



ESCORT

**AND RALLYE SPORT -
THE WINNING TEAM**



Rallye Sport Centre

Anlaby Rd, Holderness Rd, Hull
Wednesday Market, Beverley
Castle Rd, Scarborough



North Humberside Motor Club



EDITOR'S FOREWORD

This month we hope all paid-up members receive their magazines at the right address and on time. Mike Blythe and Eds have spent a considerable time reorganising the addressing system and we hope most of the problems have been resolved.

Should any of you change your address, please let Mike know and he will amend the records. Mike has also had problems with the new membership ledger which has to be filled in now that the Club has gone Limited so he might have to ask you for further details ... please bear with him.

Some of the more intrepid members of the Club have been venturing North and South and even abroad to fulfil their lust for rallying activities and, we're glad to say, we have a varied mag content this month.

Please, please --- can we have reports from anyone -- competitors, service crews, navigators, marshalls or even spectators --- we need your help to fill the mag.

COMPETITION SECRETARY'S REPORT

In anticipation of the opening of the Humber Bridge we have now joined the Regional Association which covers the South side of the river. It is called the Association of North East Midland Motor Clubs (ANEMMC).

This will be of benefit to our members in that we will now be eligible to enter all restricted events promoted by the South Bank Clubs. So remember, if you see a set of Regs that the ANEMMC is invited it means that you can enter under our Club and have no need to join a South Bank club.

The ANEMMC also run a very good Stages Rally championship as there are a lot of good venues for these events in South Humberside and Lincolnshire. You will see that I have listed some of these events in the foregoing events list.

There do not seem to be many people interested in Road Rallies in the Club these days. This means that I tend to get out of touch, so if you want regs for road rallies let me know.

ANEMMC STAGE CHAMPIONSHIP RALLIES

March 1st	Bruce Robinson Rally
April 25th	Tour of Lincs
May 17th	Uniband
June 21st	Arnold Quickdried Stages Rally
July 5th	Phoenix Stages
July 19th	Newark Storage
Sept. 20th	Norking Alcan
Sept. 27th	Pilgrim Stages
Oct. 17th	Michael Ermit Wolds Rally
Nov. 1st	Premier Stages

CRASH HELMETS

On the Mintex, several competitors were told that their crash helmets were no longer eligible for international events. It has now been clarified that the following are the only ones to be used on international events:

Snell Memorial Foundation 1975
British Standards Institute 2495 1977
Casques Autofnor FFSA 1971

So even if you are not doing international events, remember, if you buy a new helmet, get one to these standards as they are bound to be introduced to all levels of the sport in time.

SINGLE VENUE STAGE RALLY

Work is now well in hand with organising a Single Venue Stage Rally on Alamein Barracks, Drifffield, on 23rd August. It will be a restricted event and will keep the name Holderness Trophy Rally.

The autotest on 26th April was, unfortunately, cancelled on the day of the event due to the atrocious weather conditions. Thanks to the hard work put in by Phil and Anne Cherry and also to the competitors who turned up on the day and, of course, the marshalls, there didn't seem to be any complaints as they all made a dash to the PUB!!!

However, Phil and Anne have volunteered to organise another autotest on the evening of 4th June at the same location in Brandesburton. Please note, the club night will be held at this location in the clubhouse for this week only.

FORTHCOMING EVENTS

- 6th June Reckitt's Motor Club Cottingham Show Autotest
- 14th June Cossack Stages Rally on Normandy Barracks, Leconfield.
- 20/21st June White Rose Rally -- a Road Rally organised by Shipley M.C.
- 21st June Arnold 'Quick Dried' Stages Rally organised by Kesteven M.C.
- 5th July Production Car Trial organised by NHMCC. This is our annual PCT, to be held at the usual venue at Sledmere Grange.
- 5th July Phoenix Stages Rally organised by Eastwood and District M.C.
- 19th July Newark Storage Stages Rally organised by Carlton & District M.C.
- 25th July Stages Rally organised by Northallerton Auto Club.
- 25/26th July Claderford Trophy Rally, a Road Rally organised by Wakefield & District M.C.
- 26th July Shell League Autotest organised by Ripon M.C.
- 2nd Aug. Autotest organised by MG Car Club.
- 8/9th Aug. Devils Own Road Rally organised by Kirby Lonsdale M.C.
- 9th Aug. Shell League Autotest organised by York M.C.

