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MAY
1993
MAGAZINE

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 267

May 1993

EDITOR

And yet another hefty magazine this month - thanks to all of you who have given me articles.

There's Part Two of Mansell's Exile in the magazine, an article from Russell on the Halifax Karting and lots more.

Don't miss out on the Peugeot Night on 12th May at De Lacy Clubhouse, it should be a good night.

Lets have some support for our Team (whoever they may be) for Selby's Inter-Club Quiz Night, then ours on 18th June hopefully, at De Lacy's Clubhouse.

Well, I don't have much more to say and I have to rush once again to get this into the printer's because Monday is May Day - another Bank Holiday, so I'm going to close now and hope you all had a good weekend.

See you soon hopefully.

Anne Moffat

p.s. public apology to Stephen Lancaster for saying last month's photos were from Derek Lee!! Sorry Stephen.

**DEADLINE FOR JUNE ISSUE IS
TUESDAY 25TH MAY 1993**

CHAIRMAN'S CHAT

Well, the saga of the Tour of Lincs continues as again, at our third attempt we retired on SS3. This time it was due to what every navigator dreads - a late call. Descending downhill on a flat right in fifth, a quick glance at the stage plan to note lap split Left! Left! Left! Locking up all four wheels, we drifted past the lap split in what appeared to be an eternity. Stage maximum!

With this in mind, we decided to call it quits, having apologised to Alan, we went to Binbrook to spectate - third time is not always lucky. Well, that's the moaning over.

In answer to a letter I received from Chrys Warboys the Safety and Medical Communications Co-ordinator for Yorkshire, regarding a Training Seminar. The training was to take place at Wombleton Airfield and I assume would consist of effective guidance, practical and theoretical, in the use of safety radio communications. This unfortunately had to be cancelled, but has been re-scheduled for September 5th. The venue could possibly be a forest location. Should anyone be interested in attending, please give me early notice.

Another item I received at late notice is from DeLacy Motor Club who are hosts to a Peugeot GTI Rally Night.

I have put an article in this magazine - please note - the date is 12th MAY.

Several other events are in the pipeline, so keep looking.....

See you soon.

Barry Dove
CHAIRMAN

SEC'S BIT

Firstly let me set the record straight - the photos in last month's mag were by courtesy of Stephen Lancaster, not yours truly, sorry Stephen! But it was me in the top one on page 10 doing an Autotest, not sure of the year though!

Right, now to get down to business. Round 2 of the Inter-Club Quiz. Our Hosts this time are Selby & District MC. It is on Friday 14th May at 8.30 pm at Selby's Clubhouse. Map Ref. 105/715 345. A similar format to the one at DeLacy's, with a mixture of general knowledge and motorsport questions for teams of four. So get your names in quick for our team(s)!! A buffet will be laid on at a small charge, but they need to know numbers who will be attending, so let us know if you would like to compete or just support us. This could be a lead up to the National Club Quiz mentioned last month - so think about it!!

It is now the fifth month of 1993 and things seem to be getting into gear. Our Treasure Hunt is being organised again by Nick, Paul and Stephen on Sunday 16th May; the Costa Road Rally is on paper; the Hillclimb is under New Management; the Forest Stages, a new name, a new start - who knows?? and the Lookout is under new negotiations; so things look well for us for the rest of the year. If you would like to get involved in any of the above events, come forward now and make yourself known to any of the Committee or Organising Teams.

Finally, a short resume of a trip to Manby on Saturday 24th April for the Everquip Stages, organised by North Humberside MC. The long journey down there saw the weather change from dull to rainy. Stephen Lancaster and I were marshalling on the lapping section by the service area, so we were able to keep an eye on the only two crews from Trackrod to enter this, the first round of the Larkspeed League. They were Nick Stevens and Paul Scruton in car 44 and Stephen Sanderson and Rob Buchan in car 47. They both had

an eventful and enjoyable day's motorsport. As the weather dried up after stage 2 and it was like the Grand Prix with a dry racing line appearing on the track. No doubt there will be a report further in this mag, but an enjoyable day was had by all. But could we have a few more crews out for the next round of the Larkspeed League. See Peter Rutterford for details.

Well, that's all for this month. Happy motoring.....

