

TRACKROD

MOTOR CLUB LIMITED

*Merry Christmas
and a
Happy New Year*



DECEMBER 1996
MAGAZINE

The official newsletter of Trackrod Motor Club Ltd.
RAC MSA Affiliated, No. 1230

EDITOR

Well what can I say, get ready for a bumper issue this month.

Thanks to all those members who put pen to paper in reply to the "Anonymous Letter". It's nice to see 99.99% of club members are in support. As yet I've had no response from Mr Anonymous, I take it he or she doesn't fancy taking over as Editor !!!

As you will see further on this months issue, it was sad to see this years Lookout Stages Rally was cancelled due to the bad weather conditions. As part of the organising team, it was hard to cancel the event at the 11th hour, but to run the stage would have been a nightmare. We spent the Sunday afternoon clearing the tyres and cones from the runway and as we did, the fog got worse. Here's to next year's event. Can someone please send a letter to the MET office and book some decent weather !!!

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It's the time of year again when the Membership Secretary starts pestering you for next year's membership. Enclosed with this months mag is a membership form. Please complete this and hand or send it to Simon Marston with your cheque or CASH.

4.30am Sunday the 24th November - Network QRAC Rally - Temple Newsam. This stage was run by Trackrod again this year. I was on the same junction as last year, fearing the job's with knives would turn up again !!!, I was a little apprehensive to say the least. All went well during the day, no major problems. I'm glad the stage finished before the snow started to cover the roads home. Would anyone else on our stage or who marshalled any other stage like to write an article for January's mag, tell us your tale.

You will all see in the Social Calendar this month the 24th & 31st of December fall on a Tuesday !!!! I've put the 24th as the Square & Compass at North Rigton & 31st I think you'll be able to entertain yourselves for one evening.

That's all for this month - I wish you all a very Merry Christmas and a Happy New Year - see you on the Boxing Day Autotest, West Street Car Park, Leeds (near fire station on Kirstall Road).

Brian Walters
Editor.

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CHAIRMAN'S CHAT

Strange how adversisety and upset bring people together. I gather that this months magazine is a "Bumper Issue" and I am sure Brian is very happy!! Keep up the good work.
(Yes Teacher - Ed!).

Regrettably you will know that the Lookout Stages Rally was not able to run and as a result the Club will loose significant funds. Not what anybody wants but the organisers decision was given full support at the recent Larkspeed League presentation. It does serve as a reminder that to "continue in business" we do need a healthy reserve of funds. Trackrod has sufficient reserves and, comfotingly, we can absorb the loss.

I sincerely hope you have all enjoyed your motorsport year, all the very best for Christmas - see you all no doubt on Boxing day and a prosperous 1997 to everyone.

Rod Parkin
Chairman, Trackrod Motor Club.

SECS BIT

Well we are rapidly approaching the end of 1996 and I hope that 1997 will be a better year for Trackrod and you the Membership and I look forward to a new year and a new competitive season on the regular events locally and for the Larkspeed League. We just managed to keep in the top ten this year and so we will be putting on an event for the league in 1997. I would like to thank all the members who did contibute their driving skills in the events of the Larkspeed League, for most of them it was their first season, but hopefully not their last! I will be publishing a list of the events for 1997 in the January magazine so let me know what events you will be able to do, because the more competitors we get out on events the better the odds!

I would like to say a thank you to all was were involved with the Lookout Stages in the organisation of the event, in the helping to set up the venue and in taking it apart again. This was the first time that we had to cancell the event in 8 years, due to the clampdown by the fog, which was there all day as we dismantled the stages. I was still shell shocked on the Sunday night. The team are looking in to possibly moving the date to earlier in the year for 1997, so watch this space.

The Network Q RAC Rally came to Yorkshire for three stages last weekend. Doing two stages at the Croft Racing circuit near Cattrick on Saturday 23 November and an overnight stop in Leeds at the Royal Armouries. On the Sunday they went through Temple Newsum which was run by John Renny and Team

Trackrod! Many other clubs brought along some support and we had marshals all the way round the stage. Many thanks to all of you from John and myself.

Dates for your Diary - Thursday 26 December 1996 the Boxing Day Autotest at West Street car park Leeds. It is a Clubman event so come along with your money and a Trackrod membership card to enter. Just the thing to blow the cobwebs out after the Christmas Day feast. Followed by the usual celebrations at Stoggy's on Burley Road.

Friday 10 January 1997 the ANCC Annual Awards Presentation to all the competitors from the 1996 Championships, held at the Whitcliffe Sports Centre, Cleakheaton for 19.30hrs.

Saturday 18 January - is our own Trackrod Dinner Dance. With the alterations to the Lawnswood Arms, we have this year arranged for us to use the Castle Grove Masonic Hall in Headingley. Places are at a premium so please see Caroline Marston to order your tickets or speak to one of the committee as soon as possible.

All that remains for me to say is I hope that you all have a Merry Christmas and a Happy and Prosperous New Year.

