

1/2/82

# NORTH HUMBERSIDE MOTOR CLUB

paper.  
letter. room.  
M.O.D.





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

Linda and I have been kept quite busy over the last few weeks with events on the sporting calendar so it's been a rush to get this magazine out but we hope it will make enjoyable reading.

Firstly, membership. Most of you have now paid up but there are still a few who haven't so dig deep to ensure your copy of the club mag. If anybody knows the address or whereabouts of the following people please let us know as we have no record of addresses for them: Mr. G. Davies and Mr. T. Ford.

Next, Radio Aire. The Club have received a letter from Chris Lord, who recently finished 9th on the Mintex, about his latest venture - a motorsport spot will be featured on Radio Aire between 8pm and 10pm on a Wednesday night. Chris will be hosting this, so listen in on 362 metres if you can. Any useful information can be sent to him via Radio Aire, P.O. Box 362, Leeds, LS3 1LR.

And, finally, more articles please for inclusion in the club mag.

## IAN AND LINDA

### Bruce Robinson Stages Rally

Ollie Smith must have been reasonably satisfied with my attempts to navigate on Crystal because he has asked me to navigate for him this year, but whether he still wants me after this rally is another matter!

This was to be our first rally after a total rebuild and general renewal of bits following an extremely successful 1981, with 6 finishes from his 6 rallies. It was a bit doubtful whether or not the car would be ready in time, but with a great deal of help from John Dixon, and some from Ian and I (I'm very handy when it comes to doing the unimportant things like screwing in the trim, putting in the seats, belts and extinguishers and sitting for 3 hours flicking light switches while Ian tries to get them going properly!), we had it all finished by 8pm on Saturday night!

I didn't go to scrutineering on the Saturday because Ollie wanted to take his wife, Pauline, and have a meal out - they hadn't seen each other while he worked day and night on the car, but Lincoln seems to be full of nothing but Chinese Restaurants and a Chinese, a rally car and Pauline's stomach don't go together very well. They eventually found somewhere that sold 'real' food!

Ian and 2 of Ollie's friends, Glyn and Gavin, were servicing for us using Ollie's truck and, after getting up at the unearthly hour of 5.15, Ian set off at 6.10 and Ollie picked me up at 6.20 and we set off for the start at Newark Road Garage in Lincoln.

We arrived at about 7.20 and went to sign on. Fortunately they were giving out the route straight after signing on instead of 1 hour before the start time so I had a bit longer to plot and, with some help from Ian, I managed to get it plotted. The thing I was most worried about was the timing and as we had been told we didn't have to wait for our due start times at stages, I was confused as to whether the 1/2 rule applied. I found out later on that it couldn't have because we booked into a main time control before our due time so as not to go OTL and weren't penalised. One of these days I'll get the hang of the different timing on different rallies!

We headed out of Lincoln towards the first stage, Kaws 1, which was described as tarmac. We had been given diagrams of all the stages and Ruth Bower had warned me that when there was a caution board it meant caution! The diagram of the 1st stage had 2 cautions, so we set off feeling a bit dubious about what was ahead.

The first 90 left on this tarmac stage was 5" deep in mud with a dyke on the left and the whole of the stage followed the same pattern. The first 'caution' was a 90 left with a 20' deep and 20' wide dyke on the right, and the next a 90 right over aforesaid dyke over a narrow slab of concrete. This was the first time we'd used an intercom and it was great just being able to talk normally - the trouble is that the "oohhs" and "aahhs" are accentuated and when your driver is trying to keep his back end out of a dyke it can't be very nice knowing your navigator is a bit 'apprehensive'!

We decided to use chunkies on that stage when it reversed later on in the day and knocked 20 seconds off our previous time.

The second stage was also tarmac but had one or two muddy bits and, fortunately, only one fairly small dyke!

Stages 3 and 4 and 9 and 10 were tours of Hemswell Airfield. All run the same, with target times of 6 minutes. It's amazing how time flies when you're enjoying yourself! The stages started with 6 very long straights, followed by rather a lot of short twisty bits and finishing with an arm wrenching  $\frac{1}{2}$  mile of 17 90° bends and hairpins. There was no way you could follow the diagrams of this bit!

