



CRYSLE

**AND RALLYE SPORT -
THE WINNING TEAM**



Anlaby Rd. Holderness Rd. Hall
Wednesday Market, Beverley
Castle Rd. Scarborough



North Humberside Motor Club



Editors' Foreword

Apologies for the mag. being late out this month but we've been away enjoying the sun, sea, cheap booze and food in Majorca.

Contributions are still a bit thin on the ground - we keep getting articles from the same people - more contributions please.

We've decided to write a series of articles on active club persons. Number one is Ken Hailstone the new Club Captain. So beware, if we're heading in your direction with pen and paper, we're after your life story.

Ian & Linda

Is it a bird? Is it a 'plane? No, it's an automatic RS2000. No that's not a misprint.

Now I can hear you critics saying auto's are slower, they use more petrol and you just can't throw one around the same as a manual car.

Well, I've got news for you!!!

Owing to what has come to be known as my accident, for want of a better description, I find myself needing more than a normal car offers. I need controls in a car to be used by my hands. Is that more groans I hear from the crowd?

After a solid six months in Wakefield Hospital you may well imagine it difficult to drive again let alone with your hands only, but, believe me, two laps of the petrol pumps at Victoria Speed saw me fit for some real driving. Strange how you forget silly things like other road users, braking distances, etc.!!!

Ah now I hear all you people asking me how did you get an automatic RS2000? Ford in their wisdom have never made one.

OK, you asked me, so here goes. Forgive me for name dropping but, believe me, I'd have been grounded without them.

One fine day in the middle of the night after many hours of talks with the main man - who? - well he is the mechanic, chauffeur, beer fetcher and now car modifier (no, I don't mean rolling them) yes.. you guessed, Mick. Well we went into great detail about how to modify my RS so I could drive it. Finally we were agreed on how to go about it. So, abandoning Wendy with a mountain of used coffee cups and empty beer cans, we retired to the workshop at Victoria Speed. At this point the car was still manual but, contrary to Mick's belief, I was confident I would be alright. So we grafted a set of MAD controls into the car (Mick and Dave). Now the car was ready to drive but, alas, I had no driving licence, insurance or any of those things. I have an idea Wendy hid them to keep me off the road. However, at this point the Midget man - I mean Howard - managed to get me in at the Cadwell Park Racing School day that some of the club lads were attending. All went fine. I got up early, it was sunny, a mate was driving me, but, just outside Scunthorpe, the engine threw a rod so I never got to drive that day.

In the next few weeks a new crank, set of rods and pistons were acquired and balanced and the blockend alloy surp received some welding - well at least when I got my dad to get them welded courtesy of BP I said it's just a small hole - he didn't agree.

While all this was happening I gave in to Mick who insisted the car would be much easier for me to drive as an auto.

So the next task was to find an auto box to go on the engine. It was the old story. I wanted a box so one couldn't be found anywhere. Finally a guy at Thorngumbald had a full MkII Cortina that had been in a ditch. You can't miss this bloke 'cos he's bald with curly hair!!! Sorry Martin, your secret's out. The car had the ideal gearbox - a Borg and Warner 35, which all of you know is fitted to BMW's, Mercs and the big Rovers. The only mod needed on the box was to get a starter housing grafted onto the nearside of the bellhousing by -- you guessed -- good old dad and BP.

To put the box in the car went well. The tunnel needed beating out - Mick enjoyed doing that - strange how he has a big smile on his face if he's hitting a car with a sledge hammer. The RS prop never even had to be unbolted. It was perfect. The Janspeed exhaust went round the box like it had grown there. Two fresh gearbox mounting points were fabricated and fastened on further back to suit the box. The gear shift works via a cable so it simply bolted through the old hole in the tunnel.

At this point funds had virtually run dry but, just like the Cavalry, a well-respected member of our club, who I won't name because he would be embarrassed, wouldn't you Rod.. oops.. presented me with a cheque from the Round Table. This money made sure that the car was altered correctly - no short cuts allowed. Enough plugging.. on with the story.

The car had one of the now famous Dyno Tunes after which it ticked over at 600 revs - not bad with a Gpl cam is it?

