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**APRIL 1993**

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# **THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd**

No. 266  
EDITOR

April 1993

Hi Folks,

This month's magazine contains the usual mixture: prose from our Committee members, articles from the imaginative, "What's On" competition-wise, and another Crossword.

News of the RAC Dinner Dance (get your names in quick - this should be good), the Treasure Hunt and 'Guess Who' Photos (courtesy of Derek Lee).

Nigel Mansell, I thought, deserved a mention (I've just heard that he's gone into hospital after an accident today!) but the saga will continue for at least three magazines. (Courtesy of the Sunday Times) Many of you may have read the article in the Times, but hopefully it's of interest to those who haven't.

By the time you've read this, the April Fool's Autotest will be over, hope all who attended enjoyed the day, the weather was ideal, lots of suntans around now. No doubt some kind soul will do me an article for next month's magazine on the event!!

Okay, must dash now and see if I can press the right buttons this time!

Have a happy Easter.

**Anne Moffat**  
EDITOR

**DEADLINE FOR MAY ISSUE IS  
TUESDAY 27TH APRIL 1993**

## CHAIRMAN'S CHAT

This past month has been extremely busy for me with the Lindholme Forest Stages on March 7th which turned out to be a fabulous day (see later article). The other major event on the calendar was the Charrington's Historic Rally of Great Britain. This proved to be a tiring but enjoyable four days. Thursday prior to the event Becky and myself spent some four hours staking and taping a somewhat hazard area of Gale Rigg Stage then made some final calls on the Forest Drive up to Adderstone Rigg. Friday began with signs being erected in P.R. sensitive areas and a last check around Dalby. Having sought a suitable vantage point on the Forest Drive, I awaited the first car. What I expected to be a tame attempt at stages turned out to be full-blooded assault by all competitors driving a vast array of Historic cars at incredible pace on the Tarmac bends of the never before used Adderstone Rigg.

Saturday dawned after a night at the 'Cayley Arms' Allerston which I can thoroughly recommend for friendly, comfortable accommodation and excellent food. Cropton was the choice to spectate, having checked the signs were in place.

The sight of an Austin Healey 3000 in red and white coming into brilliant sunshine on a dusty forest track was magic.

As the event left Yorkshire on Saturday evening, the next day's arrangements seemed too near with little sleep in prospect. We had agreed to help Nigel Drayton run a p.c. at British Steel in Scunthorpe. This turned out to be a leisurely affair only interrupted by the odd competitor. Then to the finish venue at the Royal Hotel, Hull for a leisurely drink and a chat. The drive home took forever.

On a more general note I received some interesting post from Tony Mason (Top Gear's reporter?) regarding a nationwide competition of the quiz variety. Any interested party could make themselves known - if we could raise the interest, I'm sure a team could be found who would put in an entry.

By the time you read this, Mr Renny will have indulged in his first Autotest for a long while. Hope the cobwebs don't take much moving.

Mr Powell and 'Yours Truly' will also be making our 3rd attempt at the Tour of Lincs. First time, the steering rack failed at Cadwell, second attempt, the oil pump drive belt snapped on Manby. Hopefully, it will be third time lucky. Our bad luck will be over before we get there, as just prior to loading the car on the trailer, water in the oil indicated head gasket failure, so having done that, let's hope we have a good one - here's wishing.

See you soon.

**Darry Bove (deliberate mistake)**

**CHAIRMAN**

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**SEC'S BIT**

Recently I received promotional newsletters from RACMSA announcing the 1993 RACMSA Publicity Award which is designed to encourage Clubs to promote themselves more effectively. Judging will be on the overall publicity the Club gets, including our own Club Magazine, between now and 31st September, so come on, get some ideas to us now!! Don't forget any events we do, should be publicised where possible, e.g. results to local paper. A trophy goes to the winning Club.

I have also received a letter from Tony Mason, inviting our Club to take part in the Shell Healix Club Challenge, to be held during 1993. This is a national Club Quiz Challenge, so if you feel you are good at quizzes, we will be arranging some for you to try out. The Area Finals will take place October to December, and the Grand Final in January 1994. Trophies and cash awards are up for grabs, so let any of the Committee know if you are interested then we can see how far we can go!