Derek Lee
Hon Secretary

SOCIAL CALENDAR

DECEMBER

- 3 Yorkshire Switchgear Open Forum
Map Ref 104/290 363
- 10 Admiral Hawke, Boston Spa
- ** Trackrod Christmas Party **
Map Ref 105/434 454
- 17 The Crown, Wetherby
- 24 Square & Compass
- North Rigion (Christmas Eve !!)
- 31 New Years Eve
- See you all in January.

JANUARY

- 7 Yorkshire Switchgear Open Forum
- 14 Admiral Hawke, Boston Spa
- 18 Castle Grove, Headingley
Annual Dinner Dance
- 21 The Crown, Wetherby
- 28 Square & Compass
- North Rigion

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The Trackrod Christmas Party will be held at the Admiral Hawke on Tuesday 10th December. Sandra will be providing a Hot buffet at a price of £4.00 per person (by ticket only), please pay me on the night. There will be various quizzes and other forms of entertainment.

Anyone interested please let me know (in person/by phone) before Sunday 8th December.

ANNUAL DINNER DANCE/PRIZE PRESENTATION.

The annual Dinner Dance/Prize Presentation will be held this year at Castle Grove Masonic Hall, Castle Grove, Headingley. Tickets are now available at a cost of £17.50 per person and as in previous years you can either pay by instalments or in full.

Please see either myself, Sarah Bartley or Becky Kemp for tickets.

Caroline Marston
Social Secretary.

SEVEN DALES ROAD RALLY

CAR 23 Jim/Nick Dixon (Peugeot 106 Rallye)

Having not navigated on a rally since 1988 I was somewhat reluctantly persuaded by Jim to do so on the local Road Rally which starts less than 3 miles from my home, at the Delacy MC Clubhouse. Formalities included noise test, supervised by our very own Barry Dove.

First car away was at 00.01 for a run North to NTC2 at Little Fenton. Route Card No 2 was straight forward map references and black spots. STC2 at Cawood via Bishops Wood, then to NTC3 Cawood Marsh - We "cleaned" it.

Route card No 4 black spots - Barlow Common via a tricky P.C. board at Barlow Grange triangle. We had to back track about 250 yards to get the code board. Then to the tricky Chester Court White of the A1041. Finish at Camblesforth -

"cleaned" despite the code board.

Route card No 5 Carlton Grange to Drax via Newland, small problem with a wrong reference on one of the plots, most of the field charging up a gated white. This section had to be scrubbed as most cars dropped quite a bit of time. Petrol at Howden before sections at Kilpin, Laxton and the very fast Blacktoft straight to Elloughton via the hard to find Hunsdale white.

We started to head North via Walkington and Newbald to South Dalton, heavy rain around Cherry Burton and Goodmanham, the roads were almost flooded and extreme caution was required. Although a very neat hand brake manoeuvre into the North Newbald hairpin threw caution to the wind (nice one Jim).

A few more route cards had us heading for the Watter Triangle with a P.C. board on the wrong way round, then to the famous Millington Pastures. Thick fog on Millington Wold could have cost us valuable time if not for Jim's ability to see through a blanket of fog "unbelievable". We passed car 11 on the Millington hairpins and just managed to creep into the control on the last few seconds of our minute - "cleaned"

By now I was getting back into the swing of things, after such a long lay off we were pleased to have cleaned every section so far.

Route card No 16 RTC24 included the IRTC. Strangely the hand out showed no average speed, distance, only a time allowed to the RTC of 23 mins, now correct me if I'm wrong but, from this how is a body to calculate his due time at the

IRTC ?? So consequently we booked in 40 seconds early, but I had total comfort in the knowledge that in the regulations for the event, penalties for early arrival at an IRTC was 2 minutes per minute. We pressed on regardless to second petrol at Shipton-Thorpe.

The rally ran back to the finish taking in Pocklington Grange and Allerthorpe Common. The Cottingwith triangle and Aughton Grange to finish at Foggathorpe just off the A163. A steady run back to the finish at Delacy MC clubhouse - **"Breakfast !!!"**

Several crews were unhappy about the regularity section hand out and the intermediate control position. The results showed us clean on every section except for a 2 minute penalty incurred at the IRTC which put us 2nd overall behind car 11 who was on 28 seconds which he also dropped at the IRTC. We found this a little strange. We passed this car on the Millington hairpins earlier and failed to see how a car running 11th on the road can be passed by car 23 which is running 12 minutes behind and still he cleaned the section ????

Now I know it's 8 years since I sat in the hot seat, have things changed that much ?? Anyway deciding that desecration was the better part of valour, we elected not to protest the results as we were happy with our 2nd overall and departed for home 5 minutes before results were to be declared final.

Wednesday morning Motoring News look for results - Jim/Nick Dixon 10th overall 00 minutes 1 fail. How can this be !!! answers on a postcard please. Now I do

have my own theory "But that's another story". The moral is, if in doubt protest and be damned and don't just take it lying down, never go home before the results are final.

A good route, very well set out and marshalled, only spoilt by the result. Commiserations to the course car driver who made a terrible mess of the front of his **brand new** Subaru Impreza on a dry stone wall (I told you it was slippery).