Now the car, with its auto and all the rest of it, gives a very respectable 102 BHP at the wheels, does 30 mpg all the time, even more on a run. As for performance, apart from an initial lag when setting off, it is quicker than it was before (can you shift gear as quick??!!!!) As for the lag, even a Porsche Turbo does that!!! I know because I challenged Pete Smith to a burn up and he shied off, knees knocking. As for the handling, after some new billies it is just how I like it.

So now the Midget - I mean Howard - has arranged for me to go to Cadwell Park when they go in June -- we'll see what I can learn about racing.

I wonder if I would be allowed to do production saloon racing in it!!

Q.. What's the same about a used french letter and a submarine full of Irish sailors?
A.. They're both full of useless seamen.

Dave

Competition Secretary's Report

We had a good turn out for Phil Cherry's Autotest on grass at Brandesburton with 18 NHMC competitors and 3 from Bridlington & Dist. None of the other clubs seem to have any Autotest competitors at all. It was an ideal venue and we also had a good turn out with marshals as well as a lot of spectators. Many thanks to Phil and Anne Cherry for their hard work in putting on the event and to all the marshals and competitors. Just one point was that everybody left leaving Phil Cherry and Basil Wilson to pack up all the gear. It would be nice if a few competitors stayed behind to help pack up now and again.

Our next Autotest on 16th August is also on grass and is organised by Howard Patterson and Mick Blythe so see them for regs. Remember to get your entries in early.

Club Night Autotest

We ran our first Club Night Autotest on 4th June at Brandesburton. Once again, all the work was done by Phil and Anne Cherry. The event was a big success so we are hoping to organise another near Walkington as soon as we find a venue.

Humberside County Council Motorsport Championship

The H.C.C. are again sponsoring a Motorsport Championship for the Motor Clubs in North and South Humberside. I am the Championship Co-ordinator and we have agreed on four events for the championship. They are:-

- 30th August - Production Car Trial organised by Grimsby Motor Club at Croxby Ponds near Grimsby.
- 11th October - An autotest organised by Beverley & District at Cottingham.
- 24/25th October - A Road Rally organised by Southbank Motor Club.
- 15th November - An Autotest organised by Reckitt's Motor Club.

These competitions give members chance to compete against other Club competitors from both sides of the river. Basically it is a club team championship where each club puts a team of 4 cars in the events and they are awarded points as to how many other championship competitors they beat. These points are then added together for each event to a grand total for the championship overall. In addition, the winning team of each round receives a trophy for each member of the team.

Regarding the enclosed Fund Raiser from Mike Jackson, if you don't want to send the money off in the post, any donations will be gladly received by Mike at any Club night.

Table Top Rally

I have received some sets of regulations for a Table Top Rally organised by Cheltenham Motor Club. Entries are being taken up to the end of August and then the competition takes place during September. The entry fee is £2.50 and also teams of 2 persons an additional £1.00. The route will be based on Map 150 and, in the words of the organisers, "The event will be within the capability of any average club-standard navigator". If you are interested see me.

Forthcoming Events

- 19th July - Carlton & Dist. Motor Club Single Venue Stage Rally on Wymeswold Airfield near Nottingham.
- 25/26th July - Calderford Trophy Rally organised by Wakefield & Dist. Motor Club.
- 26th July - Restricted Autotest organised by Ripon MSC
- 1/2nd August - St. Wilfred's Rally - a Road Rally organised by Ripon MSC.
- 2nd August - M.G. Car Club are organising an Autotest on Full Sutton Airfield (Bar-B-Q arranged for after event. Tickets £2.50 from John Newlove).
- 15th August(Sat) - Beverley & Dist. Motor Club Autotest.
- 16th August - An Autotest organised by Howard Patterson and Mick Blyth.
- 8/9th August - Devil's Own Road Rally organised by Kirby Lonsdale Motor Club.
- 23rd August - North Humberside Single Venue Stage Rally on Alamein Barracks Driffield.
- 30th August - A Production Car Trial organised by Grimsby MC at Croxby Ponds near Grimsby.
- 20th September - Lindholme Stages Rally organised by Lindholme MSC.
- 27th September - Crystal Stages Rally, North Humberside Motor Club.

Single Venue Stage Rally - 23rd August

This event will now be called "The Alex. E. Carr Holderness Trophy Rally" due to the very generous sponsorship of Alex. E. Carr, Engineers.

The event will be held on Alamein Barracks, Driffield and we will need lots of help on the day so if you are not competing, please try to come and help. It is a non-spectator event so the only way you will see anything is by turning out to help.

