

JAN 82

NORTH HUMBERSIDE MOTOR CLUB





ELEPHANTS DON'T
FORGET,
BUT HAVE YOU?

We are stockists for:—

Colt and Lotus parts
Sachs sporting products
Bilstein shock absorbers
Magard rally equipment
Mick Briant products
Ally-Cat wheels
Castrol competition oil
Genuine Ford AVO parts
Cibié lights and more!

Parts Manager — Mick Wood

VICTORIA SPEED LTD
Marlborough Garage
32 Princes Avenue, Hull
Tel. 0482 43095 / 42739

EDITORS' FOREWORD

Aha, what's this on the doormat? Another bill? Another begging letter? No, it's your first copy of the 1982 N.H.M.C. revised format magazine. (And it will probably be your last if you haven't paid your membership fees!!)

Firstly, Linda and I would like to wish you all a happy New Year and we hope that we'll see you all again competing, marshalling, spectating or whatever this year.

I suppose over Christmas most of you will have received some form of reading material in your presents like I did. Apart from the usual home handyman and 1001 uses for a dead cat, I received Rallysport Yearbook/Rallysport Magazine/CCC/MN (MORE NUDES). Rallysport Yearbook covered a wide variety of activities, one of which was Rallycross. Doubtless you have seen the mention in the motoring press about Croft building a totally new Rallycross venue on the site of the old race circuit. Devised and organised by members of Darlington & District Motor Club this new venture should prove fairly interesting. Situated about 1½ hours drive away, 80 miles north of Hull, I'm sure a few club members will be keen to get involved. Your intrepid Editors contacted Wally Richmond of Darlington & District. He told me that up to the New Year initial reactions from the RAC were very encouraging. The six dates are still waiting approval but the organisers hope to have the first meeting in April. Most of the derelict and semi-derelict buildings have been removed, so spectating should be particularly good. Anybody requiring further information can ring Wally Richmond on Darlington (0325) 720475, who will be glad to answer any questions.

Ian & Linda

A man had been stopped for speeding. Although the road had been clear, the cop would not withdraw the charges in spite of the man's pleas.

Adopting a friendly tone, the man said "You know, I tried to join the force myself, once."

"What did you fail, your medical or your intelligence test?"

"Neither" replied the man. "I was rejected when someone told them my parents were married."

New Year's Day Autotests

New Year's Day.

02.30 Euphorial (If leaning out of the bedroom window mumbling "Happy New Year" at the neighbours is euphorial!!)

08.00 Silence from the alarm, which somehow forgot to get itself switched on.

08.45 Groan. Why is it light so early?

08.48 "Oh dear me. I have overslept" (Well, words to that effect anyway).

09.00 A glass of milk and a cup of strong black coffee and I'm ready for off (back to bed). Stomach point blank refusing to agree with brain about bacon and eggs.

Fortunately I had everything ready the night before. On opening the door I was met by some wet murky stuff and got the car out wondering where the street had disappeared to.

Great stuff this. Can't see any other traffic about but I can't see the road either. Any other morning and I'd be worried. Eventually arrived at Catfoss with very little trouble on the icy roads. It was a good job Rob had put the arrows up at the entrance to the airfield as I seemed to come a different way to everybody else.

Gradually everything got itself sorted out and a hoard of marshals waited for the competitors to arrive. Rob had laid on a large panel van for us, complete with table, chairs and a heater, which on any other warmer day would have been superb, but nothing that day was going to keep the cold out of my feet.

I'm going to start competing again soon - it must be warmer than marshalling. Well, time rolled on and the entries started flowing in. Slight amendment to the final instructions to allow all seven Police entries to drive one car. By the time everybody was signed on and everything was ready to start the fog had rolled away nicely and the tests were visible. With a total of 25 entries and all classes going it looked as though we were in for a good day. Test one got off well with only John Dixon getting a W.O. and Phil Cherry starting off as he meant to go on. Test 2, slightly more complicated, caught out quite a few in classes 1 and 4. By the end of the first run, Phil Cherry had established a lead which was looking unassailable.

The seven entries from the Police retired after the first run. Unfortunately, they were just finishing the first run when most of the others were already in the pub after their second run. Despite emulating their Keystone cousins at each test they were defeated by their own numbers and retired early so that they could catch their next shift on double time. However, they seemed quite pleased with their car and threatened to fit a handbrake for the next event. The only other retirement came at the lunch halt when John Wilson had to drop out with a slipping clutch.