Nick and Jim Dixon

P.S. sorry about the moaning I'm not normally a bitter and twisted person. Normal service will be resumed shortly - see you all at the next event.....

**KALL KWIK Stages Rally - Sunday
23rd February 1997**

We have been asked to run a stage on this years Delacy Motor Club event.

The stage is to be **GALE RIGG** - a "proper" forest Stage. We will therefore need a good number of marshals and timekeepers. If you are interested please put the date in your diary and let Derek Lee or myself know **A.S.A.P.** Volunteer now and choose your job !!!!.

Thanks in advance

**John Smallwood
Stage Commander
(0973 654437 anytime)**

P.S. 1st car at 13.30 - lazy morning and home in time for tea !!

LETTER TO THE EDITOR

would just like to say through the pages of the magazine, a Big Thank you to Alan Markin for what he said at the Larkspeed League awards evening with regards to the sad cancellation of the 1996 Lookout Stages Rally.

To cancel the event at the time of day that we did, was not an easy decision to make, nor was it on the shoulders of one person.

Some of the comments that were been passed on the day were understandable, but the organisers hope that these people soon understood why we had to cancel the event. A lot of people put a lot of time and effort into the event, as do all organisers in any event, but there is a time of day when you have to let common sense and safety take a leading role.

Thank you for being understanding Alan and for what you said, the disappointment was wide spread on the day for everyone concerned.

Cheers

Malcolm Jagger
Chief Time Keeper

BOXING DAY AUTOTEST

Not wishing to depress everybody but by the time you read this issue there will be approximately 22 days until Christmas !!!!

Which means the Good News is that it is 23 Days to the Boxing Day Autotest. This event will be held as usual at West Street Car Park, Leeds (map ref 104/291337), scrutineering starts at 9.30am with the 1st test at 10.30am. The entry fee for this years event will be £10.00.

This years autotest will be a Clubmans event, this means all you need is a valid club card and the main thing A CAR!!!!

This will hopefully tempt many more competitors willing to have a go. Tests will be simple as brains may be fuzzy following the previous days indulgence.

For entry forms please see or ring **Simon 0589 152580/0113 2481323** or **Brian on 0378 937179/ 0113 2611035.**

If anybody is willing to watch a line or hold a clock, please don't hesitate to ring.

FUN WILL BE HAD BY ALL.....GUARANTEED

Simon Marston
Clerk of the Course.



Wheels

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

DON'T BE SPINELESS

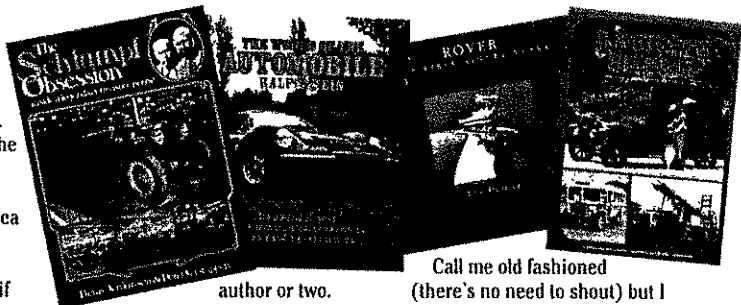
THE Economist commented recently that users of the Internet are "driven to distraction by the delays, the muddle and the brainless rubbish". Well, maybe, but you can't ignore the march of technology and the sheer volume of information obtainable through the Net; I simply had no idea there were quite so many world famous upholsterers for instance.

Yet in spite of all the high tech, if you go to an automobilia auction or autojumble there are still many people buying motoring books (and there's certainly no let up in the number of new books being published).

If you decide to collect old motoring books, you need to pause and decide whether you want books simply to read or to stroke and admire as things of beauty. The first approach will be much the cheaper because if you just want books to read ex-public library copies or ones without dustwrappers or with coffee stains will suit.

If you collect books for their beauty (and there are worse pastimes) then your costs will go up depending on the general condition and whether a book has a dustwrapper or is a first edition and so on. The price is likely to be higher if a book is signed or has an unusual feature. I bought a secondhand book on the Mini recently and a letter from the author to Peter Sellers, himself a Mini enthusiast, fell out which added to the interest of the book.

But whatever your collecting policy, keep in mind that you can't acquire everything because there are just too many motoring books in existence. It helps to keep things under control if you just collect books on a particular period or interest or even by a specific



author or two.

Finding books? Well charity shops used to be good places for bargains but most now seem to have a sifting process so that few specialist books end up on their shelves. You could try some of the automobilia auctions, at least you know you are paying the market price provided you don't get over excited of course – remember there will invariably be another copy of a book available somewhere.

Some general secondhand bookshops have surprisingly good motoring sections – I bought a whole batch of Datsun books (don't ask) in one in Cornwall recently for next to nothing but it doesn't always work like that because I also bought an old book for £20 only find one of the specialist dealers offering a better copy for £10. The lesson? Try to build up a rough awareness of prices and ONLY buy what you will enjoy reading – don't regard this as an area for investment.

