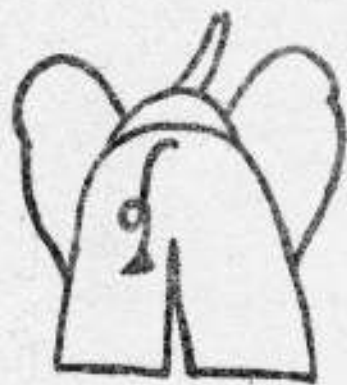


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EDITORS' FOREWORD

As this will probably be the last magazine of 1981, we wish to thank all contributors for their efforts in keeping other members informed of rallies, etc. through their articles. The fight is still on to see who will win the award for the best article and there's still time to enter before the Annual Dinner and Presentation Night.

You may have noticed that we now have a cover for the magazine, along with various advertisers. Read the adverts to see what facilities are offered. For Victoria Speed contact Mick Wood; Armstrong Massey - Julian Doyle (who is also offering a discount to club members); Priory Motors - Phil Tomlinson; Greens the Signmakers - Chris Green; Alex E. Carr Engineering - Ian Carr; Delta Engineering - John Dixon. All the advertisers have devoted time and money to promote the club magazine so please support them as they have supported us.

The Membership Secretary has reminded us that membership subscriptions are now due for 1982, so dig deep and pass your money on to Mick Blythe.

If we don't see you before, have a good Christmas and New Year, and don't forget the New Year's Day Autotest organised by Rob White - always good for getting rid of that hangover.

IAN & LINDA

Bridlington & District Motor Club extend their thanks to everybody who turned out to marshall on the Ulrome Stages Rally.

There will be an Awards & Presentation Night on 10th December, 1981 at 8 pm at the Windsor Hotel, Windsor Crescent, Bridlington. There is also a video show of the event and two Rothmans films scheduled for the night.

CRYSTAL STAGES

We often get competitors moaning about entry fees on rallies and many people don't realise how much it costs to put on a special stage rally. So here are a few notes on some of the expenses involved. One of the biggest bills is printing.

Reprinting of Regulations	£130
Rally plates and marshalls' badges	£175
Time cards and window posters	£ 88
Tickets for Awards Presentation	£ 14
Art work	£ 20
TOTAL	<u>£427</u>

Another large expense is officials' expenses, this includes stewards' costs, hire cars, petrol for course cars, closing car, etc., plus petrol for public relations work, route checking, etc.

Officials' expenses also include 'phone bills, postage and odd stationery items. The total is around £450, but even this does not cover all the organiser's personal expenses - going to meetings, etc., if everything was claimed it would be very much larger.

Other expenses

<u>RAC</u>	Radio permit	£11.00
	D of T fee	£118.50
	Per capita fee	<u>£241.80</u>
		<u>£372.30</u>

The per capita fee also includes insurance for the stages.

Postage, Reg. Results, final instructions	£60
Watch hire	£135
Trochies, including cash awards	£520
Photocopying	£50

The photocopying bill would be much greater, but some members managed to get us some done free.

Costs of Special Stages £214

This includes gifts to landowners, various other expenses relating to particular stages, and paying to have little jobs done on the stages. This does not include damage.

Stationery £56.50

This includes vegs, envelopes, folders, paper, etc.

Results Computer £85

Not all the expenses are shown as some are yet to come in. The postponed Awards Night is going to cost us somewhere in the region of £100.

Without the generous support of Crystal, we could not run the event in its present form and we are very grateful for their support.

ROBERT NEWLOVE

Heard about the Irish Sea Scout? - His tent sank whilst camping.
Heard about the Irish parachute? - Opens on impact.
Heard about the Irish Kamikaze pilot? - He's writing his memoirs.
Heard about the Irish firing squad? - They formed a circle.
Heard about the Irish tap dancer? - He broke his leg in the sink.
Heard about the Irishman who kidnapped the Prime Minister? - He sent him home with a ransom note.
Heard about the Irishmen who hijacked a submarine? - They demanded £20,000 and 2 parachutes.

NORKING - ALCAN STAGES

Sunday, 20th September, at a disgusting hour saw me sitting on the wrong side of a Toyota Corolla, perusing a dog-eared Romer and acres of map references and wondering how I used to make sense of one with the other in the days before I saw the light and switched to the glory (!!?) of the driver's seat. My predicament had been predicted, only a couple of days before, by a telephone call from Terry Lucas along the lines of:-

"Y'doing Norking?"
"NER"
"D'yer wanna?"
"OK. You've talked me into it".

However, panic over and some pencil on the map, we set off to the traditional first stage at the sewage works, just outside Doncaster. Terry's tidy style on tarmac saw us 15th fastest and then off to first service and a tyre change for the next two farm tracks.

This was my first disaster as service turned out to be on a junction of the M18 not shown on my map and the service crew were chasing round the surrounding white roads looking for us. By pure good luck (as, of course, CB radio use is illegal) they eventually found us and, after that, things could only improve.

SS 14 was 'Sandtoft', which was organised and manned by some most unsavoury looking characters! We were rewarded here with 8th fastest.

The rest of the morning followed a familiar pattern of farm tracks/quarries/airfields, including a 15 minute thrash on Hibaldstow, with consistent times and no drama other than an occasional loss of power. A flat-out blast down the A614 and some snappy marshall-bluffing saw us into half-way one minute inside lateness and pleased to discover we were lying 18 o/a, 4cl in a field of 140+ cars.

