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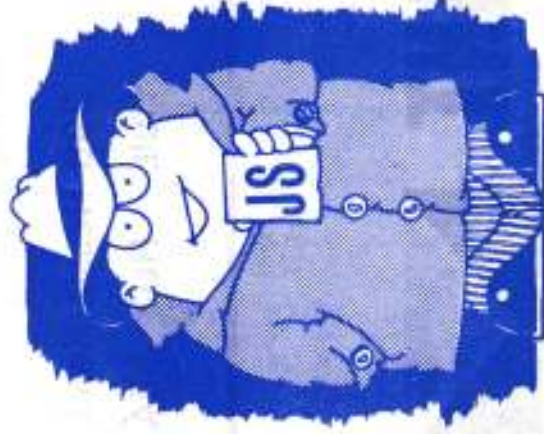


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Tel:24743.

This was the final round of the Humberside Country Council's Motorsport Championship.

Committee Members.

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Editorial assistants (magazine)

John Law,
Terry Lucas,
Mike Blythe,
Rick Spooner.

The weather was not very kind to us this weekend because. Although Sunday was a glorious day, it poured down all day on the Saturday, making the stubble field venue a very muddy affair. However, the organisers worked very hard to give us some kind of event.

There were full teams entered from Beverly, Grimsby, Reckitt & Colman and North Humberside. When it came to picking a team from our club, I had plenty to choose from - we had the following members competing:

Stan Smollen	Mini (Speed Spares of Hull)
Nick Thompson	Mini -ditto-
John Wilson	Mini
John Newlove	Escort Sport
Alan Carvell	Escort Mexico
Mike Reed	Escort
Howard Paterson	Midget
Sue Paterson	Midget
Mick Blyth	Midget
Suzan Drew	Mini

After a democratic decision a team was chosen - Stan Smollen, Nick Thompson, Howard Paterson and Mike Reed.

Due to the mud it was decided to run only three tests to start with. Alan Carvell started by trying to fox the opposition by laying a smoke screen, due to too much oil in his engine. The going was very bad with the mini's having a bit of an advantage. However, the sun continued to shine and the land was drying out on the surface, so after a lunch break it was dry enough to attempt the other tests and although it was still muddy, it enabled some competitive driving. The heavy mud was too much for the Paterson Diff. as it gave out causing

them to retire. Stan was not pleased with the way he was performing although Nick Thompson and Mike Reed were not doing so badly. John Wilson in his mini seemed to be performing best (trust me not to put him in the team) and I was plodding around in my usual slow style going for a finish.

Grimsby were doing well - three of them competing in a V. registered mini. (There was a rumour going round that it was on hire!). As usual Beverley Honda brigade were battling it out, also the most tatty Sunbeam I have ever seen (I don't think there was a straight panel on it!).

Even with me doing the results and John Beadle marshalling a test, Grimsby still won the overall team with Beverley second and us third. This gave Grimsby the overall championship with Beverley second and us third. The main reason for us finishing in third place was the fact that we had no entries in the Grimsby road rally.

However, back to the autotest. Mike Reed won his class in his Escort. Another award winner was Suzan Drew in her mini, who won the Ladies Award. Not bad for her first autotest.

The Awards were presented by Councillor Ian Barry who is the Chairman of the Libraries and Amenities Committee, who sponsor the Championship.

From the stories he was telling, John Beadle reckons he was older than him!

Anyway, thanks to Beverley & District for battling on and giving us an Event.

John Newlove.

For anyone who is interested, the Awards Presentation for the 62 Car Club Sunrise Rally is being held on Saturday, the 13th December at The Scalby Manor Hotel. Tickets are £3.75 and are available from :

Brenda Cartwright

Tele: Scarboro' 62025

Single Venue Stage Rallies

There seems to be quite a lot of clubs organising closed-to-club and closed-joint-

Single venue rallies these days. Usually the first I hear of them is in "Motoring News". If you send for some regs. for one of these events why not ask for a few spare copies and bring them down to club nights for other members; also, if you do come of these events, let us have a report on them for the Magazine.