If you haven't a lot of time to spend hunting then forging a link with one of the specialists is probably the best way of building a collection. Most advertise in the back of the enthusiast magazines so get a few catalogues, compare prices and then work mainly with one. Most will keep wants lists of books you are seeking.

Call me old fashioned (there's no need to shout) but I reckon motoring books will remain a source of pleasure for enthusiasts for many years to come despite the march of technology (possibly even because of it). And I still think it's worth ambitious drivers flicking through star drivers' autobiographies. Yes, I know some of the ghosts who actually write such books are bland rather than blithe spirits but you only need pick up one sensible tip for the exercise to pay off.

Stuart Turner

PS If it's not too late by the time you read this: Merry Christmas and success in '97.

COD FILLET QUIZ



1. On which circuit were Solomon and Sahara straights?
2. In which year did B.R.M. start the season with 3 French drivers?
3. Which well known trade competition department did Ray Simpson represent?
4. In what year did an Austin A.30 win the Tulip rally?

ANSWERS ON PAGE 14

NEWS FROM THE RACMSA

British Rally Championship goes all 2-litre

Events in the 1997 Mobil *1/Top Gear* British Rally Championship will be open only to two-wheel drive, non-turbocharged cars up to two-litres. The only exception will be Group N cars driven by amateur drivers registered for the championship's Production Cup.

The RAC Motor Sports Association believes that this will be the first national rally championship in the world run entirely for two-litre, two-wheel drive.

The Ulster Rally, because of prior commitments to the Tarmac Rally Championship, may – for 1997 only – admit four-wheel drive turbocharged cars, but this waiver will apply only to drivers registered in the Tarmac Rally Championship.

The Manx Rally will remain part of the FIA European Rally Championship, but a distinct, separate event will be run for participants in the FIA series, and for those in any other championship which admits cars not eligible for the British series.

The 1997 Mobil *1/Top Gear* British Rally Championship calendar is: Vauxhall Rally of Wales on Friday-Saturday 14-15 March, Pirelli International Rally on Saturday-Sunday 26-27 April, Scottish International Rally on Friday-Saturday 6-7 June, Stena Line Ulster Rally on Friday-Saturday 1-2 August, Manx International Rally on Thursday-Friday-Saturday 11-12-13 September.

To provide seven scoring opportunities from the existing five rounds, each leg of the two-day Pirelli and Stena Line Ulster rallies will qualify separately for championship points.

Competitors wanting details of the 1997 Mobil *1/Top Gear* British Rally Championship should contact John

Horton, PO Box 200, Sutton Coldfield, West Midlands B75 7TR (telephone 0121-378-2828, fax 0121-378-0500).

Lady drivers wanted

Silverstone Rally School is looking for a lady driver to compete in national events during 1997. The Northamptonshire operation hope to hear from ladies with no motor sport experience to follow in the tracks of their current driver, Clare Morran.

The winner of Lady Quest '97 will be presented with a fully-prepared rally car, full back-up team and intensive training for her first event. She will graduate through licence up-grading to full international, competing throughout the the UK and possibly abroad.

Interested ladies contact David Taunt (tel 01327 857413).

Tyro Trials for 1997

The Tyro Trial will be a new type of off road trial suited to novices and beginners, intended as a stepping-stone to more serious off road trialling. Detailed regulations are available on request from the RACMSA.

Vehicle eligibility. Standard production 4x4 vehicles with petrol or diesel engines, mass produced by a motor manufacturer and generally available for normal retail sale. Saloon cars and car-derived commercial vehicles are prohibited.

Each vehicle must have a current VED disc (trade plates are not acceptable) and where appropriate a valid MoT Certificate. Front seats may be replaced, but rear seats and the original number of seats must be retained. Bumpers must be retained in their original position. Safety improvements may be added.

Driver and passenger eligibility. Drivers must hold a valid RTA licence (not provisional) for vehicles having more than three wheels.

Event regulations may permit drivers who are 16 or over without a full RTA licence, if the passenger holds a valid full RTA licence and has experience of off road trials. The vehicle may only be driven between observed sections by a crew member who holds a valid full RTA licence.

Each driver must produce a valid

club membership card. More than one passenger may be carried where the driver holds a full RTA licence. Passengers under 16 will not be deemed competitors and will not be required to sign-on, but must produce a letter of consent from a parent or guardian.

Each passenger shall be properly seated, the seat back shall be upright and the seat adequately fixed. All occupants must wear an approved seat belt at all times. The passenger alongside the driver must be at least 14 years old.

Passengers who occupy the rear seats must not be less than two years of age and any child under four must be seated in an approved child seat.

Organisation. The terrain chosen should be such that vehicles should not catch the bodywork. Vehicles must be capable of traversing sections without contacting any trees, bushes or other natural features. No features may be included within sections which are likely to cause damage to the underside of competing vehicles.

British Rallycross Championship cancelled

The proposed 1996/97 British Rallycross Championship has been cancelled and the RAC Motor Sports Association has decided that no British Championship will be awarded in 1997.

