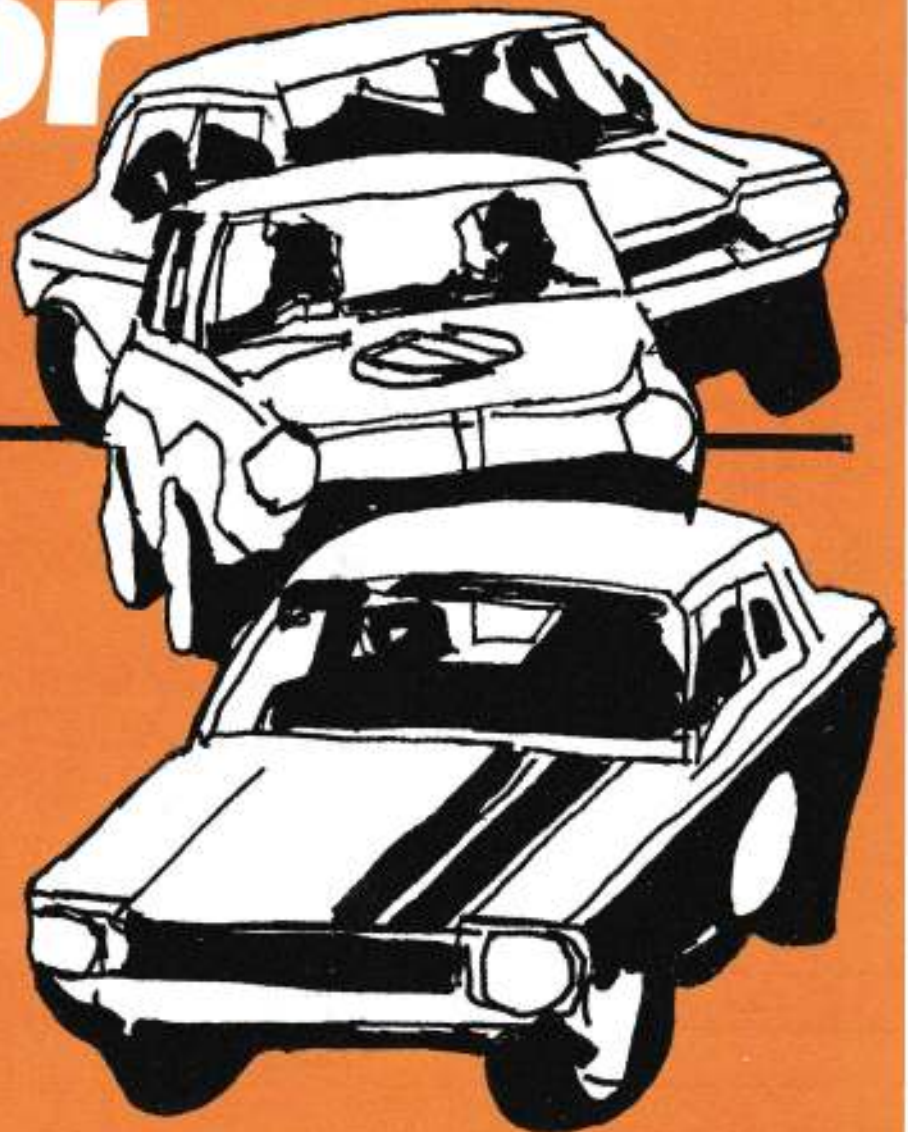




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OCTOBER 1978

Well another month has whizzed past, only this time there has been a fair amount of motor sport of one sort or another.

I would like to thank, through this column, Mike Beadle and Chris fewless for their ginormous effort which they put into organising the Crystal Stages Rally 1978. It was one helluv a rally. I am sure it is the best to date and it can only help to attract a bigger entry for 1979.

I would also like to thank Jackie and Vicky, the wives of the above for being so tolerant re these two sods absence at home for the last three months.

Poor old Stuart Saddington's absence was felt both in the build up to the rally and during. Unfortunately, Stu is in Hull Royal Infirmary Ward 4 with a busted ankle in 8 places and if that isn't enough, a busted nose. He stressed to me when I visited him that the latter was not through what us lot might think. Let's hope he is not in hospital too long and that he will soon be out and about.

Don't forget that the film nights will soon be starting, lets give John the support(he needs one, he lifted something heavy!) the dates will appear on the notice board and in this mag.

See you at the Grange.

COMP. SECS REPORT

After attending the recent dates meetings at both the Humberside Motor Sport Group and ANCC it is obvious that there will be even more events next year. It is getting very difficult to find dates which do not clash with some event or other, especially with rallies now that there is a minimum period of six weeks between rallies on any one road.

