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JUNE 1993

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 268

June 1993

EDITOR

Hope you all had a good Spring Bank holiday - shame about the lack of sunshine - that's one of the hazards of living in GB.

Sorry about the magazine being a week late but late articles and bank holidays don't help.

We actually have a winner for last month's X-word, which was completed and sent to me by post. Well done **Ken Turpin**.

I've organised an inter-club Quiz Night - details further on in the magazine, but there's going to be a barbeque and raffle prizes, so come along and support your team.

Derek and I will be talent-spotting for our Shell Helix Quiz at our Clubnight on 13th July, so come on all you would-be quiz buffs, we need to enter a brilliant team and you will all have a chance to qualify for it.

Notice of the AGM is further on in the magazine - this year has really flown.

See you all soon.

Anne Moffat

**DEADLINE FOR JULY ISSUE IS
TUESDAY 29TH JUNE 1993**

CHAIRMAN'S CHAT

Well, the summer is a little late in arriving but when it does... - hang on - is that the sun??? ZZZZZZZZ - Sorry Anne for this late report. (It's OK Barry, the first eight months were the worst - ED)

During this past month I had the opportunity to visit the Isle of Man for the 'Manx National' with Rod. First impressions were that the event had an excellent entry but lacked a star-studded first ten with only the Mintex contenders (no disrespect intended). The worthy winner, Mr Rowe, in an Escort Cosworth seemed to have a trouble-free run, but the spares carried by some of these teams would put some dealer parts departments to shame.

A well organised event but closed roads proved that running to a time schedule is critical - any long delays etc. mean lost stages and opening time which is strictly adhered to.

The only slight criticism was that it seemed a little fragmented without a central or focal centre, but well worth the journey. Ask Rod how he prefers his mussels!! It didn't do his sleep pattern any good.

On a more sombre note, I recall my first year with Trackrod - 1975 - when I took up road rallies in a collection of Ford Escorts. I was accompanied by a friend and neighbour who also joined Trackrod. We enjoyed several years together doing most of the events in the North. The person in question was a keen Club member and an ardent navigator, he will be remembered by most of the club's stalwarts - one John Bownass. It is with regret that I have to say that sadly John died a few days ago, at the untimely age of 50. My sympathy goes to his wife, Jean and children. A sad loss.

The Trackrod Forest Stages continues to gather pace, still without a main sponsor but hopefully now with a start venue at Oulton where it all began as the Crest Stages many years ago, using Thorpe Arch Estates, farm tracks and Water Board roads.

The next round of the Quiz is to be held at De Lacy Clubhouse on 18th June. Let's hope to continue our success. Unfortunately, I missed the last visit there, but hope to make this one. (Don't be late Barry - you're in the Team!! - ED)

John Renny is now seeking personnel for this year's RAC. We'll be running Langdale for a change!!! Offers to John ASAP.

That's all for now.

Barry Dove
CHAIRMAN

SEC'S BIT

Well, it has been a busy month again commuting up and down the motorway between here and Scotland for work, leaving me only the weekend to recuperate. (Altogether now - AAAAAAWW - ED)

However, one weekend was still hectic for me: it started with work in Chester-le-Street on Friday 14th May, and having to rush back to Selby for the second round of our local Inter-club Quiz Night at Selby and DMC clubhouse, only to arrive for the last round. Out tear had to field two reserves as I had been late and Peter Rutterford could not make the evening. But along with Stuart Marsh and Nick Stevens, Stephen Lancaster and Paul Scruton helped them come second on the night. I would like to thank all four for taking part.

The next round is being organised by Trackrod's own Editor, Anne Moffat - with John Richardson and myself chairing the evening. Four team members have been found, but perhaps Nick and Stuart would like to be reserves?? - if so, contact Anne Moffat ASAP. The Quiz Night will be held on 18th June at De Lacy Clubhouse. A buffet will be laid on with a small charge per person. We need willing members to come and support our team.

On the Sunday after Selby's Quiz, our Club Treasure Hunt was organised successfully again by Messrs Stevens, Lancaster and Scruton. Their organisation was good, the route excellent, and the clues devious - but congratulations are in order for a superb event from all eight crews who were out.