The afternoon consisted of 8 stages, all on Forestry Commission land in the Clipstone area and I was just a little apprehensive. However, I was assured that, with Crystal only 6 days hence, there would be no lunacy! It turned out to be a very enjoyable afternoon, the only blight being an intermittent power loss (subsequently discovered to be a foreign body in the fuel system - Japanese, I assume) which steadily worsened, dropping us right down on stage times. Needless to say, it cleared itself on the road immediately after a miserable final stage!

Final results gave us a pleasing 24 o/a, 9cl and (we thought) 1st foreign car until we discovered John Smith running last car on the road in his quick Mazda and finishing 10th. Only other NMC crews were Stephansons/Flying Allsops/John Walker and Rob White, all of whom, unfortunately, non-finished due to Acts of God (it says here!)

Thank you:

- to the organisers and marshalls for providing an excellent event. (Working, together with Uniband, stand out as the local events to do in the season and there must be lessons here for other organisers in terms of stage quality, compact route and, especially, value for money - advertised, in both cases, by a full, quality entry).
- to sponsors Car Cover/Major/Bristows of York.
- to our intrepid service crew. (Up to date maps next time, Steve, I promise!)
- and finally, to T. Lucas, Esq.

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What do you do when an Irishman throws a grenade at you? - Pull the pin out and throw it back.
How do you pick out the Irishman on an oil rig? - They are the ones throwing bread to the helicopters.
How do you confuse an Irishman? - Give him 12 shovels and tell him to take his pick.
How do you make an Irishman dizzy? - Put him in a barrel and tell him to pee in the corner.
How do you tell a laval-headed Irishman? - He dribbles from both sides of his mouth at the same time.
How do you get a Paddy to burn his ears? - Phone him when he's ironing.
What do you call a pregnant Irishwoman? - A dope carrier.
What do you call a Paddy on a bike? - A dope Peddler.
How do you tell an Irish Solicitor? - By the pinstripe wallies and jacket.

JUICY WEEKEND

Sorry folks. Don't get excited, it's only another rally story.

The North Riding Forest Stages Rally, sponsored by Rawlings Fruit Juices, only attracted six local crews:

No. 14 Mike Jackson/Jim Goodman
No. 26 Mike Reed/David Jobling
No. 44 Brian Svenson/John Law
No. 47 Michael Lenney/Ruth Bower
No. 60 Peter McDonald/David Crowley

Andrew and I were at No. 70.

Scrutineering and documentation were available on Friday night, so we decided to go on Friday. It was so well organised that we were back in Drifffield, with the rally route and the service route all plotted by half past eight. That meant we had time to go out and have a quick 'half'!

Saturday was very foggy early on but it cleared a bit for the start.

The first stages at Harwood Dale, Broxa and Sickley were all very wet and we were a bit slow to start off with.

Langdale was a much better stage, nice and long. We saw a lot of familiar faces marshalling - there was also car No. 2, Phil Collins, off on a very bad corner. This stage also saw the retirement of Mike Reed with gearbox trouble.

First service was at High Horcum, where we had trouble finding our dad and Pete because of the fog.

We had three stages in Cropton next. The first started near Levisham Station and used some of the tarmac forest drive. This stage saw No. 1, Trevor Smith, well off on an uphill hairpin. Most of us wouldn't be going fast enough to go off even if we had tried.

There was a pace note check at the end of this stage and it was here that I was grabbed by Derek Parling to help turn his Imp onto its side in a ditch so he could crawl underneath to do some minor adjustment.

Steve Smith had gone off very badly on Pickering making a mess of his Sunbeam.

Next up was a nice long Cropton, which was really foggy, which meant a few corners came up very quickly, but we got round OK.

Halfway halt was at Flamingoland, where Pete had the big job of adjusting the

screen washers. We also gave the car a wash.

Next on the agenda were some great long stages in Dalby. The very very muddy woodyard was used twice. We managed to have a little off at the hairpin second time through, right in front of Rob White and all the other spectators. We also caught No. 69 on one of the long straights, but there was no room to pass him.

We had a 45 minute wait at Dalby 3, because two cars had gone off. One was Steve Bannister - his car was a mess, but everybody was OK.

Then we went into the very twisty Staindale Forest, where you hardly get out of second gear.

Last service was at Fire Tower and, again, there was nothing to do at the car.

The last two stages in Wykeham were only short. The first was a repeat of the Elcar Stage but the second took us down the steep tarmac into the hairpins. We managed to complete these OK then back to Scarborough. We were very pleased to finish and we are just getting used to the car now.

Final results were:-

3rd	Mike Jackson/Jim Goodman
14th	Brian Svenson/John Law - no brakes for two stages.
25th	Andrew Towse/Brent Towse
27th	Peter McDonald/David Crawley - exhaust kept falling off.
46th	Mike Lenney/Ruth Bower

TOWSE BROTHERS

Paddy thought Sherlock Holmes was a block of flats.

Paddy wanted to buy a house so he went to British Home Stores.

Paddy took his car for a service - he couldn't get it up the church steps.

Paddy thought Ellesmere Port was a new type of dinner wine.

Paddy's wife gave birth to triplets - he's still looking for the other two men.

Paddy thought that Sheffield Wednesday was a Bank Holiday.

Paddy stole a calendar - he got twelve months.

Paddy was ironing his curtains but he kept falling out of the window.

Paddy drove his lorry over Beachy Head to test his air brakes.

Paddy drove in the Indianapolis 3000 - had 32 pit stops: 1 for petrol, 31 to ask the way.