The four stages passed with only one bent rim from a pothole and we were lucky when we caught up a car that he spun off as soon as Ollie put his headlights on!

Stage 5 was cancelled - someone said the farmer had changed his mind about letting his land be used at the last minute - and we headed towards the Blue Circle Quarry at Kirton. Ollie says that one of these days he'll get this stage right! It was run twice, as stages 6 and 7, and we spun on the same 2 bends on both stages.

Stage 8 was described as 'loose' - that was an understatement! We arrived to find a quarry with sheer drops, steep climbs and lots of water. There's one photographer who won't forget us in a hurry! He must have thought he was safe standing behind a large boulder, but Ollie's got a rather nerve wracking habit of 'aiming for' flags on my side - he says if he aims for them he'll miss them, but it doesn't always work that way - anyway, the photographer dived for cover and fortunately we only hit the boulder with the sill - it could have ripped off a wheel!

Stage 11 was stage 2 reversed, and stage 12 a mad dash up 3 corners of a square of a farm track, followed by stage 1 reversed.

We then had a long run to stage 14, which I think we'd both rather forget. The diagrams of the stages were reasonably good but not exactly to scale. There was a straight shown with a long kink in it, but as we approached the kink we couldn't see where the track went for the crowd of spectators. We spotted the 6" high caution board (which was about 10 yards from the bend) at the last minute and sailed past the 90 right, 90 left straight into a ploughed field. We managed to drive out and when we got to the noise check at the end of the stage, the marshall asked if we had any complaints about it - by the look of the tyre tracks in the field and the marshall's question, I think a lot of people had done the same.

Halfway was just down the road and we drove in looking for our service crew. Up to now I haven't mentioned the servicing - there were 19 service points for the 23 stages!

I'd asked Ian to take my camera and get some photos of us, but the service crew didn't even have time to eat their sandwiches, let alone watch us.

The organisers had made it very easy for people who weren't using road legal tyres on tarmac stages to change them but this gave the richer entrants an unfair advantage over most of the crews (including us) who can't afford 10 sets of tyres!!!

Our service crew arrived at halfway and had a quick check over the car, and Ian helped me plot the last 1 of the route which wasn't too difficult as 5 of the next 10 stages were run in the same squares.

Stage 15 at Scopwick was run superbly - guess which club ran that one!

Harry Hannah came to talk to us in the queue and told us that Tim and Angie Allsop had retired and wished us luck as we were the only NHMC crew left. It was a short stage. Ollie commented that you could tell it was NHMC arrowing. I think he meant it as a compliment!

Stages 16,17,21 and 22 were on concrete at Martin. It looked as if the whole area had once been an airfield and it was quite enjoyable driving along with no dykes jumping out at us. The only mishap on these stages was when a straw bale got in our way on a bend - Ollie aimed for it and hit it! - which dented the new front end. We were quite amazed on Martin 2 and 4 because the obstacles shown on our stage diagram turned out to be piles of brand new pipas and farm implements - there must be a very brave or half-demented farmer out there!

One thing we had noticed by this time was that the organisers took great delight in putting the flying finishes 10 yards past 90° bends. There were only about 3 of the stages where this didn't happen.

Stage 18 was a 60% tarmac stage. The first straight was a farm track with dykes on both sides and Ollie said it was very difficult trying to keep the car in a straight line - it was very rutted. This stage was also run twice and the second time a loop was missed out and we could have come to grief on a 90 left, which wasn't arrowed very well. We went left at the end of a building which happened to have a 10 yard ramp on the end - there was a long drop off the left of the ramp and in the dark and with no arrows, it was difficult to see where we should be going. Fortunately we came through unscathed.

Stages 19 and 24 were run at the finish venue, Castle Leisure Park. I think it must be a water-sports complex! After servicing we went to the start line, which was 5" from the edge of a lake. A hairpin right took us along the edge of another lake and then across a causeway. We then went down the side of another lake, then another, then another! They even had a no entry sign at one 90 left - if you had entered you'd have gone straight into a lake!!