Derek Lee
Secretary

TREASURE HUNT - 16 MAY 1993

As mentioned last month, this year's Treasure Hunt will take place on **16th May - starting at the New Inn**. An RAC Certificate of Exemption has been issued, (COE 10314), and we have invited Alwoodley and DeLacy Motor Clubs to join us on the day. The route is "less than 40 miles" and we promise there will still be a challenge for both drivers and clue-solvers alike.

Due to the restrictions of the permit, only **twelve cars** will be allowed to start and the intention is that each Club will enter **four teams**. There will be no restriction on the number of people in each car, but all occupants will compete as part of the same crew. The earlier you start the event, the greater the chance of reaching the finish in time for lunch. The start time will be between 9.30 for 10.00 am.

The first to get their names to us will be deemed to be the Trackrod crews, so get together with your friends and let us know as soon as possible. See one of us at a Club night or ring me on 0532 674326.

See you on the day.

Nick Stevens, Stephen Lancaster and Paul Scruton

SOCIAL CALENDAR

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
- 8 Beulah, Tong Road, Leeds (104/242 326)
- 15 Crown, Market Square, Wetherby
FREE SANDWICHES
- 22 Harvester, Wetherby Road, Scarcroft (104/364 417)
- 29 New Inn, Eccup (104/288 429)
VIDEO NIGHT

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

All Committee Members are currently on the lookout for venues which have a private room and which could be used for regular clubnights. Don't forget, if you know of one, especially with a private room, please let either myself or any Committee Member know.

Mark Midgley
SOCIAL SECRETARY

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COMPETITION CALENDAR - MAY & JUNE 1993

MAY

- | | | |
|-------|---|---|
| 1/2 | Three Swans Road Rally (ANCC) | Selby & Dist MC |
| 2 | Kings Brothers Autotest (ANCC)
Baitings Dam Hillclimb
Baildon Bridge Garden Centre
Yorkshire Classic Rally | Ilkley & Dist MC
Mid-Cheshire MRC

Airedale & Pennine
& Otley MC
Bury AC |
| | Torque Stages Rally (Binbrook) | West Essex Car Club |
| 3 | Millbrook Stages Rally | Knutsford & DMC |
| 8 | Plains National Rally | Keighley & DMC |
| 9 | Autotest
P.C.T. | Sheffield & Hallamshire
Knowldale Car Club |
| 15/16 | Mine Miglia Historic Road Rally
Trax Nocturnal Road Rally
Red Dragon Road Rally | One Eleven MC
Port Talbon MC |
| 16 | Treasure Hunt New Inn,
Eccup 10am
Thurlby Motors Wolds Rally
Baitings Dam Hillclimb
Autotest (Larkspeed) | Trackrod MC
Mablethorpe & Dist MC
Slaithwaite MC
Airedale & Pennine
Alwoodley MC |
| 22/23 | Pennine Road Rally (ANCC) | Warrington & DMC |
| 29/30 | Enville Stages
Oak Leaves Road Rally | Ecurie Royal Oak MC |
| 30 | Bloodhound Stages at Binbrook
(ANCC)
Autotest
P.C.T. Colman Tyres (ANCC) | Grimsby MC
Sheffield & Hallamshire
Otley MC |

JUNE

- | | | |
|---|---|---|
| 5 | Dukeries Rally (Sherwood Forest) | Dukeries MC |
| 6 | K & N Filters Rally Pembrey, Wales
Brentwood PCT (ANCC)
Scammonden Hill Climb | Carmarthen MC
Glossop MC
Yorkshire S.C.C. |

Manby Stages Rally	Matlock & Dist MC
12/13 Road Rally (ANCC)	Pendle & Dist MC
13 Multi-Use Stage Rally (Twyford)	Sheffield & Hallamshire
19/20 Road Rally	Loughborough MC
20 Seven Dales Rally, Tong, Nr Bradford	DeLacy MC
Baitings Dam Hillclimb	Lancashire & Cheshire MC
Dickens Tools Autotest (ANCC)	Hartlepool & Dist MC
Autotest (Larkspeed)	Yorkshire S.C.C.
Salmesbury Stage Rally	Kirby Lonsdale MC
26 Stage Rally Manby (Larkspeed)	Keighley & Otley MC
27 June Jesters Autotest	Trackrod MC
Autotest	Clitheroe & Dist MC
P.C.T. Filtrate Trophy (ANCC)	Ilkley & Dist MC