An article in the RAC MSA News was about the RAC Rally on 21-24 November 1993 - the organisers have acquired a new sponsor for the next three years in Network Q, the foremost name in the UK used car retail market. This year's event will cover 1600 miles with 330 on 35 special stages. There is going to be less servicing and noise. The maximum noise limit is to be reduced from 108dBA to 100dBA. It will be based in Birmingham with day one having 9 stages around the Midlands, day two - 10 stages in Wales, day three - 9 stages in Cumbria and Keilder, day four - 7 stages around North East England.

Anyway that's all for now, but don't forget the Quiz Night on 18th June, also see the article further on about the Shell Helix Club Challenge.....

Derek Lee
SECRETARY

This photo is on loan, courtesy of Stephen Lancaster.
Do you know when, where and who's driving??



Editor

SOCIAL CALENDAR

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

JULY

- 6 Admiral Hawke, Boston Spa
OPEN FORUM - FREE SANDWICHES
- 13 Yorkshire Switchgear Social Club, Meanwood Road, Leeds
SHELL HELIX CLUB CHALLENGE (see separate article)
- 20 Crown, Market Square, Wetherby
FREE SANDWICHES
- 27 **ANNUAL GENERAL MEETING**
Yorkshire Switchgear Social Club, Meanwood Road,
Leeds (104

Mark Midgley
SOCIAL SECRETARY

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COMPETITION CALENDAR - JUNE AND JULY 1993

JUNE

- | | | |
|-------|---|--------------------------|
| 5 | Dukeries Rally (Sherwood Forest) | Dukeries MC |
| 6 | K & N Filters Rally Pembrey, Wales | Carmarthen MC |
| | Brentwood PCT (ANCC) | Glossop MC |
| | Scammonden Hill Climb | Yorkshire S.C.C. |
| | Manby Stages Rally | Matlock & Dist MC |
| 12/13 | Road Rally (ANCC) | Pendle & Dist MC |
| 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 |
| | Wadham Stages Twyford Wood | Sheffield & Hallamshire |
| 26 | Colman Tyres 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 |

JULY

- | | | |
|-------|---------------------------------------|------------------------|
| 4 | Midsummer Multi-Venue Rally | S.C.C. of Norfolk |
| | Scammonden Hill Climb | ShIPLEY & Dist. M.C. |
| | Sprint at Three Sisters | Longton & Dist M.C. |
| 10 | Stage Rally | Knutsford & Dist M.C. |
| 11 | Armstrong Massey Stages at Leconfield | |
| | Airfield (Larkspeed, ANEMMC) | Beverley & Dist M.C. |
| 17 | Carquip UK Stage Rally Watton | Eastern Counties |
| 17/18 | Gordon Musgrove Road Rally (ANCC) | Garstang & Dist M.C. |
| 18 | Cymru PCT (ANCC) | North Wales Car Club |
| | Autotest | Kings Lynn & Dist M.C. |
| | Autotest | Alwoodley M.C. |
| 17/18 | Mid-Derbyshire Road Rally | Mid-Derbyshire M.C. |

24/25 Markates Brieddon Road Rally	Welsh Border Car Club
24 Opposite Lock Stages, Manby (ANCC)	Slaithwaite M.C.
Aintree Sprint Meeting	Lancs and Cheshire C.C.
Promenade Stages Rally	Wallasey M.C.
25 Slaters Trophy PCT	Clwyd Vale M.C.
Curborough Sprint Meeting	Sheffield & Hallamshire
PCT Yorkshire Post Trophy (Larkspeed)	Ilkley & Dist M.C.
31/1 Costa Road Rally (ANCC,ANEMMC)	Trackrod M.C.

MARSHALS

We have an extremely busy couple of months ahead of us with many marshals wanted. Firstly we have the De Lacy Seven Dales Rally - please contact Pat Cunningham on 0924 409000 - I am sure she will be most grateful. Next we have the June Jesters Autotest - please contact any member of the committee.

After that we have the Colman Tyres Rally at Manby - contact Ian Tunney on 0535 603756. Then we have the Armstrong Massey Stages at Leconfield - please contact Geoff Allison on 0482 844489. Next is the Opposite Lock Stages - please contact Rosemary Wilkinson on 0422 370649. Then finally, we have the Costa Road Rally. WE NEED YOU FOR THIS ONE PLEASE - contact Mark Midgley on 0532 501000 or Arthur Heaton on 0937 588287.

