

NORTH HUMBERSIDE

MOTOR CLUB

MAGAZINE

OCTOBER 1981

NHMC CLUB OFFICIALS

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EDITORS' FOREWORD

Apologies for the magazine being late but we've been away for the last 6 weeks on courses and holiday and if we'd got one out it would only have been about 1 page as most of the articles have come in during the past week.

Sorry to keep nagging, but we are very short of articles. Anything will do.

Can we please have articles on the Elcar and Norking rallies - we know a few club members did these, so please put your pens to paper - it's one way of getting your names in print and they don't have to be literary masterpieces!

As a bit of incentive, we are hoping to organise a trophy, to be presented at the Annual Dinner, for the best article submitted during the year. At the moment it's between about 4 people (the only ones to write articles and that's excluding us).

Dave Hawkins has been a great help giving us the enclosed puzzles. The trouble is we haven't got the answers yet! Hopefully we'll find out and publish them in the next issue.

LINDA & IAN

LOMBARD RAC INTERNATIONAL RALLY 1981

The route for this year's event has now been finalised as per last month's magazine, and the North Humberside Motor Club has been fortunate in being asked, once again, to run Special Stage 31 in Cropton Forest on Monday, 23rd November, 1981. The Stage will be operational at 16.21 hours - first car due at 17.21 hours, and the Stage is due to close at 20.51 hours. The Stage will be basically the same as last year although it is being run North to South and is approximately 8 miles long. As there are only 8 Stages in Yorkshire this year, we must be proud as a Club to have been asked as the other large Clubs in the North of England have not been asked along on the Stage and it must be taken as a compliment from Belgrave Square on the way that we have run our Stage of the RAC Rally in previous years.

Obviously we cannot have too many marshals on an International Rally Stage when speeds are increasing every year. Although we have managed to get help from two or three smaller clubs in the area, we still need as many volunteers as possible from the North Humberside Motor Club.

Will you please, therefore, contact the Stage Commander, who is Ian Sadofsky, 9 Aston Hall Drive, North Ferriby (tel: Hull 24379 (day) - Hull 634149 (night)) as soon as possible.

CRYSTAL STAGES RALLY

After one or ten drinks, I was finally convinced by Ian and Dave Smith (Olly) that I could cope with navigating for Dave on the Crystal Rally - my first 'real' rally, only having done Cossack before. I was a bit dubious about the road timing but, after a bit of tuition from Ian, I got some confidence and, as tulips were to be used, there wasn't much plotting.

Once again there was a big turn out from N-HMC, about 25 of the 80 entries - keep it up folks!!

Dave had decided that he was going to try extra hard because he isn't doing any rallies for a while and he was out for his best result yet.

Unfortunately the first stage was a bit wet and boggy and we thought the whole day would be spent sliding around stubble fields, but the second stage came as a pleasant surprise as it had dried out and when we spied number 50, a Lotus Sunbeam, in front of us, Dave's foot went down and his brains flew out of the window as

we caught it up. Going into the quarry Dave said "I remember this, you go straight down" but unfortunately there was a large pile of rocks in front of us which we somehow managed to avoid and came through the stage unscathed and with the 7th fastest time!

At the first service, Ruth Bower was running around asking if anyone had seen their oil pressure! Better luck next time Mike.

After negotiating Arras South and North, where we were unlucky with straw bales, we had a long run and a rest on the way to Catfoss, which was a welcome change. After mud and quarry, pig manure is at least different, if not slipperier, and we managed to get some speed up.

This was followed by a very long run to Cottam due to the cancellation of Carneby, and this stage was as good as I'd hoped for after watching there for the last few years, and also at Allison Wold - I'd rather come down that hill in a rally car than have to climb up it again on foot! We arrived at half-way and wondered where everyone was and then realised that we had to make up the morning's delays and had, in fact, booked in 3 minutes after the time we were due to leave! We picked up some sandwiches and biscuits from our service crew and headed back to Cottam, eating our lunch on the way.

Kellythorpe had been cancelled so we made our way to Dalton Park. I've spectated there as well and I'm glad I wasn't standing by the road when we went past. We lost the back end on the first corner, over corrected and lost it the other way, over corrected and lost it the other way ----and so on. Our apologies to the many spectators who were scattered!!!

The three stages at Goodmanham were next after a quick 10 minute service and the long wait at Goodmanham Railway was well worth it...sorry, I know I shouldn't enjoy stages that make cars fall to bits! It was very bumpy and we took off twice. I enjoyed Goodmanham Grange as well. We managed to get going pretty quickly and put up the 7th fastest time on that stage.