The fog rolled in again thicker than ever as the afternoon session was beginning, but, nothing daunted, off we went again. Fiendishly, Rob had used the same bollard layout but run differently for the afternoon. Again, Phil Cherry started with a very quick time on test 11. Back in the results truck the pattern for the day was unfolding. Mick Wood was beginning to pull back after a W.O. earlier on test 5, and Ian Colebourn and John Law battling out the honours for most W.O.s. Phil Tomlinson, leading class 2 (otherwise known as John Law after John Wilson had retired) was getting rather worried about getting his last run in before the marshals went home and I think everyone else getting worried about being able to find a way off the airfield as the fog was now thick enough to eclipse the far end of the tests from the starts.

All finished well though, despite the rapidly fading light and diminishing visibility and the final results were posted very quickly - thanks to Linda. Phil Cherry had consistently recorded fast times and was FTD, John Dixon was 1st in class 1, followed by Robert Newlove; Phil Tomlinson did get his last run in and took class 2 honours, with Mick Wood winning class 3. John Beadle, just pipped of a 2nd O.A. position, took class 4, with Howard Paterson running up.

Unfortunately, there were insufficient entries for 2nd in class awards in classes 2 and 3 and, as Gail Newlove was the only lady entry, there was no ladies prize either. I think Gail got a bit worried when she saw Myra in the Porsche.

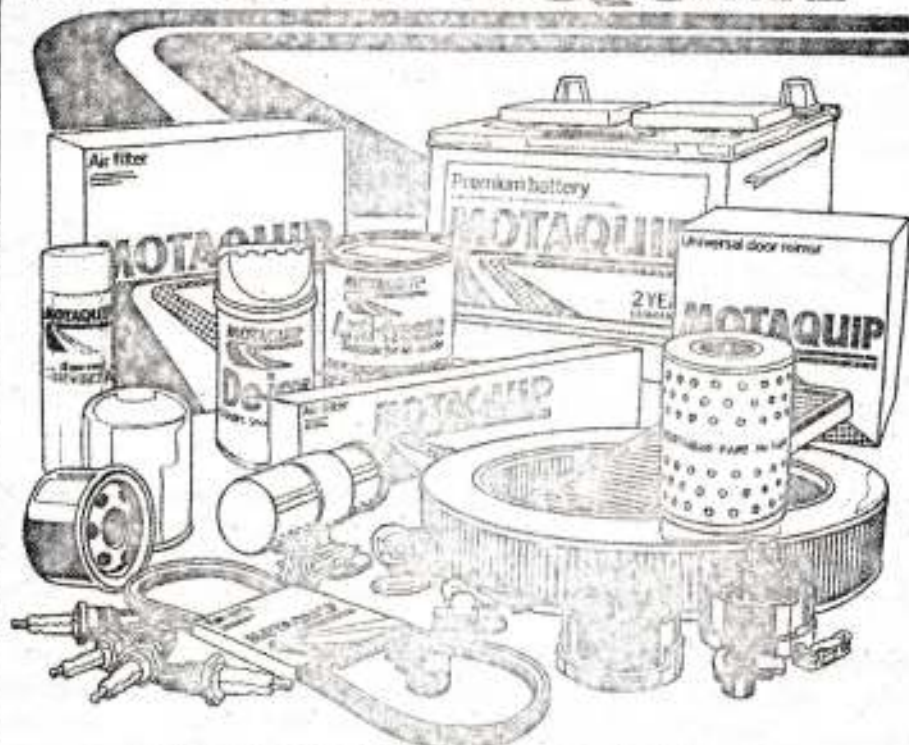
Many thanks to Rob for all his work in getting everything ready for us, also to Linda Colebourn for her gallant efforts in the Dog House, and to all the marshals for turning out on a very cold day. Thanks also to all who turned up to compete, perhaps next year someone will invite Phil Cherry to a party and the results will be more even.

FTD	Phil Cherry	859.6 secs.
1st Class 1	John Dixon	986.1 secs.
2nd Class 1	Robert Newlove	1009.1 secs.
1st Class 2	Phil Tomlinson	1038.8 secs.
1st Class 3	Mick Wood	976.4 secs.
1st Class 4	John Beadle	976.3 secs.
2nd Class 4	Howard Paterson	991.8 secs.

J.D. Robinson -----

Why did the Irish chicken cross the road?
To ask Colonel Sanders for political asylum.

ONE WORD FOR PARTS: MOTAQUIP



Motaquip is the big new name for the big new range of all-makes parts and accessories.

ONE PLACE FOR PARTS:

ALEX E. CARR

ENGINEERS LTD.

SPRING BANK WEST EXT., HULL

Telephone 562191

OVERBORE CYLINDERS
REGROUND CRANKSHAFTS
AND SUPPLY FROM

STOCK

POWERMAX

competition

PISTONS

and

BEARINGS



Have you noticed that just enough things happen each day to fill your newspaper?!