Explained RACMSA Chief Executive John Quenby: "This decision was reached only after extensive consultation, when it became apparent that many of the elements – including venues and competitors – were not available in the numbers required to assure success.

"We have already received a number of proposals from organisations wishing to revive the British Rallycross Championship, but we do not believe that this can be achieved quickly enough to put in place a 1997 championship at the level of quality which it deserves.

"The RACMSA remain committed to the sport of rallycross and we are confident that a successful 1998 British Championship will be announced in due course."

Facts about...
"MOTORING
NEWS"

AUTOSCENE

AUTOSPORT

REVIEWS FROM



• Wesley Tee, the founder of the Teesdale Group and one of the great characters of publishing, started *Motor Sport* when he was 19. It is the oldest surviving magazine covering the sport.

• He acquired *Motoring News* in 1957 when it was two years old; at the time it had a circulation of 16,000 and cost 6 old pence. It was the first motoring newspaper.

• MN has always been a keen supporter of rallying and launched the MN Rally Championship in 1960. This was the UK's first serious rally championship and even RAC Rally winner Eric Carlsson sat in on the discussions to draw up the regulations.

• Several writers of the Verglas rally column in MN went on to other things – for example John Davenport into team management, John Brown to event organisation and the late Andrew Whyte to become an acknowledged Jaguar expert.

• Wesley Tee died aged 91 in 1996 by which time MN's circulation had grown to some 50,000 per week.

Later in the year the Teesdale Group was acquired by Haymarket Magazines Ltd, publishers of *Autocar*, *Classic and Sports Car*, *Autosport* (via which they have supported *Wheels* since it started) and other magazines.

• The Tee family remain in the business with Steven running LAT and Deborah a regular contributor.

• Peter Foubister, Publishing Director at Haymarket, commented recently, "Having been an avid reader of *Motoring News* myself for over 25 years, I am well aware of the part it plays in club life in the UK.

Enthusiasts can rest assured that it is not Haymarket's intention to make any dramatic changes – club motorsport will remain important to MN and I hope we can find ways to increase the coverage given to it."

• For more information on MN contact the Club National Editors Charles Bradley and Matt James: tel. 0171 294 8000, fax 0171 638 4374.

BTCC-WINNING AUDI A4 MODEL

From Grand Prix Models,

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They came, they saw and they conquered. Audi's debut season in the British Touring Car Championship was nothing short of remarkable, and to commemorate its achievement Grand Prix Models have teamed up with celebrated modelmakers BBB – Ferrari's official modelmakers – to produce this stunning 1/43 scale kit.

To order the kits or for more information call Grand Prix Models on 01727 845645.

ESSENTIAL MILITARY JEEP

Graham Scott, Bay View Books,

ISBN 1 870979 76 1, £9.95

Essential Military Jeep is an absorbing and delightful look at how the Jeep was born and then developed, being made by both Willys and Ford.

The book is logically written (though were the leaf springs really made of aluminium alloy?) and cleanly designed, being full of historic black-and-white pictures. The colour stuff, on the other hand, shows the meaning of 'original' today: what was or should be there in the first place. The post-war history and that of the Seep (the amphibious Jeep) and other derivatives is also covered along with a brief spec table.

THE SINGER STORY

Kevin Atkinson, Veloce Publishing,

ISBN 1 874105 529, £40.00

Singer, a marque long since defunct, began with bicycles long ago in 1876, reached its apogee in the '30s and faded away in the '60s. This definitive book reflects this, factually rather than amusingly, and is comprehensively illustrated

with a plethora of black and white photos and illustrations. The inter-war competitive sagas at Le Mans and the ill-fated 1936 TT are notably well chronicled, as is the bewildering array of models; there were 22 in the 1935 range, though the statement that the hideous Airstream was designed by Captain DFH Fitzmaurice 'one of whose earlier projects was the Tatra' is highly suspect. One for reference rather than entertainment.

JAMES DEAN, the untold story of a passion for speed

ISBN 0 9651 1380 3, Defechereux, £14.99

To base a book around Dean's short-lived passion for cars might be considered a real stretch but this 52-page edition will absorb anyone drawn to Hollywood's first teenage rebel. Did you know his first car was a hopped-up TD? An extensive part uses comic strip style to relate Dean's racing sagas and his fated journey to Salinas. The artwork is by artist Jean Graton, whose Michael Vaillant series has a big following in France. Graton is a true car enthusiast and his technique captures the cars and characters with appropriate style and wit. An expensive comic but irresistible.

PAT GANAHL'S HOT ROD VIDEO NO 1

Available from All-American Auto Mags, The Old Co-op, 114 Middlewich Road, Clive, Winsford, Cheshire, CW7 3NT. 46 mins, £18.95

Pat Ganahl's Hot Rod Video No 1 includes a portrait of pioneer-modifier Ed Iskenderian, a short piece on a 1934 Ford 'coop', a profile of artist Steve Stanford and an overview of the show at Pleasanton. It's naive, but hugely entertaining.