A TALE OR TWO-----

Friday night arrived and we all assembled at Johnnie's at about 6 pm in readiness for the Norking next day. John and Whitey had decided to go to scrutinaering that night instead of having an unearthly start on Saturday morning. That left Mick, Ian and myself watching TV. By this time it was about 6.40 and Mick was walking to and from the back door saying "They're open, they're open" - so off we went to the boozier. I had a very difficult night trying to keep pace with Mick and Ian's drinking habits and I gave up after about an hour.

Saturday morning arrived and we were on our way to Doncaster for the start. Whitey changed tyres about four times before he set off. Ian and Whitey were getting everything on maps so we decided to set off to first service, just arriving in time, and this is how we progressed from service to service.

Getting to halfway, Mick produced his usual greasy dinner, and then Whitey lectured us on the finer points of servicing - "You're not xxxxxxxxxx fast enough".

Into the afternoon and on to service. We parked up and waited and waited and then suddenly on the chicken box came - BB Two come in please. Please come in - my son

turned to me and said "They've gone off, Whitey's saying Please".

Not being able to get in touch, we waited and 'it' arrived, throwing maps, stop watch and anything else about. Whitey told us a tree had got in the way. We arrived with the service van to survey the damage (write off) and looking round at driver, navigator and service crew and knowing them, the stage had to be called Thieves Wood!!!

Towing back to finish was well---yes---you know!

At the finish, thanks to Mr. Turton and more thanks to his trailer, we loaded the bits that were left and got ready for home.

Suddenly there was a very bright light in the service van. The Greasy Dago had decided to have a bacon sandwich and set the frying pan on fire so it came flying out of the door. Mick was not far behind, feeling to see if he had any (wait for it) eyebrows left. Picking up the frying pan with the bacon still in it and asking Rob if he wanted a bacon sandwich produced an unprintable answer.

Arriving back at Johnnie's, we left him to make all the excuses to Olwen.

Having got the rallying bug on the Norking-Alcan, I decided to get myself a rally car. Looking around, this certain Lada kept catching my eye. After having a few words with Geoff, there was no chance! More words took place such as "You must be joking", "It's impossible" and "I'm going to Cyprus, pay me later". I said "much later" and Geoff said "Take the car and give it a spin, see what you think. I'll be back in three weeks".

This caused yet another problem as Crystals was approaching and Johnnie had no car and was being very persuasive. I heard myself saying "Yes, take the Lada". I spent all day Saturday touching up the paintwork and we were ready for Sunday. Climbing into the service van it just wasn't quite the same. Into first service my fears were confirmed as I ran round to see if there was any damage. There it was, the back wheel arch hanging off. This gave me a sudden headache. What the hell have I gone and done to let this idiot in my car? Johnnie and Chris jumped out saying "Where's the tea?"

Chris saw the tears in my eyes and said "Querry, usual thing, got it wrong. But don't worry, we won't do a lot more damage it's all stubble from now on" and off they went.

After the next service, and much to my relief no more damage, I started to enjoy the day. Waiting at the finish to see the Lada coming down the road under its own steam, what a relief!!

Johnnie jumped out saying what a great day they'd had thanks to the car. That made it all worthwhile.

Going round to have a few words with Geoff after he had arrived back from Cyprus he just stood there saying "I didn't think you'd rally it!! I thought you would just take it up and down the road a few times". Giving him a few pound notes seemed to ease the pressure until I asked him if he would like to sit in with me and give me a few tips. Geoff suddenly went pale and said he was not a very good passenger.

Ulrome single venue was my first go at rallying and the Lada was all ready to go. The final instructions arrived and we were seeded at Car 22. I thought that's not a bad start number, until I looked and saw there were only 24. Asking around for a navigator - Johnnie was at a Christening, Rob and Ian were doing this rally, Chris was on a course through work. Never mind, there's still the cook! Mick, will you navvy? "Does it include maps and timing?" "No, just sit in and you will be alright".

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We got to scrutineering at the famous Skipsea Service Station and we stood there in the bright sunshine and waited a very long time. After this we moved on to noise check and then we went to sign on. "Number 22. Sorry, we haven't any 2's left for numbers!" "Don't worry" I said to Mick, it is run by you know who Motor Club. Out with the black tape and we're ready to go.

Getting into line for the first stage the butterflies were jumping around inside.

I switched the intercom on and off we went driving the car to its limit, but only in second gear because the course was very badly churned up. As the day wore on and it dried up a bit it became very enjoyable. On to the last stage and I was really getting to gripe with it. Mick by this time was in full command. The only trouble was that someone had tapped the intercom full on. We finished the stage with our eardrums bursting and Mick still bawling down the intercom.

The rally bug has now taken a firm hold and I am looking forward to my next rally, but a special thanks to everyone who made my first rally a most enjoyable day!

DANNY WALKER

ORGANISERS/OFFICIALS COURSE - 10th December. 8pm at the Dog & Duck

There seems to be a small amount of interest in my organisation courses which I mentioned last month so I propose to hold the first one on 10th December at 8 pm. This will take the form of an informal talk on organisation of the smaller club events. Anyone interested, please contact me.

NHMC Pens

I have been asking members on club nights if there would be any interest in ordering some special NHMC pens. These are Parker Swingers, i.e. the ones which you can hang around your neck and ideal for marshalling, etc.

I have obtained enough provisional orders for the minimum order of 25 pens and have sent off for them.

If there is enough interest, I will order another 25. They are £2.20 each and are fully guaranteed. If you would like one please contact me, or, if you think a different type of pen would be more interesting, again let me know.

NHMC Pullovers

We have now sold out of our first batch of these blue pullovers with the NHMC badge on them. If there is enough interest I will think about ordering some more. The minimum order is 24 and they cost £10.00 each. Again, let me know.