A.N.C.C. 1300 Champions: Margeret Veray and Phillip Fraven - Our Story

The first item in my little blue book is dated 3rd August, 1930 and reads 'Bought car' - think that was my first mistake, as the following 6 months were spent in our garage rebuilding our crumpled 1300 Escort Popular into something we could do the ANCC 1300 Championship in. The 1300 Championship ran in conjunction with the normal ANCC Championship and consisted of 13 rounds, with the best 8 to score.

The first was Three Swans last January, which we missed as car wasn't ready but was a night to remember well as Steve managed to roll his car after hitting a telegraph pole. After a quick rebuild for Steve and finally getting our car ready - albeit only 24 hours before the event - we set off to Blackpool in March to do Roskirk. Car went very well for her first outing and we came home feeling very smug as we managed to collect a pot as well. Steve had another slight mishap that night, with the car finishing up in a river near Dent.

Costa di Plenti was the third round which we missed due to being somewhat dilatory in getting our entry in, but we managed to get a run on Ribbles in April. May saw us out again for Coleman Tyres on a really evil night - dense fog most of the way, so we were happy with third in class, plus £15 (the first cash we had won).

In July was Calderford and it was nice to start fairly close to home and the weather was perfect. All went well until the end of the second selective when the oil light came on. "What's this orange light on for Phil?" - the usual panic ensued, especially as we didn't have any oil with us, nor did anyone else, so we pottered to half way and got some there. Poor engine wasn't happy by then and, after putting some oil in, the black smoke coming from the exhaust would have done justice to any steam train. "I think we'd better go home" Phil says, and the following weekend was spent taking the engine out and re-shelling it - moral of story - always take some oil with you!!

At this point we were third in the 1300 championship behind Mike Hingley, who had a substantial lead in his Imp, and Mark Smithson from Beverley in his Escort.

We missed Devils Own due to holidays and were out again in September for Midac/Illuminations which started from Morecambe. At the end of September was Bolton Midnight and another perfect night. On the second selective we were round Malham somewhere on one of those awful moorland roads "Can't help you much along here" he says, as we were coming up to a brow - Hello, I thought, where's the road gone - did catch a glimpse of it on the left at one point before we finally came to rest at a somewhat disturbing angle about 10 yards from the road. Luckily some spectators saw our plight and the four of us managed to push the car until we could get a rope on it and drag it out. We were OTL by this time but carried on and finished the event, which must have been the best one of the year - pity we didn't get a result!

It took every day of the following week to get car back on the road before we went up to Mull at the beginning of October. With Steve and Geoff doing the event we hired a cottage at Dervaig for a week. The cottage was amazing but the event was awful (Phil says I'll enjoy it more next year - ha!). It was very wet and the combination of pace notes, forest stages and going off the week before certainly took their toll and my driving was poor to say the least. Anyway, it was an experience and the points we scored brought us up to second place in the championship. Mull was followed swiftly in October by Highwayman and Pennine and by then my confidence had returned to about normal.

The last round was Hall Trophy at the end of November. The points score was very close, with four crews being able to win the championship on the last event. I got my instructions before we set off - "Quick and safe" and as it was very frosty, it was more safe than quick. Anyway it paid off and we got enough points to assure us of the championship.

We want to Cleckheaton last week to pick up our pot and they say we'll even get some money when they get the accounts sorted out! Anyway, all told, not a bad year.

"What is it next year, Phil. BTRDA 1300 championship?"

"Yes, why not".

Margaret and Phil.

MEDIEVAL BANQUET

Once again Myra Webster and Enid Beadle have put together an interesting package for members who like to sing, drink and stuff themselves full of food. An evening of entertainment on 20th March, 1982 at the Manor Farm, Brighton, Near Selby, can be yours for just £12 per head. This should cover transport, meal, ale, wine and mead during the meal and the Disco. Anyone interested should contact the above two ladies as soon as possible, as seats will be limited.

FIRST AID

Dr. John Dverend will shortly be starting his series of first aid lectures, helped by a medical colleague from British Aerospace. Anyone interested should contact John immediately.

An Irishman during the War complained to the British Army doctor that he was suffering from gangrene in his left arm. The doctor, not wanting to appear the ignorant fool he was, agreed with the diagnosis.

"It'll have to come off Paddy".

"Alright, sir, but only on the condition that you send the arm to my mother in Tipperary".

The amputation was carried out and the arm duly sent to his mother. The next week Paddy returned complaining that his right arm had also been infected. The same procedure was followed. The following week Paddy came back saying that his leg would have to come off. The Army doctor rose to his feet "Look here my good man, we've tumbled to your game. You're trying to escape aren't you?"

BLYTON AUTOTEST - 3RD JANUARY

On 3rd January Southbank Motor Club based at Scunthorpe organised an Autotest on Blyton Airfield on the south bank. This formed the 2nd round in the Humberside County Council Championship in which all motorsport clubs in Humberside are invited to compete. We, at present, are lying in second place to Grimsby.