MARSHALS REQUIRED

Help is required for the Bloodhound stages at Binbrook on 30th May. Please contact **Derek Arliss on 0472 348616**

PROVISIONAL LARKSPEED LEAGUE ROUNDS 1993

<u>DATE</u>	<u>CLUB</u>	<u>EVENT</u>
1 24 April	N Humberside	Everquip S/V Rally at Manby
2 16 May	Airedale & Pennine	Autotest
3 20 June	Y.S.C.C.	Autotest
4 26 June	Keighley & Otley	Multi-Use Stages at Manby
5 11 July	Beverley & Dist	Armstrong Massey Stages at Leconfield
6 25 July	Ilkley & Dist	Production Car Trial
7 8 August	Alwoodley	Autotest
8 12 Sept	Slaithwaite	Autotest
9 3 Oct	York	Autotest
10 7 Nov	Trackrod	Lookout Stages (Melbourne?)

Peter Rutterford
COMPETITION SECRETARY

APRIL FOOL'S AUTOTEST

I would like to offer my thanks to all the marshals who turned out for this year's April Fool's Autotest. With only two tests to marshal this year, it did make things a little easier with the number of marshals required.

We did manage to run 17 tests in all, as test 18 had to be stopped due to oil slick on course. This was due to MARK MIDGLEY'S car leaking oil all over. I think he thought that if he could slow the other competitors down, he could win the class. Sorry Mark, it didn't work, but hope you enjoyed your first autotest.

Richard Ineson was First in Class 4 and Best Trackrod went to Ronnie MacKinnon with some excellent driving. F.T.D. was Ian Reid and it was nice to see John Renny out again, although he had a problem with the engine mid-way.

Many thanks to everyone for a good day.

Paul Scruton
CHIEF MARSHAL/TIMEKEEPER

p.s. Thank you to all our service crew on the Everquip for your help and support - we couldn't have finished without you.

DON'T FORGET THE CLUB'S ENTRANT LICENCE NUMBER

6315

KARTING - HALIFAX

We arrived at the Halifax Karting Centre to be greeted by a 6' Blackboard proclaiming "welcome to the Trackrod Motor Club Grand Prix". This immediately cooked up thoughts of bonzai qualifying laps, daring overtaking manoeuvres and Mansell v Senna type battles, but after proceeding to the viewing area right next to the excellent cafe, one's thoughts were tempered slightly. Last year, we raced at Bradford, wide open spaces, nothing to hit. Here, it was slightly different. Halifax Karting is inside a large building so you have to contend with concrete walls and a multitude of steel pillars.

Consequently, the circuit was a little narrow with few real overtaking places, but this didn't matter . This was a social afternoon!!!

32 people turned up on the day, nearly half of which were guests. 8 of which had never been to a motorsport event in their lives, but all said they had had a marvellous day.

The day's racing consisted of everybody getting four races of five laps, followed by the semis of ten laps and an eight kart final of fifteen laps.

The racing was fast and furious as was to be expected with many interesting lines being taken around various corners; but the secret to a fast lap was to get the hairpin just right. Easier said than done!! We had been warned by the staff that dangerous driving would be penalised, and if the offence was serious enough, that competitor would be black flagged. Sure enough, Race 9 on the approach to the hairpin, the kart lying in third place made a dive for the first place down the inside. Consequently, karts 1 and 2 tangled as they got out of the way of this all locked up wildly sideways competitor. The black flag came out and the offending kart returned to the pits with the driver protesting innocence to the pit marshals. The name of the offender; Trackrod Motor Club's own driver extraordinaire, Jill Woolin. She was still protesting her innocence three days later! Perhaps the video evidence will settle the matter once and for all!!

The only other incident of note happened in the semis - Stephen Lancaster's steering broke as he approached the viewing area at unabated speed and smashed into the tyres. His face as the event unfolded was a picture and I thought Nick Stevens and Paul Scruton were going to fall onto the track laughing.