JOHN NEWLOVE

FUTURE EVENTS

5th/6th December	Beaver Rally - Beverley & Dist. MC
13th December	Autotest organised by Bridlington & DBst. MC at Butlins Holiday Camp, Filey.
1st January	Friday, New Year's Day. Annual Autotest organised by Rob White and Dennis Robinson - GET YOUR ENTRIES IN EARLY.
3rd January	2nd Round of Humberside County Council Motorsport Championship. An Autotest organised by Southbank Motor Club at Blyton Airfield, which is about 12 miles south of Scunthorpe.
23rd/24th January	3 Swans Road Rally organised by Selby & Dist. M.C.
14th February	Autotest organised by NHMC.

Competition Secretary's Report

The new fees for next year's licences, RAC event fees, etc. have been announced and should be printed in this magazine.

Reckitt's Autotest - 15th November

This was the first round of the 1981 Humberside County Council Motorsport Championship. The turnout was very disappointing, with only 13 entries. Our own turnout was a very poor effort, with only 3 entries from our club - Steve Hawkins in his Mini, Alan Correll in his Mexico and the very brave Ken Hailstone, who did the event in extreme pain as he had injured his foot playing Rugby earlier that morning. Anyway, they did very well to finish in 2nd team position and Ken won his class.

Grimsby's team won the event.

The next round of the Championship is an Autotest organised by Southbank Motor Club on 3rd January at Blyton Airfield, South of Scunthorpe. We need a good turnout for this event.

New Year's Day Autotest

We are again organising our New Year's Day event. Clerk of the Course is Rob White. Entries to Denis Robinson. Let's have a good turnout.

1982 Championships

Next year we are running an Autotest Championship, Clubman Championship and Stage Rally Championship. Until we get sorted out, here are the first few events in the Championships. The Clubman's Championship includes all events organised by North Humberside.

Stage Rally Championship

7th February	Bruce Robinson Stages Rally organised by Lincoln Motor Cycle & Car Club.
14th March	Single Venue Stage Rally, Sheffield & Halmshire Motor Club.

As there are plenty of stage rallies to choose from, we will probably make the Championship the best of so many rounds. More details in the next magazine.

Autotest Championship

1st January	Autotest, NMC
3rd January	Autotest, Southbank Motor Club.
14th February	Autotest NMC

Invitations from other clubs

7th February	Bruce Robinson Stages Rally
20/21st March	Danum Road Rally, Lindholme MSC

WILLSON PIPPED AT THE POST

Although many thought Mick Wood would take FTD, the battle was very close between him, John Willson and Chris Fawless, victory eventually going to Mick Wood on the Autotest held at Overend Manor.

Using his superb organisational abilities, John Overend provided a perfect venue for a very good day's sport. As Linda had agreed to work out the results with her computerised brain, we set off for Sandholme fairly early on the Sunday morning. Arriving in one piece (next time, Myra!?) we were both quite surprised at the number of people who had turned out for the Autotest. Not only were there plenty of marshalls, but a lot of competitors, 14 to be precise. Due to the large number

of entries, it was decided to run 3 classes:- up to 1300 cc RWD, over 1300 cc FWD/RWD and up to 1300 cc FWD.

Rob White again turned up with his special, which somebody likened to a rowing boat without the oars. John Willson/Chris Fawless in the Rix sponsored Datsun, Mick Wood and his trusty Escort, Towse's with another Datsun, Steve Varey in his XR3, Mike Peck in his Alfasud, Roy and Myra in Colts, and a host of other top Autotest men (and ladies).

I was going to marshall on the day but with Mike Peck's offer to have a go in his 'Sud, I decided maybe it was time to make my debut. With entry fee paid I felt those usual feelings of embarrassment wondering if I'd be the first bloke to win the 'ten washouts in a row' award. Brevely I decided to plunge in feet first.

With the weather still holding good, the stubblefield had dried out very nicely and a quick piece of driving looked possible. There were four tests in the first run which all seemed to cover a fair distance as space was no problem. I elected Mick to go first so that I could see how it was all done.

The first test consisted of four pylons and the idea was to go round them in turn. Mick set up a respectable time of 49.6 and then it was my turn. Select first, give it a few revs, say hello to the marshall and away. Maximum revs in first and select fourth, yes fourth. An Alfasud gearbox is a little bit of a mystery as far as I'm concerned. Anyway, eventually finding second, I struggled round to record a time of 61.3 secs. Maybe it wasn't such a good idea to make my debut then.

Second test consisted of two parallel slalom courses with the required course being forward up the first and reverse down the second. Here I thought I had suddenly come to grips with the Alfasud but I was still a good 15 secs. down on the front runner.

Tests 3 and 4 only served to wake up my brain cells by trying to remember the correct route. After the first run I was lying in 12th place, not exactly first but not last either. The next run was a repeat of the first four with my total time bettered by 38 secs. over the first run. Mick and I decided to consult the results bored to see how well we were doing. Obviously I didn't expect to be leading but I could see I had a lot more to do to polish up my driving. Mick was lying about 4th at the time. At this point the food arrived in the Overend van. Jacket potatoes and mushy peas, marvellous.

Looking down the results, a battle was developing between Willson and Fawless to see who could pedal the little Datsun round fastest. John assuring me that no tractor driver was going to beat him! Mick Wood typically in a world of his own, knocking seconds off every test as though he was in a hurry to get home.

After lunch and a bit of liquid refreshment at the local hostelry, the tests were re-arranged for the afternoon session. Four tests again to be run, possibly twice. About this time Mick's clutch decided it had had enough and I volunteered to retire if it got worse so that the car needn't be hammered unnecessarily.

