton/Steve Hazeldine in the purple mean machine (sporting an oversize mexico engine in the hope of a class win in the pashrod class) and the ATS sponsored car of Vincent Girardier/Ian Gurnett and last (but hardly least) the ATS mini of Martin Kemp/Steve Holden, who must have worked the hardest of all to get their start. With the Manx on the following weekend, Steve Rathbone/Frank Stuart-Brown decided to conserve their energy, and their car for the island tarmac and so did not take up their entry.

Forsaking the now almost traditional smells of the cattle market start, the first competitors led off from York into a fine morning for the long run out to the start of nineteen good Yorkshire forest stages.

The first group of stages included the downhill tarmac hairpins in Wykeham, the fast straights of Langdale and Staindale where familiar, friendly Trackrod faces were in evidence. Already the previous weeks of dry weather were beginning to have an effect as cars threw up clouds of dust which hung in the almost windless air for well over the minute interval between cars. At the halfway halt, as usual at Kirkby Misperton Safari Park, there was a mild panic when it was found out that no-one was expecting a rally at all! Somehow, food was provided at short notice and most crews managed to get themselves adequately fed.

Possibly, though, Martin Kemp suffered from indigestion, as on the very first stage after lunch, in Cropton, he rolled the mini in spectacular fashion, wrecking the shell, fortunately without personal injury. Not to be outdone (well not too much anyway - ED) Vincent chose one of the afternoon stages to savage a tree and take a wing off his R.S., spoiling what had been until then a good steady run. By now the dust was becoming a major problem and with many leading crews waiting two minutes, queuing at stage starts was threatening to be another problem. Unfortunately by the time Trackrod crews arrived marshals had become wise to the various ruses used to gain an extra minute and attempting stages in minor dust storms was the order of the day. With this and the forthcoming Manx in mind, some crews were taking it easy, but Dave Lawton was having none of this and was steadily carving his way to a long awaited and well deserved class victory.

Having foreseen a rather cold and draughty start, the organisers also foresaw the equally draughty finish and arranged an excellent bar stage in a marquee at a local country club, where no one was happier (or merrier - ED) than Dave, who was extremely pleased to have broken his run of bad luck at last.

Navvicom

Mull Diary 1975

This popular event once again attracted a lot of attention from Trackrod members. Originally Martin and Steve in the V6 Cortina, Rick and John in the ATS mini and Rod and Dick in the MK1 Cortina were entered. Unfortunately Martin could not attend, so Steve teamed up with Rick and John joined Ann on the marshalling/spectating team. Also in the team were Ian and Pauline and Bob and Joyce.