CLUBMANS CHAMPIONSHIP

1981 Events

The Committee have decided that we will not be organising a Road Rally in 1981. Instead we hope to run a single venue stage Rally, but as usual we are short of venues. If you think you know suitable venue, please have a word with any Committee Member. Remember for a single venue event we must be capable of using four different stages and one used in reverse counts as a different stage.

As usual I am short of organisers for Autotests etc. in 1981 so why not have a go at organising?

3rd December 1980.

Congratulations to Ken Hailstone on being the 1980 N.H.M.C. Clubman Champion. After taking the lead following the Moonraker Rally he has been uncatchable for the rest of us and has proved himself as an excellent allrounder. In third place came Steve Varey who has improved 10 times over the year and he is still kicking himself for not doing the P.C.T. at Sledmere. In joint-4th place came Alan Carvell and John Walker. Alan deserves this position - after all the effort he had put into club events locally and Shell League events away. John Walker has also come a long way this year and is prepared to have a go at any event to gain experience in both his Mini and Colt.

To all the above, Awards will be presented early in 1981.

CLUBMANS CHAMPIONSHIP FINAL

It would seem that this year's championship

got off to a slow start, but soon picked up when people realised what was at stake.

Listed below are a few guide lines for next

year's winner:-

- 1) Do all N.H.M.C. Events (you get 30 points for just starting and finishing)
- 2) Organise one event during the year - this will gain you maximum points.
- 3) Don't be disheartened if you make a poor start to the year. I only scored an average of 34 points per event and still managed 2nd o/a.
- 4) The Championship starts on the 1st January with an autotest organised by Rob White. SO DO IT! (remember 30 points).

3rd December 1980

1	Ken Hallstone	373	6	Nick. Peck	108
2	Howard Paterson	310	7	Tim Allsop	96
3	Steve Varey	302	8	Andrew Towse	92
4	Alan Carvell)	270	9	Mal. Mumby	91
5	John Walker)		20	Bernie. Nolan)	88
6	Neil Hartley	232		Margaret Varey)	
7	Sue Paterson	213		Ian Sadofsky	86
8	John Newlove	212		Phil Craven	84
9	John Law	190		Mike Lenny	78
10	Roger Stoneley	165		Wendy Hawkins	75
11	Steve Herd	151		Bob Slater	73
12	Andy. Brown	134		Brent. Towse	72
13	Robert Newlove	131		Chris. Green	71
14	Mick. Peck	124		Raymond Pallier	70
15	Adrian Hannah	111		Jane Willingham	69
				Rod. Leonard	64
				John Smith	59
				John Wilson	58

YOUR CHANCE TO DRIVE A SINGLE SEATER

During February 1981 N.H.M.C. will be organizing a day out to Cadwell Park (Lincs) with Touraco Racing School. The day will consist of classroom tuition in the morning to describe the circuit, with regard to braking points, turning in points, etc. This is followed by a walk round the circuit (yes WALK) and then a drive in your own car (or the schools'). Following this you will be given detailed instructions by the school instructor (Graham Glew who is an ex member of N.H.M.C.). whilst you drive round the circuit. It is then your turn to drive in the Schools' saloon at which time you will be advised on the finer points of the circuit. You will be given tips to improve your driving.

It is at this point that the instructor will evaluate your driving and inform you if you can drive ONE OF HIS

BRAND NEW LOLA FORMULA FORD RACING CARS. All being

well you will have come through with flying colours ?

Now for the change of underwear - as they strap you in to a single seater and instruct you to do 2 warming-up laps at low speed. After this you are called in and given a maximum rev. limit - then out you go to do another ten laps at which time your driving is analysed from different points of the circuit. On returning to the pits you will be informed if you will be the next James Hunt. Even if you're not, you will go away having learned a lot about driving fast on tarmac. You will have been able to drive an actual single seater and had a good day out for only £35. all inclusive.

