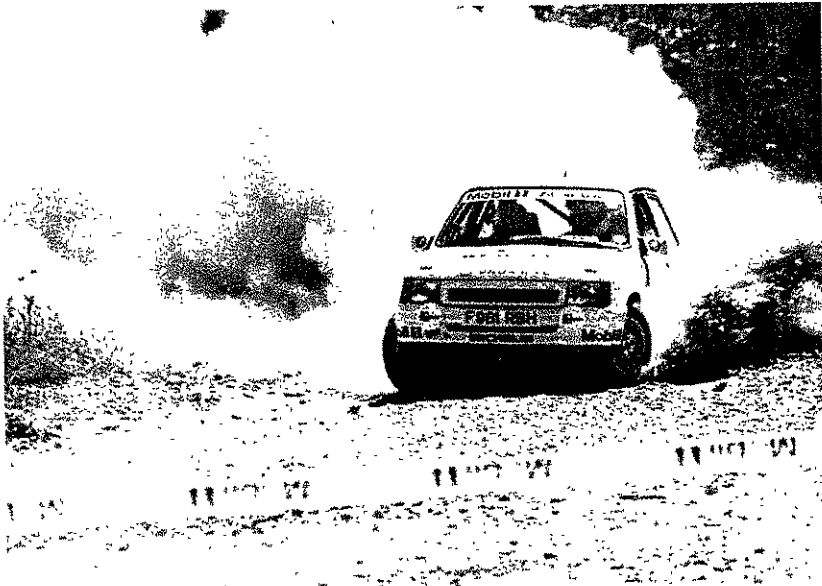




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AUGUST 1993 MAGAZINE

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 270
EDITOR

August 1993

Hello readers...

Well, this is my final magazine for my first year as Editor. I hope you have enjoyed reading the contents and doing the quizzes over the past year as much as I have enjoyed putting it all together. **When** the machine works properly and now that I can control the dreaded 'mouse', and most importantly, when I get lots of articles to put to print, its a lovely job really (**I think??**)

I have made the very foolish decision to remain on Committee for another year, so it's just possible that you'll continue having me as your Editor - who knows what job they'll try to get me to take this time!!

Anyway, should I remain Editor, I would like to say **please**, can I have some exciting articles to write about this year from you, the members. There must be **something** happening when you're out there facing the elements on Rallies - something everyone would like to read about. I don't care if you can't spell, or even if you can't write - tell me about it and I'll get it on paper.

Thanks to all those who have taken the time to give me articles over the past year and I suppose I should really thank my colleagues on Committee for theirs also - keep em coming, (and if you can also get them in on time, it would be even better!! - **sarcasm is the lowest form of wit!**)

See you all soon

Anne Moffat

DEADLINE FOR SEPTEMBER ISSUE IS
TUESDAY 31ST AUGUST 1993

Dear All,

Well this is the last letter to be written by your present Chairman, it has been a somewhat hectic twelve months interjected by prompts from our Editor for the articles - even abusive!!! at times, but we all have our faults, me more than most. (Just wait till the new year Barry, if we're still on the Committee!! - ED)

The Armstrong Massey Stages on Leconfield proved a very tough battle as the leading car on three occasions retired during the day. The eventual winner in an Escort 4 X 4 Cosworth was Tony Janneta. A surprise during the day was that as cars arrived for stage 5, both scrutineers check all tyres for width and tread depth, the amount of cars doing a hasty retreat to service again was a spectacle - even our own Darren (Dave) Moon and Mike Gray returned to fit the only rubber they had left - a set of M & S. In his own words "this will put an alsatian under the bonnet, listen to it howl now" and finished a creditable 5th overall. First in Class Steve Sanderson and Rob Buchan had their usual reliable but deceptively quick run, well done Team!

By the time you read this article the A.G.M. will have been and gone and who knows - maybe a few new faces will join the Committee.

Also available will be the Regs for this year's Trackrod Forest Stages - we need to promote the event so anyone doing an event away from Yorkshire please take some advertising sheets - available from Rod or myself.

The Costa Road Rally will I hope have successfully run but I'm sure there will be more on that in a later edition.

Later this month the Barbeque Hillclimb will be happening, hopefully in good weather. Any help would be greatly appreciated, so come on, have a good day out and a fab barbeque afterwards. Details from Richard Ineson, or Nigel Drayton.

Well nothing else springs to mind except the introduction of past club events etc. for the A.G.M. which I now have to put down on paper. This edition of Chairman's Chat has to be in our beavering Editor's hands on 21st July 93.