Stage 20 should never have been run! We'd been told the stage had been altered and the target time shortened and when we ploughed through the muddy access road we had grave misgivings. I asked the start marshal if all the stage was like that and he laughed and said no. Rounding the second bend, a hairpin left, we were sucked to a halt by 2' of chopped up soil. Fortunately spectators were on hand but it took 6 of them to even move us. The rest of the stage wasn't even fit for motor cycle scrambling - I think it was a nature trail. At one point the trees which lined the track got so thick you couldn't see and one tree nearly ripped off a wiper - there was no way you could have got round that branch. Ollie was furious when we got to the end of the stage and could have punched the finish marshal on the nose when he laughed when we said how bad it had been.

The next stages were repeats of previous ones, finishing at Castle Leisure Park, which was run in the dark. We both breathed a sigh of relief at the end of the stage and I went to hand in the time card and get changed. The finish venue was excellent, with good food and excellent alcoholic beverages (when we eventually got served).

It had been a superb day's rallying, with short runs between the stages, and we had no problems, except the new 45's working slightly loose, but that was soon rectified.

Thanks to Glyn, Gavin and Ian for their servicing and helping us to our 28th o/a and 18th in class.

We are now leading the club's stage rally championship (we're the only ones with any points!) and, hopefully, the next rally will be Tour of Lincs. in April and Calderford single venue the next day if we're still in one piece!

---and this marvellous navigator got us lost on the way home!!!

LINDA COLEBOURN

Forthcoming Events

|               |  |
|---------------|--|
| 6/7th March   | Roskirk Trophy Rally, organised by Southshore Motor Club.  |
| 7th March     | Autotest by Rackitt's Motor Club, at their normal venue.   |
| 6th March     | Dukeries National Rally, organised by Dukeries Motor Club.   |
| 14th March    | Autotest by Bridlington & Dist. Motor Club at Butlin's, Filey.   |
| 20th March    | Lakeland National Stages Rally.  |
| 20/21st March | Danum road rally, organised by Lindholme Motor Club.   |
| 3/4th April   | Firecracker Road Rally, organised by Southbank & Appleybry Frodingham M.C.   |
| 11th April    | Autotest, organised by Dave Hawkins, at a venue to be announced.   |
| 17th April    | Tour of Lincs., organised by Lincs.-Louth Motor Club.  |
| 18th April    | Calderford Trophy Rally. This year it is a single venue stage rally on Melbourne Airfield, organised by Wakefield & Dist. M.C. |
| 25/26th April | The Ribble Rally '82, organised by Springhill Car Club.  |
| 27th March    | York National Rally - we will be running a stage.  |

Com. Secretary's Report

We had a good night at the recent Rothmans Rally show at Wallis's at Cayton Bay. I am sorry that we could not give any notice of this event but we only found out about it two weeks before the show and only got the tickets a week before, so I'm afraid only those who came to the club night got to know about it.

Stage Rally Championship

The 2nd round, which was to be the Sheffield & Haimshire single venue rally on 14th March, has been postponed to a later date.

Another event to add to the championship is the Wakefield & District M.C. Calderford Trophy rally on 18th April, which is a single venue on Melbourne Airfield. This is on the same weekend as Tour of Lincs, which is on the Saturday, but remember you do not have to do all the events.