Just a quick thank you to those who came and supported the April Fools Autotest which was enjoyed by all the competitors on a lovely sunny day. See you next month, happy motoring!

**Derek Lee**

**HON SECRETARY**

## SOCIAL CALENDAR

### APRIL

- 6 Admiral Hawke, Boston Spa (105/434 454)  
**\*\*\*\*SCALECTRIX NIGHT\*\*\*\***  
**OPEN FORUM - FREE SANDWICHES**
- 13 **\*\* NOTE CHANGED VENUE \*\***  
- Beulah, Tong Road, Leeds (104/242 326)
- 20 Crown, Market Square, Wetherby  
**FREE SANDWICHES**
- 27 New Inn, Eccup  
**VIDEO NIGHT**

### MAY

- 4 Admiral Hawke, Boston Spa (105/434 454)  
**OPEN FORUM - FREE SANDWICHES**  
**- COLLECT YOUR MAGAZINE**
- 11 Beulah, Tong Road, Leeds (104/242 326)
- 18 Crown, Market Square, Wetherby  
**FREE SANDWICHES**
- 25 New Inn, Eccup (104/288 429)

### JUNE

- 1 Admiral Hawke, Boston Spa  
**OPEN FORUM - FREE SANDWICHES**

**\*\* PLEASE NOTE CHANGE OF VENUE FOR 13 APRIL\*\***

The Karting was a successful day with a good turn out. My thanks to everyone who came along on the day to either compete or support and thanks to Russell for all his help.

**Results - 1st - Gerald Draper 2nd - Ian Richardson 3rd Mark Tarass.**

Watch out for article with more details in next month's mag.

Cont.....

If you would like a video of the Karting event at only £10.00 each - see Paul Scruton.

Watch out!!! I'll soon be in need of helpers for the Costa.....

P.S. Don't forget, if you would like us to try a pub in your area for a Clubnight venue, please contact me.

**Mark Midgley**  
SOCIAL SECRETARY

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**RAC DINNER DANCE**  
**SATURDAY 24TH APRIL 1993**

The Dinner Dance is being held at the **CAIRN HOTEL, HARROGATE** (7.30 for 8.00pm) to say goodbye to Nigel Drayton, Regional Organiser and welcome his successor, Graham Whitaker.

Tickets available from me at £16.00 per person. Overnight accommodation is available at £25.00 B & B.

Please let me know whether you require tickets ASAP, preferably by **7th April**.

**JOHN RENNY**

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## COMPETITION CALENDAR - APRIL & MAY 1993

### APRIL

- |       |                                       |                        |
|-------|---------------------------------------|------------------------|
| 4     | April Fool's Autotest (ANCC)          | Trackrod MC            |
|       | Tour of Lincs                         | Lincs/Louth MC         |
|       | The Durham Dales Stage Rally          | Durham AC              |
| 17/18 | Pirelli International Rally           | Cumberland Sporting CC |
|       | Pirelli Trophy Rally                  | Cumberland Sporting CC |
|       | Keighley Road Rally                   | Keighley MC            |
|       | Autowindcreens Road Rally<br>(ANCC)   | Matlock Motor Club     |
|       | Brooklyn Pioneer Rally                | Monarch AC             |
| 18    | Bolton Le Moor Autotest (ANCC)        | Bolton Le Moors MC     |
|       | Knowldale Hillclimb<br>(Scammonden)   | Knowldale CC           |
| 21    | Ilkley Autotest (ANCC)                | Ilkley & DMC           |
| 24    | Everquip (Manby)<br>(Larkspeed Round) | North Humberside MC    |

### MAY

- |       |   |   |
|-------|---|---|
| 1/2   | Three Swans Road Rally (ANCC)             | Selby & Dist MC                           |
| 2     | Kings Brothers Autotest (ANCC)            | Ilkley & Dist MC                          |
|       | Baitings Dam Hillclimb                    | Mid-Cheshire MRC                          |
|       | Shipley Timber Yorkshire<br>Classic Rally | Airedale & Pennine<br>& Otley MC          |
|       | Torque Stages Rally (Binbrook)            | Bury AC                                   |
| 3     | Millbrook Stages Rally                    | West Essex Car Club                       |
| 8     | Plains National Rally                     | Knutsford & DMC                           |
| 9     | Autotest<br>P.C.T.                        | Keighley & DMC<br>Sheffield & Hallamshire |
| 15/16 | Road Rally                                | One eleven MC                             |
| 16    | Treasure Hunt New Inn,<br>Eccup 10am      | Trackrod MC                               |
|       | Baitings Dam Hillclimb                    | Slaithwaite MC                            |