See you soon.

Barry Dove
CHAIRMAN

p.s. For those with a little time to spare I've compiled a little quiz/questionnaire, all the answers are car makes or models. Anyone requiring answers please see me.

Remember, they are not all new cars, they range from 1950 to the present day.

I will give a prize to the winner with the most correct answers as on my sheet.!! Article further on in magazine.



SECRET

It has now been twelve months since I took up the post of Secretary and it has been twelve months that have flown by. I have enjoyed being Secretary and I intend to stay on for at least another year. (good on ya, Derek - ED)

So, on to the A.G.M. which was held at the Yorkshire Switchgear Social Club on 27th July. I am glad to say that it was well attended and everybody seemed to be pleased at the way the Committee have managed the Club over the last year. For those of you who were not there, I would like to take this opportunity to tell you that apart from Mark Midgley and Jill Woollin, the rest of the Committee are re-standing, with the addition of Richard Webster. I would like to thank Mark and Jill for their efforts and support, and to welcome Richard to the Committee.

John Renny was only able to bring a draft copy of the Accounts to the A.G.M. So that we can see the Accounts properly, we will be having an E.G.M. on 14th September at 9.00pm, to be held at the Yorkshire Switchgear Social Club.

On a lighter note, the 25th July saw Ilkley and DeLacy Motor Clubs run their Larkspeed League P.C.T. which was well attended with 41 crews competing. For Trackrod, there were two crews out in the form of Paul Scruton and Nick Stevens in a Sapphire 1.8 and Derek Lee and Stephen Lancaster in a Sapphire 2.0, what a team! (Yours Truly is now a member of the Reprobates!! What next?) Both finishing well down the order, but at least we got a few points for Trackrod's Larkspeed League Team.

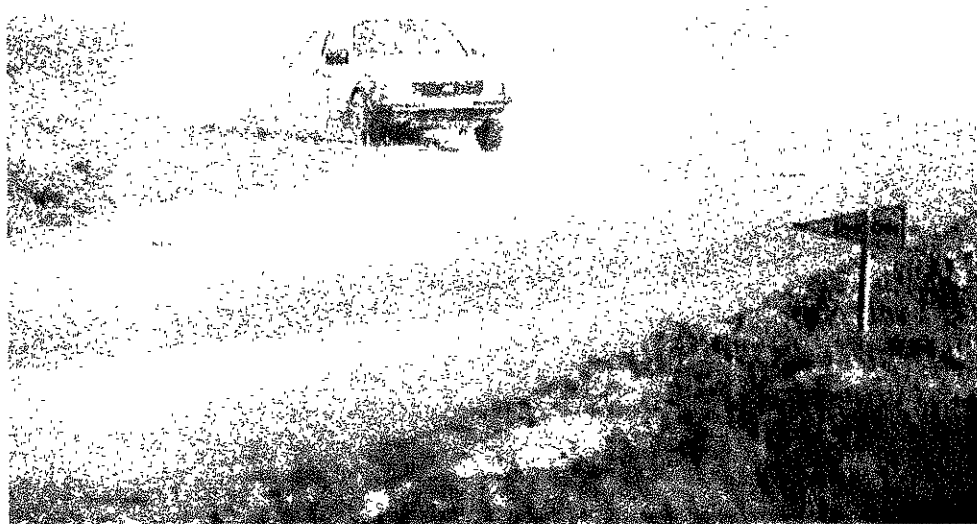
The next round is this Sunday, 8th August - Alwoodley - Summer Autotest at West Street Car Park, Leeds - so if you would like to do it contact Alwoodley immediately and get on the team, or speak to Peter Rutterford.

I would just like to finish on the subject of the Shell Helix Club Challenge Quiz which was held at the Yorkshire Switchgear Social Club on 13th July.

I was a bit disappointed with the numbers of members who took up the challenge and attempted to answer seventy set questions. From the eight people who did, I send my thanks. The three top scorers were Peter Rutterford, Richard Ineson and Richard Webster, who hopefully will represent Trackrod Motor Club at the area finals to be held in September/October, so they will also need support from you the membership. Not forgetting that there are cash rewards at the end.

So, bye for now.