FOR SALE FOR SALE FOR SALE

- 1300 Sport Engine, Gearbox, Rear Axle
- 1300 Escort Engine
- 2-6Jx13 Chevette or Opel Alleycats in gold
- Atlas 4 link fully floating axle ZF Limited Slip
- New discs Calipers Hub Carriers
- New B M C Sprint Cam for Star Drive Oil Pump
- Anyone interested ring Mike Reed (0401) 43159 after 6 p.m.

EVERYONE PLEASE NOTE

With effect from 11th June, North Humberside Motor Club club nights will be held at the Dog and Duck in Walkington.

The bar will not open until 8 p.m. but I'm sure you'll all agree it will be a welcome change to the Grange. Please come early.

JACKSON TROPHY RALLY through the eyes of Mike Lenney and Ruth Bower

We'd spent the week leading up to this single venue stage event building 'The M. Lenney Car Transporter Mk.1' but, unfortunately, lights and mudguards seem to be a necessity so we set off driving the mini and left the trailer behind.

We arrived at Hemswell just in time for scrutineering, which was very strict ..

"Are your fluid reservoirs full?" (Was he being rude?)

"Yes"

"Does your handbrake work?"

"Yes"

"Do your wipers work?"

"Yes..er shall we bring the car with us next time?"

Back to the service area and our eager and willing non-existent service crew!!!! We left our service spares (two spare wheels and a loo roll) with crew no. 67, who we'd met on two previous rallies, and set off on our first stages.

"Where are the arrows?" said Mike as we skidded round a 90° left on our wheel nuts.

"Straight" I shouted as we followed a vertical arrow into a hairpin right!

It was all great fun, getting hopelessly lost amongst a mass of tyres. Obviously a 'u' turn was in order.

At last we found our way to the end of the stage and back to the service area with 7 lbs oil pressure and no brakes!

A quick oil change and a tour of the other Mini competitors produced 75 lbs and a set of part worn brake pads and, after a freezing cold two hour lunch stop, we started the second half.

Being on standard road tyres we collected another bent wheel whilst skating through a large mass of s--t into a kerb that left one round wheel and five square. We were quite spoilt for choice as to where to put them!

With five stages left and a blizzard blowing it was beginning to get dark as we set off once more with no spot lights and rapidly fading wipers. Two stages later the event was stopped and we thankfully made our way to beefburgers and chips at the finish. We managed to get 8th in class and 37th O/A, which wasn't too bad and at least gave me another signature towards a blue licence.

By the way, has anyone discovered a way of retrieving a crash helmet from the rear of a car when you're firmly strapped in the front?

Why don't my arms work anymore?????????

SHELL LEAGUE

We are at present in 10th place in the competition after 3 rounds. The first round was the 3 Swans Road Rally. We were represented by Mike Lenney, Paul Ashton and Pete Smith. Unfortunately, Mike retired but Paul and Pete scored valuable points. The second round was a single venue stage rally on Hemswell Airfield but, unfortunately, this clashed with the Mintex. Again Mike Lenney and Ruth Bower were out and scored points. John Walker and Rob White also did well but our third team member, Tony Watson, was forced to retire.

The third round was a speed hillclimb at Castle Howard. We managed to get a few points from the efforts of Tim Allsop and Rod Leonard.

Round four was a Production Car trial at Ilkley on 26th April.

Round five is a road rally by Shipley M.C. on 20/21st June. If anyone is interested, please contact me.

The rest of the Shell League events are:

28th June Trackrod M.C. Autotest

26th July Ripon M.S.C. Autotest

9th Aug. York M.C. Autotest

6th Sept. Slaithwaite M.C. Autotest

11th Oct. Wakefield M.C. Autotest

ROBERT NEWLOVE

RALLY CHAMPIONSHIPS

As some members didn't get the earlier list of events, here is a list of the remaining events:

Road Rallies

20/21st June	Shipleigh M.C.
25/26th July	Calderford Trophy
8/9th Aug.	Devils Own
Sept.	Bolton Midnight
24/25th Oct.	Highwayman
31/1 Oct/Nov.	Pennine

Stage Rallies

14th June	Cossack Reckitt's M.C.
25th July	Northallerton Stages Northallerton M.C.
20th Sept.	Alcan Stages Lindholme M.C.
27th Sept.	Crystal Stages NHMCC
3rd Oct.	Elcar David Brown M.C.
24th Oct.	Leeds Crest Trackrod M.C.