The next stage at Pocklington was probably the fastest of the day, with long wide runways we managed to get our foot down and, fortunately, finished the stage just before the rain came along.

Terry Lucas's unfortunate accident at the end of the next stage held everyone up for about $\frac{1}{2}$ hour, but thankfully Terry and Wue weren't badly hurt. Terry's car, which was parked up at the end of the stage after being dragged out of the ditch, looked a lot worse for wear.

It's a dog's life being a navigator having to leg-it past about 30 cars in the rain to get an arrival time.

SS20 at Flexfleet was next and when we arrived at the bridge over the dyke, we decided caution was called for as it's not much wider than a car, has no sides and the dyke's a bit deep! Dave wanted to finish this rally!

By this time it was nearly dark as we headed towards the next stage, which was a re-run of SS2 reversed. Just as we were about to set off, some kind person informed us that we had a flat front tyre but, as we were already on the start line, Dave decided to risk it and we set off towards the quarry. Unfortunately the handling wasn't too good and we found ourselves half way up a rather large bank of gravel. I thought we were going to roll but we seemed to sit on the side of that bank for an hour before Dave put his foot back down and we drove off the end! The rest of that stage was a bit subdued as Dave had hurt his arm and we also had that flat.

A quick tyre change at the end of the stage got us to the last stage, which was the same as the first and even though it was pitch black and we didn't have any spots

on we still managed to knock one minute off the morning's time -- mind you, it was a bit less boggy.

After a sigh of relief - Dave hadn't finished a Crystal before - we made our way to the finish at the Westfield and dashed home to get changed for the evening's entertainment.

When the results were posted Ian came dashing through to tell me we'd come 7th. I said rubbish and went off to investigate. Unfortunately Pete MacDonald's eagle-eyed navigator noticed our last stage time was a bit fast.. they'd lost 4 minutes somewhere between our time card and the computer.. but the amended result showed us 17th, leaving Dave very pleased and with his best result yet, and me very big headed after my first go at navigating.

It was a very enjoyable day and on behalf of all the competitors I would like to thank the organisers and, most of all, the marshalls. The results were posted very quickly thanks to the computer and it's unfortunate that they couldn't be finalised and awards given on the night.

Placings of club members are as follows:-

2nd	Bri Svenson and John Law
3rd	Steve Varey and Mr. Craven
5th	Alan Finney and Mr. Livesey
16th	Chris and Hilary Green
17th	Dave Smith and Linda Colabourn
19th	Mike Reed and John Boodle
26th	Ian Carr and Nigel Paterson
27th	Tim and Angela Allsop
33rd	Mike Carroll and Mike Blythe
37th	Dave Hawkins and Denis Haynes
38th	John Walker
42nd	Adrian Hannah and Brent Towse
43rd	Gallagher and Wilson
48th	Rob White and Mr. Walls - Thanks to a gate post.
50th	Ken Hailstone and Julian Doyle - $\frac{1}{2}$ power all day.
51st	Chisholme and Pickard
52nd	Mal Ruby
53rd	Rod Lennard and Mr. Hayhurst - Muttered something about running out of petrol.

The following unfortunately retired:

Terry Lucas and Sue Paterson
Roy Webster and Mike Whitehouse - bearings.
Dave Fallier and Howard Paterson
Chris Fewless and John Willson - broken gear box.
Mike Lanney and Ruth Bower - blown motor.....no oil!!!
Watson and Murdoch
Alan Smith and Ian Colabourn.

The above results are now final as the protest has been withdrawn.

A LITERARY OFFERING BY RUTH BOWER ENTITLED

Once again Ian has approached me about an article for this esteemed publication so I have put the brain in gear and come up with the following little gem, copies of which can be obtained by mail order - just send a large donation!

My first thought was to put pen to paper about the Cossack Rally but, when there were only two stages and a tow home to work on, I realised that it didn't offer much scope for a page of writing.

Then I thought about the Holderness Trophy Rally.

Then I stopped thinking because the boss came back from lunch and circumstances dictated that I do some work!

BNR 74K has now come out of retirement more times than a certain boxing superstar, only without making such a success of it or so much money. However, (she takes a deep breath) here we go again!

Deep in the heart of that famous (?) establishment, Halesham Racing Developments, two morons are fervently building a rally car. No, perhaps that's too strong a word. Delete the last line and add "fervently re-building BNR 74K" (I looked up "fervent" in the dictionary - it said something about eager, but I thought I'd use it anyway).