Derek Lee
SECRETARY



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SOCIAL CALENDAR

AUGUST

- 3 **BREWERY TRIP - SAM SMITHS, TADCASTER**
(see separate article)
Alternative - Admiral Hawke, Boston Spa
- 10 **Yorkshire Switchgear Social Club, Meanwood Road, Leeds**
(104/290 363)
- 17 **Crown, Market Square, Wetherby**
FREE SANDWICHES
- 24 **Harvester, Wetherby Road, Scarcroft (104/364 417)**
- 31 **New Inn, Eccup (104/288 429)**
VIDEO NIGHT

SEPTEMBER

- 7 **Admiral Hawke, Boston Spa (105/434 454)**
OPEN FORUM - FREE SANDWICHES
- 14 **Yorkshire Switchgear Social Club, Meanwood Road, Leeds**
(104/290 363) E.G.M. 9.00 pm
- 21 **Crown, Market Square, Wetherby**
FREE SANDWICHES
- 28 **New Inn, Eccup (104/288 429)**
VIDEO NIGHT

Mark Midgley
SOCIAL SECRETARY

COMPETITION CALENDAR - AUGUST AND SEPTEMBER

AUGUST

2	Scammonden Hill Climb	Longton & Dist MC
7	Silva Stages (Forest)	Clitheroe & Springhill
8	Alwoodley Autotest (Larkspeed)	Alwoodley MC
	Stuart Harte	
	Baitings Dam Hillclimb	Knowdale Car Club
	Twyford Wood Stage Rally	Eastwood & Dist MC
	Burgess Bowl Rally, Manby	Glossop & Dist MC
14	Sutton Rally Spares	
	Stage Rally, Manby	Carlton & Dist MC
14/15	Minorities Yellow Brick	
	Road Stages	Hadrian MSC
15	Abtex Trophy Autotest (ANCC)	Huddersfield MC
	Three Sisters Sprint	Lancashire AC
	Neil Howard Memorial Rally,	
	Twy Croes	Bolton Le Moors MC
	P.C.T. Parson Lea Farm	Pendle & Dist MC
17	Production Car Trial	Trackrod MC
21/22	Road Rally (Oldham)	High Moor M.C.
22	Autotest	York M.C.
29	Barbeque Hill Climb,	
	Baitings Dam	Trackrod M.C.
	Autotest	North Humberside M.C.
	Tyneside Stages Rally,	
	Northumberland	Alnwick M.C.

SEPTEMBER

4	Ilkley Jubilee Classic Road Rally	Ilkley MC
4/5	Rally of the Dams	
	(Road Rally)	Sheffield & Hallamshire
5	Scammonden Hill Climb	Lancashire AC
	Autotest	Stockport MC

	Autotest	Lindholme
	Autotest	Eastern Counties
	Pendragon Stage Rally	Kirby Lonsdale MC
12	Mad Video Stages at RAF Binbrook	Lincs Louth MC
	Aintree Sprint	Knowldale Car Club
	Autotest	Airedale & Pennine
18	Twy Croes Rally	Pendle & District MC
18/19	Cossack Road Rally	Eastwood & Dist MC
	Three Rivers Road Rally	Stockton & Northallerton
19	Autotest	Clitheroe & Dist MC
25	Trackrod Forest Rally	Trackrod MC
25/26	Road Rally	Rotherham & Dist
	Phoenix Road Rally	Sporting CC of Norfolk
26	Autotest	Alwoodley MC
	Autotest	Loughborough CC

MARSHALS

We need as many helpers for the Barbeque Hillclimb - please contact **Graham Whitaker on 0532 654182**. In September we have the Trackrod Forest Rally - if you can help please see any member of the Committee.

If anyone feels like a trip up north, please contact **Graeme Lamb** who is looking for helpers for the Minorities Yellow Brick Road Stages Rally. The event starts at Durham and finishes at Alnwick Castle. Graeme can be contacted on **091 237 6577**.

Full report on the Costa next month's magazine.

Peter Rutterford
COMPETITION SECRETARY

PROVISIONAL LARKSPEED LEAGUE ROUNDS 1993

<u>DATE</u>	<u>CLUB</u>	<u>EVENT</u>
8 August	Alwoodley	Autotest
12 Sept	Slaithwaite	Autotest
3 Oct	York	Autotest
7 Nov	Trackrod	Lookout Stages (Melbourne?)