Remember the best six results to count.

The following members have registered for the Championship:

Drivers

M. Lenney, J. Walker, R. White, J. Dixon, T. Allsop, T. Lucas, T. Watson, R. Leonard, and P. Mason

Navigators

R. Bower, H. Paterson, A. Allsop and J. Mursock.

PLEASE, CAN SOMEONE LET ME HAVE SOME RESULTS!!!!!!

ROBERT

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As from 1st June, all cars competing in Road Rallies within the ANCC area have to be fitted with paper-type air filters ... wire ones will not do.

JOHN NEWLOVE

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Wendy Hawkins would like to thank the Club and all members for all they have done for her and Dave since his accident.

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TO LET

An enthusiastic, but reasonably inexperienced, navigator.

Anybody desperate contact Mike Peck on club nights.

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MARSHALLS MARSHALLS MARSHALLS MARSHALLS

We are at this present time desperately short of marshalls for Cossack on 14th June. It seems most club members are competing in the rally...anyone willing to marshall.. it's the only way you'll get in if you want to watch.. please contact Harry Hannah.

Our View of THE GRANITE CITY RALLY

Chris Fewlass and I were asked by Mike Jackson to service on the Granite City Rally which started from Aberdeen.

We all met at the Towse residence at Driffield on the Thursday afternoon and, after loading the Granada Estate with my new tool box, new waterproofs and new boots (it's

a while since I serviced for anyone) we loaded the Escort, which looked very splendid in its new orange and yellow colour scheme, with orange wheels as well. We then fitted an egg box (or was it a chicken box) to each vehicle, so we could listen to the comedy show on the way to Edinburgh.

We set off with Chris driving and I took over when we were about halfway there. As I climbed into the driving seat, Chris said "Watch the brakes". What he should have said was See if you can find any!!!! After you have driven a few miles you get used to it and we carried on to Edinburgh listening to the comedians coming over the turkey box. When we approached Edinburgh we heard calls such as "One nine for a homosexual", "One nine for a good lay" - well, they are chicken boxes - and also "One nine for a big dick" - needless to say, we didn't reply to any of these although Chris did reach for the mike on the last one but I restrained him.

We arrived at the Forth Bridge Motel in time to get a pint, or two or three... and some curly cheese sandwiches. After trying to persuade a chap who was on his bachelor night out not to be silly and escape while he could, we retired. When we got up it was blowing a blizzard and there was about 3" of snow. We did not fancy the next part of our journey but, fortunately, when we were about 20 or 30 miles from Edinburgh the snow stopped and the roads were clear. We arrived on the outskirts of Aberdeen to find about six yellow and orange anoracked people waiting for us. They were the Directors of the company which were sponsoring Mike, namely Hydrasun, an Aberdeen based firm who supply high pressure hoses, pipes and fittings of every type you can think of to the oil industry.

We were then taken to a forest special stage where the BBC were going to film and interview Mike and Jock his navigator.

Jock had been very busy organising the sponsorship deal and as soon as we got out of the car he was dishing out Hydrasun overalls and anoracks, which we all put on. After unloading the Escort, which everyone agreed looked very smart, the Directors started sticking on all their stickers and also the ones of the co-sponsors.

Once we were ready and the camera set up, the next few seconds went like this --- Take one- action - 3 2 1 go-- go-- he went off like a rocket and the poor camera man hardly had time to roll em. Then Mike backed up and the camera man moved down the track and we did it again. After a few runs through the stage I got a message that the front seat would have to be taken out so the camera man could sit in the back and film the stage. Mike also asked me if I had any plastic trousers I could lend the camera man so that if there were any accidents the car would not suffer. We put him in the back and padded him round with jumpers and my rally bag---no, not a bird --- a holdall full of clothes!!! Off they went and did the stage. When they returned I asked the silly question of the rally "How was it? Could you keep the camera steady?" No reply was received so we retrieved the white-faced chap from the rear of the car. We then bolted the seat back in and the lady Director went with Mike for a ride. When they came back she was absolutely sold on rallying. She was so excited. It was understandable when Mike added "We nearly went off that time".