Picture the scene. You walk up to the window and peer through the spray dust --- fooled you, it's still the original rust and filler, that blue haze is the language! The two morons sit on spare wheels entertaining a member of the service crew. He's straining every muscle he's got trying to remove a roller bearing from a gearbox which is sitting on a trolley which, in turn, runs over his foot every time the hammer makes contact! The scene is typical. Some of the characters may change but the morons live on.

The car (?) sits with its front end on blocks and its ball joints undone waiting patiently for its new dose of 7 lbs of oil pressure (don't be rude!)

At present the preparation is for Crystal Stages. The success of the mission depends a lot on a precision tool used to hit a three foot chisel borrowed from a road man for two quid!

Every time the engine comes out, the front panel has to be flattened. Every time it goes back in a sump guard bends it again. Yes, I know, eventually the "metal fatigue element" comes into operation and the sump guard falls off. Not to worry, there's always the gearbox!

This story now develops into a commercial --- Yes folks, if it rains on Sunday, 27th September, this car comes fully equipped with cold running water!

Enough said. There's a limit to what can be passed off as work in this place where I spend my spare time (08.30 - 17.00 Monday to Friday!) and if it does rain on Sunday I suppose the morons will just get wet!!!

COMP. SECS. REPORT

Quite a while and a lot of events have passed since my last report, so I have been very busy.

The first of the glut of the rollise was the Marking Stages, organised by Lindholme Motorsports Club. We ran a stage on Sandtoft Airfield for them and Roger Sionsley was in charge helped by a handful of our members. Of course, we had several members competing - I hope someone will be writing a short account of the event.

Then came the Crystal Stages. Things were looking good before the event, with 80 entries. That was until Saturday when the heavens opened making several of the stages quite wet. Boverley & Gist Motor Club did a tremendous job in managing to get some sort of stage at Little Weighton, although it was rather sticky in places. We were very fortunate in having to cancel only one stage.

Things seemed to be going quite well until Terry Lucas and Sue Paterson overshot the end of Thornton Special Stage ending up in a deep ditch. They were both taken to hospital with severe bruising but thankfully were both discharged the next day.

My Rally didn't go very well either. Being Chief Marshal I was the first car round the course. However, about halfway round I ran into the back of a van on the public road. It must be the first time the Chief Marshal has retired from an event.

I did manage to get to the finish and that's where all the fun began.

The problem apparently was over stage 2 where, after a lot of argument, a competitor would not accept the decision of the Stewards and lodged an appeal with the RAC. Thus the results could not be finalised and only one award was presented - to Dick Rowland, who was clear winner anyway. So by the end of Sunday night we had a very demoralised organising team. We can only wait and see.

Anyway, whatever happens, a lot of hard work was put into the event by a lot of people. Thanks are due to Clerk of the Course, Dave Shipley; Secretary, Robert Newlove; Entries Sec, Susanne Drew; Public Relations and general dogsbody was Harry Hannah, with his assistant, John Butler, plus his many helpers. I would also like to thank my assistant, John Overend, who put in a lot of work even though it was one of his busiest times of the year.

Thanks also to the following people who helped in many different ways. Nick Pack, Andy Dean, Basil Wilson, Barry Underwood, Kelvin Brown, Geoff Alan, Adrian Mann, Mike Norton, Law Coulson, Bob Simpson, Phil Tomlinson, Colin Wright, Eddie Patchet. Anybody I have forgotten to mention, the Computer team, the many marshals from a host of other motor clubs, as well as our own. Finally, without the co-operation of the many landowners, the sponsors, Crystal of Hull, and their liaisonmen, Pete MacDonald, we could not run the event.

The week after Crystal came the David Brown Motor Club's Elcar Rally. As well as several members taking part in this, I hope someone will do a report, we marshalled Gale Hill in Pickering Forest. John Beadle was Stage Commander. He stayed up there Friday night and by the time we arrived Saturday morning he had the stage already set up. All we needed to do was get the telephones and radios in position and we were ready. The stage ran very smoothly, with only one incident when we lost a Saab for a few minutes, but he was eventually found embedded in a tree. The weather stayed fine and we all had a pleasant day.

Sunday found me and a handful of our members at the Bridlington & District Single Venue stage rally at Ulrome. They only had 26 entries but they seemed to have a good day, although I think things would have got a bit hectic if there had been a full entry list. We seemed to be the only marshals present covering the start radio, finish radio and two points on the stage. Again the weather was good and we had a very pleasant day.

The next Sunday I was scheduled to be in attendance at the Beverley & District's Autotest at Cottingham. As it was the first round of the Humberside County Council's Motorsport Championship and as I am the Championship Co-ordinator, I was going to work out the results. However, Kelvin Brown rang me on Saturday to say they had to cancel as it was far too wet. I must admit I was quite pleased to have a weekend off.