THINGS THAT GO BUMP

WE'VE been here before, but not everybody reads *Cars and Car Conversions* magazine on a regular basis, so it doesn't hurt to go back over old ground occasionally.

First off, bump steer is not about the steering wheel leaping about in your hands when your front wheels hit a bump, or series of bumps, in the road. That may happen, but it isn't bump steer. Probably a better definition of bump steer would be: suspension travel steering deviation, but that's a bit of a mouthful.

To check for bump steer you should start with the car at normal ride height, preferably supported on blocks, with the springs and dampers removed. Centralise the steering, and clamp it so it can't move: then check that the front wheels don't deviate from straight

ahead as the suspension moves through its range. You can do this with a very trick (read expensive) bump steer gauge, or you can improvise, using a couple of dial gauges and a flat plate – suitably drilled – bolted to the hub in place of the road wheel.

What makes the steering move on each individual wheel is when the steering arms do not move in the same arc as the suspension: that is to say, the steering arms lug the wheel this way or that as they in turn pivot up and down. Theory says that to correct this situation you can bend the steering arms, or move the steering rack position, or both: but sometimes it isn't possible to eliminate bump steer entirely, especially at the extremes of suspension travel. In fact, some suspension experts maintain that a modest amount of bump steer can actually enhance steering response and stability, although opinions remain divided.

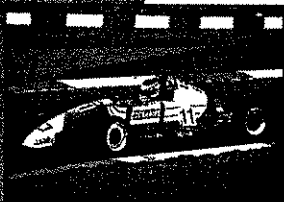
Going back to the beginning, what a lot of people think of as bump steer

is, in fact, steering kickback. This is when the reaction of the road wheels to surface irregularities in the road is felt through the steering as excessive or unwanted movement of the wheel rim. It is unusual to find this in standard road cars nowadays, but it is often found on modified competition or road cars, especially when wider wheels are fitted. Usually it is caused by using wheels of the wrong offset, which greatly increases the steering offset, or scrub radius.

QUIZ ANSWERS

1. Brooklands.
2. 1974 – Pescarolo, Beltoise and Migault.
3. Castrol.
4. 1956 – Ray and Ted Brookes.

The Right Stuff



The oil which helped Duckhams Van Diemen driver Kristian Kolby become the youngest-ever winner of the Slick 50 Formula Ford Championship, and Simon Crompton take his second successive Classic Touring Car Championship crown, is the same Duckhams oil you can buy over the counter.



Simon Crompton

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have passed the test



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TROPHY POINTS

This article will get the finger tips glowing !!!! - Ed.

TROPHY POINTS UPDATE AS AT
20TH NOVEMBER 1996

STAGE RALLY DRIVER

Richard Jackson	501.5
Alan Larkin	351.7
Pam Lukeman	308.5
Steve Sanderson	113.3
Chris Rowson	57.1
Terry Cree	40.0
Stuart Bell	5.0

STAGE RALLY NAVIGATOR

Bernard Fernyhough	351.7
Peter Jackson	290.7
Steve Lloyd	209.0
Steve Hughill	108.3
Simon Marston	76.7
Graham Whittaker	68.8
Dave Hammond	57.1
Derek Lee	55.7
Steve Sanderson	5.0
Arthur Heaton	5.0
Rob Buchan	5.0

OFF ROAD EVENTS TROPHY

Richard Jackson	459.7
Alan Larkin	64.5
Steve Sanderson	28.2

AUTOTEST TROPHY

Caroline Marston	57.2
Simon Marston	52.5
Lee Allen	20.0
Derek Lee	17.7

ROAD RALLY DRIVER

Andy Anderson	101.1
Lee Allen	27.4

ROAD RALLY NAVIGATOR

Arthur Heaton	101.1
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LARKSPEED LEAGUE DRIVER

Andy Anderson	56.3
Simon Marston	52.5
Pam Lukeman	32.2
Caroline Marston	30.5
Alan Larkin	28.8
Lee Allen	27.4
Derek Lee	17.7
Steve Sanderson	5.0

LARKSPEED LEAGUE NAVIGATOR

Simon Marston	76.7
Arthur Heaton	56.3
Derek Lee	32.2
Graham Whittaker	28.3
Steve Hughill	5.0

MARSHALS TROPHY

Arthur Heaton	100.0
Simon Marston	85.0
Derek Lee	60.0
Malcolm Jagger	50.0
Caroline Marston	50.0
Jean Lee	35.0

continued.....