After the enjoyable afternoon we had a bit of a setback when Jock noticed water dripping from under the car. On inspection we found the head gasket to be leaking so we went off to the Hydrasun works to change it. We also lifted the passenger seat a couple of inches so Jock could reach the watches, as he is a very small chap, having suffered from polio when he was a boy. While the work was being done we were kept supplied with coffee and biscuits by the Directors of Hydrasun. When we were finished they washed the car and Mike and Jock went off to scrutineering.

We all met back at rally HQ where we were staying. When we had washed and changed we were treated to a very nice meal by Stan, one of the Hydrasun Directors. After the meal we went into the bar where two young ladies were charging 25p entry for a Hydrasun sponsored competition to guess how many miles Mike and Jock would

complete on the rally. We hoped it would be further than last year when Mike only completed just over a mile before rolling his car. When we had been refreshed with a few beverages we retired to our room.

On the morning of the rally we had a little problem when Mike's car would not start. After towing him off they went to the rally start and we went to the first of five service areas. Chris and I had the Granada and two of Hydrasun men followed in a truck with a compressor for use when changing the wheels. They also had a set of stands made up of pipe and couplings supplied by Hydrasun - these were for use when we got to the lunch halt. When Mike arrived at the first service we had no problems, but the stages were very slippery with snow and ice. This showed in the stage times of the later crews-with the snow clearing they were putting up quicker times than the head drivers. We were also told that Mike had lost his chicken box to a local P.C. just before the start of the event. I will not write a lot about the rally as you will have probably read it all in the Motoring News. We had no problems at all with the car and arrived at the lunch halt to set up our personal service area barricaded off with the stands and banners of Hydrasun. We washed the car every time we serviced it and it looked spotless throughout the event. We went on through the other service areas with no problems and arrived at the finish to await Mike and Jock, who came in on time and unmarked.

When the results were final Mike and Jock were placed 8th equal, which pleased them, the sponsors and us. They received a very nice award for first Aberdeen M.C. which Mike made Jock keep for his efforts.

Hydrasun were obviously pleased as we were allowed to keep the overalls and anoracks, with a provision that we go and service on the Scottish, which is Mike and Jock's next event together.

We left next morning for home and had an uneventful ride home, apart from a chap in a Marina who decided indicating when turning right was not necessary. The problem was that I was overtaking him at the time, after a wobble or two I gathered my senses and just managed to get past him on the inside --- made all of us wake up though!!!!

We arrived back at Driffield and unloaded. After coffee supplied by Mr. Towse we departed for our homes.

Just one thing I forgot to mention was that all the funds from the competition went to the Year of the Disabled.

Well done Mike..great drive and an enjoyable event for myself and Chris.

MIKE REED

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FIRST AID

John Overend has again given me some info. on the first aid course he intends to run. He requires 15 people to form a group which will take a 9 week course, with an exam on the 10th week. There will be a nominal fee of 70p per person per night, which covers doctors, exam, lecturer and manual fees. The course will be starting around October on a Wednesday night at British Aerospace, Brough, for approx. 1½ hours per night.

Please see John for more details.

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After a break of a few years, John Law decided that he'd like to jet back to a bit of navigating and has teamed up with Brian Svenson in his Mk 2 RS2000. Some people might remember that Brian had teamed up with Phil Tomlinson for a while last year when he came out of retirement and competed in a few rallies. Brian and John are contesting the clubmans championship of the BTRDA rounds.

1st round on the Lakeland Stages saw an 11th fastest on the first stage against some fairly stiff opposition. 3rd stage was the start of their problems as the carbs fell off..not lending itself to a very good stage time!! The 4th was tackled with little problems but the 5th found them lying in a ditch on some logs when they disappeared over the edge between the flying finish and the stop board, damaging the axle beyond immediate repair. To add insult to injury, they were side-swiped by another car going past, which ended in further damage.

2nd round was the South West stages, which didn't really start for them as the motor blew the day before the event.

With the forthcoming 3rd round, the Hadrian Centurian at Newcastle on 30th May, Brian and John hope to have the car fixed so they can really have a go and bring some just reward.