Autotest  
22/23 Pennine Road Rally (ANCC)  
29/30 Enville Stages  
30 Binbrook Stages Rally  
Autotest

Airedale & Pennine  
Alwoodley MC  
Warrington & DMC  
Grimsby MC  
Sheffield & Hallamshire

Entries are required for the Everquip the first round of the Larkspeed League.

Anyone who can help Marshal on the Yorkshire Classic Rally please ring Andy Turnbull on 0943 862836.

**Peter Rutterford**  
COMPETITION SECRETARY

---

**GUESS WHO?**

Who are they, what are they doing, and in which year?? Answers on a postcard please.... Prize for the best caption!! (Thanks for the photo Derek).



Ed

## GUESS WHO??

These photos are on loan, courtesy of our very own Secretary, Derek Lee.  
Do you know which year, where and who's driving??



**Editor**

**TREASURE HUNT 1993**  
**SUNDAY 16TH MAY**

Preparations are well under way for the 1993 Trackrod Motor Club Treasure Hunt. Following on from last year, we will be following much the same format of clues and route definition although there will be stricter penalties for excess mileage and time. This year sees a completely new route and a **substantial reduction in mileage** so come along and join in the fun.

This year the start will, once again, be at the New Inn at Eccup. The shorter route should make it possible for you to finish in plenty of time to have one of the excellent meals on offer at lunchtime.

We will be inviting members of other local clubs to take part and would like to see plenty of Trackrod crews out flying the flag for the home team. The route will take place entirely on map 104 although there is no tricky navigation so all you novice map readers have no excuses, **you don't even need a map!** Once again the route is entirely on sealed surfaces and is non-damaging.. Last year, Nigel Drayton even used his Lotus 7.

This year's event will take place on **Sunday 16th May**, so get your names to one of us early to ensure that we print enough copies of the route. Once again this is a fun event and all those who took part last year seemed to enjoy themselves, so make sure you don't miss out this time.

**MORE DETAILS NEXT MONTH OR SEE US AT ANY CLUB NIGHT.**

See you there

**Nick Stevens, Paul Scruton and Stephen Lancaster**



# De Lacy International Rally

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## 20-21 February 1993 - CANCELLATION

13 January, 1993

It was unfortunate that the 1992 Event Sponsor, Talkland, were taken over and were unable to honour their commitments for 1992. There was insufficient time before the day of the Event to conclude negotiations for a replacement sponsor for 1992. And so, despite 16 years of steady growth as the curtain raising International Rally in the UK and despite all the voluntary effort which had gone into the Event, with no source of income, 1992 had to be cancelled.

A major UK company approached the Club with their wish to sponsor the Event from 1993, but stated that an early public announcement of an agreement would not be possible.

In these circumstances, De Lacy Motor Club agreed to underwrite any loss by the Event in order to ensure that it ran for the benefit of the region's Competitors and Clubs. Having attracted over £600,000 in direct sponsorship donations during its history, De Lacy are to be commended for never seeking to take any element of profit from the Event. Any surplus has been re-invested every year in road improvements or in keeping competitors costs down.

When the International Event was not included in the 1993 British Rally

the international format to change to that of one-day 80 stage-miles. At the same time, the *Auto-Trader* publishing group of companies expressed their wish to sponsor the *Trophy Rally* competitors, running at British-B status, over the final 60 stage-miles of the Event.


Organisation of the Event has progressed, approvals have been received, and documentation made ready for print. The Club agreed to use all its reserves to cover a budget shortfall resulting from any reduced entry forecast of non-Championship status, and the Event was promoted positively as a budget season-opener for the 1993 British Rally Championship and the Portuguese Rally.

Unfortunately, on the day that the Company should be at the Pre-Event Briefing to make a public announcement of their Sponsorship package, they have actually withdrawn and taken a defensive stance to further discussions.