We were scheduled to hold our annual restricted autotest on the 1st November but unfortunately the normal venue at MFI fell through and even after a lot of searching I was unable to find a suitable venue so I have had to cancel the event. If anybody has any ideas for a venue for such an event I would be interested to hear from them although I think I have tried most of them. It will have to be quite large on a fairly good surface such as MFI for a restricted event and we must have written permission.

Is anybody interested?

I am thinking of running some kind of course during the winter to try and teach the basic ideas of running motorsport events, possibly covering running a special stage, organising an autotest, official positions on rallies, etc. etc. etc.

But it's a waste of time doing anything about it unless there is some interest from members wanting to progress into the organisational side of the sport. If you think you would be interested, please contact me as soon as possible.

Forthcoming Events

7th November	Practice Special Stage, Border Motor Club.
15th November	Dukeries Motor Club, Premier Stages Rally.
15th November	Sheffield & Hallenshire Motor Club, Single Venue.
15th November	Autotest organised by Reckitt's Motor Club at their Chapman Street Car Park.
28th/29th November	Hall Trophy Rally - A road rally organised by Clitheroe & Dist. Motor Club.
22nd-25th November	Lombard RAC Rally of Great Britain.
5th/6th December	Beverley & Dist. Motor Club's Beaver Rally - this is a Novice Road Rally event.
1st January	Our Annual New Year's Day Autotest, organised by Rob White.

JOHN NEWLOVE

FORD FIESTA XR2

Ford have been very busy this year with the release of the XR3 Escort and the newly-developed RS1700T which I see has just made it's debut with Billy Coleman on the Haltona Cork 20 rally in Ireland. Added to these recent releases is the Fiesta XR2 (photos on display at the club).

The new model will be the fastest production Fiesta yet built by Ford and has a top speed of 105 mph. It has been developed from the already successful Fiesta 1300 S variant and the 1.6 litre model marketed in North America, of which more than 300,000 have been sold. It also incorporates much of the knowledge and experience gained by competitors in the series of races for special 1600 cc Fiestas which have been held in Britain during the past two seasons.

This latest version of the Fiesta is the second vehicle to be designed and developed by Ford's Special Vehicle Engineering Department, established to engineer and develop specialist and high-performance derivatives of volume production models. The first product from this team was, of course, the Capri 2.8 Injection model which has already been highly praised throughout Europe.

The Fiesta XR2 is powered by a 1600 cc overhead-valve engine developing 83 PS, fitted with electronic breakerless ignition, a high-lift sports camshaft and a Weber twin venturi carburettor.

Transmission is by a four-speed all-synchromesh gearbox and acceleration through the gears from 0-60 mph is less than 10 seconds.

To cater for the increased performance the new model is fitted with special ventilated front-wheel disc brakes and aluminium alloy 13 x 6 in. road wheels with a unique circular slot style. Low profile 185/60 HR steel-braced radial-ply tyres are fitted.

The rear anti-roll bar is increased in diameter and suspension spring rates and damper settings have been altered to give the Fiesta XR2 high standards of handling and roadholding.

Prominent front and rear aerodynamic spoilers and extended wheel-arches are fitted while circular seven-inch diameter headlamps are standard equipment. Deep-section bumpers incorporate direction indicators at the front of the car, and their plastic end-caps provide protection for the sides of the bodywork.

The interior of the car has deeply-contoured, fully-reclining front seats with distinctive cloth upholstery. The floor and the rear package tray are fully carpeted.

The Fiesta XR2 will be in production in October 1981 and will go on sale in Britain towards the end of the year. Ends.

Whilst browsing through the Fiesta/Granada press release, I noticed that the new up-market Granadas are being offered with an on-board computer. Not only does it offer the usual benefits but it has got an odometer and stopwatch mode. So, if you can't afford a Honda or Terratrip, see if you can borrow one from a Granada!

ON-BOARD COMPUTER FOR NEW GRANADA

For the first time on any European Ford a multi-function trip computer will be available as a factory-fitted option on all 1982 Granada models.

This versatile on-board computer has been developed in a two-year programme in conjunction with Ford Aerospace and makes full use of advanced micro-chip technology.

The computer has twelve functions, including three alarms, relating to time, fuel, speed and distance plus a unique 'distance to empty' warning. The module has six control buttons, each controlling two functions, and is as easy to set as a digital watch. Two additional facilities allow for the selection of either metric or imperial measurement displays.