Brian is a 28 year old Stores Manager, who works for Crescent Garage, the G.M. dealer in Willerby, and prepares his car himself at home in Driffield in a large Nissen hut on his land. Costing around £200 per round on the BTRDA championship he's looking for sponsors to help him meet his expenses and has resprayed his car all white in readiness for some sponsorship advertising and decals. With a 7th overall on Crystal last year, first time out in the car, this talented young driver is hoping for an outright win in the forthcoming Cossack. (He'll have to beat the Eds and their respective drivers first!!) If not, he'll give everyone a run for their money.

John, who's another Vauxhall man, assures me that he could well do it as he's a very quick driver, and expects to be with the front runners. We'll see what 14th June brings.....

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UNIBAND TROPHY RALLY

May usually sees a great exodus of NHMCC members going down to Grantham for the Uniband rally. Unfortunately, due to the Welsh being on the same weekend, our entries were rather depleted.

Partnering Alan Smith has been a hobby of mine for about 3 years in various forms of transport and our best result has been 18th overall on Crystal in 1979. After a run of bad luck with expensive engines blowing up in Mexicos and RS's, Alan decided we were getting nowhere in the big car class so a rethink was called for. Around the end of 1980 an Imp was acquired to contend the under 1000 and 1000/1300 class awards. We duly entered the Catterick Special Stage practice day and thrashed around until a competitor decided to mow down a row of Army personnel and spectators, who shouldn't have been there, and the event was cancelled.

Bruce Robinson stages was our next event and our first on the rough in the little beastie. The first stage was just like liquid concrete and it wasn't long before the WD40 was called for. We managed to crawl through to service after this stage and rectify matters and carried on. Stage 2 was a short quick thrash around the countryside but, with the end in sight, the engine cut out and the car quickly filled with smoke as we soon found out the motor had blown. Technically speaking, a con rod bolt had worked loose, punched a hole in the sump, we lost all the oil and the motor seized with a rod and piston through the block. Another block assembly was obtained and the engine built up.

Alan, eager to do another event, urged me to get an entry on Uniband.

Running-in a motor on the way to an event is certainly rather painful when you are travelling at 40 mph and Alan was under instructions to take it steady for the first couple of hundred miles. As it was, lady luck didn't shine with us all that weekend....

First, on the run out we were pulled in by an unmarked white Rover SD1 saloon with two uniformed members of the happy gang. "Excuse me, sir" said the bobby "But you don't appear to be displaying a number plate at the front". Alan goes into the pros and cons of mounting the number plate on the bonnet facing the sky whilst the bobby listens intently. Frustrated with the answers, he turns his attention to the car to commit the indecent act of roadside MOT. Said policeman climbs into the car and looks blankly at the row upon row of unmarked switches and says "Where's the ignition key", whereupon Alan produces a battery master cut-out key, which again stumps our friendly policeman. Anyway, to cut a long story short, we managed to get off with a warning and carried on our way.

Arriving in Grantham we booked into our hotel, where we also stayed last year. (fortunately they didn't remember us..ask Mr. Hannah about the balcony and a bucket of water!!!) and then proceeded to scrutineering. Fata took a hold again as the contacts on the flasher unit decided to drop off. A quick mad dash around Grantham and we were fixed up with a new one.

Scrutineering, noise check and signing on passed (they were going to fail us for not having a number plate light!!!) uneventfully. As we were all starving we got changed quickly and went in search of somewhere to eat. There seem to be only Chinese Restaurants in Grantham - trust us to pick the one with a band!!

I decided to have an early night leaving Alan, Linda, Nick Pack and Suzanne in the bar for a nightcap or two or sixteen!!!!!!

With our 6.30 early morning call we had time for an enormous breakfast..well, Linda and Nick cleared everything there was to eat..we got ourselves prepared for the day's event. A quick check of the service van (three crew, two spare wheels, a tow rope and a packet of biscuits) and we were all set to go.

Stage 1 was only a two mile run away from the start, hardly enough time to get the motor warm. We had a short tarmac stage consisting of two $\frac{1}{2}$ mile straights inter-spaced with one 90 left.. we decided to take it steady to assess the motor. With this stage completed and all well, we drove off to the next stage which was in Ropsley Quarry. This was a fairly dusty and tight stage, which Alan really enjoys, and he was rewarded with a very quick time..(A man standing next to me said he didn't realise Imps could go that fast..Linda) The car just seemed to fly in the straights and its predictable tail-wagging on the corners was easily correctable.