Scrutineering started at the unbelievable time of 8.30 am (on a Sunday morning!!) so it was an early start for Gail and I with the recently acquired gin twin mini on a borrowed trailer. After finding that anything above 40 mph caused severe wagging of the trailer, we eventually arrived at 9 am after just being caught up by Rob White (in father's car) towing his chequered flag sponsored Colt hatchback on a very smart trailer, we were also joined by Alan Corvel in his Mexico. Shortly afterwards our Club Captain, Ken Hailstone, arrived in his trusty Chevette, along with John Wilson in his Rix/Jordan's sponsored Datsun.

Also entered were Mick Wood and Dave Hawkins, who arrived late as usual. Ken entered our team - of himself, Rob, Mick and John - hoping he had made the right choice.

Even at this early hour soup, coffee, hot dogs, etc. were available, courtesy of the lady members.

We all got through scrutineering OK after passing a noise check and having our brake lights tested?!

Then we wandered over to look at the stages (sorry, tests). Three in all they were marked out with tyres and bollards and were very long and open. The first bollard you saw was about 300 yards away and the next on the horizon! Another oddity was no reversing, the clerk of the course said no-one would enter if there was any.

It soon became obvious that, to do any good, you needed a full-blown rally car as the bollards were wide enough to drive a bus through. But our lads managed to show them how to do it and after the first run Rob White was contesting FTD with a mini pickup from Grimsby. Ken was near the top of class 2 and Mick Wood was leading class 1, while I was struggling somewhere in the middle of the same class. John Wilson put up some very good times but was unfortunate to collect a washout on one test. Alan Carvel was running second in his class, with Dave Hawkins not very far behind. Gail was also doing well, being second lady out of 5 (there was a special class for lady drivers).

We all had a second run before lunch but with nearly 50 entries and only 3 tests there was a lot of waiting between tests.

Then we had a problem with the results. They calculated a washout time as actual time taken, plus 30 seconds, plus the fastest in the class. This gave an impossible penalty to catch up if you had a washout. Anyway, 'our lad' turned up and sorted it out.

After lunch the tests were reversed and our team was doing well, with Ken keeping a watchful eye on them - he even told Mick and Rob to steady up a bit as they were getting carried away. We had problems with the Mini as it started to rain and our Mini is not yet equipped with the luxury of windscreen wipers and we had trouble seeing, both getting a wash out in the afternoon - well, that's my excuse!

Things got very near at the finish with first of all Rob winning and then he dropped a few seconds to allow the Mini Pickup in. But on the last test he pulled up just enough to beat the Mini. Unfortunately the last test was then scrubbed due to the long queue and Rob was demoted to second place. I won't quote his comments at the time. The Mini beating him by just 2 seconds.

Anyway we adjourned to the pub, which was open at 4 o'clock, for the results. Final placings were:

Rob White	1st Class 2 (2nd O/A)
Ken Heilstone	2nd Class 2
Mick Wood	1st Class 1 (3rd O/A)
John Wilson	3rd Class 1
Alan Carvel	2nd Class 3
Dave Hawkins	5th Class 3
Me	16th Class 1
Gail	2nd Class 5

Not a bad result when you consider there were 23 entries in Class 1 and 16 in Class 3. We also won the team award and are now lying 1st in the Championship. Well done lads.

Robert Newlove -----

I came from a very poor family. One Christmas my father gave me an empty box and told me it was an Action Man deserter.

FOR ALL RALLY PREPARATION AND REPAIRS TO ALL CARS

DELTA ENGINEERING

ENGINE AND GEARBOX REBUILDS

LOTS OF DIFFERENT FIBRE GLASS PANELS MADE TO ORDER

TURRETING AND SEAM WELDING

AXLE REBUILDS- 4 LINK & PANHARD ROD BRACKETS FITTED

PHONE-JOHN DIXON-HOME 869898 WORKS-868577

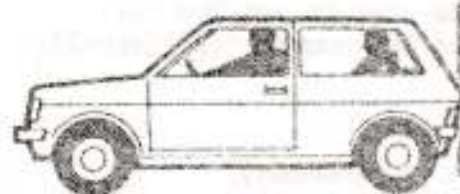
Signmaking design in
install maintain in
signwriting advertisin
screenprint in shop fittin
display making promotin
vacform in engravin
specialise in well established
sign company

the everhelpful GREENS

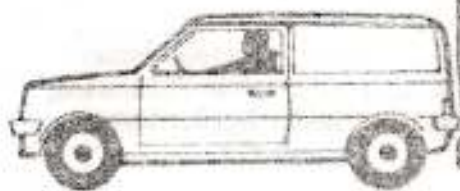


GREENS 'the signmakers'

55-65 Lister Street Hull North Humberside HU1 2RZ.
Telephone (0482) 27371



HIRE



HIRE



HIRE

ARM HIRE
ARMSTRONG
MASSEY

20 Norwood, Beverley,
North Humberside HU17 9HA.
Tel: 0482-867922 NOW!

High Street, Market Weighton,
York YO4 3AD.
Tel: 06962-2361 NOW!