The final was a very serious affair with Steve getting another run as compensation for his earlier breakdown. The racing was fast and extremely close - only 30 metres covering all 9 karts, with Ian Richardson who started from pole holding his place from Gerald Draper and Ian Tarrass fighting his way to third. Then on the 12th lap, Ian Richardson slid a little wide at the hairpin and Gerald saw his chance, nipping through to hold his place to the flag. Sadly, I didn't make it to the podium this time, as my steering broke on lap 13 as I approached the hairpin whilst fighting for third place. (That's my excuse anyway)!! (Never mind Russell, there's always another time, another place - ED)

The final results: 1st - Gerald Draper 2nd - Ian Richardson 3rd Ian Tarrass. Congratulations to the above mentioned and everybody who competed and to those who came and supported, especially Paul Scruton and Derek Lee for their efforts in capturing the day's proceedings on video. Many thanks to Halifax Karting for an excellent day's motorsport and especially to Mark Midgeley for organising an excellent day out.

Russell Holdsworth
VICE CHAIRMAN

SCALEXTRIC RESULTS

The Scalextric night at the Admiral Hawke last month was a huge success and great fun. Thanks to **Richard Ineson** for bringing along his Track and cars etc. and to **John Renny** who constructed the board to play it on - fabulous piece of team work there.

The results are as follows:

Fastest Time:

1st.	Ronnie MacKinnon (who?)	25.0 secs.	2 tries
2nd	Jill Woollin	25.8 secs.	5 tries
3rd	(Joint)		
	Richard Ineson	26.4 secs	4 tries
	Anne Moffat	26.4 secs	1 try
	(keeping up the good Scots tradition of not spending too much money!)		
4th	Becky Kemp	26.6 secs	7 tries

I think Becky should get a prize for raising the most money from the event for Trackrod. Congrats Becky.

Anne Moffat

This photo is on loan, courtesy of Stephen Lancaster (got it right this time Stephen!). Do you know when, where and who's driving??



Editor

PEUGOT G.T.I. RALLY NIGHT

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THANKS (And Help Required)

Nick Stevens and Paul Scruton would like to say **thank you to all those people who helped us achieve a finish on the Everquip at Manby**, albeit in 59th place, despite a seemingly endless catalogue of problems including total brake failure, engine maladies and being run into twice by another competitor! Thanks then are especially due to Tim Nichol, Stephen Lancaster, Derek Lee, Phil Andrews, 'Big Kenny', 'Not Quite as Big Hugh', and Mark Winterburn for all the work on the car - we couldn't have done it without you! Thanks to Steve Sanderson and Rob Buchan for all the encouragement and congratulations to them on a good finish.

If anyone has any Talbot Sunbeam bits they could donate to us, (or sell mega-cheap), for use on this year's Forest Rally, we would be grateful as we now have a major rebuild to consider and neither of us have jobs (or money!). If anyone is able to offer help with the rebuild, then this will be rewarded with ample supplies of coffee and tea.

Nick Stevens and Paul Scruton

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X-WORD

This month's puzzle is for those of you who like a challenge! Let's see what you are made of!

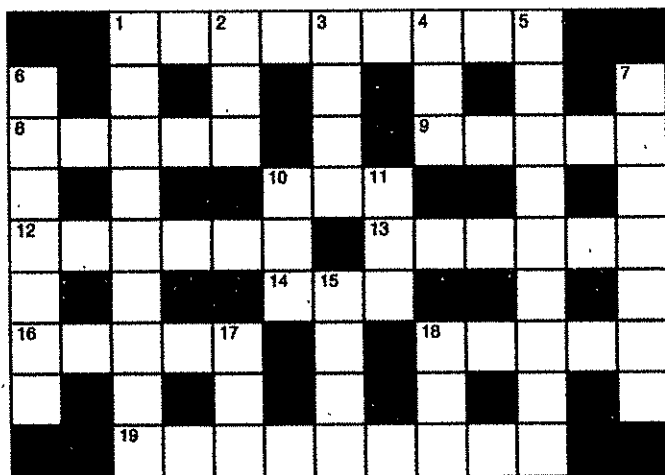
Answers published next month.....

ACROSS

- 1 Unbelieving (9)
- 8 In the right place
at the right time!
(5)
- 9 Culpability (5)
- 10 — -plane (3)
- 12 Deeply shocking
experience (6)
- 13 The East (6)
- 14 Sippy (3)
- 16 Carpentry item
(5)
- 18 Lord —: 19thC
poet (5)
- 19 Drinks gadget
(4-5)

DOWN

- 1 Wonderful (9)
- 2 Trailing plant (3)
- 3 Kind of fish (4)
- 4 Wane (3)
- 5 Man in the field!
(9)
- 6 Commuter
service (7)
- 7 Fate (7)
- 10 Chatter, gossip
(sl.) (3)
- 11 Small child (3)
- 15 Nestling hawk
(4)
- 17 Go wrong (3)
- 18 Stripe (3)



Anne Moffat

RETROSPECTIVE

From the pages of the Trackrod Newsletter of May 1974...