Without dialogue, the reasons and background to their actions are unknown but the implications are clear. The budget shortfall is so large as to be beyond the means of the Club and those associated with it, and thus despite having completed its organisation, the 1993 Event must unfortunately be cancelled.

On a personal basis, and on behalf of the Club, please accept my apologies for the time and effort which has gone in to bring the 1993 Event so far. No doubt, discussions with the sponsors involved, the RAC-MSA, and others will clarify the plans De Lacy have ready for 1994.

Once again, my thanks and apologies for your efforts.



JON A TATE  
De Lacy Motor Club Ltd

## APRIL X-WORD

Yet another puzzler to while away the hours....

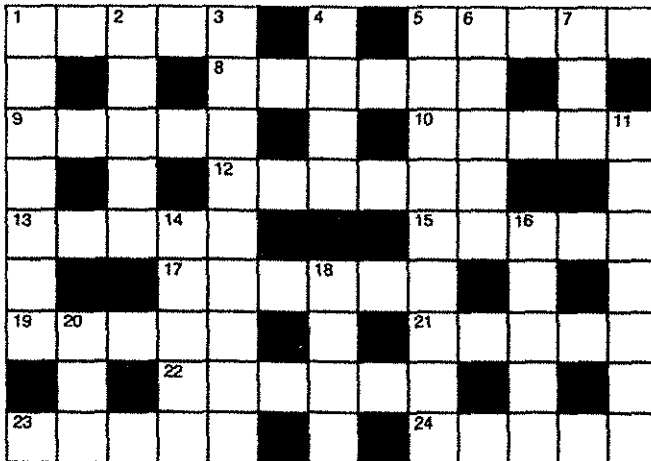
Answers in next month's magazine.

### ACROSS

- |                                   |                                |  |
|-----------------------------------|--------------------------------|--|
| 1 Cumulo-nimbus,<br>eg (5)        | 21 Persona (5)                 | 5 Pond flower<br>(9)   |
| 5 Viennese dance<br>(5)           | 22 Harrowing<br>experience (6) | 6 'I will — and go<br>now, and go to<br>Innisfree': Yeats<br>(5) |
| 8 Weather-map<br>contour (6)      | 23 — broke:<br>penniless! (5)  | 7 Afternoon snack<br>(3)   |
| 9 Zodiac ram (5)                  | 24 Arab republic (5)           | 11 Portable light (7)  |
| 10 Subject to ebb<br>and flow (5) |                                | 14 Banquet-sized<br>cut of beef (5)                              |
| 12 Household tasks<br>(6)         |                                | 16 Group of bees<br>(5)  |
| 13 Caribbean<br>dance (5)         |                                | 18 17th C architect<br>(4)                                       |
| 15 Tree's gum (5)                 |                                | 20 Small bed (3)   |
| 17 Promise (6)                    |                                |  |
| 19 Terrify (5)                    |                                |  |

### DOWN

- |                        |
|------------------------|
| 1 Royal heir (7)       |
| 2 Narcotic (5)         |
| 3 Revelation (9)       |
| 4 Firm's symbol<br>(4) |



Anne Moffat



## FIVE GO MAD IN SCOTLAND TEAM REPROBATE ON TOUR

Imagine the scene, you have just purchased a Mk1 Escort Mexico for a song and it is stored with a friend in Scotland. the friend then tells you at short notice that he has sold his farm and therefore the barn must be emptied. You go home some twenty miles away and ask permission to store it in your father's garage, whereupon he blows his top and threatens to throw you out - nuff said!! Turn to Plan B.

This is the reason that one weekend five of us piled into Tim's Landrover and took a short trip to Scotland with a trailer. Tim had just bought the Mexico from a friend who had been lucky enough to replace it with a genuine 27000 mile from new Mk1 RS2000 (lucky sod). (I'll pass that three-lettered word since it is in the dictionary - ED) It was intended that the Mex be stored in Scotland until such a time as our university course finished. AS pointed out above, things swiftly changed.

**Saturday 6th March** - and 80% of team reprobate are in the pub trying to clear the place and doing serious damage to the cellar stocks in an effort to further anaesthetise ourselves in preparation for the following day. The football game got some stick too, although this was strictly a non-contact game (Paul couldn't reach the joystick!) Follow this up with a Chinese meal for three of the members present and this can only be a recipe for disaster, or is it? Read on.....