Peter Rutterford
COMPETITION SECRETARY

PROVISIONAL LARKSPEED LEAGUE ROUNDS 1993

<u>DATE</u>	<u>CLUB</u>	<u>EVENT</u>
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

SHELL HELIX CLUB CHALLENGE

ANNOUNCEMENT

A letter received on 19th May 1993 informed us that our entry into the Shell Helix Club Challenge had been accepted along with many other clubs, and they are now making arrangements for the Regional Finals to be held in the Autumn.

We have been given 70 sample questions to use on a club quiz night to help select our team of three. So now is the time to put yourself forward and be there on the night to do your bit for Trackrod.

It is to be held at the Yorkshire Switchgear Social Club, Meanwood Road, Leeds, on **Tuesday 13th July 1993 at 9.00pm** - so don't be late.

If you require any further information, contact Anne Moffat or myself.

Derek Lee

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**NOTICE OF THE ANNUAL GENERAL MEETING OF TRACKROD
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Notice is hereby given to all members of Trackrod Motor Club Limited that the Annual General Meeting of Trackrod Motor Club Ltd will be held at Yorkshire Switchgear Social Club, Meanwood Road, Leeds (Map Ref: 104/288 363) on **Tuesday 27th July 1993** to commence at **8.30 prompt**.

Any member wishing to be nominated as an Officer of the Club or as a Committee Member, should complete a nomination form and forward it to the Club Secretary by **20th July**. (nomination form enclosed or available from any Committee Member).

Any member wishing to have anything raised at the meeting should forward details in writing to the Secretary by **20th July 1993** in order that it may be included on the Agenda.

Please note that only items on the Agenda can be voted on on the night. Anything raised on the night under Any Other Business may only be discussed.

Derek Lee
SECRETARY OF THE CLUB

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- 3 Are you exempt from surcharges on older vehicles and caravans when you travel to Europe? YES or NO?
- 4 Do you receive discounts on European cover, publications and signs services? YES or NO?
- 5 Would you receive a free traditionally crafted grille badge when you join? YES or NO?
- 6 Will your motoring organisation represent your views to Parliament? YES or NO?
- 7 Do you have a dedicated 0345 telephone number for membership enquiries? YES or NO?
- 8 Does your membership cover your car for any authorised driver, and you, whatever car you and your spouse are travelling in, as driver or passenger? YES or NO?

If your answer is YES to all these questions you must already be enjoying the privileges of RAC Associated Club membership.

For immediate cover or further information telephone 0345 41 41 51 (weekdays 9 a.m.-5 p.m.)

Members transferring from other motoring organisations are exempt from the £10 joining fee.

Offer valid until March 31st 1993.

- Please note: to qualify for this offer you must be*
- 1. A member of an RACMSA Recognised Club or*
 - 2. An RACMSA licence holder or*
 - 3. An RACMSA Official.*



THE NEW KNIGHTS OF THE ROAD

TROPHY POINTS

Just a word to remind people about alcims. After a mini flurry in February and March, claims have come to a dead stop. By the time you read this the year will be almost halfway over already, and don't forget the three month deadline for getting claims in.

Also, a reminder about the April Fool's Autotest. Not only does this count for normal claims, it also qualifies for the Trackrod Trophy being a Trackrod M.C. organised event, so if you were marshalling, competing or organising - **GET CLAIMING!!!**

POINTS MAKE PRIZES!!!

Vince Fletcher
TROPHY POINTS

This photo is on loan, courtesy of Stephen Lancaster.
Do you know when, where and who's driving??



Editor

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JUNE X-WORD

Another puzzle for you to pass those boring hours away...

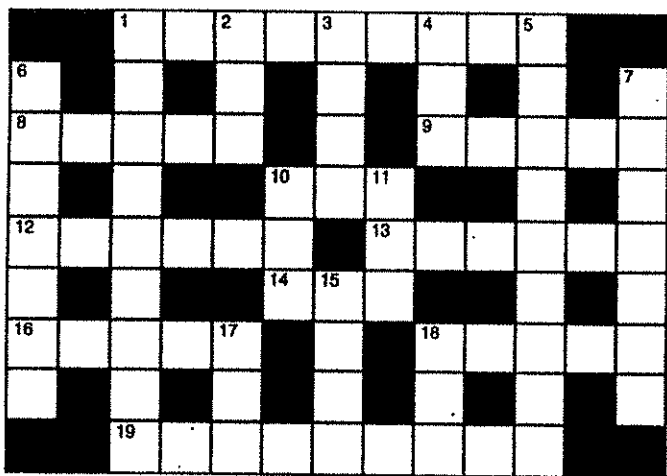
Answers in next month's magazine.....