We were to run the Sherburn Stage on the forthcoming Mintex Seven Dales and Marshal's briefing meeting was to be held in a lecture theatre at Leeds University! Also Tate of Leeds were holding a 'Rallye' Forum on the 8th - more of both these events next month.

Road rallying was underway again albeit having to comply with the overall 50mph speed limit - a tailing off of fuel restrictions - could wait to have this last hurdle removed! A bit of whingeing in the ranks about who should/should not be in the Shell League Team - reasons to be addressed to Captain David Taylor on a postcard! We'd had a film show on 19th April - remember them? - lights out, all quiet and absorbed in the moving pictures!

The recent Circuit of Ireland featured our own Jack Coulthard who partnered Clive Holker in a 'Twink' and finished a splendid 14th Overall and collected the Novice Award! - No dents on the car either!

Chairman Jackson and Secretary Lloyd enjoyed a day out on the Bath Chieftan Stages on Salisbry Plain and finished 35th in the 240Z Datsun - Tony Drummond won the event.

Rick Stevens hit the headlines with a fiery accident on the way home from a Clubnight in his Imp. He suffered minor burns, broken arm, cuts etc., but he was thrown clear before the car was completely destroyed - his full recovery was expected to be rapid.

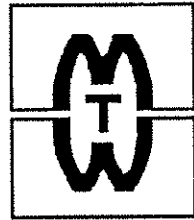
Ian Buchanan, not having attended a run of three Committee Meetings was deemed to have resigned (do we still follow this practice?) and was replaced by the aforementioned Rick Stevens.

Dennis Dickinson and Elspeth, and Richard Jackson and Sue Waddington recently announced their engagements - many congrats all round!!

Trackrod..... ends

RICHARD INESON

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MANSELL - CHAMPION IN EXILE (Continued from April Mag...)
(Courtesy of Sunday Times)

In his suite at the Wigwam Resort Hotel a few miles outside Phoenix, Mansell sinks on to his bed. Newman and Haas have retired for the night after an early dinner to celebrate Mansell's debut on an Indycar oval. He reclines in weary ebullience, reviewing the day's achievements like a craftsman exhausted by useful labour. But as he considers the big question the joy dissolves and his eyes lose their sparkle: he seems to age 10 years in a second.

"Why? I wish I knew why! I wish someone would tell me! We'd won the world championship, a record number of races, smashed lap records galore and suddenly my face didn't fit. I still don't know why!"

The elations of the day, which saw Mansell climb into an Indy car for the first time and stagger onlookers with a series of explosive laps, has evaporated. Exasperation has returned as the memories of 1992 flood back: he was world champion, the most successful driver Britain has ever produced, and had the prospect of proving what his fans firmly believe - that he is the greatest of all time. But at the moment of his supreme achievement he was apparently dumped by the British Williams team to make way for a French driver who had been sacked by Ferrari, his last employer, and has a reputation for subverting racing teams in a ruthless pursuit of purely personal ambition - a reputation so tarnished that the sport's ruling body has condemned him.

Mansell still aches with rejection. "They nearly broke me. I was just about to climb into the car for the race that would win us the world championship and..." He cuts himself short, banishing the pain. "It's no use crying over spilt milk, it's over. What did you think of the Oval? Did you see the mechanics dancing up and down when I came in after that last lap? They're a great bunch of blokes."

The ghosts are laid to rest as Mansell describes his first taste of the oval. "I think we touched around 180mph. Coming off the banked bends you see this concrete wall coming at you. You're just a couple of inches off it, tearing

along the straight and suddenly the other bend is upon you. I thought I was going to lose it a few times..” Mansell’s eyes are alive again but thhurtingers From mid-season, rumour had swept the pits: Frank Williams, the paraplegic owner of the team, had signed former champion Alain Prost, the unpopular French driver, and intended to sack Mansell or demote him to number two; it was said that Mansell was being impossibly greedy, demanding money Williams could not afford. Mansell himself appeared bemused: money was not the problem, he kept repeating. Letters were written to The Times, fans in Britain deluged the Williams factory with complaints, demanding their idol be confirmed as number one. In Italy the Mansellistas voiced wild threats against Frank Williams if he ever again dared enter their country. It was all to no avail. As the season drew to a climax it became obvious that Prost had been signed and that he would be top dog in the 1993 team. Mansell regarded himself as sacked and announced his ‘retirement’ at Monza in September.