FORTHCOMING EVENTS

7th February Bruce Robinson Stages Rally, Lincoln Motor Car & Cycle Club.
14th February Autotest at Jordans of Hull, organised by John Beadle & Ian North.
24-26th February MINTEX
14th March Single Venue Stage Rally, Sheffield & Halmshire MC (it is not known if this event is on or not).
13-14th March Wakefield Diplomat Road Rally, organised by Wakefield & Dist. M.C.
24th April April Tour of Lincs. Stages Rally, organised by Lincs-Louth M.C.

Comp. Secretary's Report

It is now the time for renewing Competition Licences and club membership cards. At the present time I haven't got any renewal forms although I should have some shortly.

I have renewed the Club's Entrants Licence so I have several copies to loan competitors who enter with the Club as their entrant.

New Year's Day Autotest

This annual event went down very well. Rob White put in a lot of hard work to make the event a success. He and Danny Walker were down there all one night clearing the course of mud, and then he spent all New Year's Eve setting out the tests, so when I arrived at 9 am Friday morning all the tests were set out ready. Many thanks also to Dennis Robinson for doing the paperwork, Linda Colebourn for the results, and Keith Wells for scrutineering. Also a big thank you to all the marshals who had to stand out in very chilly conditions.

Southbank Autotest

We were out again on Sunday, 3rd January, at the second round of the Humberside County Council Motorsport Championship. An Autotest organised by Southbank M.C. at Blyton Airfield, near Scunthorpe. We were very well represented on the event, although I will leave the details to someone else. We won the team championship putting us well in the lead overall in the championship.

If we can get the same kind of interest in autotests during the coming year we should do very well. The Club's next Autotest is organised by John Beadle and Ian North on 14th February at Jordans of Hull.

Moanraker

North Humberside will be running a night event again this year on 1st/2nd May. Secretary of the meeting will be Mike Thompson. Clerk of the course Mike Carroll.

Organisation Course

The next meeting will be at the Dog and Duck, Walkington, on Thursday, 4th February, at 8 pm. The subject will be 'Organising an Autotest'.

An Englishman, a Jew and a Scotsman went to the Savoy for dinner. Having eaten a fantastic meal, the Scotsman said "It's alright lads, I'll pay". The following day the headlines read "Famous Jewish ventriloquist kicked to death by Scotsman in hotel lobby".

Definition of a tree.

Something that stands still for 100 years and then jumps out in front of a rally driver.

1962 SHELL LEAGUE CHAMPIONSHIP

The events in this year's Shell League Championship for clubs are listed below. Anybody willing to have a go at any of them, please see Robert Newlove.

23/24 January	Selby M.C.	Road Rally. 3 Swans.
4th April	Y.S.C.C.	Hill Climb (Castle Howard)
25th April	Ilkley	P.C.T.
19/20 June	Shipley	Road Rally
27th June	Trackrod	Autotest
10/11 July	Slaithwaite	Road Rally
19th September	Lindholme	Stage Rally (Alcan Stages)
10th October	Wakefield	Autotest
17th October	Sheffield	Stage Rally
30/31 October	Alwoodley	Road Rally

Remember, there is a trophy for the member scoring the most Shell League points.

Just cast your memories back to those early days of motoring when Ford Consuls and Zephyr Six's abounded. Having been loaned a Repair Charge Schedule by Alan Carvell and done my post decimalisation to pre-decimalisation conversion, a few figures below for charges might make you remember what motoring was like in May, 1955.

Replace both track rod ends	65p
Replace front suspension assembly	55p
Bleed hydraulic braking system	25p
Overhaul entire braking system	£4.57½p
Replace rear axle assembly	£2.62½p
Tune Engine	£2.
Adjust valves	47½p
Replace cylinder head gasket	£1.30p
Change flywheel ring gear	£3.32½p
Replace clutch	£2.85p
Clean and reset spark plugs	30p

Wolfraca have just announced their latest range of seats and wheels available to the public. The following is extracted from their promotional information and if you would like to see the catalogue contact the Eds.

"Our wheels are available in fitments to suit most cars in the three styles, Slot, Turbo and Sonic. If you are ordering wheels do not forget to include a set of Magnetic Locking Wheel Nuts to protect them against theft.