The Course will take a maximum number of 7 drivers and it is hoped to book the School for 3 mid-week days, enabling 21 drivers to have a go. Throughout each day the school has sole use of Cadwell, so if you are interested in a good day out and want to see how the

LOMBARD R.A.C. RALLY WITH THE CHEQUERED FLAG
RALLY TEAM

Rob White was always saying his ambition was to do the R.A.C. Rally and this year he was to try and fulfil this ambition. Unfortunately, he was only accepted as 17th reserve. This was very disappointing and thought was given to withdrawing the entry. However, after having words with the R.A.C. Veterans in the Club it was decided to leave the entry in and see what happened.

As much preparation as possible was put in hand, although it was very difficult not to spend too much money just in case he didn't get a run. Rob White's navigator for this event was Ian Wells from 62 Car Club. Although they had both competed in National events they had never done an International.

Rob gradually worked up the reserve list and after a lot of preparation, we set off for Bath on Saturday morning with him being 2nd reserve. The car was driven down by Rob and Ian whilst we travelled in the Ex Steve Reed V.6 Tranny Van. The service crew being myself, Johnny Walker, Keith Wells, Tim & Angela Allsop.

Rob's Colt Lancer was to run in Group 2, the only major change to get into this group was to remove his extra large petrol tank and fit the original one underneath the car.

Accommodation had been arranged at a Motel at Corsham 7 miles outside of Bath, and this turned out not to be a bad idea as Bath was overflowing with cars. They were due at Scrutineering at 5.45 still not knowing whether they were running or not. Whilst we were waiting for scrutineering, Rob went to see what he could get out of the Industry vehicles at the start, in return for displaying decals. He got oil from Duckhams, Plugs from

'other half' do it, contact:-

Howard Paterson
20, Pinfold,
South Cave

Tele: 04302 - 3069

I should be able to give exact dates next month.

3rd December 1980

Champion, Bulbs from Hella. We were also having trouble with the terratrip but, fortunately, John Cartwright who makes them was there and he managed to repair it for us.

The car was then sent for scrutineering, which according to Rob, was a waste of time as they hardly checked anything, although they had a big pile of foreigners crash-helmets which they had rejected. This completed, he came rushing back to tell us they had a run and had to report to the start the next morning. Although we were tempted to go and celebrate the fact that they had a run, we decided to get something to eat and have an early night. The Motel had a resident Minah Bird and Rod spent a lot of time trying to get it to say 'W.Anchor', although he didn't seem to have a lot of success. (Ailsop is a w ker, etc.) but you can't print that! ~~COURSEW&CAN - ED.~~

We were up early next morning and decided to leave Rob and Ian to go to the start whilst we would miss the first two service areas and go straight to Silverstone. As we arrived quite early it was interesting to wander around and have a look at the works service crews at work. The Towses arrived with the Crystal Caravan, waiting for Mike Jackson who seemed to be going well enough with no major problems. After what seemed to have been hours of waiting, Rob arrived with dented front wing after trying to visit the Monkeys at Longleat. We soon tidied the car up and gave it a check-over. They then went to the stage start whilst we got off to Donnington as fast as possible as Rob would be right behind us. He soon caught us up and pushed us up the M1 to Donnington Park. Chunky tyres were needed here as some of the loose tracks were being used. Lights were also fitted as it was now getting on for 5 o'clock and it was dark.

It was obvious that with all the weight in the van we just didn't have the speed to make all the service areas, so whilst the competitors headed for Clipstone Forest, we headed for Haven Cafe on the A.1 just above Doncaster. The van only just made it without running out of Petrol. To both ours and the attendants amazement, by the time we filled up the van and jerry cans, the bill came to £36.

Rob and Ian arrived on time with Spot Light problems, which were traced to a faulty relay. This was rectified by connecting them to the fog lamp relay. Bramham was the next Stage, followed by a couple of forest stages. We decided to give service at Wetherby a miss and go to Kirby Moorside. This was at Spouton Quarry. We managed to get some sleep here as after Car No.80, there was an hour's delay at Bramham. We watched John Beadle arrive for service from Dennis Haynes and Dennis Webster. They seemed to have even more gear in their Estate car than we had in the van. John seem to be going alright - their biggest problem being a drooping radio aerial.