The trip computer is programmed to display the following information:

- Clock/calendar
- Time alarm
- Instant fuel economy
- Average journey fuel economy
- Distance to empty
- Journey fuel used
- Speed alarm
- Average journey speed
- Odometer
- Elapsed time
- Stopwatch
- Journey time

The three alarms, if all of them are set together, operate in the following order of priorities: speed alarm, distance to empty alarm, time alarm.

Incorporated in the computer is a system check and self-diagnosis facility, independent of the trip functions, for use by Ford dealers at major service intervals.

The 'distance to empty' warning is unique to the Ford computer and provides a digital display showing the distance the car is expected to travel on the fuel remaining in the tank, based on the average consumption during the previous hour. An electro-mechanical fuel-flow metering device, located downstream of the petrol pump, monitors the amount being used. A continuous audible alarm is activated when the distance for which fuel remains drops to 50, 25 and 12½ miles: this alarm, which can be cut out by the selection of another display, over-rides all other functions except the speed alarm. While the speed alarm is operating the distance-to-empty information is retained and displayed when the speed alarm stops.

Ends

RS OWNERS CLUB

A new club catering for the following RS cars:
Escorts, RS2000, 1600, 1600, Twin-Cam,
Mexico, Capri RS2600 and 3100 and
Fiesta RS
has been formed to enable RS owners to get together.

Peter Ashcroft is the Honorary President and with the club now having full RAC affiliation it will surely be a success. Of major interest to our club members is the hoped for close contact with the Ford Motor Company, which could be of great benefit due to information being given in their bi-monthly magazine. Along with the magazine you get a membership card and windscreen sticker for the annual membership of £5.

The club will be taking a stand at the Hotel Metropole, Brighton, which is the venue for the forthcoming Classic Car Show and all current and potential members will be welcome.

Further information is available from the club's Press/Publicity Officer, Peter Nixon, "Lifton", 34 Rowan Road, Market Drayton, Shropshire, TF9 1RP (tel: 0630 3693, or Stoke (0782) 21614/5/6).

RECKITT'S 12 CAR NAVIGATIONAL RALLY

Phil Barley put together another interesting combination of routes and puzzles for the 12 car rally of 17th September. The third in the series and all on map 106 made Mick Blythe and I try that little harder in his Escort to gain an advantage in the points.

Early arrival at the start venue of the Shiptonthorpe to Lonsdaleborough road found us joining five other North Humber-side crews, who were eager for some mid-week action. (I thought at least we'll win the team award).

After plotting quiet zones and black spots, the route was given out. Consisting of three competitive and two non-competitive sections the route looked fairly straightforward, until I opened the map. The first competitive section was presented as a series of E's and N's. Ah! I thought, east and north - but it didn't fit. Then I tried east, east north east, east, north north east, etc. but that didn't fit. Eventually it was found that E and N represented Eastings and Northings (I drink Advocaat) which meant that we had to traverse an Easting or Northing and then look for the next available road. This took us via Nunburnholme, Millington and Hoggate t. TC2 at a spot height location near Tibthorpe. A short non-competitive section via Kirkburn, led us to TC3 at Kilwick.

The second competitive section comprised a series of numbers in blocks of six or seven digits, which eventually turned out to be spot heights read in the reverse direction. With this sussed, I let Mick floor the load pedal and we cleared the section by 2 minutes. Noting the two marker boards on the way.

Full of enthusiasm, along with several other crews, we proceeded on to TC5, for the final part of the rally at Cherry Burton. The third puzzle had me totally foxed as it was presented as a matrix with some of the lines rubbed out. Upon initial investigation it looked like a herringbone of some sort but it was not until later that I found out it was of the concealed type. In other words, instead of ticking off each junction it was easier to draw the route in, so that crossroads became more apparent, etc.

Anyway stuck in box no. 7 across and 4 down (God knows where) I decided the only thing to do was make a calculated guess of the finish control which was only described as being somewhere on a crossing of Northing 32 and make a run for it.

Now, knowing that Phil always finishes near the pub, I thought it had to be somewhere near South Cave on the Beverlay Clump to South Cave road. As it turned out, it was, but we picked up 1 fail for missing a marker board, but it was better than going OTL. So, overall, another good night's navigating and driving was enjoyed by all and you can bet I'll remember the ideas that Phil Barley tried on us that night. With Mick and I leading the Novice Championship, it looks as though I'll have some sort of pot for the mentelpiece by the end of the year - unless the last 12 car catches us out!!!

Results:

MacDonald/Jobling	1st
Moore/Walker	2nd
Auskerin/Rowe	3rd
Wade/Duncan	4th
Blythe/Colabourn	5th
Overend/Butler	6th
Bulliment/Nolan	7th
Mann/Sturdy	8th
Chisholm/Pickard	9th

Unfortunately, or fortunately, the last round has been cancelled and that makes Mick and I the winners of the Novice Championship.