Tests 5 - 8 were more complex and test 5 consisted of 4 garages with a gate positioned in the middle of the square they formed. The idea was to go into a garage and then through the gate in turn.

Test 6 consisted of a series of gates side by side which one had to drive through and then reverse diagonally to the next one. At the end of this, the whole course was zig-zagged slalom style. Due to brain fade I made a mess of this one and retired to take a W/O. Seventh test followed in the same vein, with me again accomplishing another wash-out. Determined not to fall foul on the 8th test, I took it rather steady but in my reserved driving I picked up +20 secs. for demolishing two cones in a bit of fancy wheel twirling in reverse.

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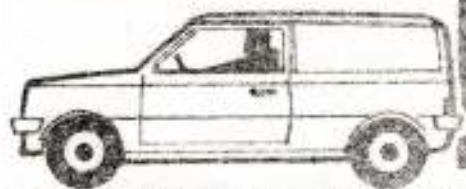


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Harry Hannah	185 Hull Road, Anlaby, Hull.	Tel: 0482 53454
John Dverend	The Cottage, Sandholme, Gilbertdyke.	Tel: 0430 40251
Phil Cherry	Edge Cottage, North Frodingham, Drifffield.	Tel: 026 288 470
Robert Newlove	25 Highfield Avenue, Drifffield.	Tel: 0377 43942
Ian Sadofsky	9 Aston Hall Drive, North Ferriby.	Tel: 0482 634149
Steve Varey	121 Cranbrook Avenue, Hull.	Tel: 0482 801210

These four tests were re-run again and I managed this time to get round without penalty. At this point the oil pressure started to drop on Mick's Alfasud, so I opted out at this point. Mick carried on to do the last run of four tests, again tests 5 - 6 were used.

With the event over all that was left to do was to work out the results, which ended up as below:-

FTD	Mick Wood
1st Class 2	Chris Fawless
2nd Class 2	John Willson
1st Class 1	Rob White
1st Class 3/4	Roy Webster

A good event and one I thoroughly enjoyed. Thanks must go to John Overend and his wife for laying on a superb day and to all the marshalls/helpers. Anybody interested in giving me some tuition on autotest driving?

I.K. COLESOURN

JACK AND JIM

Once there were twin brothers named Jack and Jim. Jack married and Jim still single but the proud owner of a dilapidated old boat. Disaster struck them both on the same day; Jack's wife died and Jim's boat sank. A few days later Jim met a friend on the street who mistook him for Jack and offered his sympathies, saying "You must feel terrible".

Jim replied "Oh, not really. She was an old wreck from the beginning. Her bottom was all shrivelled up and she smelled like a dead fish. The first time I got in her she made water faster than anything I've ever seen. There was a bad crack in her back and a pretty hold in the front. The hole got bigger every time I used her and she leaked like crazy. But what really finished her was these five guys I know borrowed her. I told them she wasn't very good but they said they'd take a chance with her anyhow so I rented her out. Then the crazy fools tried to get into her all at once and it was too much for her. She cracked right up the middle."

At this point the friend fainted.

The Competitions Secretary, John Newlove, has received a letter recently from Beverley & District Motor Club and has asked me to give it a mention in the club magazine.

They are proposing to hold an evening course on navigation for the beginner navigator.

The main aim of the course will be to help newcomers to have a basic understanding of Ordnance Survey maps and the various types of navigation to be found on table top rallies and club 12 cars.

They hope to hold this course early in the New Year, probably February or March, and if you are interested contact John Newlove as soon as possible. There will be a charge to cover their printing costs but they hope to offer our members, who attend, a special membership fee.

Note: Mick Blythe and I have discussed organising a Navigational Rally of some sort to be run later on in the year (1982). If everything goes to plan, we hope to offer an enjoyable evening's driving round the lanes. The accent will be on NAVIGATION so bring your shopping car along.

IKC (or Ed.)

What with the Forestry Commission putting charges up to 95p per mile per car and the price of petrol going up you may be thinking what else can go up in price. Well, in the recent publication of the RAC Motor Sports Association Club News, there are one or two other things.

LICENCE FEES 1982

Licence application forms should have been received by now with your latest copy of competitors news from the RAC. If you haven't received one or require another one or maybe it's just that you haven't had a licence before, we have a limited supply so please contact the magazine editors. As you will see, application forms are in a revised format due to being computer-produced. One big difference is that all licence holders are now required to give a medical declaration similar to that required of racing competitors at present.

Schedule of 1982 Fees

Competition Licences

<u>Cars</u>	<u>Restricted</u>	<u>National</u>	<u>International</u>			<u>Historic</u>
			<u>A</u>	<u>B</u>	<u>C</u>	
Race	£15	£23	£32	£40	£85	£32
Special	*£8	£15	£23	N/A	N/A	N/A
Rally	*£8	£15	£27	N/A	N/A	N/A
Navigator	*£8	£15				
Clubmans RS	£11					
Clubmans C	*£4					
Entrants - Car	£32					
Kart	*£15					
Advertising Permits	£36	£74	£155			
Upgrading	*£3					
Priority	*£5					
Duplicate	*£3					

* Held at 1981 charges

Insurance payable by the club to the RAC for each car competing in an event has also gone up. This can only reflect higher prices for entry fees.

Some other bits of information which appeared are as follows:

Single Venue Special Stage Rallies - it was decided that, on safety grounds, it was impossible to consider the authorisation of 30 second stage starts on airfield or circuit type venues, where the organiser is considering running more than one lap of the course as a single stage.