**Sunday 7th March** - too early for the sensible, Time and I surfaced reasonably unhangover, then Paul crawled out of his sleeping bag for an invigorating slap on the head with a lump of 4 x 2, this woke him up but unfortunately, the wood was damaged as a result of hitting something so solid. Soon after, all five team members were present; Tim and Louise in front, Stephen, Paul and myself crammed into the back of the Landrover for a comfortable(?) trip to foreign parts, passports and phrase-books at the ready.

In between jokes, some mileage was covered and eventually, the car was collected, loaded onto the trailer and tied down with a couple of bits of damp

string (only kidding, they were dry bits of string!)

Don't you just hate it when you get stuck behind a slow moving vehicle when you are taking a trip through the countryside? There is always someone intent on causing as much disruption to other people as possible. Why do they do it? Why is it always us? In an effort to carry out research into the problem it was decided that we would come back through the lakes, trailer and all, using as many twisty narrow roads as possible. Yes, that's it - it was time for revenge and we certainly caused a minor traffic queue or two on our way.

Soon the time came for lunch, and Louise showed us her talents at cooking - not only did she succeed in buttering the bread but she even managed to get a slice of cooked meat in there as well - all without a safety net! Sensational to say the least and so we said the least, i.e. , nothing. Building on experiments from the previous evening, we cleared every car park on the banks of Ullswater in 15 seconds flat, as we pulled up and three stooped people fell out of the back of the Landrover, cursing the driver and sleeping navigator for unfair working conditions and lumbago, and promptly attempted to throw each other in the lake.

We got back to Leeds with no problems other than insanity and lack of money, after a day of continuous joke-telling and slanging matches, and some sing-along tapes along with a few impersonations of wolves howling!! A plan of attack has been formulated:

1. Fit a rollcage and sumpguard
2. Mend the exhaust
3. Enter an event
4. Place advert in magazine "For Sale, Escort, slight panel damage".

God only knows what will happen when we actually decide to enter an event, but at least we can have a laugh whilst we are at it.

Starring in order of sanity...

**Nick Stevens, Tim Nichol, Louise Goodall, Paul Scruton, stunts by Stephen Lancaster.**

## ANSWERS TO MARCH X-WORD

Well, I hope you have kept your treasured March Magazine and completed the simple crossword - now you can check how clever you are (or not!)

### Across

1. Bucket 4. Chapel 8. Domain 10. Ascent 11. Coast 12. Clout 13. Token  
15. Refer 17. Poised 18. Riddle 19. Rating 20. Untrue.

### Down

1. Body 2. Complaint 3. Epicurean 5. Historian 6. Pretender 7. Lute 9.  
Noted 10. Aster 14. Spur 16. Mere

Thanks to those who completed the puzzle and sent it to me.

Anne Moffat

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## RETROSPECTIVE

From the pages of the Trackrod Newsletter of **April 1974.....**

The Mintex 7 Dales was looming on the horizon and members were looking forward to running an as yet undisclosed stage(!)

Secretary Lloyd was our only award winner on the recent PCT with Ilkley.

Our own autotest at Rothwell Car Auctions proved to be a great success - Carl Davis and Ron "MacKinnen" winning each of the 2 classes.

Our caravan (if that's what you'd call it - can anyone remember our first caravan?) was proving to be a useful asset at events as shelter/resting place/creche/lunch and tea emporium, even though it did weigh a ton or at least seemed to - taking it to Cottam airfield into a headwind was tiresome - coming home was easy apparently!

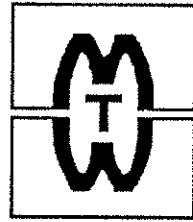
That's where the first round of the Shell League was held - an autotest, with 57 entries - our team of Ineson/Lloyd/Goodall/Taylor/MacKinnon (all 5 scores counted in those days!) fared quite well though David Taylor broke a drive shaft and came home on a towrope (how times change - we change them on site now in 10-15 minutes) and S Lloyd collected a washout. A guy called Ineson got FTD. MacKinnon won his class and Ken Goodall was 3rd. Overall we finished 5th on the day and I remember we were all dead chuffed considering we only had four finishers.