Beverley and D.M.C. are putting on an additional event to their Beaver Rally in January which will be called the Swift Caravans Hull Crest Rally, we are of course, an invited club.

Another local event is the Delacy Motor Club's Hull Crest Motels Seven Dales Rally which, as the name suggests, starts and finishes at the Hull Crest Motel, North Ferriby. We will of course, be asked to help in marshalling the event. The rally is held on 16/17 December and regs are available now. Many thanks to the organisers of the last two Autotests.

SHELL LEAGUE

The latest event was the Scamendon Hill Climb organised by Huddersfield Motor Club, unfortunately as this was a speed event, competitors require a speed licence to compete and not many of our members have one. We therefore only had two competitors Alan Carvell in his Mexico and Eric Craven in his R.S. They were up against some strong opposition and with only a team of two we did not do very well, many thanks to them for having a go. We are now lying 5th overall as shown below.

1st	Ilkley	2952 points
2nd	York	2800.3 "
3rd	Trackrod	3282.9 "
4th	Slaithwaite	1981.1 "
5th	N.H.M.C.	1922.7

With only two events left we can still get back into 4th place. The next round is the York Motor Club's Autotests which are on the 29th October so lets have a good turnout.

The final event is the Leeds Motor Club road rally on the 4/5th November.

Although we have several members competing in the A.N.C.C. Rally Championship only Peter Smith/Jeremy Matthews are in amongst the leaders - now lying 6th after outright wins on the Moonraker, Calderford and Devils Own Rally. Within this Championship there is also a Club league table at present, led by Trackrod with N.H.M.C. lying 6th.

SHELL 'R' RACING OIL

Amongst my increasing pile of motor club paperwork I have come across a letter from Shell giving information about a 3AE40 Caster based oil specially designed for highly tuned production engines. It is available in one litre plastic bottles and the local stockists are:-

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Saltend Filling Stn. Hedon Road.

AUTOTESTS

Our final event of the year is a closed to club Autotest to be held on 5th November (due to York Shell League event being on 29th October the original date) More details later from Comp. Sec. or watch the notice board.

FORTHCOMING EVENTS

- 15th Oct. Sprint on Elvington. Auto 66
22nd Oct. Highwayman. P.O.A.C.
28th Oct. Pennine Rally. Alwoodly M.C.
5th Nov. Sprint on Carnaby. Auto 66
5th Nov. Autotests. Closed to Club
19-23 Nov. R.A.C. Rally
20th Nov. We are manning Cropton stage and need LOTS of help.
2/3 Dec. Beaver Rally (Novice Rally) Beverley & District M.C.
9th Dec. Cossack Rally. Eastwood & District Motor Club to be held in the Lincoln Grantham area.
16/17 Dec. Seven Dales (start Hull Crest) De lacy Motor Club.

CLUB CHAMPIONSHIPS

Road Rally Championship. Positions to date.

Drivers	Positions	Drivers	Positions
1st. Pete Smith	279	John Tyzack	168
2nd. Terry Lucas	168	Brenton Towse	113
3rd. Graham Burton	162	Ian North	88
4th. Andrew Towse	113		
5th. Mike Reed	89		

These are based on the Moonraker, Cossack and Calderford Trophy Rallies.. I have not yet received any results for the Shipley Motor Club rally on 8/9 July, The Harrier, The Highwayman or the Costa di Plenti.

Future events are

- 28th October. Penning Rally (regs have been out a while now)
4/5 November. Leeds M.Club (Havn't heard whether this is on or not)
16/17 December. Seven Dales (Regs out now)

STAGE RALLY CHAMPIONSHIP

This seems to be having troubles with a lot of events being cancelled. Positions to date are:-

Drivers	Positions	Drivers	Positions
1st Terry Lucas	256	John Tyzack	256
2nd Martin Williams	232	Berry Hodge	232
3rd Al.Hird	156	L. Towse	156

The only events left are The Lindholme Stages and the Crystal Stages. The 62 CC Scarborough Stages rally is OFF.

NAVIGATOR SEEKS RIDE

Due to previous driver's current retirement, I am looking for a competitive, regular ride. Would prefer road events initially but willing to consider interesting stage rallies. Novice status but have a fair amount of experience (excellent local knowledge), enthusiasm and ambition. Capable of any form of navigation from plot and bash to pace notes.

Share usual petrol, entry and insurance expenses. Can also take full responsibility for obtaining entries and dealing with other formalities.

At the present time I hold entries for the following events:-

Hill House Highwayman	21/22 October
pennine (Alwoodley M.C.)	28/29 October
Hull Crest Seven Dales (Delacy M.C.)	16/17 Dec.