Onto stage 3 and Barkston Heath airfield which was very broken up and the Ultragrips coped very well (They had to, that's all they had..Linda) SS4 was a farm track and proved to be very rough, especially on one downhill section. The next two stages were our major worry as it was Fulbeck Airfield and Alan blew his motor on the last stage on there last year. Everything seemed to be going well, apart from a hairpin left arrowed straight, when suddenly all drive was lost on stage 6 and we coasted to a halt. Quick examination showed nothing wrong and we parked well off the track and sat back watching the following cars. A tow home was called for and we eventually discovered that the first motion shaft had broken inside the gearbox. Hopefully, we'll complete the next event we do, which will be Cossack.

IAN COLEBOURN

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Results of the NHMCC crews were as follows:

M. Stephanson	Retired after Stage 9
Mike Lenney and Ruth Bower	64th O/A and 11th in class - Mike was really pleased with this result!!!!!!
Mal Mumby	75th O/A and 16th in class.
S. Smith and T. Dickinson	52nd O/A and 8th in class.
D. Gallagher and H. Wilson	Retired after 6th Stage.

3 SCABS

This gentleman rang 3 members of the club and asked if they could do him a favour and drive some fish lorries at night as it seems he had some 'Union Problems'.

We were just about to turn him down when money was mentioned. It took us about 10 minutes to arrive at the dock!!!!

Loaded to the gunnels we staggered off the dock to be greeted by some cloth-capped gentlemen doubting whether any of us had parents and threatening to withdraw our cards, despite our protests that we had no time to play cards and we certainly weren't carrying any.

On to our destinations..we commented that there didn't seem to be a smell with the fish we were carrying except when we stopped at cafes it was notable that the tables cleared fairly quickly on our arrival. After only 5 nights of our runs the cloth-caps had had enough and returned to work and we all returned to our mundane daily jobs.

Names withheld in case of rush for further volunteers.

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PLEASE NOTE

The A.G.M. has been put back to a new date of 25th June, 1981 and will be held at the Dog and Duck in Walkington at 8 p.m. prompt. Please note that only fully paid up club members will be allowed at the meeting.

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An open fire, snow falling hard ... that was the setting for this year's presentation dinner at the Pipe and Glass at South Dalton. We sat down to a very nice meal in a warm atmosphere. The Guest Speaker, Mike Nicholson, who, as we all know, had sat beside Russell Brookes, Pentii, and at the moment Tony Pond, gave us some very funny stories about his exploits in the passenger seat, before the presentation began. We finished the evening by drinking until 12.30, or was it 01.00 (some members of the club.. no names mentioned but they always seem to be the last to leave anywhere.. had to be thrown out!!!!) but a good night was had by all.

PHIL TOMLINSON

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Once again Howard Peterson has got the motor racing bug and has arranged two further days with Team Touraco down at Cadwell Park with Graham Glew. Hopefully the bridge will be open by then so it will not be such a long run down. The dates are Monday, 15th June (same as the last one..beginners only) and Tuesday, 16th June second course to follow the above. The cost is £35 per day and includes theory, practical and race car running for the first course, and the second concentrating on lapping and the correct lines of entry and exit on corners.

If you are interested, please contact Howard at home or work as soon as possible so that he can make the final arrangements.

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1981 CIRCUIT OF IRELAND

I now know why so many fall out of the Circuit! It isn't the fact that the event is extremely tough but that the relaxing after retirement is terrific.

The car was not really ready for tarmac we found out (excuses!) but after being beaten by a hard charging Beadle on the Mintex and hearing the news that Brooks

was not getting a Quattro and would still be in our class, we had to go to the Circuit to try for some more Rothmans Points.

I left Hull at 5 p.m. on Wednesday, 15th and, leaving my car in Liverpool, joined the ferry for Belfast with the rest of our crew. Thursday morning saw us installed at the Hillsborough depot of the Belfast Toyota dealer, where nothing was too much trouble. They gave us an estate car to run round in and had mechanics on hand to change tyres for us after the first day's run.

Scrutineering went well for us but over 40 helmets were confiscated because of the new rules. The organisers had to release them as there were no new helmets available in Belfast.

Friday was fine and at 10.32 a.m. we started the first stage in Ormeau Park in Belfast itself. We did not see the finish warning sign and scattered the crowd past the stop sign. I ran back, got my time and we were off down south to Stage 2.