Autotest, 4th May, Held at Humberside Motors

Unfortunately the response for this event was very poor, especially after the large number of regulations I had given out on Club Nights. Although I realise that some members were competing in the South Bank Stages Rally on that day.

However, it was decided to have a go and run the event with only 11 entries - even so there was quite a mixture of cars. John Dixon arrived in a Magenta which he had acquired for the event. Roger Stonely was going to do the event in his Mini but didn't get it sorted out in time so he had a go in his Avenger. There was quite a lot of interest in Ken Hailstone's and Julian Doyle's entry in a Metro - I think the first I have seen on a Club Autotest. Howard and Sue Patterson were out in the familiar Parish's Midget, which seems to have had some attention to the bodywork since its last outing. Neil Hartley brought his Chevette for a spin after repairing the damage to the gearbox after the National Tyres Autotest in February. Phil and Anne Charry were the only competitors in a Mini, whilst everyone was awaiting the arrival of the new Rob White machine. This turned out to be a Mini Gem (well nearly) which had been dipped in orange paint (rumour has it that this is the most expensive car he has ever bought).

The start of the event was delayed for a while to watch the Milk Race go past. Judging by the number of Kennings Sherpa Vans in front of the Race, it was more like a Kennings Staff Outing. The competitors were cheered on and cries of encouragement could be heard such as "Get off and Milk it" (one bloke nearly did) and other such phrases.

Anyway, back to the Autotest, only one test was laid out at once so as to keep competitors away from the new Mercedes Trucks scattered around the premises. Due to the small entry only two classes were run:-

1. Front Wheel Drive
2. Rear Wheel Drive

John Dixon seemed to be going OK in the Magenta although he had trouble finding the finish of the tests. The Metro was impressive with both Ken and Julian putting up very respectable times. Phil Cherry was quick and neat as usual, although Anne wasn't doing too badly herself. Rob White's Mini Gem seemed to have a large appetite for cones and only seemed to handbrake in one direction. Howard Patterson was flying around as usual but Sue was having problems with handbrake turns. Unfortunately, halfway through the event it started to rain, this not only made the surface very slippery, it also filled the open top cars with water. Before the final test Julian Doyle was in a class winning position and third overall in the Metro but he lost his way on the final test giving the class to Ken Hailstone. Phil Cherry won F.T.D. with the other class award going to Howard Patterson. Many thanks to the test marshals Basil Wilson and John Overend (John had already been out with John Butler all night marshalling on a night rally) and Robert and Gail Newlove for working out the results. Also thanks to Ian Sadofsky for letting me persuade him to run the event. Clerk of the Course was to have been Tony Carmichael but, unfortunately, he was taken into hospital just before the event. Let's hope he makes a quick recovery. And, finally, thanks to Humberside Motors for the use of their premises.

John Newlove

Rally Championships

There appear to be only two crews doing any road rallies this year, Steve Varey and Geoff Craven, and Margaret Varey and Phil Craven. Results after the Ribble Rally and the Coleman Tyres Rally are:-

M. Varey	101	P. Craven	101
S. Varey	58	G. Craven	58

Stage Rally Championship:-

I must first apologise for not listing John Beadle and Mike Reed in last month's championship competitors. I am having great difficulty getting results from competitors. The points shown below include the Bruce Robinson Stages, the single venue event on Fulback Airfield, the Tour of Lincs. and Cossack. I am still waiting for results for Sheffield and Hallamshire event on Henswell Airfield and the Uniband.

<u>Drivers</u>		<u>Navigators</u>	
T. Allsop	113	A. Allsop	113
J. Walker	73	R. White	73
T. Lucas	57	H. Patterson	50
T. Watson	38	J. Murdock	38
J. Beadle	34	M. Reed	34
M. Lenney	31	R. Bower	31
D. Smith	21	P. Craven	14
M. Varey	14		
P. Mason	11		
R. Leonard	10		

Points are calculated on class position. Remember, if you want to claim points I must have results.

IMPORTANT, with me having brain fade I might just have missed you out, so let me know.

Crystal Stages, 27th September

Arrangements are now well in hand for our annual stages rally but we need members to act as co-ordinators for stages. The job involves co-operating with a stage

commander from other Motor Clubs and ensuring a stage runs smoothly. Please volunteer to Robert Newlove or Dave Shipley.