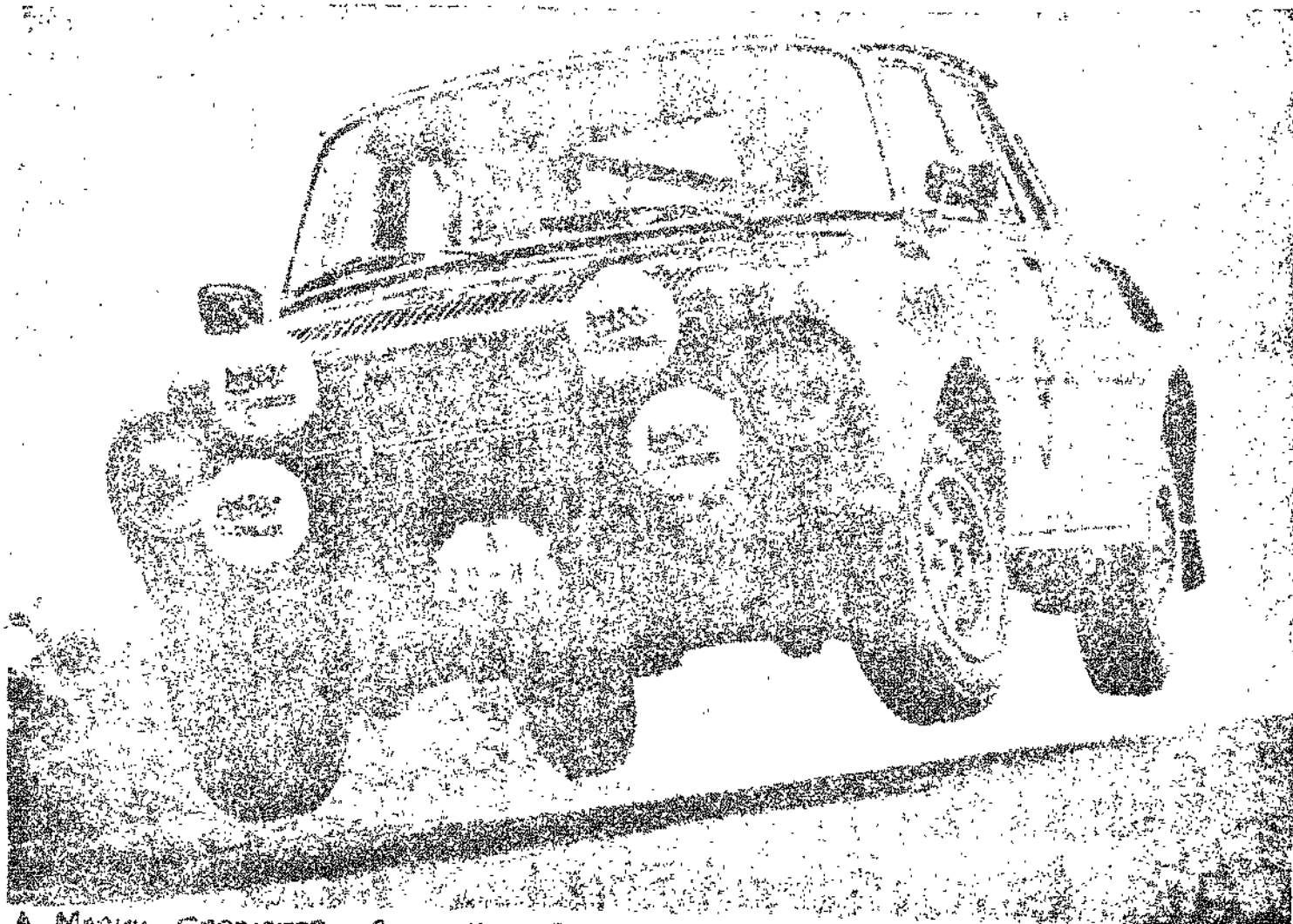
Tuesday 7th October/Wednesday 8th October

All concerned, except Rod and Dick, met at Bob's. That start was delayed when a replacement for Ian's Hunter had to be found as it had blown a head gasket. Eventually the convoy departed at 11.00 p.m. taking things easy as the mini had still to be run in.

8.00 a.m. saw us on the Mull ferry, almost to our surprise, since only one of the cars was the same as had been booked, and one of them was booked on the next boat! McBraynes never batted an eyelid.

9.30 a.m. we had found the cottages "Eonnallinne" and "Sheppherds", knocked them into shape and diagnosed the insect population as harmless (undoubtedly scorpions, but stupefied by the whisky - ED). When Rod and Dick joined us off the next boat, a fortifying visit to the Mishnish was called for before tackling the notorious Dervaig road. Our time did not quite compare with Chris Coburn's time of 7 mins. 9 secs. but 11½ minutes with four loaded cars in not too bad.

Evening saw us all descend on "Eonnolline" for a surprise 21st birthday party for Dick. Anne had prepared a birthday cake, and the demon drink was much in evidence.



↑ MARKIL SARRISTRO AND HIS SKODA WHICH APPEARS TO BE ABOUT TO
TIE ITS WHEELS IN A KNOT - PHOTO COURTESY OF 'AUTOSPORT'

↓ HINDY WHEEL ANGLES CAN ALSO BE SEEN ON THE TRACK, AS SEEN
BELOW ON THIS MIDGET - PHOTO COURTESY OF "SAFETY FAST MAGAZINE"



Thursday 9th October

A late start, followed by a run round the island as everybody refreshed their memory of the roads. For Joyce and Bob on their first trip, a circuit of the North Loop was enough to convince them that anybody who entered this event must be slightly bent. (You noticed - ED)

A superb evening meal was followed by a trip to the Glenforsaice Hotel. Rod liked the Guinness so much that he went back the next night, and the next night, and the next night..... much to the chagrin of the barmaid who could not seem to pull a pint properly.