In the secretive world of Formula One, with its watertight contracts, confidentiality clauses have kept the full story of Mansell’s departure submerged. Millions of fans have been left asking why a sport so financially dependent on the popularity of its mechanised gladiators has lost its biggest box office name. “Why did they let this guy go?” says Carl Haas. “If I’d been Frank Williams I’d kill to keep him”. “Ask Williams,” is Mansell’s response as he reaches for the telephone to book an alarm call from the Wigwam’s operator. He puts the phone down and he’s off again recounting the day’s adventure. Although he was ill (he was diagnosed 72 hours later as having pleurisy), his first time on the Phoenix oval in a redundant car custom-built for another driver was stunning.

American Indy car racing is a gutsy but relatively unglamorous series fought on high-speed ovals in the middle of nowhere - ovals where the only crash barrier is the unyielding concrete wall that mangles cars and drivers with regularity. Phoenix is the fastest short oval of the lot. Imagine a circuit only four times bigger than an athletics track, and then imagine sitting in half a

ton of metal rocketing around it at 180 mph, lap after lap for two hours. “If you take your eye off it for a split second, it’s as deadly as a rattlesnake”.

That afternoon Mansell went so fast he was immediately recalled to the pits. He was only supposed to acclimatise himself to the throttle of the car and the contours of the circuit, but his speed terrified the team: the track was wet, and Carl Haas wanted a paramedic unit on standby just in case. It arrived an hour later and out went Mansell again. Disbelieving eyes watched his hair-raising wrestle with the rattlesnake. Engineers and time-keepers consulted with a grim-faced Paul Newman; Haas chewed his cigar at both ends. The team called Mansell in again but the lion was hunting and the laps were being eaten up. He stayed out for just one more minute - 3 miles in 64.2 seconds. In that time he reeled off three laps, each a fraction off the lap record and quick enough to make him more than a match for any driver in America.

As he pulled into the pits someone whispered the last three lap times to Newman and Haas. “God, this guy’s awesome,” Newman had murmured through clenched teeth. Haas nodded, the sodden cigar bobbing up and down: “Yeah! An’ he’s braver than Dick Tracy”.

“Did Carl really say that?” laughed Mansell, reaching for the telephone again to call his wife Rosanne at home on Clearwater. He had come to Phoenix an exhausted, hurt, hesitant soul concerned about the leap from Grand Prix circuits to ovals. Yet in those few blindingly quick laps he had driven out the exasperation of one era and into the exhilaration of another. Phoenix had proved an appropriate venue for Mansell’s rise from the ashes. But was it arson or self-combustion that ended his Formula One career?

Continues next month.....

Anne Moffat

ANSWERS TO APRIL X-WORD

I know how modest Trackrod members are, but not to have received just one correctly completed crossword to April's Quiz??? Anyway, now you can check your answers, or fill in the missing squares - whichever!

Across

1. Cloud. 5. Waltz. 8. Isobar. 9. Aries. 10. Tidal. 12. Chores. 13. Limbo. 15. Resin. 17. Avowal. 19. Scare. 21. Image. 22. Ordeal. 23. Stony. 24. Yemen.

Down

1. Charles. 2. Opium. 3. Discovery. 4. Logo. 5. Waterlily. 6. Arise. 7. Tea. 11. Lantern. 14. Baron. 16. Swarm. 18. Wren. 20. Cot.

TRACKROD INTER-CLUB QUIZ NIGHT

I'm trying to organise our next Inter-club Quiz night for the month after Selby's Quiz (June). Please let me know if you are interested in being in the Team (four people needed). As Derek mentioned in his Sec's Bit, we also need a team for the Selby Quiz, hopefully the same team, who will perhaps eventually get as far as entering the **National Club Quiz**.

We need cheerleaders too of course, to come along and support our team, so names for that also please, for catering purposes.

I will confirm the date for our Quiz in next month's mag.

Anne Moffat

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