I would also like to take in the Holderness, to be run on 11/12 November. I would be glad to hear from anyone who would like to do any of these events as a trial run for possible teaming up. I would appreciate a rapid response from interested parties as I shall have to cancel some of the entries in the near future in the absence of a definite ride.

Failing to obtain a settled ride in the near future, I am available for 'one-off' events or as a last minute emergency replacement for indisposed navvies.

Phone or call round for a chat, evenings and weekends:

Phil Markham
78 Windsor Road
off County Road North (by National Pub)
Hull.

Tel: 0482 492754

CRYSTAL STAGES 78

When the mag. editor says "wright - you"rite" I don't care what anybody says, but for a restricted stage rally it was superb. I have heard "car wrecker" mentioned but that is up to the driver and also "autocross" but you find the stages the organisers will use them.

Our new engine arrived at 6 p.m. on the Tuesday before the rally and was dropped in by John and was running by Wednesday night.

On Saturday night scrutineering and documentation was completed in the comfort of Crystal with Tony Carmichael giving us a quick flash in the car park (Tony's Miners Light illuminated the noise meter as required by R.A.C.)

The first stage at Beverley Clump was a walkover for the eventual winner Guy Lockwood seeded at No. 46 as a late entry - the stubble field packed down and dried out for the later numbers.

Stage 2 and 3 down near the river were short and sharp with Martin Williams visiting a dyke after a flying finish - his novice navigator Alan Smith found a digger nearby and they were soon pulled out.

Stage 4 - Allerthorpe as usual - yumpy.

Stage 5, 6 & 7 ultra short at Dalton the last on tarmac with spectators.

Stage 8 & 9 Hutton Cranswick at 30 second intervals - Terry Lucas broke a Minilite.

Stage 10 - Kelleythorpe - very rough for the first 200 yards.

Stage 11 & 12. Driffield aptly called Humpty and Dumpty, run at 30 second intervals.

These two stages lasted anything from 11 to 15 minutes each, dependant upon your speed. With a mixture of chalk "humlocks", grass and tarmac these were the first restricted stages to make my driver sweat in the four years I have had the dubious privilege of navigating for him. We had a o.s.r. puncture after the first three corners and that showed in our times. Terry Lucas gave me his steering wheel and column after our first lap (it just came off in my hand). Alan Finney strayed off the straight and narrow over one of the "humlocks" and removed most of the important parts underneath his car.

At Cottam (13 & 14) we had lunch, serviced and used our tarmac tyres for two stages. Eric Craven's Escort was falling to pieces (literally) and his racers had less tread than John and I have hair and that's saying something!!!

Resting rallyist Steve Reed did some demon bodging on young brothers Vauxhall whilst the crowd watched Martin Williams have his annual roll.

After lunch, we went to Thirkleby Wold (15) to be surprised by an extra mile or so which caught us out as we lost some time slowing down to leave the tarmac it was straight on for a change.

Allison Wold (16) enjoyable as usual before a new one at Carnaby (17) which was all stubble.

Then came Eppleworth (18) which was about eight minutes of railway line, track and field edge and here came our second time loss. We approached a 90 right over bridge with a little too much speed for the slippery field. John put the car sideways and we had a conversation before stopping and stalling. The marshals pushed us off and we rejoined the fray a good few swearing seconds later.

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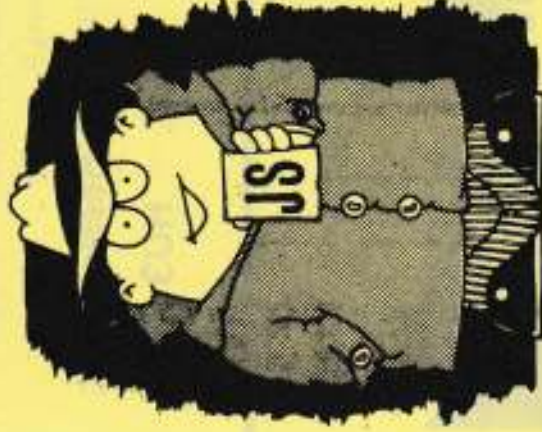
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The last stage (a repeat of the first) was much quicker than before, we even took two seconds off Bannister, and then a quick run back to the Grange for a pint after the longest competitive restricted stage rally for many a year.

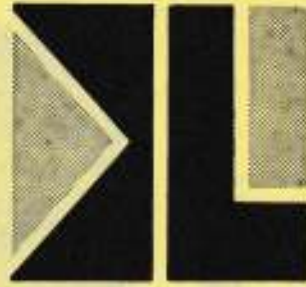
Power rules O.K.! Most of the headmen had time consuming offs but in 80 minutes rallying the odd minute can be recouped.