Moonraker 1982

The Moonraker Rally returns to North Humberside calendar on 1st & 2nd May, 1982, with the usual format our aim is to put the rally back on the map. We will need all the help our membership can muster. More details will follow in future publications. Offers of help will be appreciated. Contact Mike Thompson at Club Nights or on Hull 861222

Cossack

Some months ago Phil Tomlinson asked me if I'd like to "Sit in" with him on the Cossack Rally. (You can't really call it navigating can you?). I was a bit dubious at first as I'd never done a rally before, but, after one or two prods in the back, I decided to give it a go.

As the event drew nearer, so did our holidays, which kept my mind off the event and I didn't get nervous until the first hairpin right on the first stage. Never having been in a car that has spun before (yes I'm that much of a novice!!!) the rest of the first and second stages were quite an experience - we must have spun half a dozen times.

When we got back to service I managed to stop my legs shaking and asked Phil how he thought we'd done. I was relieved to hear that he thought he was trying too hard and had better slow down a bit on corners. It's a bit different driving a 1300 Sport after an RS2000!!!

I was still nervous as we set off on the third and fourth stages - a re-run of 1 and 2 until we came to that hairpin right again, which Phil took perfectly and I started to enjoy myself.

Throughout the rest of the event things went smoothly, apart from problems with spinning, but the lack of tarmac tyres was the major contributor to this. I'd hoped to take some photos of the event but when the final instructions arrived showing us running at 31 and Ian and Alan Smith running at 32, it was decided the only way we could take any would be while competing, which wasn't a good idea.

Ian and Alan's day didn't go as smoothly as ours. On one stage the accelerator cable snapped, another the petrol pipe fell off and finally the circlip from the brake master cylinder fell off. At least Alan didn't blow his motor this time!!! Thanks to Derek Parling, who donated most of his Imp to Alan and to Richard Finney, for which he won a special award for the 'Spirit of the Rally'.

Thanks to Dave Hawkins for the loan of his helmet.

It was a good day's sport with a lot of NMC members competing, their results are as follows:-

	<u>Overall position</u>
M. & P. Stephenson	2nd
John Beadle & Mike Reed	6th
Ian Carr & Nigel Patterson	7th
Steve Vasey & Geoff Craven	23rd
Brian Svenson & Howard Patterson	10th
Terry Lucas & S. Pedget	19th
Ken Heilstone & Julian Coyle	Retired. Blown motor
Phil & Ma	52nd
Alan Smith & Ian	67th

Rod Leonard & M. Hayhurst	38th
Tim & Angela Allsop	28th
Mike Carroll & Mike Blythe	39th
Mick Lenney & Ruth Bower	Retired. Tired car
D. Smith & A. Dickinson	32nd
Mal. Mumby & S. Young	Retired
T. Watson & J. Murdoch	24th
D. Gallagher & A. Wilson	57th
Margaret Varey & Phil Craven	51st

Many thanks to everyone who turned out to marshal.

Mrs. Ed

F O R S A L E

Fully stage prepared 998 Hartwell engine Imp with big valve Carter head, Twin 40's, Front rad., Minilites, Full cage, Extinguishers, Perspex etc. Full MOT and Taxed. Some spares.

Outright sale or exchange Mk2 Rally prepared Escort Rolling Shell.

Ford spares alloy sump for RS 2000 Escort, new.

Smith 898817 Nights after 7pm or preferably weekends.
or contact Ian Colabourn at Club.

ACTION IN ENCOUNTERING A MAJOR ACCIDENT

The first person to encounter a major accident on a stage or road rally may be the next competitor. In an emergency, you cannot afford to go wrong. Your reaction must be right first time. Therefore, you must know what to do before the incident. Remember these ten points.