Mandatory fitting of foam or paper air filter elements from the beginning of 1982 for road rallies.

Regulation I 2.9.2 of the 1981 Yearbook is to be amended so that all stage rallies of Restricted, National and International status use Tulip type route cards. This will be mandatory.

C.B. Mike Summerfield gave the following information:

CB will be legal in the U.K. from 2nd November, 1981. Prospective users are reminded that only equipment complying with Home Office specifications MPT 1320 and MPT 1321 will be acceptable, sets currently in use on 27 MHz A.M. will continue to be illegal.

Paddy went to the Dentist to have a wisdom tooth put in.
Paddy thought a Royal Enfield was where the Queen kept her chickens.
Paddy thought that Pontius Pilate worked for Aer Lingus.
Paddy crashed his helicopter. He switched off the fan because of the draught.
Paddy won two prizes on the Generation Game. A pair of sliding doors and a conveyor belt.

Paddy found a milk churn in the hedge, thought it was a cows nest.
Paddy was picking his nose and he took the lining out of his cap.
Paddy killed himself jumping off the roof after the Foreman told him he flew in Wellingtons during the War.

CLUB SWEATERS

Following the earlier mention in the club mag., some more detailed information has come our way.

Sizes: 34 - 36 - 36 - 40 - 42 - 44 - 46

Colours: Navy Light Blue Scarlet Black Bottle Green Maroon

Price £10.00

Any one interested in buying a club sweater please contact John Newlove, giving size and colour required. A minimum quantity must be reached before an order can be placed.

I TRIED AGAIN

Once more a finish escaped me on the RAC but it wasn't for the want of trying.

This year I was accompanying Peter Ripley in his Toyota Celica as fifth member of the Toyota Europe Team. We were rather overshadowed by the other members of the team - Waldegard, Eklund, Kaby and Katsuto, but Peter hoped for a finish after his efforts last year when he fell out during the last morning in 16th place.

We drove the car over to Chester on Saturday and after getting the lights sorted by Cibis, we waited for the rest of the team for our 5 p.m. scrutineering time.

Everything went smoothly except for a rebuke from the noise control as we were right on the limit and received a written warning that if we were checked later and were over, we would be excluded.

We retired early to our guest house to finalise arrangements for our service crew and chase car. We were all equipped with legal C.B. and this was to prove most successful, in fact better than using hired radios on the RAC's frequencies, as for the majority of the time we were the only one on our chosen band.

Sunday morning was dry and fine and the only difficulty encountered was actually finding the start. Mike Jackson was only four numbers in front of us so we had a chat before the start, Mike and Jim getting plenty of attention from photographers because of the I.Y.D.P.

We found Weston Park on time and began the serious part of the event. This first stage passed without incident, as did Sutton Park, except for a period on three cylinders after the ford. At Donington we attacked Mr. Wheatcroft's best grass at the end of the Start and Finish straight, as we had no intermediates, only racers for tarmac and ultragrips for rough and mixed.

We only had our chase car at Donington, as last year's chaos made us realise the dangers of traffic congestion there. We had service before Trentham Gardens but they failed to get to service at Keele because of traffic again. We therefore did Knowsley Safari Park on chunkies, which was a great pity as the stage was bone dry.

Service was taken at Charnock Richard on the M6 and I drove up to the Lake District. The first Grisedale stage was completed and we entered the second - a 16 miler. About two miles in the oil light came on and Peter switched off and pulled over.

Investigation showed most of our oil over the engine compartment but Peter thought that by by-passing the oil cooler the broken part could be isolated. "Go and fetch some oil" was the next instruction I was given. I doubted very much that Mr. Duckham would have thoughtfully left his local store open but set off down the stage to the next corner.

My luck was in and the marshals there directed me down another track to the stage start, about a quarter of a mile away. The stage had looped around and we had broken down at the only place on the whole stage near help. After many requests I found 1½ litres of Esso and ran back to the car with it. Repairs had been effected and my 1½ litres put the oil light out.

Off we went, only to be stopped again within a mile by an O/S/R puncture. We pulled up at a manned corner, changed the wheel and begged some more oil. We staggered out of Grisedale in just over 51 minutes, having lost 27 mins. road time and collecting about 30 mins. extra stage penalties.

Wythrop and Greystoke were covered without difficulty and we scraped into the Carlisle rest halt on 29 minutes road lateness, ready for a break.

Three quarters of an hour later we were off to Keilder. Peter likes it but our lucky talisman must have been spectating elsewhere. I cannot remember where each incident occurred, but we had a total of six punctures during the six stages. Only one was close enough to the finish of a stage to drive out on it.

On one stage we had two punctures and had to stop and change them both. The resulting delays, as well as the traffic jam in Keilder village, put us down to 30 minutes delay on road timing. Our next mistake would bring penalties.

Just a few words to explain the problem. As the weather was rather inclement, as you will recall, our tyre changes were taking a full five minutes each with the result that as well as losing the minutes on our stage time, we were going over the maximum time allowed on stage times and dropping road time as well.

Even without punctures we were getting very close to maximum times on the stages because of the weather conditions, so we were glad to get out of Keilder and go and do the three Scottish stages. These passed trouble free although on Twigless we submerged ourselves in a sea of red mud on one corner but came through without difficulty.

At the Langholm service area the rain was rather heavy and the service crew had difficulty getting tyres and jarrycans off the roof of the berga as the wind kept blowing them off.