Peter Rutterford
COMPETITION SECRETARY

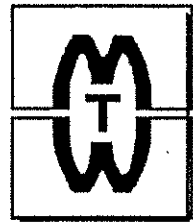
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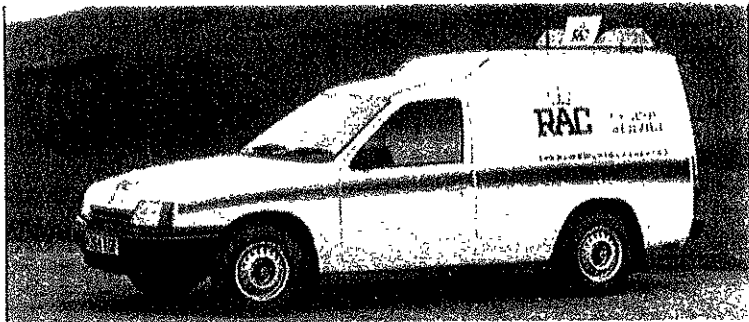
BAZZ'S QUIZTIME

All the answers are cars, be it make or model only. 1950 - present day. i.e. common name for dog - Rover.

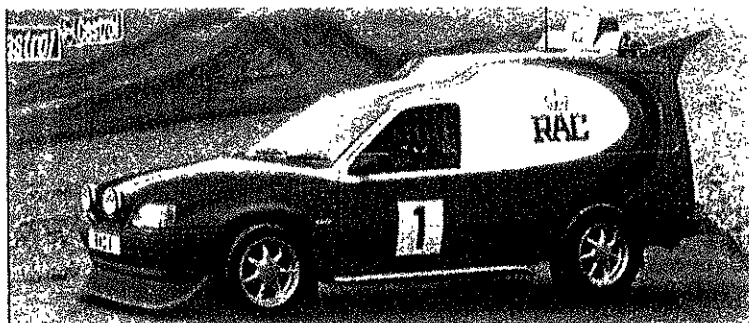
1. Girl's name
2. Countries rep abroad
3. Musical term
4. An introduction
5. Soft gentle breeze
- 6 Small adult
7. Italian ski resort
8. Supporter of Charles I
9. Someone out to get even
10. Where earth and sky meet
11. Royal Female
12. Happy time (continentally)
13. Small fruit
14. Hunting bird
15. Stinging insect
16. Cuddly creature almost extinct
17. Italian island
18. Fir tree setting
19. A popular biscuit (Fox's)
20. A chaperone
21. Ball game played with sticks
- 22 Spanish city
23. A sword
24. A famous road in France
25. a popular centre-less sweet
26. A region of Southern France
27. Spanish island
28. Popular English city (intelligent) (2)
29. French underground
30. Popular tropical beach
31. Yorkshire river?
32. Sewing machine
33. Fearsome sea creature
34. Has many signs (lion, fish etc)
35. An inheritance maybe

Answers from me....

Barry Dove
CHAIRMAN



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THE NEW KNIGHTS OF THE ROAD

RETROSPECTIVE

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

Big event of the month was the A.G.M. at the Duke of Wellington on the 29th at which Richard Jackson relinquished the helm and was replaced by the former Secretary, Steve Lloyd, Rick Stevens became Secretary and Martin Kemp, Treasurer/Comp.Secretary. A bod called Ineson was to be Editor, starting with the October issue (can't wait to re-read all old editorials!)

Ken Goodall/Richard Ashcroft, finished 4th overall on the Calderford Trophy Rally and there was a report on the recent Cartune Rally where Ken/Richard lost a bucket of time and finished 18th - however they were lucky to finish at all - the diff packed up on the way to the shops next day!! Martin Kemp/Ian Buchanan were out in the Cortina Savage "1500" but the underpowered pair could only get them to 39th place after being 15th at one point.

Steve Mills won the recent Sportonoggin from Andrew Roddy.

Noggin nights were at the Duke of Wellington, East Keswick; the Black Swan at Burnbridge and the Beehive at Thorner.

Trackrod.....ends

RICHARD INESON

AUGUST X-WORD

Is there anybody out there??? Are you doing these crosswords or do you find them a waste of space in your magazine?? Please let me know.

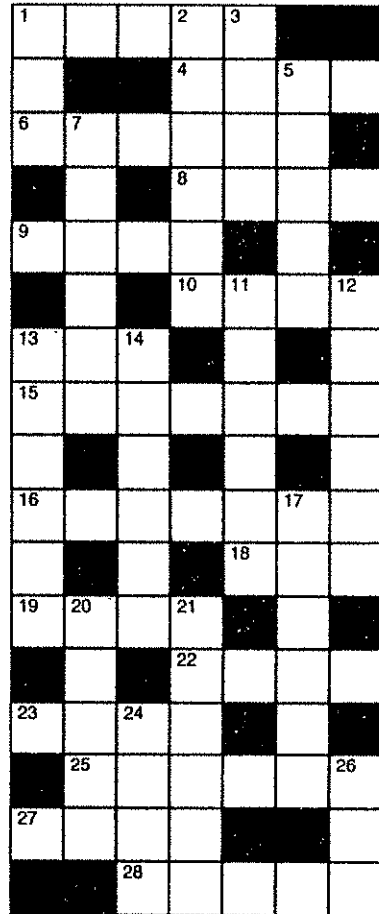
Answers to this month's in **September** magazine.....