IAN COLEBOURN

CHRISTMAS PARTY

Phil Tomlinson has organised a Party Night at the Dog & Duck, Walkington, for 23rd December this year and there will be a late bar and buffet. More details will be given nearer the date but if you contact Phil I'm sure he can let you know more.

ATTENTION

All of you who have been on a weekend trip abroad with the club will, I am sure, be interested in the following:

AMSTERDAM WEEKEND

Phil Tomlinson (Travel Inc.) has arranged a weekend trip, in conjunction with Townsend Thoresen. The trip's itinerary runs something like this:-

Friday Depart Hull 4pm arrive Felixstowe 8 pm.
Overnight crossing to Zeelbrugge.

Saturday Travel to Amsterdam, visiting Don Heig.
Arrive Hotel and relax with a free night.

Sunday Depart Hotel for Valendam by way of a Cheese Farm
and Clog Factory. Return to Hotel for free evening.

Monday Depart for home, sailing from Zeelbrugge.
Arrive home approx 2am (Tuesday).

The price is £50.00, which includes travel and bed and breakfast. The date: 4th-8th December.

Please let Phil know as soon as possible as he has to guarantee a full coach. Bring your family and friends along. Contact Phil for further details.

CYPRUS 1981

Voice on 'phone - "Do you want to do a rally?"

Me - "Yes - when?"

Voice on 'phone - "End of September"

Me - "Where?"

Voice on 'phone - "Cyprus."

That is how it started. Dave Howell had mistimed his nuptials and arranged a birth for approximately when he should have been in Cyprus with Geoff Warkup in his Lada.

We had a brief meeting at Bridlington before Geoff set off with Paul (Service Crew) to tow the car on a trailer to Piraeus, just South of Athens. Phil (Service Crew) flew out on the Saturday before the event and I flew out on the Tuesday.

John Taylor, Phil Short and two M.C.D. men were on the same flight, which was delayed one hour at Heathrow (needed a new wick!).

Landing at Larnaca the heat met you as you left the plane and the Immigration threw a wobbly when I said I didn't know where I was staying.

Paul met me and by the time we had reached Nicosia it was dark. We went and signed on at the A.A. (Rally Headquarters) then had an Indian meal before retiring to the bar for a few beers.

Wednesday morning dawned too early and we were at the FINA office for 8 am to arrange petrol supplies. After a call at the LADA Importer to see the Service Crew and rally car we set off to do a small recon. Our recon car was a 1977 Moskrich supplied F.O.C.

We went straight to the first stage using road book and then transferred to Terry Harryman's pace notes. They were also kindly supplied F.O.C. and appeared at Mosky pace to be perfect.

The car boiled three times during the first two stages and on the third the exhaust fell off. It took us all day to do four stages but by dark we had at least an idea of the conditions we were to encounter.

That night it was a Chinese meal and a few beers before retiring early.

Thursday morning also dawned early and hot, in fact it reached 100^o that day. We had to conclude our negotiations with FINA before scrutineering, which was held in the Mercedes garage. It was organised, as was everything else on the rally, with smooth efficiency and the only fault was lack of rear mudflaps, which we fitted later.

The afternoon was spent working out a service schedule and this proved difficult as I didn't know the area at all. We rounded off the day with a radio interview for Humberstone, a meal in the hotel and early to bed.

Friday morning I had arranged to see Stelicos, who was the Service Manager for the LADA Importers, about servicing as he had volunteered to help. This meeting turned my service schedule upside down as he wanted everything differently.

Little did I know that he was a Cypriot copy of our beloved T. Lucas - e.g. arms and legs everywhere and a lot of talk as well. We were to share service with a Group 1 Lada driven by a local and they were to provide a guide for our Service Crew.

Friday afternoon all the Service Crews met and our car put in Parc Ferme, ready for the start. We were No. 32 - 25th off - so at 2 minute intervals we left at 6.48 pm just as darkness fell. It was a well known fact that the first section was the toughest and if you could get to Pathos after 12 stages you would not have too much trouble afterwards.

These 12 stages were one long rush (reasons later) and the impression was that there were no straights, just a succession of corners. Incidents of note during the night were a puncture on one stage and with all the corners we had to change on stage - 3 minutes lost.

Later the lights began to dim - evidently the electricians can cope with heads and 4 spots for stages but not road sections as well, so we changed a battery and drove on heads only for a time.

Service points came up on schedule and our T. Lucas cut out appeared at other points as well. One stage was 18½ miles and I managed the notes right through it but when we came to a 22 miler followed immediately by a 25 miler I was defeated and had to revert to the road book.