Kershope 1 was our 'Waterloo' - literally. 2.2 miles in we were looking for somewhere to change our O/S/F puncture when we came upon a rather large puddle. Peter tried to skirt it (he is well known in skirting circles) but we were pulled towards it by our deflated wheel and went deeper than expected. The car stopped just clear of the water but would not start again. After liberally dousing the engine with WD40 we tried again but couldn't get the engine to turn over. We even removed the sparking plugs to see if the engine had swallowed some water, but they were dry as a bone.

We changed the flat and pushed the car back through the edge of our puddle to try to get it to the slope about 50 yards away and, whilst we were trying, a Peugeot 104 charged the water and sank.

The German girl who was driving found herself sitting waist deep in water with the bonnet of the car under the surface. This manoeuvre blocked the track and the crew of the next car helped us push our car out of the way, but wouldn't help us any more.

We knew there were no spectators near and decided that we could not cover the distance to the start and back in our time that was left out of lateness, so had to sit it out soaked to the skin, with only two young German girls to keep us company.

Three hours later our chase car followed the stage closing car through the stage and pulled us out. We were in good company as both Malcolm Patrick and Marku Alen were pulled out in front of us.

We got our car started and drove to the service area, where our service crew were waiting. After tea and butties we returned to the Peugeot in the stage but it had gone.

The German girls were quite worried but we presumed their service crew had recovered it. We then set off to the nearest pub, where - surprise - surprise - we found a damp Peugeot complete with concerned service crew. The moral of that episode being - If in doubt, go to the nearest pub.

That was it.

We drove back to Chester, had our evening meal and our 'de-briefing'. Our punctures remained a mystery, our new service crew had proved themselves and we were left determined to improve things next time out. Peter had aimed the L.H.D. car faultlessly throughout the stages after a tendency to be too much to the right on earlier events and had on occasions grabbed fourth gear, much to my surprise considering the conditions. His engine rebuild had been successful and all problems would easily be sorted.

So ends the 1981 season.

As we have said before, a marshal's viewpoint is also very welcome ----- Eds.

LOMBARDATION - A layman's view of Monday 23rd - SS31 Cropton, from your Roving Reporter.

I have never written for the club magazine (for any magazine in fact) so here goes.

I suppose I got the bad vibes on Sunday with a so-so weather report. Monday bleeped into existence at 6 o'clock and I started getting things together (2 arms, 2 legs!) I'd booked a hire car for early morning and my first delay came when I discovered that their early was my 9 o'clock. I threw my gear into the car and drove round to pick up two guys from the office who said they wanted to help, finally leaving Hull at about 9.15. For those of you who didn't know, the sheep farmer at Tibthorp likes to exercise his sheep with long walks and Monday is the 'three mile main road special'. There was no easy way round so we parked up and waited. (Is that what is meant by the RAM effect?) Off again and by North Grimston we'd caught Harry Hannah who I had a short word with when we stopped at the lights in Malton at about 10 o'clock.

Time was pressing as we moved towards Cropton and I mentioned to John and Andy, my two helpers, that as I had never been to the Cropton stage before I would require navigation after Pickering. They dug out my map and, after much debate, Andy (sitting in the back!!) stuck his digit at the map and said "OK". Just after Pickering we caught Baz and Dave Shipley so the map was hidden again.

10.30 saw the usual "Hello - what a nice day, etc." then we moved up the stage to join Ian and the lads. I cleared up the confusion in my car as to how the

led at the start who was still at the start when we left had managed to beat us to the third corner. (Very confusing John and Robert - how about a new hat for one of you?)

After a short delay waiting for some more gear, we started.

Now, placing arrows on a stage is normally uneventful, however, a combination of the cold, rain, sleet and Ian's blue Datsun (another hire car!!) coloured the air with a subtle commentary. Halfway round and the nth time the Datsun faltered. I was fooled into thinking we were stopping for another stake out and, wooden stick in hand, out I jumped. I was never able to run at 20 mph and as I hit the ground I realised that I still couldn't. Not much damage done though and we continued through heavy rain and some sleet towards the end, meeting Dave, Harry and Baz who were working backwards.

Lunch at the Sutherland Lodge (which was shut) was followed by a pleasant half hour chin-wag, and walking through the room you would have been fooled into thinking the Lodge had been invaded by happy snappers. Hannu and his Audi were forgotten as we compared OM2, Rolliflex, wide angles and 80-200mm zooms.

When the bar shut we headed back to the start, John taking charge of the map having lost the toss. In all fairness to John, he did say that he didn't know where we were when we set off and getting himself lost was reasonably easy. However, we got there and then that damned blue Datsun had another go at me. All of Ian's gear was in the back of the car which he had abandoned at the stage finish. He wanted something quickly so I offered to drive round and pick it up. A BIG MISTAKE. When we got there, with some more desperate navigation from John, (he even had the map upside down at one point, which confused me) that dear Datsun had been towed away. We followed at a suitably steady rate 'cos we were going wrong way, arrived back at the start to sign on then drove to our own corner No. 6. By 16.20 we had the escape road sealed off and were all ready to go. We talked of camera angles, best and safest positions to watch and the weather, which by now was a cloudless sky and bloody cold. The action started with a Landrover and PA system which only served to wake one or two people up. Whatever was said was lost amongst the trees and exhaust. Public had arrived in force and by the time the course opening car had passed, a good sized and reasonably well behaved crowd had gathered. The lack of a radio at the corner became significant when the local Cropton farmer returned and wanted to go home. I walked the mile or so to the next corner, where Harry Hannah, assisted by ?????????????? did the honours and shut down the stage. The guy went home and we restarted with only a short delay. I started to relax and enjoy the rest of the event when, out of the corner of my eye, I spotted 15½ tons of Paul's feed wagon hammering along the escape road towards the stage with little regard for speed limits or people. He stopped, just, and made some comments about the RAC, rallies in general and the local idiots in particular. (What he actually said was unprintable but that was the gist of it). I sent John and Andy to Harry as they needed the exercise more than I did, whilst I talked to the driver (from Beverley). He managed to get to the farm and unload and then left the stage at some speed, by which time most of the remaining cars had gone through. The course closing car had got lost somewhere enroute so we packed up when Dave Shipley drove round.