1. Deal with External Threats. Natural reaction is to 'help' the injured straight away. This is wrong. You must first minimise the external threats to life.
 - (i) Protect the scene. ALWAYS do this on the road. Send someone to stop oncoming cars (two people if possible on the road, both ways). On a stage display a 'Red Cross' warning board. Get first driver to arrive to go and 'phone for assistance on the road. On stage, get message to finish as soon as possible.
 - (ii) Switch off ignition. Also make sure no other obvious hazards (e.g. electricity pylons, etc.). If major fire occurs (and crew are trapped) reduce fire in cockpit (don't waste foam on engine) and get crew out.
 - (iii) Don't make things worse. If no fire hazard, don't move badly injured crew more than absolutely necessary. Unskilled enthusiasm may be fatal! IF IN DOUBT, DO NOWT! Prevent other amateur enthusiasts from interfering (see items 3, 5 & 6). Check patient over carefully as follows:-

2. RAPID ASSESSMENT

- (i) Is the patient breathing?
- (ii) Is the patient bleeding?
- (iii) Is the heart beating?
- (iv) Any other obvious injuries?

Take 10-15 seconds and check these points. If all OK - no problem. If you have a problem, deal with it as follows:-

3. PLAN FOR AIRWAY MANAGEMENT

- (i) Check if patient is breathing normally (chest moving, no distress, exhaled breath felt). (If so - no problem).
- (ii) Patient is snoring/choking/gasping - gently extend neck
 - wipe away debris from mouth
 - pull jaw forward and upward
- (iii) Patient does not respond/is not breathing - give patient 'Kiss of Life'. Remember to extend neck, pinch patient's nose.
- (iv) Helmet. Do not remove unless absolutely necessary to establish airway. Then do so gently, neck slightly extended.

4. BLEEDING

Comes in two varieties, arterial (bright red, spurts) and venous (darker, flows). Treat by direct pressure on bleeding part, elevation of part concerned. Use clean pad or folded linen handkerchief. Do not use tourniquet.

5. CIRCULATION AND 'SHOCK'

Signs that heart has stopped include absent pulse and dilated eye pupils. This is often difficult to establish. Cardiac arrest may be treated by thumping on chest or external heart massage. Unless familiar with those techniques, don't indulge in heroics. Particularly if there is cockpit damage, there may be associated chest injuries, and you may do more harm than good.

Patients with 'shock' are often pale, sweaty, cold and shivering. There are many causes, such as severe pain or bleeding or reaction to danger! Easing pain or stopping the bleeding will improve the shock, but once a patient has been shocked he must be checked out in hospital. There are no exceptions to this rule.

6. BURNS

- (i) Remove patient from fire; put out burn (e.g. roll patient in thick blanket on ground or smother flames with rally jacket). Where electricity is involved (a) turn it off, or (b) remove body from electricity. Make sure you are insulated first! (e.g. move body with a dry wooden stick).
- (ii) Worry about airway (see 3) if burn occurs in a closed space (e.g. trapped in cockpit) or if patient is coughing.
- (iii) Examine to make sure that no extra injuries are present.
- (iv) To ease pain (which may be severe) cool burnt area with (ideally) clean water (lots of it). Remove (non-adherent adjacent) clothing.
- (v) Cover, with loose pad (or cloth, or sheet).
- (vi) Carry to hospital safely but quickly.

DON'T put ointment on - it keeps heat in.

DON'T give anything by mouth.

DON'T break blisters or remove sticky clothing.

DON'T leave victim alone - burns are painful.

DON'T delay transport to hospital. As soon as safe (i.e. stage stopped and secure). LOAD AND GO without delay - but safely (see 10).

7. HEAD INJURY. Most important feature is level of consciousness. If patient not fully conscious try questions (e.g. what is your name?) or simple commands (e.g. open your eyes). If no response, treat as severe head injury. Must be taken to hospital even if patient apparently makes full recovery. Unconscious-

ness, even for a half a minute, calls for hospital assessment. Remember head injury may be complicated by other problems. Check airway, bleeding limbs for fractures, etc.

8. SPINAL INJURY. Main task - protect spinal cord (or patient may be paralysed). Suspect spinal injury if pain in neck or back, weakness, tingling or numbness in arms or legs. Do not flex (bend forwards) or rotate spine. Do not move patient at all if possible until immobilised by spinal board with spinal collar.
9. LIMB FRACTURE. Suspect limb fracture if, severe pain, tenderness on gentle palpation, restriction of voluntary movement, swelling, deformity of limb. First-aid treatment: immobilise the limb concerned. If splints available, use them, otherwise improvise. Remember - immobilisation eases pain.
10. TRANSPORT
 - (i) All movement on stage should be under direction of stage commander. This applies to doctors, rescue vehicles, ambulances - EVERYBODY!
 - (ii) Never transport a patient until you have done as much as possible to improve condition on-site. Patients with airway problems or severe bleeding may die before they reach hospital.
 - (iii) By contrast, for severe burns, load and go.
 - (iv) There is no need for vast hurry. Aim to give a comfortable ride, not to break some track record. Don't ignore common sense (e.g. by going backwards round the stage!) Safety comes first. Convey patient to agreed ambulance pick-up point.
 - (v) An available experienced person (if present) should go with the patient to hospital. On arrival at hospital, make sure all relevant information is transmitted either to the doctor or the sister in charge of the Emergency Department.