Friday 10th October

Another day on the island roads with cars everywhere. Pete Edwards had rolled his Escort two days before the event, Rich went up the inside of a hairpin; Ian took the Consul into and smartley out of a ditch; and Bob managed to ditch the Avenger. With Rod starting at 112 and Rich at 113; as Rod had spent 2 days following the yellow mini round the island, we all wondered whether he would be able to find his way round on his own in the rally. Anyway he had a good excuse for letting Rick pass him.

Saturday 11th October

Everybody up late. Elvin arrived on the early ferry, and Bob and Dick's attempts at cooking breakfast are best forgotten.

In the afternoon are 4 stages, following by a long gap until the evening when the main event, which is all selectives and stages, gets under way.

Lettermore 1 and 2 in the afternoon, with the Trackrod board much in evidence on the stage finish, saw many offs including Rupert Saunders, who fell into a large hole. Several others had modified body work by the finish, and the "Ziebart" Rover VS engined Escort of Keith Watkinson/Jeff Smith rolled out of the rally. Servicing the Cortina after the stage it became obvious that the struts were shortly going to appear through the wings, so it was rushed down to MacGilp's garage in Tobermory. There some swift welding and bolting took place with Mr. MacGilp's facilities very much in use as usual.

On the first evening section, The Dervaig Road, Chris Coburn was perfection itself in his 8 valve Magnum, whilst some of the Scottish stage drivers showed the more spectacular way of doing things. Both Rod (9 mins 31secs) and Rick (9mins 47 secs) cracked the elusive 10 min barrier.

On the Southern Loop, Rod altered his steering geometry on the old white road. So he and Elvin set to again with hammer and crowbar until sufficient adjustment was made to allow Rod to continue, albeit with a car handling "like a pig ready for the slaughter".

At the end of the North Loop Rick in the mini did not appear, at all. He had approached a 90 left after having overtaken a mini, at about 60 m.p.h. the offside front wheel going into the grass. The grass bank soon became a ditch, which was occupied by a rather large boulder. The shape of the boulder was not changed by the ensuing collision, but that of the mini was, the subframe and offside wheel assembly being punched back to the bulkhead. Surprisingly little else was broken, but the mini was undriveable. Rick climbed out through the window, in order to get at the master switch. Seeing the Mini he had just overtaken also put a wheel on the grass, he jumped onto the roof, but fortunately it managed to avoid the ATS car.

When the last car was through we set out to look for Rick. On locating him a trailer was borrowed to return the Mini to the cottage.

Went to bed at 10.30 a.m. followed in the evening by the traditional visit to the Miskinish where drink was consumed at high speed.

Back at the cottage Rod gazed sadly on as his bottle of malt whisky very quickly emptied. Quite why Ian had to resort to defending himself to a mop nobody can remember; there is also difficulty in recalling why Rod was at one time strenuously defending himself on the floor, but it may have been something to do with his dislike of being showered from well shaken McEwan cans, as no champagne was available. Rod's final position was a respectable 31st or 32nd.

Monday 12th October

Elvin and Steve up early off fishing. Rod and Dick at MacGilp's sorting out the steering. Again the use of the garage, tools etc resulted in a very reasonable charge - nothing! John, Anne, Bob and Joyce out taking the sea air and very pleasant it was.. Rick and Steve had located the "subframe King" who assured them that with the help of a JCB and concrete lamp post the Mine would soon be driveable.

Tuesday 13th October

Home again, with a most enjoyable time being had by all, the only disappointing moment being the non-finish of the Mini.

Mull Mutterings

Graham Nutter, once again out of luck totalled his BDA Sprite for the second year running.

On the third day of our stay, we were informed that it was impossible to get a car within 50 yards of "Shepherds" cottage. Somehow we had been performing miracles for 3 days.

Unfortunately, Mr. Macleod, Provost of the Island was in Hospital at Oban at the time of the rally. He was much missed by all who know him and we all join together in wishing him a speedy recovery.

The hospitality of the Islanders was exemplified by the local who provided all seven of us with whisky while we were spectating at Dervaig.

R.S.C.