Back to our Rothwell Autotest - some names from the results:- V Houska; Steven Holden; Tom Tidswell; Mary Lloyd; Janet Thirsk; Bernard Shaw; Marsh Newman; Steve Rathbone; Richard Jackson; P Walker - do those bring the memories flooding back??

Trackrod .....ends

**Richard Ineson**

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## CONGRATULATIONS!

To Phil and Alison Andrews, who now have a baby son, **Marcus Ian**, (9lb 9oz) born on 3rd March at 8.12pm. (I believe Phil tried to get "Lancia" in somewhere, but didn't succeed!)

Also to Peter and Susanne Stanhope who now have a baby daughter, **Erin Hannah** (6lb 5.5oz) born on 19th March at 11.28pm.

Congratulations and best wishes on behalf of all Trackrod Members.

Thanks to Phil and Alison, Peter and Susanne for bringing new Trackrod Members into the world....

ED

---

## FOR SALE - CHEAP!

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## MANSELL - CHAMPION IN EXILE (Courtesy of Sunday Times)

By 2.30 pm the Sonora desert 15 miles south of Phoenix has turned into a quagmire. A Pacific storm has burst over this barren land locked between the Grand Canyon and the Mexican border: cacti 10 feet tall sway precariously, their roots loosened by the January rain. On a remote valley floor anxious eyes look west for a break in the black clouds.

A white Cadillac appears through the gloom and a lean figure in Levi's and leather jacket steps out, grey hair and ruddy cheeks hidden under a baseball cap and Ray-Bans. His arrival sets up a sudden buzz; there must be hope of action if Paul Newman is here, except today Newman isn't the star and this, despite the trailers and cameras, isn't a movie set.

As if scripted, a crying desert wind springs up and Newman weaves through the melee to a huge white truck. Moments later he emerges with a stocky figure who is chewing an unlit cigar 10 inches long. It waggles precariously close to the actor's nose as the two men confer. Carl Haas, partner in the Newman Racing team, explains through clenched teeth: "There's an eye in the storm an' Nigel's gonna give it a go".

The two men are standing inside a steeply-banked, mile-long oval race circuit formed out of a natural desert amphitheatre. The track is hemmed in by a wall of concrete and flanked by steeply-shelved grandstand seating. The tarmac is drying, people are scurrying to the trackside and an engine revs, its urgent wail signalling the leading man's readiness.

For days Nigel Mansell has been pacing Phoenix's drenched International Race-way like a caged lion barred from the hunt. It is a world away from the glamorous Grand Prix circuits which have been his life for nearly 15 years. Through a 16-race season spanning six continents, in front of 8 billion television viewers and 2 million live spectators a year, Mansell's audacious driving has stirred strong passions and, in 1992, at last brought him the world championship he has long deserved. For his adoring fans at Silverstone he invokes patriotic comparisons with a valiant Spitfire pilot, at Suzuka with

a samurai and in Italy he is simply Il Leone, The Lion. Four years ago he climbed into a Ferrari - the prancing horse was lame and broken winded, dogged by mechanical failure and internal politics - but for 2 seasons Mansell made the stallion dance again and for that he is worshipped above all others.

Grand Prix racing's prodigious global audience offers unrivalled access to world markets for multi-national corporations. The lavish cash flow it has generated has created a multi-million-dollar industry, much of it British based, employing thousands in the breakneck pursuit of technological supremacy. But in a sport uniquely driven by money, chicanery coexists with courage: it is a tribal, territorial business racked by politicking, feuds and power struggles. Mansell had to be Il Leone on and off the track to survive.

His rewards have been huge - he has estates in Florida and the Isle of Man, business interests on 5 continents and a fortune amounting to tens of millions. He can afford to endow his children's schools, favourite charities and hospitals with six-figure sums and does so privately, demanding only anonymity in return.

But last year the king of the jungle walked away from Formula One, turning his back on the money, the hero-worship and his world champion status to re-emerge in the desert outside. Phoenix this winter as an Indy car driver. Indy car racing is an exciting high-speed spectacle, but parochial and arid as the desert in comparison with the abundant fruits and glamour of Grand Prix. Other top-class drivers have made the same move, but only at the end of their careers. Why did the king abdicate in his prime?

Continues next month.....

**Anne Moffat**



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