ACROSS

- 1 Motor car with folding top (9)
- 8 Fateful twist (5)
- 9 Objet d'art (5)
- 10 Jewel (3)
- 12 Kind of flag (6)
- 13 Pronounce free of all charges (6)
- 14 Space invader! (1,1,1)
- 16 Religious text (5)
- 18 Mr Richard: rock star (5)
- 19 Christmassy fruit (9)

DOWN

- 1 French breakfast bread (9)
- 2 Bribe (3)
- 3 Not working (4)
- 4 Insect's secretion (3)
- 5 Blue-green colour (9)
- 6 RC clergyman's cap (7)
- 7 Bishop (7)
- 10 Wildebeest (3)
- 11 — Tse Tung: former Chinese leader (3)
- 15 Golfer's warning cry (4)
- 17 Cure (leather) (3)
- 18 Employers' union! (1,1,1)



RETROSPECTIVE

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

The fuel crisis of recent months is over - the RAC say we can now run events as we wish - no 30% reductions in entries etc. - this also meant the end of the fuel saving 50mph speed limit!

We had a float! - well, three cars anyway, in the Lord Mayor's Parade in Leeds - all driven slowly for a change - as I recall, two of them retired due to overheating in the summer sun!!

Richard Jackson/Harry Heath reported on their outing on the recent Welsh International Rally (remember that do you?). Steve Lloyd, acting as Service Crew, was kept busy as the rear suspension control arm developed a crack which allowed some rear wheel steering and some interesting handling characteristics. It was a fair old distance before the team could access any welding gear - no other dramas of significance, but they didn't wait at the finish for their results - nuff said!!

There was a report of the recent (!) April Showers 12-car rally - won by John Birch from Steve Rathbone (2nd) and Martin Kemp (3rd).

Also reported on was the recent Mintex Seven Dales Rally on which we were represented by Clive Holker and Jack Coulthard in the 'Twink', Tony Longstaff partnering Alan Ruddick in the Imp and Richard Jackson/Harry Heath in the 240Z.

The Twincam of Holker/Coulthard retired on SS1 with a surplus of oil flow(!). The 240Z was OK until the forests were reached and after breakfast at the Flask Inn, it was obvious the car was again in handling difficulties. A heavy landing after a jump in Harwood Dale had cracked the O.S.F. chassis member. It was welded up in Pickering but only lasted a further seven stages before crying enough - it wasn't reported how the Imp pair got on unfortunately.

Martin Cantrill was seeking information on the whereabouts of a 12 volt fluorescent light fitting that went missing from a caravan on the Seven Dales - had this been in 1993 they would likely have taken the whole caravan!!

Trackrodends

RICHARD INESON

ANSWERS TO 'MAY X-WORD

Well, we have yet another brainbox in our club - **Ken Turpin** stand up and take a bow, your answers were all present and correct - your prize is awaiting you. For all others who would like to know the answers - here they are.....

Across

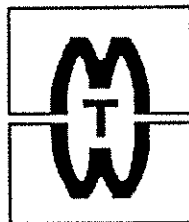
1. Faithless 8. Handy 9. Blame 10. Jet 12. Trauma 13. Orient 14. Wet 16. Lathe 18. Byron 19. Corkscrew.

Down

1. Fantastic 2. Ivy 3. Hake 4. Ebb 5. Scarecrow 6. Shuttle 7. Destiny 10. Jaw 11. Tot 15. Eyas 17. Err 18. Bar.

Anne Moffat

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MANSELL - CHAMPION IN EXILE - continues.....