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Dr. Tim de Dombal.

SCOTTISH 1981

You WILL finish - so said Toyota G.B.

After a couple of disasters on the Circuit and the Welsh, we were still low on the Open Championship Class points table and could do with a result to get some confidence back.

Peter drove the car up to Glasgow on the Friday morning, blowing the oil cooler up on the way, and I accompanied the Service Crew that evening. We reached the hotel at 2 a.m. Saturday and were greeted by Mike Whitehouse (Webbo's usual co-driver), Mike Wood and Ricky. They had kept the ale flowing and saved us a pint.

Scrutineering and documentation were completed on Saturday morning and Peter and I returned to the hotel for lunch and a sleep whilst the Service Crew finished the car off at the local Dealer's workshop.

It poured with rain whilst we waited for the 5 p.m. start in Blythwood Square but the first stage at Strathclyde Park was dry.

After the stage we changed to chunkies and the Service Crew relocated the oil cooler. We left Service a little late and after half a mile we noticed zero oil pressure - panic stations. A quick call on the radio allayed our fears when John (No. 1 mechanic) told us he had left the wire off the sender.

We hurried to Peebles and started the serious part of the rally, with four forest stages before a service at Selkirk. One of these stages was altered and a written note was given to us, changing the road timing - this was missed by a few

co-drivers and led to road penalties.

By now darkness was approaching and we had a little trouble with our lights as the oil cooler adjustment had altered the alignment of our lights.

The night was short with only eight stages in the dark but when we had our first daylight service it was found that the panhard rod had parted company with the bodywork.

This was gas welded and as we went on the next stage we thought it had gone again but it was a puncture - that dropped us one minute and we changed after the stage.

The next stage, Drumjohn, was a further disaster as the O/S/F spring platform collapsed. We radiod ahead and warned the service crew, who soon replaced it and the Panhard rod was re-welded. We tiptoed through the next two stages, dropping a total of about five minutes in four stages.

A long road section followed and I had an hours 'dice' with Terry Harryman whilst our drivers slept.

We reached the Bathgate Service area before our service crew and the B.O.C. had fabricated a new bracket for the Panhard rod before they arrived.

We all had breakfast together - Mick, Mike and Ricky - and they reported all was well. They had shown his car a petrol pump and that was all it needed.

Then on to Devilla and Knockhill. The latter was a tarmac racing circuit. After a grass cutting excursion we completed this stage in a respectable time.

Leaving the Perth service area we lost ten minutes road time because of a carburettor rebuild and then had a 'ticking off' from the Law whilst trying to circumnavigate a traffic jam.

Two stages later we nearly had venison for tea. Two deer leapt over the track, the second one seemingly grazing its legs on the bonnet.

The legendary Drummond Hill followed, and once again I had the 'drops' on my side. It was run the opposite way to last year but, being L.H.D., I had all the views again.

When we reached Aviemore we checked the Panhard rod welding and changed the front struts before entering Parc Ferme.

Monday dawned with us starting in 31st place and hoping for a trouble free run.

After the first stage we had a 'knock' at the N/S/F and, borrowing tools from Rothman's Service Van, tightened part of the suspension.

We changed the O/S/R shock absorber later but the main drama came four stages from the end when the engine suddenly screamed its head off mid-stage. We drove to the end on the ignition key and Peter put right what had gone wrong - I never did find out what had happened.

There was half an hour's hold up before the last stage - Culbin, and for the first time on a stage we saw another car. We just got to within 200 yards of the previous competitor before the end of the stage.

All that remained was the run in with a wash (for the car) on the way. Whilst we were stopped the Might of the Wood Rally team stopped for a chat. One 1300 Escort with a very happy crew after a trouble free rally and their huge service team - Ricky in Mike Whitehouse's Vauxhall.