The car seats we manufacture in five styles and a range of colours as per our brochure. Design considerations in our seats are style, comfort and safety. If any of your members suffer from back pains these seats will certainly make driving more comfortable.

We offer a seat fitting service and can if required, retrim the rear seat to match those we manufacture.

If any of your members would like to order wheels or seats we can offer them a 10% discount off our recommended retail prices provided they show proof of being a club member.

For your information we have enclosed our latest catalogue and price list but should you require any further details please do not hesitate to contact me, J.W. Smith, on 0234 62535/6/7/8.

1982 CLUB CHAMPIONSHIPS

Dave Hawkins has volunteered to collect the results and keep score this year.

Autotest Championship

There seems to be a bit more interest this year in Autotests and lets hope a few more members will have a go. The events this year are shown below, best six scores to count.

1st January	N.H.M.C.	
3rd January	Southbank M.C.	
14th February	N.H.M.C.	Jordans of Hull Car Park
11th April	N.H.M.C.	
30th May	N.H.M.C.	
5th June	Rackitt's M.C.	Cottingham Show
20th June	N.H.M.C.	
27th June	Trackrod (Shell League Event)	
29th August	N.H.M.C.	
10th October	Wakefield (Shell League Event)	
31st October	N.H.M.C.	

More events may be added later.

Stage Rally Championship

We are again running this championship as last year. Members wishing to compete in the championship must register with Dave Hawkins and pay a fee of £1. This enables us to give awards for the first three places and creates a little more interest. To claim points you must have registered beforehand-but, as the first event is on 7th February, we will allow a little leeway. Dave can be contacted on 825889.

The events to count are listed below. Remember, best six events to count.

7th February	Bruce Robinson Stages	Linc. M.C. & C.C.
14th March	Single Venue	Sheffield & Hallamshire.
24th April	Tour of Lincs.	Lincs.-Louth M.C.
23rd May	Uniband	Poachers M.C.
27th June	Cossack (Single Venue)	Rackitt's M.C.
4th July	Single Venue	Eastwood & Dist. M.C.
22nd August	Holderness Trophy(Single Venue)	N.H.M.C.
19th September	Alton Stages	Lindholme
26th September	Cryptal Stages	N.H.M.C.
2nd October	Elgar	David Brown M.C.
18th October	Stages	62 Car Club
17th October	Shell League Event	Sheffield M.C.

Other events may be added later.

FILM NIGHT

FILM NIGHT

FILM NIGHT

John Newlove has arranged for the two latest Castrol films to be shown at the Club on 25th February, 1982 at 8.30 p.m. They are "Chariots in the Sun" (1981 Acropolis Rally) and "Austrian Enduro" (a film about motorcycles on endurance trials in Czechoslovakia). See you there!



REPAIRS
TUNING
BODYWORK

SERVICING
WELDING
TRACKING

M.O.T.

while you wait
RING—PHIL OR ERN—**54184**

ALL TUNING TO MANUFACTURERS SPECIFICATION

NHMC CLUB OFFICIALS

Chairmen:	Ian North, Burnham House, Scottergate, Hedon, Hull. Tel: 0482 897105	President:	Stuart Saddington, 77 The Roundway, Anlaby Park, Hull. Tel: 0482 507911
Club Captain:	Ken Hailstone, 49 Norwood, Beverley. Tel: 0482 862954	Magazine Editors:	Ian & Linda Colebourn, 4 Calvert Lane, Hull. Tel: 0482 584890
Social Secretary:	Phil Tomlinson, 16 Belgrave Drive, Anlaby High Road, Hull.	Competitions Secretary:	John Newlove, 59 Hutton Road, Driffield. Tel: 0377 70745
Chief Marshall:	Roger Stoneley, 14 Glasgow Street, Hull. Tel: 0482 24743	Treasurer:	Ian James, 17 Newland Park, Hull. Tel: 0482 43508
Secretary:	Howard Paterson, Lynton Villa Farm, Eastrington, Howden. Tel: 04305 340	Membership Secretary:	Mick Blythe, 1 Elm Tree Close, Thorngumbald. Tel: 09644 3741

COMMITTEE MEMBERS:

Dave Hawkins	58 Sherriffs Highway, Hedon, Hull.	Tel: 0482 896689
Harry Hannah	185 Hull Road, Anlaby, Hull.	Tel: 0482 53454
John Overend	The Cottage, Sandholme, Gilbertdyke.	Tel: 0430 40251
Phil Cherry	Edge Cottage, North Frodingham, Driffield.	Tel: 026 288 470
Robert Newlove	25 Highfield Avenue, Driffield.	Tel: 0377 43942
Ian Sadofsky	9 Aston Hall Drive, North Ferryby.	Tel: 0482 634149
Steve Vasey	121 Cranbrook Avenue, Hull.	Tel: 0482 801210