ACROSS

- 1 Inexpensive (5)
- 4 Objective (4)
- 6 Man in the mitre (6)
- 8 Swiss peaks (4)
- 9 — and ends (4)
- 10 Gossip (4)
- 13 Female fowl (3)
- 15 Issue (7)
- 16 Circulating (7)
- 18 Adam's mate (3)
- 19 Base or treble? (4)
- 22 Status (4)
- 23 Ponder (4)
- 25 Garment insert to allow expansion (6)
- 27 Smart (4)
- 28 Noggin (5)

DOWN

- 1 Devon house-wall mixture (3)
- 2 Horrified (6)
- 3 Common fund (4)
- 5 Cause to be 2D! (5)
- 7 'A friend in need is a friend —' (6)
- 11 Pilot the plane (6)
- 12 Set fire to (6)
- 13 Setting a brave example (6)
- 14 Dextrous (6)
- 17 Redress another's wrong (6)
- 20 *Game for a —*: TV show (5)
- 21 Wall painting (6)
- 24 City garb (4)
- 26 Attempt (3)



Editor

ANSWERS TO JULY X-WORD

Ken Turpin wins again. As usual, Ken was the only one who gave me a completed crossword. I know what it is.... you don't want to spoil your magazines by tearing the pages out eh?

Across

2. Philanderer 8. Halo 9. Universe 12. Lace 13. Emma 14. Cow 17. Icy
19. Ulna 22. Bean 23. Producer 24. True 25. Photography.

Down

1. Chilli 2. Plucky 3. Hone 4. Love 5. Norm 6. Eve 7. Echo 10. Emend
11. SAE 14. Cherry 15. Wander 16. Fur 18. Cash 20. Long 21. Aura
22. Beth 23. Pat

Anne Moffat



(courtesy of Sunday Times)

Until then the negotiations had been par for the Grand Prix course. Drivers and team owners traditionally fence for advantage, and such is the money invested in the sport that fair play, loyalty and friendship can take second place to commercial imperatives. Millions of pounds and 200 jobs were at stake. He had understood that Prost's signing was a fait accompli, but when his mobile telephone buzzed on the course at Ramsey even Mansell, a man more used than most to the machinations of Formula One, was taken aback.

"He was shaking with emotion. He was so dumbstruck, so choked up, that he hung up without saying a word", said a friend playing with Mansell.

The man about to be crowned world champion was being told the offer had been withdrawn. In its place was a new contract offering him a 50% pay cut - half what Prost was getting - and he was being given two hours to agree. Ayrton Senna was waiting in Paris to sign if Mansell did not. But Mansell knew Prost's contract excluded Senna. What was Frank Williams up to?

"I played the most God awful round of golf", is all Mansell will reveal about that day. But friends say he told Williams, "I don't need two hours. If you want Senna, sign him".

For three weeks Mansell and Williams didn't speak. Now world champion, Mansell regarded himself as sacked and the rejection gnawed at him. Did Williams think he was a fool to fall for the ultimatum? Or were the French determined that Mansell would not be allowed to steal Prost's glory in the new season and had insisted Williams make him an offer he had to refuse?

Mansell made no secret of his quarrel with Williams; only the details were kept confidential. Williams implied that team jobs were on the line and he couldn't afford the driver's demands. No reference was made to the cost of signing Prost, whose contract had added \$9m to the drivers' wage bill (Patrese was paid \$1m).

Mansell made vague statements about being treated shoddily and rumours circulated that a deal had foundered on the question of a hotel room. Blame was focused on Mansell's supposed greed.

If Williams appeared to be winning the propaganda war, the fans would have none of it. Frank Williams's claim that money was short resulted in a shower of #10 notes, demonstrations outside the factory gates and faxed protests. . Sponsors other than Renault and Elf were becoming restive. In the middle of this Renault discovered that Mansell's success had significantly boosted sales of its new range of cars against the recessionary flow. Market share and profits were dramatically up and dealers feared a backlash.