We ended up 22nd overall and 4th in Class with a few more points bringing us equal second in the Championship Class behind Russell Brooks.

I am not doing the Manx but hope Peter can improve to second in Class.

During this year's Rallies we have used radios, but no chase car, and have decided that radios should be the first choice of the two. They can be hired for approximately £50 per pair of sets and, although they may not have a very long range, if you use them sensibly and watch your maps, advance warning of servicing requirements can save minutes at service points.

They are also very useful for both barge and car with regard to traffic jams and speed traps, as information is always relayed by other crews on the same frequency.

A chase car is a super luxury but can be a help carrying spare wheels, petrol and linking with radios to service crews if range is excessive.

Geronimo

CREST TOUR OF LINCS. 1981

No less than 10 crews from the NMC were entered for this event. Some of which didn't start, some started and didn't finish, some started, finished and got very wet. Anyway, on the day the seeding looked like this:

24	T. Lucas/H. Paterson	1558 Toyota	(3)
35	P. Mason/I. Rose (Non-starter)	1598 Escort	(3)
40	Mick Wood/Rick Spooner	1300 Escort	(2)
44	Tim & Angie Allsop	1293 Mini	(2)
61	John Walker/Rob White	1598 Colt	(3)
66	Rod Leonard/M. Hayhurst	1998 Dolly	(4)
69	M. Lenny/Ruth Bower	1275 Mini	(2)
93	M. Mumby/Harry Bodge	1498 Avenger	(3)
99	D. Smith/T. Dickenson	1993 Escort	(4)
108	T. Watson/J. Murdoch (Non-starter)	1275 Mini	(2)

Well, it rained (and the carb. iced up on the way down to the start) and it rained (and the start was delayed) and it rained (and stages were cancelled) and it rained (and all the arrows were wet and soggy) and it rained and just kept on bloody raining!!

After plotting a very much shorter event than previous years, (a total of 6 stages were either cancelled or scrubbed for one reason or another) we started at the Humber Royal Hotel in Grimsby and one thing became very apparent.....no spectators, just some very wet 'Old Bill' (Sorry Osifer). Stages one and two were cancelled due to pleasure cruises and it was a long run out to the third stage.

Final results for 'our lot' were:

Mick Wood/Rick Spooner	37	O/A	3	I/C
J. Walker/Rob White	50		19	
T. Lucas/H. Paterson	57		22	
Tim & Angie Allsop	61		8	
D. Smith/T. Dickenson	66		25	
M. Lenny/Ruth Bower	72		11	
Rod Leonard	Retired on Hemswell (lack of oil-----BANG!!!)			
M. Mumby	Retired at halfway (exhausted-----it fell off!!!)			

Using the same tyres all day (bald M&S's) and running without any service, a very creditable result for our Mick in his Group I 1300. The only handicaps he incurred during the day were a very wet interior (you'll have to ask him about that) and, of course,-----me!!!

Terry blew his head gasket, but decided to continue to gain valuable club championship points. Tim was having trouble with his carburation (I thought it was just the way he walked) and I think that Mr. Lenny and Ruth stopped for a bit of the other. (Lucky falls).

Anyway after a very wet day's motorsport final thanks must go to the marshals who were not deterred by the atrocious conditions and remained at their posts all day ----- well done fellas.

Spick

P.S. Do we get anything for 1st NHMC crew? Well Gins?

Mick

No - Eds.

AUTOTESTS BRANDESBURTON

Anyone who missed the Autotests organised by Phil & Anne Cherry on 28th June missed a fine day out. The venue was Brandesburton Park, a beautiful piece of countryside sheltered by trees from the wind and blessed with a warm sun from start to finish.

People were coming and going all day and everyone said they had enjoyed it, whether spectating or competing. As newly-elected Club Captain I thought I'd try and organise some teams to add extra interest to the day's sport. It worked admirably and I managed to get three teams, all with strange names, Pillox, W.Anchors and Willies. Team 'Willies', consisting of Steve Varey, Phil Tomlinson and a guy called Julian Doyle, showed their cunning by letting everyone else dry the tests out and so have a better run. This is known in top sporting circles as tactics - unfortunately there was a lot of cow clap around so it didn't work. While we're on the subject of cow clap, Roy and Myra Webster brought their dog along with them, which, on setting foot out of the car, headed straight for the nearest cow pat and rolled in it - ever seen a green dog that nobody wanted. John Beadle was there with a shooting stick stuck up his rear orifice, stating his back had gone again and the stick was to stop him bending over - get well soon John. This left Micky Reed with his Opel Manta instead of sharing John's Sunbeam. As usual this didn't upset Mick and he put on a good display, throwing the big Opel around tight tests with good results. Well done Mick (others would have gone home!?)