Chris Sanderson	20.0
Nicola Sanderson	15.0
Steve Sanderson	5.0
Rob Buchan	5.0

SERVICE CREW

Dawn Fernyhough	35.0
Malcolm Jagger	20.0
Rob Buchan	15.0
Caroline Marston	15.0
Jean Lee	5.0
Bernard Fernyhough	5.0
Stuart Bell	5.0

NEWMAN CUP (all round lady)

Caroline Marston	25.0
Nicola Sanderson	10.0
Jean Lee	5.0
Pam Lukeman	5.0

TRACKROD TROPHY

Simon Marston	35.0
Caroline Marston	25.0
Arthur Heaton	20.0
Derek Lee	15.0
Jean Lee	15.0
Chris Sanderson	15.0
Malcolm Jagger	10.0
Steve Sanderson	10.0
Nicola Sanderson	10.0
Lee Allen	5.0
Rob Buchan	5.0
Stuart Bell	5.0
Steve Hughill	5.0
Alan Larkin	5.0
Terry Cree	5.0
Graham Whittaker	5.0
Pam Lukeman	5.0

LADIES TROPHY (competitor)

Pam Lukeman	308.5
Caroline Marston	57.2

SPECIAL NOTE !!!!!

If anyone has any Trophies from last year or even earlier, I would like them back as soon as possible.

I am unable to attend many club nights but, you can pass them on through Committee Members. many thanks for your co-operation.

Also any queries regarding Trophy Points, don't hesitate to ring me.

Vince Fletcher
Trophy Points Secretary

IN RESPONSE

Dear Ed,

It is quite surprising how narrow minded and short sighted some people can be !!

T.M.C. is now in it's 26th year, that's 26 years of hard work and devotion that the founder members have contributed. This is something to be highly commended, and the result is "the North's Leading Motor Club".

You and I are fairly recent members, young and eager to learn with a great deal of enthusiasm. I would like to think of the next generation carrying T.M.C. through the following 26 years, building upon the efforts of the original members.

In order to succeed we need encouragement, guidance and constructive criticism from the longer serving members.

Unfortunately the letter you received last month was

1) Negative

The author obviously feels strongly - and he/she may have a point to make. However, the general attitude of his/her letter is one that hints of someone who will complain, no matter what standard the magazine attained.

2) Unconstructive

There is no hint of what needs to be done

for the magazine to re-attain it's previous high standard e.g.:

**How does he/she want it improved
Is anything in the magazine to his/her liking ???**

3) Ill Informed

If he/she says the magazine is a waste of the club membership, he/she obviously joins to receive the magazine, and not for any of the other social or sporting functions organised. The magazine exists to communicate what is going on in and around the club. It is a focus for communication by the members - not something that is written by one man in isolation. If it is, then it becomes merely a vehicle for that persons opinions and ego.

It should be realised by all that being the editor is not an easy job and particularly in the first few issues. During this time, the new editor, especially coming from the younger element of the club, needs encouragement, not anonymous broad-side from someone who doesn't not want to stand up and be counted.

Which is another point, **WHY** does the author not give there name ? Do I detect a bitter grape like taste ???

Regards,

Nick Hood

RETROSPECTIVE

From the pages of Trackrod Magazine of December 1977 - Issue no 86.
On the cover: Paul Falkner/Monty Peters on the 1977 Epynt Stages.

The Howard White/Ken Goodall P.C.T. had to be cancelled with only 3 entries received ! Hopefully the forthcoming Christmas Party would not go the same way - to be held at Follifoot Village Hall at 50p per head (including supper !!!!).

A report on the Colman Tyres Stage Rally revealed that the event was won in fine style by Alan Powel/Ian Gurnett, even though eventual 2nd Place Charlie Payne rammed him on a slippery 90 right on Church Fenton. The event featured several stages identical to those used on the recent Crest Stages. John Renny/Andy Roddy and Pete Silberberg/Carl Holdsworth were our other crews but the report didn't provide their results.

Our RAC Stage at Boltby was incident free with Bjorn Waldergard taking fastest time by 7 sec's from Hannu Mikkola. Seemed to be a shortage of equipment after the event and members were asked to check they hadn't got any arrows or tabards hidden away !!!

An anonymous poem "The Navigators Tale" was published here's just a small extract:-

**A curse, a curse upon this night,
My wounded Soul did tell,
We couldn't go much faster
and we were going OTL !!!**

**The way in which I called the bends
Caused moments all the night,
My New Years Resolution is
To learn my left from right !!!**

No wonder the author wanted his name secret - there were another 6 verses like this !!!

Christmas crossword also featured, submitted by Bob Chapman - needless to say, no prizes were on offer !!!!

Report on North Humberside M.C's Moonraker Rally. Andy Mackay was at No 7; John Palmer/Nick Leuchans at 11 and Pete Silberberg/Carl Holdsworth at 59. The event was won by Pete Smith/Jeremy Matthew. Not know where Andy M finished but Palmer/Leuchans were 13th and Silberbery/Holdsworth 16th.

Calendar agreed for the 1978 Shell League - our event to be a P.C.T. on the 6th August.

Trackrod.....ENDS

Richard Ineson.

NEW MEMBER

"Rachael Karyn, born 24th October 1996"

Congratulations to both Chris and Nicola Sanderson. I hope you all are doing well.

IT'S SILLY SEASON AGAIN

After reading Novembers magazine and the letter from Mr Anonymous, I was to say the least a little disgusted and disappointed that in this day and age people can discredit others that they probably never even meet. Childish as well, not to be honest enough to put their name to it.