(Courtesy of Sunday Times)

For Mansell the rot set in last March. He had won the opening race of the 1992 season in South Africa so resoundingly that already the pundits were predicting a triumphant season. At the second race in Mexico they were expecting a repeat performance - first and second place for Mansell and his Williams team mate Riccardo Patrese - when Frank Williams broached a sensitive subject. He asked Mansell what his reaction would be if the team dropped Patrese and signed Alain Prost to drive alongside him the following season. Now way! was Mansell's immediate response. He and Prost had driven together at Ferrari, where the Frenchman had used his influence with the team's owner to subordinate Mansell's equal status in the team. "If Nigel was faster than Prost in practice, he would turn up the next day to discover his car had been swapped for Prost's", said an inside source at Ferrari. "If he was still faster, it was swapped back. That was just a small part of what went on. There's no doubt that Prost used his relationship with the boss to ensure he received the lion's share of the team's effort at the cost of Nigel's chances". Frustrated by the internal politics of the team and Prost's influence over it, Mansell had decided to retire.

It was Frank Williams who had tempted him back out of retirement, but now he feared a repeat performance from Prost: the Williams car is powered by Renault engines and Elf fuel, both companies operate under firm French government control, and their investment in the team runs into tens of millions. Prost's influence with officials is legendary.

Months earlier, when pre-season testing showed that Williams had built a world-beating car, Prost had set his sights on driving it. He wanted to race again and he wanted the best, and he had friends in high places who could get it for him. Rumours circulated that Renault and Elf were putting pressure on Frank Williams to offer Prost a drive. Prost agrees that Williams called him at the time. "I don't make telephone calls, people call me", he says. Prost also confirms that while Williams was going through the motions of asking

Mansell's opinion in Mexico, he and Williams had already agreed terms. He would get \$10m plus pensions, dealerships and petrol stations from Renault and Elf.

Clearly Williams had been bent over a barrel by the French. Without their engines, their specialised fuel and their millions, his team would have to start from scratch just when they were on the verge of dominating the sport. But he couldn't bring himself to break the news. Three races into the season, all won convincingly by Mansell, he raised the subject again. "Why change the team Frank?" Mansell retorted. "Riccardo and I have come first and second in every race, we are blowing the opposition away. Why do you need Prost?".

Again the subject was dropped and Williams began pressing Mansell to sign a contract for the next season. Mansell couldn't understand the haste: contracts aren't normally settled until mid-season and this one was not yet a quarter completed. "There was no hurry and besides I wasn't going to sign anything until I knew who the other driver would be", Mansell explained. "I still didn't think Frank was serious about Prost and I wanted to concentrate on the racing".

Five races into the season Mansell had established a record of five wins in a row and Williams had stopped pushing Mansell for an answer - on Prost or his contract. He told Williams then that he was willing to sign at once for the same money (Mansell was earning \$8m in 1992 but could have expected much more as reigning world champion) if Patrese was kept on, but if Prost was signed he wanted compensation because he would lose his favoured status in the team. "I hoped Frank would back down and drop the idea of signing Prost".

It is not uncommon for drivers losing their number one position to negotiate compensation. The world championship brings with it a big increase in status, so any dilution of a team's efforts on behalf of a driver can reduce his potential earning power. Mansell asked for \$"m - he was sure if Prost were signed it would be for \$10m at least and he saw no reason why he should

accept less in the season he seemed sure to win the world championship. He also asked for a guarantee of equal status, the same engines and technical back-up that Prost would have if he was signed - for Mansell was still unaware that the Frenchman had an agreement.

The negotiations were suspended as the Williams team concentrated on consolidating their grip on the season but by midsummer, at the British Grand Prix at Silverstone, the driver began to hear rumours that Prost had indeed been signed. He pressed Williams and two weeks later the team owner admitted that "it was likely he would be signing Prost".

It was then that Mansell discovered Prost had had an agreement with Frank Williams all along; a copy of it had been seen inside William's office and Mansell was tipped off. He was outraged. "Nigel had to re-adjust his position from that moment on", explained a close friend. "Prost coming to the team was bad news. Nigel despised him and felt that the team spirit, which was amazingly high, would evaporate just as it did at Ferrari. He was also incensed that Riccardo, who was driving well, was being secretly shafted."

What Mansell didn't know was that Prost's agreement gave him the right to veto the other driver in the team. Prost had already exercised that power by insisting the former world champion Ayrton Senna would not be allowed to drive alongside him in a Williams car.

"There was something else Nigel didn't know", says an unimpeachable source. "Prost had insisted that Mansell shouldn't drive for Williams either, but Frank Williams had managed to sidestep that one and persuade Prost to drop his veto".

To be continued ...

Anne Moffat

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