I had plotted the whole route on $\frac{1}{2}$ " maps for myself and $\frac{1}{4}$ " for the barge and hoped that we could all find our way. The barge had trouble getting out of Belfast but our road book proved accurate.

Chris Wathen was stopped by the Police after the first stage for noise and went home.

The second stage was a good indication of what was to come - narrow and twisty!!

On stage 4 we had our first 'off'! A sweeping downhill bend saw us slide on the gravel, cross the verge and leap onto a hedge to be stopped by a large tree stump. I climbed out through the window as the door wouldn't open and dropped six feet into the field below. Peter was meanwhile attempting to reverse but, as none of the wheels were in contact with terra firma, he was getting nowhere. We persuaded the locals to lift us down and, after losing $3\frac{1}{2}$ minutes, were away again. A little further on the throttle stuck open when approaching a T and, whilst reversing, we were savaged by a car which had caught us after our 'off'.

The service crew said a few stern words but this was the pattern of all our stages and by the time we retired every corner of the car showed signs of contact with the scenery.

After the first seven stages we were 63rd because of our 'off' but, on the restart on Saturday morning, we had got back to 42nd.

The Saturday restart was at 4 a.m. and by daylight we were in Eire. The whole day was spent travelling south doing stages at various intervals - the barge had difficulty keeping up because of the distances involved and we had difficulty keeping on the roads.

Stage 20 was full of incident! Tony Pond was at the start having broken down on the stage and one of the D.V. men warned us of a large stone post one mile in. Half of the first twenty cars had hit it! So would we without his warning.

Half way through we were stopped at the end of a queue of stationary cars because an Avenger was stuck on the stage. We finished the stage in the middle of a group and registered just under a maximum - luckily it was cancelled later.

My ignorance of the conditions in Killarney led to having no service before Parc ferme on the Saturday night. I had left them 1 hour for 20 miles to the last service but with the traffic they were about $\frac{1}{2}$ hour late, meeting us just before we got into the final Control.

Our position had improved to 29th for the Sunday run and I saw the service crew off at 6.45 a.m. as they had a long way to the first service area.

The run over the main road 'Molls Gap' stage was fabulous but, when we reached service, I was told the barge had broken the main leaf on the rear spring - we didn't tell Peter!

The next stage was our Waterloo - we once again fell foul of some gravel and charged a bank - the fan finally meeting up with the radiator. We managed two more stages but couldn't reach service without damaging the engine so, with only 15 minutes lateness, we retired.

We were at the start of stage 34, the most southerly point of the rally. The marshall in charge of the stage towed us back to Killarney and this proved as exciting as the stages.

We had done 33 out of 61 stages and, although it took us only 12 hours to get from Belfast to Killarney, the return journey took 48 hours.

After altering the bodywork and fixing another radiator, we departed via various hostalries which sported the Guinness sign.

We had hoped to spectate but bar stools were a bigger draw.

Looking back, we all said that it was the most enjoyable event we had ever been to. The trouble and sport seem to be kept separate and the kindness of the people had to be experienced to be believed.

We received a free round in several pubs because we were 'up for the rally' and everybody tried to help, whatever the problem.

With only three weeks to the Welsh a lot of work had to be done on the car but it was ready - more later.

GERONIMO

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RECKITT'S 12 CAR NAVIGATIONAL RALLY

The second of Reckitt M.C's navigational 12 car rallies, this year, saw Mick Blythe and I team up for a blast round the Yorkshire countryside, together in his 'works' Escort (1.3 Escort 4 door, firm's car?). The event started north west of Middleton on the Wolds and, when we arrived, there was only one other competitor signed on, who appeared to be Chevette mounted. Within the next ten minutes the night's total of 9 cars had all assembled and Mike and I decided that even if we came last, ninth on a twelve car rally didn't seem bad - "I'm just blowing the cobwebs out and enjoying myself" he said.

Black spots, Quick Zones, etc. were issued a few minutes before the off and plotted with no problem. All we had to do was wait for our route and away.

We were seeded at number eight and the last car 'an Opel Manta' was behind us. Our route was thrust through the window and the marshall duly signed our time card. A quick inspection showed two competitive sections with a short non-competitive inbetween. The first half being represented by a series of four figure numbers which were mixed up spot heights and the second was a herringbone in the shape of a triangle with the location of one control only.