The first few finishers were as follows:-

- | | |
|-----|----------------------------------|
| 1st | Guy Lockwood/Pete Williams |
| 2nd | Steve Bannister/ Robson |
| 3rd | Paul Stephenson/Miles Cartwright |

"Geronimo"

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AUTOTEST CHAMPIONSHIP

Results to date not including the NHMC one on 30th July are:-

1st	Graham Gardam	30
2nd	Phil Cherry	27
3rd	John Wylie	20
4th	Howard Paterson	19
5th	Mike Reed	17

Other events to count are Beverley & D.M.C. on 24th September. York Motor Club (Shell League event) 29th October.

Because of that our Autotest on 29th October has been postponed.

LEEDS CREST FOREST STAGES RALLY

Stage No. 8 - Cropton Forest - 23rd Sept. 1978

A few words of grateful thanks to the marshals both club members and non members who were enthusiastic enough to help to run another successful stage to enhance the good name of the Club.

We managed to man the stage but only just, any less marshals and we would have had to cancel the stage.

This I hope will prick the conscience of those members who could have made the effort and didn't.

Harry Ahern
(Stage Commander)

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A NEW WAY TO SPEND SUNDAY

Well, where do you start? We (John & Nigs) were asked by Messrs. Beadle and North to service for them on the Crystal Stages Rally. "Of course" (posh eh!) we said, "we'll do it".

Both being fully competent "thickies" and not knowing anything about mechanics or anything else for that matter, we prepared ourselves for a good day out.

We both went out for our separate 'benders' on Saturday night so as to be properly prepared for servicing. Anyway, arrived at Crystal at 7.30 a.m. minus nourishment, our bodies not yet responding to things like tea or fried eggs (ugh! - excuse me, still feel c..p)

Mr. North who says he prefers us to call him 'Sir' told us where to go (literally as well!) so we made our way to Thompsons Garage at South Cave just to see if everything was okay, after the first stage. Then on to the first service point - Wembley Cafe where they - John and Sir or (Sir and Sir) no really John and Ian were one of the first cars through. Just a quick check over and they were away. We now bombed off in the direction of Arras - 2nd service point. Here we parked right in front of a sprout field, I had to tie John in the front of the van as he said he wanted to fill his belly with sprouts (thats what booze does to you) By the way he's the fat stumpy one with the beard and I'm the slim good looking one (probably remind the birds of Clint Eastwood) You think whats a nice kid like that doing, knocking about with Ainsley? well I'll tell you - he pays me.

Back to business, a quick check over at Arras, they zoomed off and we went to see if everything was alright (thumbs up) at South Dalton then on to Driffield - Armein Army Camp. Here all the professionals got wheels and tyres out, so



NO he doesn't sell 'em from the car, you fool - get 'em from a slot machine like everybody else!

being easily led, we got ours out. In came John and Ian - "don't need 'em kid ta-ta". Ha! ha! waste of time, put them all back in the van and shot off to Cottam. The alcohol had now worn off and we were conversing quite merrily about "was Barry Hodge gay or did he always walk that way?"

Cottam was packed with spectators so we parked nearly on the road and waited for the lads to arrive. This was the best bit, we had to change to tarmac tyres, got everything out, jacked the car up, chunkies off, tarmacs on, really professional - couldn't get the bloody jack out! After a lot of pushing and shoving and pretending I was doing a new dance, John Beadle walked up and did it straight away.

We were now into overdrive with this servicing lark, so we took a break and went to spectate for five minutes, watched our team go round and went back to change the wheels and tyres again! John said it was time he was back in his iron lung so could I swap the wheels over by myself. "no, sorry kid, we'll do two each then have a kip in the back of the van".

So much for our rest, our heroes had a puncture on the previous stage so we had to shoot off to Driffield to have the tyre and tube changed. (We did this, and my expert knowledge of tyres came in useful here as the tyre bloke said f... off and mind your own business, I'm doing it!) John caused a bit more bother when he chipped in and reminded the tyreman that he was quite justified to hit me with the wagon tyre lever. Needless to say, me and the tyreman kissed and made up - I see him every Tuesday and Thursday now!

We then proceeded to Beverley for another thumbs up and to give them the wheel and tyre, all okay here. On to Riplingham Crossroads, okay again.

Finally to Thompsons Garage again, all over finished, to the Grange for a big drink and feed. I wouldn't say John Ainsley was hungry but he went round three times and finally finished eating at 10.00 p.m.

Seriously though, a great day out, thoroughly enjoyed it and if anybody wants a service crew, just give us a ring.

Nigs.

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