Dave Howkins made a brilliant return to Autotests with a remarkable display of driving. He still throws his car around just as he always did, and without a limited slip diff. That's got to be his next target - to better his fourth in class. Dave was in team 'Pillox' but unfortunately his team mates let him down badly by knocking a load of bollards over - enuff sed.

The third team, called W.Anchors, consisted of Grahame Glew (rumoured to be Howard Patterson's boyfriend) a racing driver or something who said he'd never done Autotests before but managed to take F.T.D. for the day.

Micky Reed and Howard Patterson were sharing his orange thing with Sue. Howard in his usual flamboyant style doing double takes on all the 360's until he hit a bump and stuffed the fan into the radiator. Seeing that Sue was a little upset and not wanting to drop out of the running for the ladies award he burnt his hands removing the radiator. If he keeps on going at this rate he'll have no front left on his car.

Rob White declined to form a team as he didn't think his Mini was going to last the day - but the real reason was he's started a menswear stall which he's going to bring along to future Autotests. Ask Harry Hannah if his swag is any good - he bought him out.

There were so many people entered that I can't get any more stories in this report but I'd just like to thank all those people who supplied me with fags. I'd like to thank Julian Doyle, who's a bit too quick for my liking, for the use of his vehicle and, of course, Phil and Anne and all the marshals who did a magnificent job.

Results:

F.T.D.	G. Glaw	1st Team	W. Anchors
1st Class 1	Rob White		Phil Tomlinson, Steve Varey
1st Class 2	Ken Hailstone		Julian Doyle
1st Class 3	Mick Wood		
1st Class 4	Bob Dean		
1st Lady	Sue Patterson		

Footnote: The three teams at the end of the day were very close with only ten seconds difference between the first and the last team.

To all those who showed concern over my nasty accident, I would like to say that my ears are perfectly OK now.

And finally, thanks to all those who donated 10p in the organisers chase. Tai

C. Cap.

PRODUCTION CAR TRIAL

Jumping up and down trying to squash one's naughty bits sounded a lot of fun so I decided to accompany Mick Blythe on the Driffield PCT at Sledmere Grange Farm to try and find out what it's all about.

Arriving at the unearthly hour of 11 o'clock on a Sunday morning, found the paddock(?) buzzing with activity. John Overend just starting his breakfast - a bullock between two loaves of bread - bid us good morning. Surveying the competitive machinery and looking at the regs., I came to the conclusion that every car there should win something as they were in a class of their own. Dave Hawkins with his Auto RS, Mick Wood with his Escort complete with limited and M&S, Rob White in his Colt, a chap from Lindholme MSC in his BMW road car, along with many other illegal cars, and then there was us, completely legal (well, almost, I won't mention the tyres, Mick).

Anyway five tests awaited us, numbered 1-6 (1,2,3,4,6? Thanks Gin it made me stop and think), and we had 5 runs at each. Each successive run becoming a little bit harder. Jumping up and down at the start line had the marshals looking at me rather strangely until I was informed I should be in the car, which allowed us to get a little higher up the hill - and also remind me to wear a jockstrap next time.

By three in the afternoon the event was over and all that was left was to await the results. Using the sophisticated computer-controlled rapid results team, Gail & Robert Newlove and one duff calculator, results soon showed Dave Hawkins to be first overall. Due to the indexing system being applied, some people didn't get the results they expected but I've listed the class winners below

R. Baker	1st Class 1	1st O/A	D. Hawkins
P. Cherry	1st Class 2	1st Class 4	M. Blythe
S. Waterall	1st Class 3	1st Class 6	M. Wood
P. Turton	2nd Class 3		

Thanks again to all marshals and spectators.

I.K. Colebourn

John Overend has organised a fire prevention demonstration on July 30th at 7pm to be given by the Fire Prevention Officer from British Aerospace to take place between North Cave and Market Weighton. The event will be arrowed from the A63. Names please to John or Harry Hannah.

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