Many thanks from me to those who made the whole day very enjoyable for the two lads with me and for myself in particular. My thanks to John and Andy for their help and to all the drivers on the stage who, by not going off, made my job easy. I hope someone else gives a good detailed account of how individual drivers did by way of completing the report. Oh yes, what was wrong with your Datsun, Ian? Did you really run out of petrol??

GEOFF ALLEN

RAWLINGS FRUIT JUICE RALLY

Having not done a forest rally for over a year, I decided to have a go at the Yorkshire Forests. After semi preparing the old faithful Escort PVYIP for the Crystal, and not having a very good run owing to the petrol pump stopping us twice, for a total of 4½ mins, I decided to really go to town for the Forests, and spent the three weeks prior to the rally just about completely rebuilding the car. I renewed the crossmember bottom arms, rear springs, rear shocks, anti roll bar, and a lot more.

I even bought a 2000E gearbox, which was to be my downfall. I asked Dave Jobling to be my co-driver and I was all set to go to scrutineering on the Friday night. When the gearbox started making a noise, we did what we could to quieten it down and decided to try it anyway as the box I had taken out was not too good.

We left scrutineering until the Saturday morning and passed with no problems. After documentation we went to the start, met our service crew and got two tyres fitted. We were No. 26 off so it was not long before we were on our way to the first stage. This was completed with no problems. In fact the car handled better than it ever had before. Probably due to all the new suspension plus tyres, 165 x 13 Goodyear U/G. The first three stages were also completed without a hitch, but on stage four, Langdale, NMC stage, on the long bottom straight, the gearbox siezed solid and we nearly spun at about 80 mph. After the usual blue words were uttered, as they are on these occasions, we got the car out of the stage, changed the gearbox and missed out three stages, to carry on for a bit of practice. At £1 a mile, I was going to get my money's worth.

Anyway, I carried on not taking any chances but enjoying myself and on the way round we saw a few bent motors, which reinforced my taking it easy attitude. My biggest surprise was catching the car in front twice. When she pulled over the second time I passed her, I went to thank her at the next stage start and it was Louise Aiken, who said she was just practicing for the RAC. (Lucky girl).

Anyway, I carried on but on the last stage the gearbox went again and we slowly came out of the stage and went home a little disappointed at it all.

In fact, I am repairing the gearbox and then will sell the car. After rallying a 180 BHP Gp IV Chevette, the 1600 class has lost a bit of its appeal. So, if anybody wants a very well prepared Mk II Escort with a few spare parts and a good registration no:

F O R S A L E

1600 Escort Mk II PVY 1P

A very well prepared quick class car
Full spec. available by ringing
Mike Reed 0401 43159 after 5.30 p.m.

Also a few Mini bits.

.....
Extract from Club Lotus Magazine.

Workshop Manual Northern Ireland Edition...
Revolving the Eln gearbox.. Place a 20 lb charge of gelignite under the gearbox and detonate from a safe distance(Refer to exploded diagram on page 203).
Checking compression....place a potato firmly over the exhaust, start the engine. If the potato goes more than 100 yds the compression is OK.
Curing noise in the differential.... place mashed potato in the cooling system. (It has been known for people to actually use the same potato in these cases thus saving money..ERS) P.S. Apologies to all Irish readers for the jokes in this edition.. hope no one is offended!!!

A late entry for your competition calendar has just been received:-

Northallerton Auto Club, Single Venue Stages Rally,
27th December 1981 At Catterick,
27 Stage miles, entry fee £27

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Dave Hawkins and Mal Mimby went along to St Annes Special School at Welfton recently to present a cheque for the money raised on the Crystal Stages Rally. A photographer from Hull Daily Mail went along and there was a small piece in the paper.

I think the following letter received from the Headmistress of the school says it all.....

Mr Hawkins and Mr Mimby from the North Humberside Motor Club came to school yesterday morning to present us with a cheque for £473 for our school fund.

We feel overwhelmed by the generosity of your members and thank you all most sincerely.

If you are in agreement, we would like to split the money into several projects.

We hope to put some towards converting a room into a flat where children can learn bedmaking and other homecraft skills, some towards climbing apparatus for our youngest children, some towards our domestic science equipment and some in reserve for our animals.

Best Wishes
Joan Peasgood.

Well done lads..Ed

.....

I'm glad to say that Mick Blythe and I are now in possession of a magnificent trophy recently presented to us by Rækitts M.C. at their annual dinner, for winning the novice section of the 12 car rally series. Our luck seemed to be with us on the night also as we walked away with quite a few raffle prizes as well. Our thanks to Phil Barley for organising the rallies.

P.S. You can have the trophy for a while now Mick it needs cleaning!

IAN

.....

The answers to the puzzles that appeared in the last magazine are as follows:-

- 1) Fred's wife is a redhead.
- 2) The single man has dark hair.
- 3) Mrs Foyle's husband is bald.

- 1) The Norwegian drinks water.
- 2) The zebra is at the house with the green door.

P.s. If anyone got any different answers please let me know cos I had to work all the answers out myself.... Linda.

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