By the time Mansell arrived in Monza for the Italian Grand Prix, there were high hopes that Williams and his world champion would settle their differences after all, but throughout the weekend Mansell continued to say that he would announce his resignation on race day and only one person tried to intervene.

Bernie Ecclestone, the powerful president of the Formula One Constructors' Association and the man credited with building Grand Prix racing into a global commercial success, was concerned at the way the world champion was being treated. Ecclestone has a reputation for being a man of his word. "Bernie's handshake is better than any contract", says Mansell. "If he says he'll do something, you can count on it".

Ecclestone tried repeatedly to bring the sides together. He promised that if Mansell signed with Williams, he would ensure that the Driver's position was not undermined.

Ecclestone is known to regard the Formula One teams, and the drivers in particular, as family. It was he who ensured that Riccardo Patrese was snapped up by the Benetton team as soon as Williams dropped him - for no other reason than that the veteran Italian, the most experienced driver in Formula One, had given great service to the sport and did not deserve to be dumped so ignominiously.

"I owe Bernie everything", says Mansell. "He's the man who has made it all possible for us". He appreciated Ecclestone's offer, but the problem wasn't

the money. It was my common zone. The only signal I was getting from Frank Williams was that he couldn't care less if I drove for him or not".

Ecclestone was working frantically behind the scenes, and when Mansell asked if he could use the circuit press room to announce his retirement the Monza paddock reached a fever pitch of anticipation. Ecclestone admits he threatened to have Mansell barred from the press room if he dared retire but the British driver was adamant. "How can I drive for someone who doesn't want me?" he explained.

On Sunday Mansell mounted the platform in the press centre and began his speech. He was half way through it when a Williams official burst in and whispered a few words into Mansell's ear. They amounted to a complete climb down by Frank Williams, Renault and Elf. They were ready to sign Mansell now, on the terms they had agreed months ago. The insulting offer that had been relayed to Mansell on the golf course in Ramsay was withdrawn.

"If they'd come to me a day earlier, I'd have thought seriously about staying on", says Mansell. "But at that moment I decided I couldn't be bought and I wasn't going to be treated that way". The driver walked.

Why did Frank Williams withdraw the original offer made to Mansell and replace it with one that any self-respecting professional had to regard as a slap in the face? Was it Prost, through Renault and Elf, pulling strings behind the scenes to ensure the French driver would not be humiliated by Mansell on the track? It certainly wasn't Mansell's greed, for then the driver would have accepted the deal Williams made in Monza and Ecclestone's guarantee.

"It wasn't, in the end, Renault or Elf, or even Prost", says an inside source. "It was down to Frank. He's hard-edged, an aggressive negotiator. It is characteristic of him to negotiate a deal for millions and then argue right down to the wire over a hotel room".

Williams knew Mansell's pride and emotional commitment were huge: he thought the driver would be so desperate to defend his world championship that he would do anything to keep his seat in the best car and that his retirement

threats were bluff. Williams saw an opportunity to save a few million dollars.

A source high up in the Grand Prix hierarchy explained: "People underestimated Nigel's strength and integrity. It was only at the last minute that they realised he meant business. The stupid thing is that Nigel has always meant business - that's the way he drives and lives. This is a man who sold his house and worked as an office cleaner, living a penury to fund his dream of racing. He broke his back twice and his neck once, ignored doctors who told him he could never drive again, discharged himself from hospital, and went on to win the world championship. Other drivers have big money, rich families behind them to fund their ambitions. Nigel only had his talent and a wife who backed him all the way. They massively miscalculated and they know it now".

They know it because in January, on the day Mansell revved his Indy car for the first time, Renault announced record profits across Europe and attributed their success in large part to Mansell.

And they know it because Mansell's switch to Indy car driving - he has broken the lap record of every circuit he has tested on so far - has sparked an unprecedented interest. Televised Indy racing has been sold to 72 countries already, where once it was largely unknown outside north America. Here it will be on ITV every week, with Mansell as presenter. The Americans have been presented with a Trojan horse to break into Formula One's fortress - the world television audience. Indy Car has a mountain to climb: Formula One is tough and ready to fight the threat. But, if only in the interests of fair play, Ecclestone is determined to tempt Mansell back - and few people doubt that sooner or later he will succeed.

finale'

Editor

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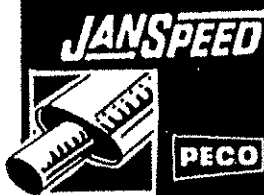
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