Our crew arrived with yet more lighting problems, this time caused by Cliff Spencer from Bridlington, who was running in front of them, backing into Rob's spotlights. Fortunately, they didn't break, although they went out and Rob had to drive for two stages without spots. We found that one of the bulb connectors had been pushed on to the back of the light causing the fuse to 'blow'.

20 miles in Dalby were next followed by our stage in Cropton. Rob got through Dalby o.k., but had a rear wheel puncture in Cropton, although he managed to drive through the stage before changing it. Next service was up a very narrow forestry track in Wykeham. Conditions were very bad here with deep mud everywhere.

Rob and Ian arrived with only one spotlight working - this time a bulb had gone.

Up to now the car seemed to be going well and proving very reliable. Ian was managing to keep Rob on time and keep him at a steady pace on the stages, although it is very difficult as he was running last car on the road.

Next service was at Flask Inn but we gave it a miss and went to the Breakfast Halt at Stockton on Tees. Here service was allowed and then the cars placed in Park Ferme whilst the crew had something to eat.

They were left to their food whilst we headed for the next service near Bowes, between Scotch Corner and Penrith. It was getting light now and we had removed all the lamps from the car. As we approached Scotch Corner it really poured down with rain, so at service we made camp with the big wagon sheet over the side of the van.

Angela cooked us a welcome breakfast of bacon and scrambled egg, followed by fruit cake? Competitors started arriving - these foreigners seemed to drive as fast on the road as they do on the stages, entering and leaving service area's sideways. One even lifted a wheel coming into this service. Rob was overdue and we began to get worried, then Cliff Spencer arrived with the news that Rob was off on the last stage in Stang Forest. They thought it was not too serious and that some spectators might get him back on again, so we decided to sit and wait.

After half an hour it was obvious that they were not coming. We now had a problem as we were using 4 maps and couldn't find the exact location of the stage. We could imagine Rob sitting at the stage with smoke coming out of his ears, wondering where we had got to. The route to the start of the stage was terrible. We thought the van wouldn't make it and at one point we all had to get out and push it up a hill. The Car had been towed out of the stage by a landrover - it had gone off into a ditch and a pile of logs. The fan was in the radiator and the anti-roll bar had pushed up and broken the oil filer. The steering arm and front strut had also been bent badly. So unfortunately, that was it! All we could do was to make the car towable and head for home. At this point we had travelled 950 miles and used £84 worth of petrol.

Thanks must go to our sponsors who made our trip possible. Firstly to Chequerd Flag Service Station, Beeford, for all their help and support. To Majestic Garages, Howden, for financial backing, to Keenan Suspended Ceilings of Manchester, to Beach Bank Holiday Centre, Skipsea, and to the Burlington Press, Bridlington.

John Newlove

2nd December 1980.

LOMBARD R.A.C. RALLY 1980

X M A S P A R T Y

T H E M E

I S

" F A I R Y T A L E

C H A R A C T E R S

A N D

N U R S E R Y R H Y M E S

C U T H E R E ? E D.

I would like to thank all those Club Member (and non-Club Members) who helped to set up and man the Special Stage 12 Cropton on this year's R.A.C. Rally.

It was a very long day but I think very worthwhile and we have been complimented by Belgrave Square on the arrowing and manning of our Stage for which we should be very proud. Unfortunately, once again this year, we were short of marshals and the numbers were made up by non-Club members whom we 'persuaded' to help out.

If you have any Lombard R.A.C. equip-
ment, arrows, Dayglo jackets, whistles,
etc., please telephone me and I will
arrange to collect these as all this
equipment has to be returned and
accounted for. My telephone numbers
are Hull 24379 (office) and Hull 634149
(home).