Eds Note - I feel that I should at this point apologise to Bob for so savagely cutting his prolific pen. I have tried to keep as much in as possible, but some gems have inevitably fallen by the wayside. If you wish to read the full lurid tale, write your name on a five pound note and send it to the following address.....

STEVE HAZELDINE NEEDS HELP.

He needs the help of as many marshals as he can get to man our stage on the R.A.C. Rally. The stage is at Boltby, MR 92/502872; the date is Wednesday 26th November; opening time approx 07.15 hrs. Would all intending marshals please give their names to Steve as soon as possible. He can be contacted at Collingham Bridge 2994 (home) or Leeds 3-086 (business) or at any motor club meeting.

There will also be a marshalls briefing held at the Duke of Wellington, East Keswick; MR 104(M)/363441 on Wednesday 19th November at 7.45pm. It would be much appreciated if marshals could make every effort to attend this meeting.

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NAVIGATION CLASSES.

There has been some interest displayed recently, particularly among some of our newer members in the noble art of Navigation. In particular, one or two people have spoken to John Richardson about the feasibility of holding navigational classes and excersises.

We dont yet know how many people would be interested, so if all those people who would be interested could give their names either to John Richardson or to myself, it would help us to gauge the extent of the interest. If we find that enough people are interested, we would be very pleased to run a course during the coming winter months, culminating with a practical excersise sometime early next year.

ED.

MUTTERINGS.

This months star must be the Flying Butcher Ken Goodall. In two consecutive weekends he has quietly but thoroughly demolished the opposition to win the Highwayman and Pennine rallies. As this goes to press, he is rolling up his sleeves to attempt a hat trick by winning the NHMC Moonraker rally. And all this in the car which he uses to do his deliveries during the week. Perhaps he gets beef dripping on the brakes.

Ian Gurnett has accepted the position of Public Relations officer for the club and is presently writing round to various publications and other forms of media to spread the name of Trackrod throughout the land. The more information we can supply him with, the easier his task becomes, so if you want to be famous, get in touch with Ian.

Congratulations to a rather under strength Shell League team who once again brought home the bacon at the recent North Humberside autotest held at Cottam airfield. Despite only having four members present, we once again managed to get into the prize money.

The Fickle Finger of Fate, Clanger of the Month award this month, by a short head to Rallyspott Magazine, who managed to get Trackrod name rather mixed up with a report on York Motor club. They only won it by the narrowest of margins however, since not only has your editor recently suffered a massive dose of navigational brain fade, he also allowed some mistakes of his own to get into print. Hopefully we have avoided any such slips of the typewriter this month, but just in case there have been any,,particularly in the forthcoming events section, please let us know as soon as you spot them: it means that we will be able to rectify them in plenty of time for the next mag.

Eds.

PROPOSED LADIES COMMITTEE CONSTITUTION

1. A Ladies Committee shall be elected at the Annual General Meeting, and subject to termination of office by resignation or otherwise, shall remain in office until their successors are appointed at the next Annual General Meeting following their appointment.
 2. Composition of Committee. The Ladies Committee shall consist of five members. The committee shall elect from among its own members a Chairman, Secretary and Treasurer. This committee shall have the power to co-opt other members as they deem necessary.
 3. Election of Committee. Nomination of candidates for election to the Ladies Committee must be received by the Club Secretary not less than seven days before the Annual General Meeting, with an intimation in writing signed by each member nominated that she is willing to serve. Nomination of candidates shall be signed by the proposing member.
 4. Ladies Committee Meetings. Ladies Committee Meetings should be held as frequently as members consider it to be necessary. Each member present at a meeting of the Ladies Committee shall be entitled to one vote. The Chairman shall not vote except in the exercise of a casting vote.
 5. Duties of Ladies Committee. The Ladies Committee shall, on behalf of the main Committee, assume responsibility for the organisation of social events. They will have financial control of these events and will submit a balance sheet to the Club Treasurer at the club financial year end.
-

The new Ladies Committee will be elected at the Extraordinary General Meeting to be held on Tuesday 18th November 1975 at the Duke of Wellington. The nomination form below should be filled in and returned to the Club Secretary no later than Tuesday 11th November.

NAME	SIGNATURE	PROPOSER	SECONDER