If you Mr A have time to write that short letter **WHY** didn't you write about a recent motorsport event you have been marshalling/competing/watching on ?? Have you been on any ??

If you think our magazine is deplorable - can you do any better, why don't you take over as editor.

I think the Chairman sums it up best - **get a life, preferably with another club.**

Yes our motor club has had a few lean months, alot of problems with the printers, people not able to commit themselves to the club due to other pressures. But, we have still managed to run a hillclimb at the best hill in the U.K. (one member even came down from Scotland with his daughter to help) and two Stage Rallies in the last four months. All been very successful and well received by all involved. Over the last five years a stage on the Perth Scottish Rally has been run under the name of Trackrod with the help of Alwoodley and other local Scottish Clubs.

T.M.C. has a very good name and well respected by alot of other clubs all over the U.K. I don't like to see people trying to blacken the clubs name by writing such stupid and uncalled for comments.

Yes the Editors job is very difficult, I have spent many a night helping to photocopy and collate the magazine over the years. Brian is very enthusiastic and giving 100% and has my support but, it takes the whole membership to support him and make the magazine a success.

Stephen Lancaster

P.S. On constructive criticism Brian - Where's the Competition Calendar ???

Larkspeed

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AGENTS FOR

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IDIOTS GUIDE TO AN ARTICLE

Find an idiot, (I managed!!!)

First do something worth writing about.

Make it funny if you can.

Avoid repetition (We.....and then we.....and then.....yawn!!).

Make it as short as it can be but as long as it need to be.

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If you have access to a computer then word process it. Try setting your pages out as 2 columns on an A4 (landscape) sheet this means that it can be photocopied direct into the magazine saving your editor's fingerprints for future use.

Make sure you write it !! I lost count of the number of times people promised but did not deliver.

Don't be afraid, we can all talk a good rally, race, hillclimb, sprint, autotest but what about other ideas. Recipes for food to take into the forests, news worth hearing about (Births, Engagements, Weddings etc....)

It doesn't take long....(steady now)...so write about it and let us know, even if you retired (providing you have a fairly good excuse).

Nick Stevens.

DINNER DANCE MENU

SALMON TERRINE

MINESTRONE SOUP

**ROAST SIRLON OF BEEF WITH
AUPOIVRE SAUSE**

APPLE STRUDEL & KIRSCH

When buying your ticket please notify Caroline of any vegetation requirements

TRACKROD MAGAZINE

An open letter to the Editor, Committee and Members of Trackrod Motor Club Ltd.

Picture this, you have just finished a days work when you come home to find a letter written anonymously to you slating your voluntary efforts to help your local Motor Club, I think you would feel a little p****d off. Obviously the person who wrote the letter printed in last month's magazine didn't consider what he (or she) was doing when they sent Brian that note. As Brian's predecessor let me try to explain just what is involved in piecing together the monthly magazine.

STEP 1: Forget socialising for at least 5 nights a month.

STEP 2: Badger pester and then threaten members (and, let it be said fellow committee members too) for their articles.

STEP 3: Attempt to read scatty bits of hand written scrawl (not in all cases but most!) and then type this into a word processing package.

STEP 4: Collate this into some semblance of order.

STEP 5: In the week before print put the magazine together then take it all apart again as someone sends you an important article or notice **AT THE LAST MOMENT.**

STEP 6: Collate it all **AGAIN.**

STEP 7: Travel at your own expense to another willing club members house to use his printer **FREE OF CHARGE** to print off master copies.

STEP 8: Photocopy enough sheets to complete on average **120 magazines** then fold and staple them with a small team of volunteers, **BINGO A MAGAZINE.**

STEP 9: Take a deep breath.

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STEP 10: Place unclaimed magazines in envelopes, print labels, stick to envelopes, go and buy stamps, stick envelopes and post (on average at least 70 a month)

STEP 11: return to step 1.

If you think that sounds easy try doing it when you have one room in your parents house and are pushed for space.

Brian would be the first to admit that there are areas that need to be addressed **NOW** to improve the magazine but bear in mind that he was passed over the Editors job at what has turned out to be a difficult time. Our printers have changed their software and can no longer read our discs, we are faced with a cash flow problem, membership funds don't even cover the cost of the magazine let alone anything else!!, costs had to be cut and a number of methods were tried including the highly unsuccessful A4 format.

What options are there now?

Forget it all, naah.....not a good idea
A Bi-Monthly magazine with regular, monthly social and competition flyer".....still involves as much work in the end.

Stick with what we've got and support our Editor by writing something for him to print and not at the last minute,
SOUNDS B**Y GOOD TO ME.**

So, in closing, the person who wrote that "article" last month, you should be

ashamed. Motorsport is about people with bottle being brave and on the limits, **it's obvious you've got no bottle?** Anyone can write a damning letter and not put their name to it. How about those who have anything interesting to say spending just half an hour in putting pen to paper and writing a good article.

I suggest that the debate is now closed, other than thanking the regular and committed contributors including those who put pen to paper during the two years I spent as editor.

NICK STEVENS (Editor 1994-1996)

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