IAN SADOFSKY...Stage Commander

-----oOo-----

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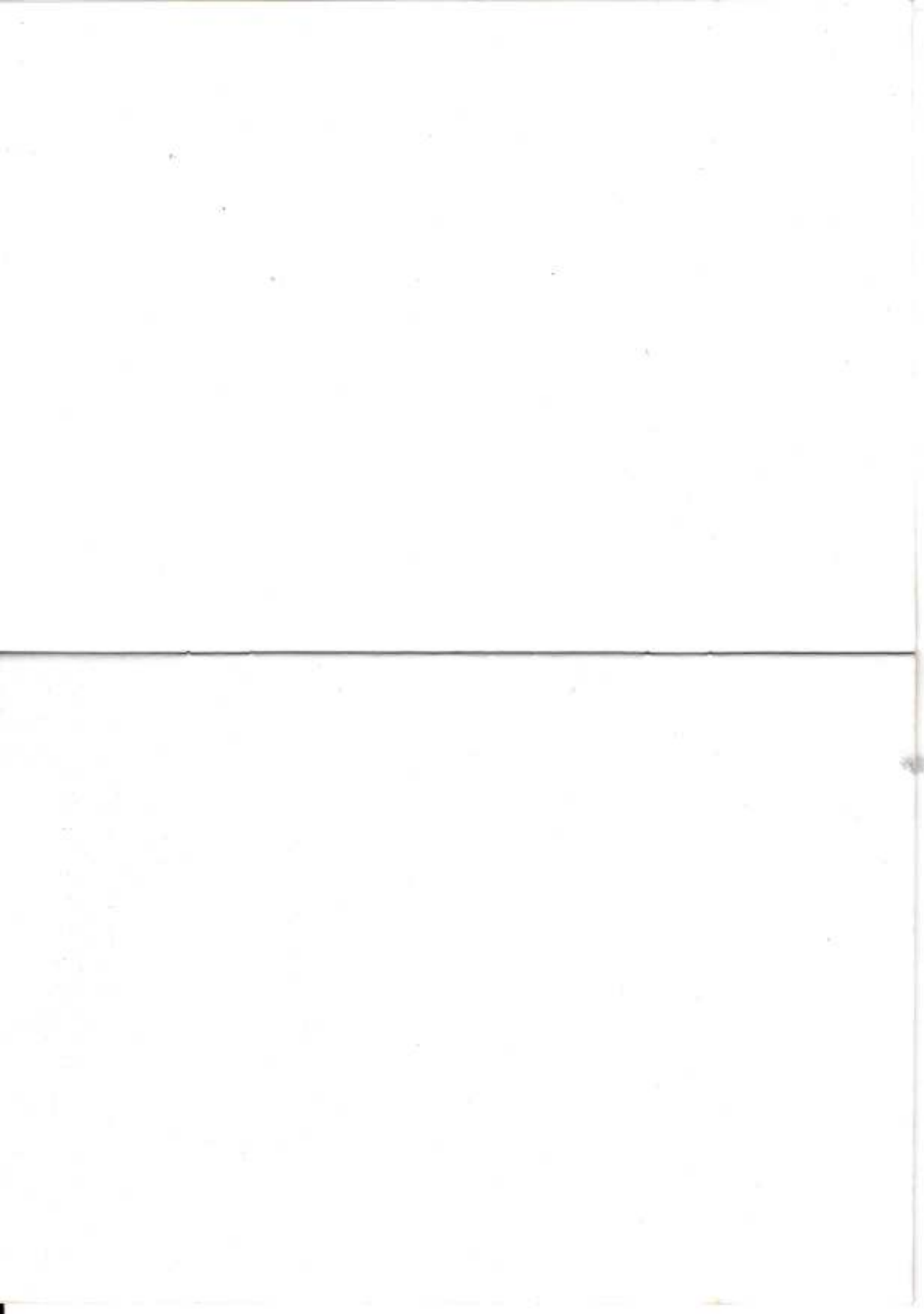
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