As we are members of the Association of North East Midlands Motor Clubs the following list of the ANEMC Championships should be of interest to most competitors:-

STAGE RALLY CHAMPIONSHIP

<u>Date</u>	<u>Club</u>	<u>Event</u>
7 Feb.	Lincoln M C	Pruce Robinson Stages Rally
17 April	Lincolnshire-Louth MC	Tour of Lincs Stages Rally
23 May	Poachers M C	Uniband Stages Rally
4 July	Eastwood M C	Phoenix Stages Rally
18 July	Carlton M C	Lukaemia Stages Rally
12 Sept	Boston M C	Pilgrim Stages Rally
19 Sept	Lindholme M S C	Working Alcan Stages Rally
25 Sept	N M C	Crystal Stages Rally
16 Oct	Mablethorpe M C	Wolds Stages Rally
31 Oct	Dukeries M C	Premier Stages Rally

.....

ROAD RALLY CHAMPIONSHIP

16/17 Jan	Carlton M C	Cancelled
12/13 June	Lincoln M C	Barnard Trophy Road Rally
25/26 Sep	Peterborough M C	Rural Ride Road Rally
9/10 Oct	Poachers M C	Empire Trophy Road Rally
6/7 Nov	Boston M C	Holland Cup Road Rally
27/28 Nov	Eastwood M C	Cossack Road Rally

.....

The ANEMC Say:-

No registration is necessary for either championship.

Any competitor who is a member of an ANEMC Club will automatically be registered for either championship when he or she signs on at any of the designated rounds.

Competitors should be able to obtain regulations for events from their own club Competition Secretary, who receives a number of copies from each event secretary for each championship round.

It is the sole responsibility ~~for~~ of the competitor to obtain the necessary regulations, documents and entries of each qualifying round.

The secretary of each event forwards a set of results to the ANEMC Championship Secretary who compiles a table of points in each championship round. These are published in quarterly bulletins forwarded to each club's delegate representing your club at the ANEMC who should make available to his members through their own club magazines, the up-to-date championship table.

Copies of both Stage and Road Rally Championship rules are available from your club delegates who should have copies of the ANEMC Rallying Manual which includes the ~~rule~~ points scoring system.

All matters concerning the championship should be passed to the Championship Secretary.

A Geeson Esq
Messrs C E Geeson & Son
Main Street
DENTON
Nr Grantham
Lincs Phone Knipton 350

MY START TO 1982

The start of the 1982 events was with the chequered flag New Year's Day Autotest at Catfoss. I was working the week after Christmas so it left me with the setting up to be done at night. On Boxing Day I had a ride down to check the course which was more like a skating rink. I returned on Tuesday dinner time to find Twydale's unloading turkey s--- by the trailer load, on to the area we were to use, so a rethink about where to put the tests was needed. Wednesday night myself, Danny and his son, Mark, went down with shovels to clear the s--- away to make the Autotest possible. Thursday night was spent setting up the tests, without Danny who was in bed badly. Mark and I were busy setting up when we had a visitor. The lighted sign on the roof said 'Police'. I thought this is going to be a laugh. They had received a report of someone going round the airfield with a vehicle with a lot of lights on. I explained who I was and what was happening. They wanted to know whose van it was, etc., and to look in the back to make sure we were not stealing anything. OK they said and got back into the Panda car and set off to do a test (I think). Mark and I were at Catfoss by 8 am New Year's Day. Danny was still badly so was stopping in bed. We checked and adjusted the tests. John Newlove arrived to find we were ready to roll. Dennis Robinson and Keith Wells, who was the scrutineer, arrived. All we wanted was competitors to arrive early (not after New Year's Eve) so we could get started. Robert and Gail Newlove arrived with their latest buy, a Clubman Mini (a Patterson used car) which was going to cop some hammer with all three Newloves driving. The Police Force arrived with a very well used Rally Fiat 124 Sport. John (Rix) Willson arrived suffering from one too many the night before. Harry Hannah informed me he was not as drunk as he was last year. One member put his van in a dyke just down the road because of icy patches on a junction. With the help of some of the marshals they managed to get it out, but he had lost some petrol and damaged the driver's side wing so he could not do the event. Linda arrived to do the results for me and so by the time 11.30 am arrived, I got the event started, with my own Colt Hatchback as course car.

The first and second runs were to be run before dinner. The only problems we were having were with the Police Force's 124 banger, with 7 drivers taking a long time to do the tests. One person who retired at Dinner was John Willson, still feeling rough and his Datsun had decided to call it a day because of clutch slip. With most of the entries completing two runs by lunch, the Police had only completed one run and they decided to call it a day because they were taking a long time and four of them were on duty at 4 o'clock and it was double time. I changed round the test while people had dinner. The fog got thicker as we waited for the alcoholics of the club to return from the pub. Without the Police all entries got two more runs in the afternoon. The fog was much thicker by the last few tests. Linda finished doing the results while we got packed up.