Once I had recognised the spot heights Mick was off on his way. The route visited Nunburnholme and Warter Village and then on through Millington Pastures, with its tricky hairpins at the end. On through Millington Village and up north to the control in a layby on the Driffild to Stamford Bridge road, spotting the letter code boards on the way.

A short drive to the next control found us ready to use the route I had unravelled from the herringbone. This one was a little trickier as the route dodged from Map 106 to 100 and back. Route took us round Thixendale, Laevening, Leppington, Harton, Buttercrambe and finished at Stamford Bridge.

Acklam Wall was where we tested the aerodynamic qualities of Mick's Escort as we found the standard suspension unable to cope with the ups and downs flat out.

After booking in at the final control and assuring myself that we had got all the required letter boards, including WFF 144, which I later found out was a field crop marker (Thanks, Mick) we went on to the finish at the Corn Mill. Results were quickly produced by Phil Barley and we found we were first novice and fifth overall. Chris Green followed us at sixth, ably assisted by his wife in the hot seat.

Overall winners were Mr. Auskerin and Mr. Rowe. The next two rounds are 17th September, 1981 and 15th October, 1981.

I.K. COLEBOURN

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ROTHMANS RALLY SHOW

The Rothmans rally team put on a very good show on the evening of 22nd May at the Crest Motel at Ferriby, which was attended by over 150 club members made up from NHMC, Beverley & District, Reckitt's and Selby D.M.C. Unfortunately, there were only 50 tickets allocated to us so some members missed out but below I hope to tell you of what went on.

The first half of the show was taken up by a filmed commentary given by David Vine of T.V. fame on the Rothmans Rally Team (1981) Drivers/Co-Drivers/Service Crews. This year it's Ari Vatanen, Pentti Airikkala and Malcolm Wilson in David Sutton prepared cars. Next came an interview with all three Drivers who were asked what their aims and ambitions for the year were. Both Pentti and Malcolm getting back into the thick of it after having had 'offs' in 1980 with Wilson rolling it in a Scottish rally, breaking both ankles and ending up in Inverness hospital. Pentti stuffing his car into a river bank flat out and injuring his back on the Motoguard rally in New Zealand. Neither of these two Drivers seemed deterred and were looking for a rewarding 1981 now backed by Rothmans. Ari just seemed intent on beating Hannu Mikkola, also in a Ford, and prepared by David Sutton, and winning every rally he entered.

Next followed a series of film clips which formed the background for questions in the rally quiz which was eventually won by two members of Beverley M.C. (Say no more). There were some very fine vintage clips of Peter Clark putting his Mk 1 Escort off into a lake on a special stage and an horrendous end-over-end roll committed by a Volvo on the 1000 lakes rally.

The comical end to this first half was the run round a special stage with Malcolm Wilson driving and David Vine in the Co-driver's seat telling Malcolm to take it steady. A really impressive piece of driving was recorded and David Vine ending up saying that only his laundryman would know how frightened he really was.

The whole of the second half was taken up with an electrifying film called the 'Vatanen Touch', showing Ari on events in Scotland, Wales, Ireland and the RAC. This can only be described as 40 minutes of pure excellent driving. The way he can get a car round a bend, whether it be tarmac, loose or forest road is fantastic. Ably assisted by David Richards, Ari must be, at the age of 28, one of the best drivers around.

Thanks must go to the Rothmans presentation team for producing an entertaining evening and, if any of you get any free 'ciggias', you know my address!!

I.K. COLEBOURN

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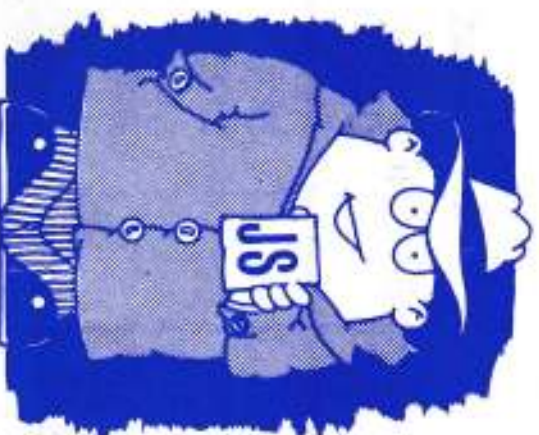
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