None of the junctions were arrowed so you had to be on the ball with your intervals - we had one wrong slot, which lost us about 5 minutes.

We reached Pathos just as dawn was breaking and had a twenty minute service before clocking in for a shower and breakfast, with car in Parc Ferme.

I immediately checked the results so far and soon found out why we had been so rushed. I had mistaken the Rags. and had been clocking in 3 minutes early at arrival controls. This doubled up and adding our time for the battery change had given us 77 mins. penalties on the road. We were down in 27th position but decided to carry on because even with these penalties we still had a chance of a decent result.

We now had 4 service crews at the other Lada had fallen out so we knew service would be no problem.

The next section was nine stages, starting at about 10 am and finishing at 7 pm at Cape Kiti, near Larnaca. This was the section we were dreading because of the heat but, as things turned out, we were lucky and there was a haze most of the day which took the sting out of the sun.

These nine stages went well with us catching two cars on the first stage then starting six stages behind first a Beetle then a Toyota, who pulled over immediately we caught them. We were drinking a large bottle of water every two stages and with other drinks at halts, plus those given to us at stage starts, we averaged ½ pint of liquid per stage each.

Nothing unusual happened over these stages, we just got coated in dust and soaked in sweat, except on the last stage we overtook 3 cars and one motorbike on the stage itself - no marshalls between start and finish so the public left their spectator points early.

1 am Sunday saw us off again in 23rd position and the dust gave us a difficult time overtaking cars until the running order got sorted out. We only had five stages in the dark, the other six in daylight - hot again. Geoff got stuck into these and we slowly crept upwards, places were gained, partly by retirement and partly by stubborn concentration.

Service went well and when the O/S/R shocker broke, we were lucky to have our own crew at the next service and they changed it in just under 8 minutes.

By the time our last break came at Limassol we had crept up to 15th overall. Geoff had 1½ hours sleep whilst I checked results, showered and ate.

The last four stages were not a sting in the tail, just a way to get us back to Nicosia. The first was all tarmac - done on worn chunkies, and the others were good open stages.

We got into the Stadium at Nicosia at 6 pm after two days' rallying, in 14th place. Subtracting my error would have improved our position to 13th, but better surfaces and less dust were incalculable so an approximation was 10th or 11th.

We had four fourth fastest on stages so were on pace on open stages but should have gone faster on the rough - it is always IF.

Next year with his usual co-driver, Geoff should do better IF the car lasts.

GERONIMO

QUIZ NIGHT

When a strange man (sorry Mr. North!) rang me up and said he'd heard Ian was away and what was I doing that night I thought my luck was in but, when I said "Nothing", he said "Good, you're in the Club Quiz Team". So I found myself along with Phil Tomlinson searching for the room in which the quiz was taking place at Reckitt's, knowing absolutely nothing about motor sport in general and nothing about what type of questions would be asked.

The quiz was due to start at 7.30 and by 7.45 when we couldn't find anyone to do with Reckitt's Motor Club, we retired to the nearest bar hoping no-one would turn up! Ian North and his daughter arrived, followed by our supporters - Mr. & Mrs. Beadle, Mr. Fewlass and Mr. Hailstone - I tried to get Enid to take my place but she kept ignoring me.

The organisers finally turned up and told us there'd been trouble with the security men - we'd been wandering around for ½ hour without even seeing one! The draw was made to see which of the 9 teams would meet each other.

The evening was well supported with teams from Beverley, Bridlington, Selby, 62cc, Reckitt's, Brough, Goole and York. We met Beverley in the 1st round and were fortunate enough to beat them by 3 points (I was told not to let on that we had a 5 point start because they didn't have a woman on their team!) It's funny how you can answer all the questions when you're watching - I think we got all the difficult ones. I didn't understand half the questions that Ian answered - he's a mine of motor sport information!

In the next round, the semi-finals, we met Selby and were very unfortunate to be beaten by 2 points. At least it saved us being totally demoralised by 62cc in the final. They won by about 30 points but I, unfortunately, missed half of the final because I spent 15 minutes searching dark corridors for the ladies loo!!

It was a well organised evening, with some very obscure questions on general knowledge as well as motor sport, and large amounts of alcohol were consumed.

P.S. Can we have a lady volunteer for the next one?!

LINDA

RALLY CHAMPIONSHIP

The Elcar Rally was the last event in this year's championship following the Norking Alcan and the Crystal Stages. Terry Lucas improved his position with a good result on the Norking Rally and Tony Watson had an excellent 2nd in class on the Elcar Forest Rally.