Phil Cherry had won and Mick Wood had won his class for the second year running.

My thanks to all the people who helped in any way with the event.

Saturday, 2nd, was spent returning the gear to the club garage and getting my car ready for Sunday's Roberts Petroleum Autotest at Blyton Airfield in Lincolnshire (a round of Humberside Leisure Services Championship). I loaded my car onto the trailer and tanked up my tow car (borrowed from father) at 7.30 am on Sunday, 3rd, and set off for Lincolnshire, passing Alan Carvell tanking his car up at Brigg and catching up with Rob and Gail Newlove pulling their Mini on Allsop trailer about 6 miles from Blyton.

We arrived to find South Bank M.C. members renewing memberships on the day and causing a delay at signing on. Scrutineering was a laugh, with them doing a noise check (90d on a standard exhaust). By this time all the Humberside members had arrived (Mick Wood and Dave Hawkins last). In our team of four were myself, Ken, John and Mick. Also from the club were Rob and Gail, Alan and Dave - a good turnout from the club - 8 members. With an entry of 42, I decided to have a look at the

test. One look and I decided this is not an Autotest but a Rally Sprint. Each test was about 1/2 mile long (I should have borrowed the firm's Turbo). South Bank M.C. had their own penalty system, which was going to be changed before the day was over (no blue book 'til John Newlove arrived). The first run was delayed because competitors were still signing on. We got under way 1/2 hour late. The marshals on test one were starting cars in number order but we got sick of waiting for South Bank w-----, and pushed in so they had to let us start because me, Ken, John and Mick were bumper to bumper on the start line. After the first three tests I was leading overall by four seconds, with a Mini Pickup in second place. One of the team, who was still suffering from New Year's Eve, forgot to go round a bollard and it dropped him down in class for a while (still waiting for John to arrive with blue book). After the second run I was a second down to the now warmed up Pickup. We had a club meeting at dinner time to try and sort out the penalty system and to see if a Pickup was allowed to compete in an Autotest. We decided to wait 'til the end to protest, etc. Run 3 got under way and on test seven I lost 3-4 seconds handbraking round a bollard and changing gear at the same time but it had not gone into gear, lost me time and I had to go like hell to the end of the test. The Pickup beat me by 6 seconds on that test. Test 8 and I was going to make up time. I was two seconds faster than the Pickup and equalled him on test 9. Onto run four. A delay was at test 10 because of a big entry and cars being shared were still doing run three. The Pickup was winning by 5 seconds overall. I was going to try to win first time with my Hatchback. Test 10 got under way and I was three seconds faster than Pickup. Test 11 and I was really wound up by now, with our team captain trying to calm me and Mick down, and shouting we were driving like idiots "Slow Down" he was saying. "OK Ken" was the reply. On test 11 I got the same time as Pickup so it was left to test 12 to decide who was the winner, with me 2 seconds down. I was out to blow him into the ground. I beat him by 8 seconds so I had won the event by 6 seconds. Great, I thought, for the first time out. I went back to the paddock and loaded the car onto the trailer. Then someone said that they had cancelled test 12. (Anyone knowing me when I am mad will know what happened next). John Newlove had arrived with his girl friend (watch out for special announcement soon) and blue book, so it was read to check the ins and outs of an autotest before the results were final. To my disappointment the results stood so I had to take second overall and first in class, but we had won the Middlesbrough Leisure Services Championship award for that event.

went down to Kirton Lindsay pub for the results and awards to be presented. Entrants finished the event, all club members finished. Results were as follows:

1st overall	1st in Class 2	Myself
2nd overall	1st in Class 1	Mick Wood
3rd overall	3rd in Class 1	John (missed bollard) Willson
4th overall	2nd in Class 2	Ken Hailstone
5th overall	3rd in Class 3	Alan Carvell
6th overall	5th in Class 3	Dave Hawkins
7th overall	18th in Class 1	Robert Newlove
8th overall	2nd in Class 5	Gail Newlove

Myself, Mick, John and Ken were the winning team.

1981 was a busy and costly year for me what with competing on the Mintax, Welsh, and servicing for Colt on the RAC, so I have decided to have a rest from driving for a few years to save up my money - this year will see me co-driving and servicing for friends. But I will be doing as many Autotests as possible, so me and John Willson will be doing battle at most of them to see which is the best Japanese car. Round one to Colt (dig, dig). Round two, Jordan's 14th February (anyone betting?). Lot's have a good turn out all you autotesters.