However, none were good enough to catch Tim and Angela Allsop, maintaining their lead with a 2nd in class on the Crystal.

The final positions are:

<u>Drivers</u>		<u>Navigators</u>	
Tim Allsop	153	Angela Allsop	153
John Walker	121	Rob White	109
Terry Lucas	120	Ian Murdoch	103
Tony Watson	103	Howard Paterson	68
Ollie Smith	74	Geoff Craven	49
Steve Varay	49	Mike Reed	43
Mike Stephenson	47	Ruth Bower	42
John Escala	43	Phil Craven	14
Mick Lacey	42		
Rod Leonard	32		
Margaret Varay	14		
Phil Nelson	11		

Shell League

Yorkshire Sports Car Club were this year's league champions, with Ilkley & District a close 2nd.

NHMC finished a disappointing 12 o/a so better luck next year.

CRYSTAL STAGES

We finally got everything sorted out in the end and will be holding an awards presentation at a venue to be announced.

I must take this opportunity to thank the many people who helped us with the event.

First of all the organising committee, Harry Hannah, John Butler, John Overend, John Newlove, Nick Pack and Suzanne Drew with help from Andy Dean.

All the stage co-ordinators, without whom the stages could not be run, and the other motor clubs for marshalling the stages.

A big thank you to Jans Willingham for acting as commentator for the start and, of course, Crystal of Hull for sponsoring the event.

ROBERT NEWLOVE/DAVE SHIPLEY

Mike Carroll and Mike Elythe would like to thank all those people who sponsored them on the Crystal Stages Rally. Over £300 was collected and is to be presented to the Hull & East Riding Institute for the Blind. Once again, many thanks.

ULROME STAGES

You know when you read a set of final instructions and say to yourself Right, we have to be at scrutineering for such a time. I did this with the Ulrome ones, only thing was I was an hour out, 9.20 instead of 8.20 - couple that with us being late as well, we didn't arrive at scrutineering until 9.40. On getting to the stage we had a noise check just as No. 1 was counted down, not bad considering we were No13.

As I crawled out of bed Wendy said she would bring us some lunch - as it was, she nearly beat us there.

Anyway, enough of my bad timekeeping. Can you imagine the organiser's face as he chatted to me - I was getting myself strapped in (literally), you see I have to hold my legs down with one of those elastic ropes with hooks on. Sounds daft but anything's better than having your feet under the pedals.

First stage? Well, give or take a few varied corners, all of them seemed the same to me (what RAC rules?).

Tim and Angela tackled a caution without any of their own and the back of the car nearly beat the front over it. Chris Cotton, Tim and myself were reported for short cutting (the long way round) but Bas--Barry-- saw reason after Angela showed her wrath (her what?) to the organisers.

For a Bridlington MC event there seemed to be a lot of NMC presence, Gin Twins on radio, Bas and team, Julian, Nigel and Dee, Mr. Carver. All in all they were the whole manpower for the event. Still, I understand Brid. DMC are helping us on the RAC. Fair exchange. No robbery!

By the way, the man in the other seat was none other than Ron (Ron who?). Well, Ron works for Victoria Speed and I twisted his arm. He was so inspired by the day's events that he managed to stay awake all the time I was driving.

Poor Wendy. After we consumed all the lunch I sent her off to take photos of her dear hubby. Only thing was she was standing next to a hedge and I nearly clipped her and not the apex of the bend. Ask Julian about his arrows (sorry Julian) 4 arrows to Dave and one winker lens and some paint to Julian.

I think everyone enjoyed a fine day's sport, not to mention the glorious sun. Tim finished 6th o/a 1st class. Myself - 11th 2nd class.

Bye for now
DAVE HAWKINS

5 houses, at each house there is a person of different nationality who drinks, smokes and owns an animal.

The Englishman lives at the house with the red door.

The Ukrainian drinks tea.

The smoker of medium cut owns snails.

The house with the ivory door is to the right of the house with the green door.

Milk is drunk in the middle house.

The Norwegian lives at the left hand house.

A horse is kept at the house next to where spun cut is smoked.

The flake smoker drinks orange juice.

The Spaniard owns a dog.

The Japanese smokes rough cut.

The Norwegian lives next to the house with the blue door.

Coffee is drunk at the house with the green door.

The mixture smoker lives next to the house where the fox is owned.

Spun Cut is smoked at the house with the yellow door.

Who drinks water?

Where is the Zebra?

Lonnie Lagon, Fred Foyle, Bertie Bann and Eric Erne are neighbours, and three of them are married. One of the four is bald, one is a redhead and one is dark haired.

Eric isn't redheaded or dark haired but he is married.