Autotest Championship

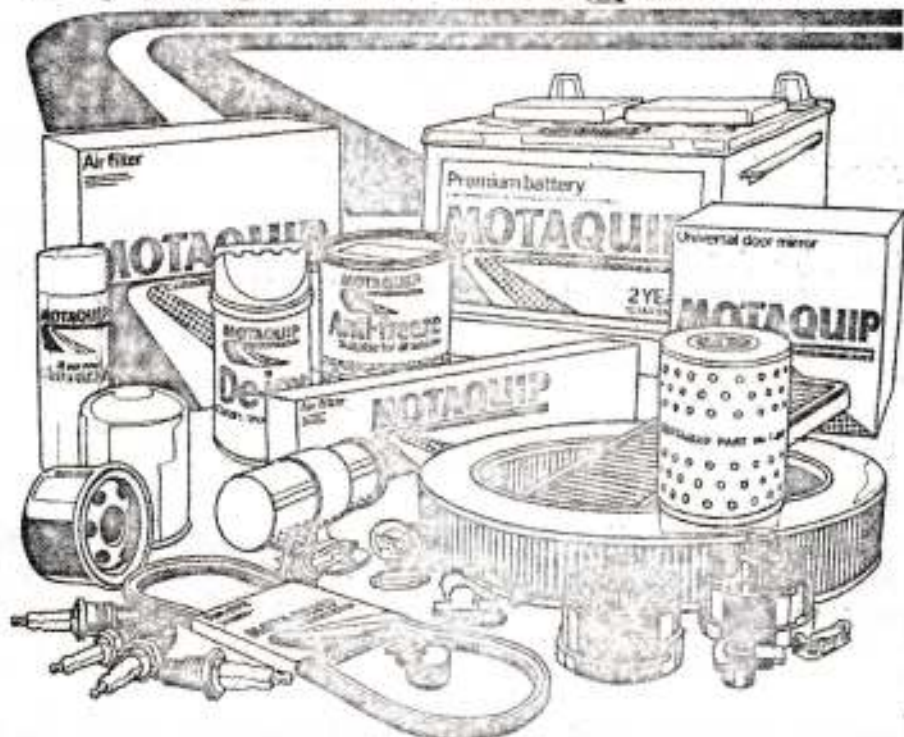
The last autotest organised by Ian North and John Beadle was a very good event and well supported with 22 entries. Many thanks to John and Ian and all the marshalls and helpers.

I have added another two events to the championship. These are the Rackitt's Autotest on 7th March and Bridlington Autotest on 14th March.

The ANCC are running their Yorkshire Bank Trophy autotest championship again this year. If you are interested, please see me. Our restricted autotest in October is part of the championship - that's if we can find a suitable venue.



**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  
REGRIND CRANKSHAFTS  
AND SUPPLY FROM**

**STOCK  
POWERMAX**

competition  
**PISTONS  
and  
BEARINGS**



## H.M.S.G. Rally Championship

The Humberside Motorsport Group is running their interclub rally championship again this year. It consists of half road rallies and half stage rallies, so if we can do well on the stage events we can still do well. It is a championship between clubs and there is money at stake for the winners.

## Organisation Course

My last tuition night was well attended and we talked about the organisation of an autotest meeting.

At the next one I am going to try and explain all I know about setting up a special stage. I hope this one will be held on 18th March but please contact me before the night as I sometimes have trouble sticking to these dates.

## Competition Licences

I have now got a supply of licence application forms.

## Competitors aged 16 competing in autotests

The RACMSA have agreed to let people 16 years of age to compete in autotests, subject to conforming with certain requirements. These are rather lengthy to type out, so if anyone wants to get more details, please contact me.

## Rallysport Magazine

I have received a letter from Rallysport Magazine telling me that from the May issue they will be giving free classified adverts. to private individuals. Full details will appear in their April issue.

### NEW AND SECONDHAND TYRES FOR SALE

#### Escort Mk. II 13" wheels

#### YOKOHAMA'S

|             |             |          |
|-------------|-------------|----------|
| 205/60 HR13 | 3 new       | £34 each |
| 205/60 HR13 | 6 part worn | £15 each |

#### GOODYEAR

|                      |             |          |
|----------------------|-------------|----------|
| 195/70 SR13          | 2 new       | £30 each |
| 475/925/13           | 1 new       | £35      |
| rally special racers | 4 part worn | £15 each |

#### DUNLOP

|              |              |                |
|--------------|--------------|----------------|
| SP M&S Mk.II | 11 part worn | £10 - £15 each |
| 175/SR/13    |              |                |

Also 13" inner tubes 14 @ £1.50 each

CONTACT: Steve Vasey, 121 Crenbrook Avenue, Hull.  
(tel: 492156(day); 801210(evenings)).

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

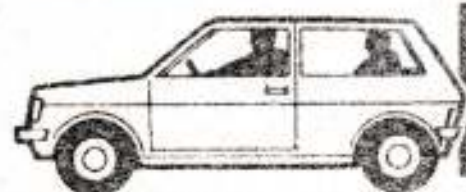
Signmakindesignin  
installinmaintainin  
signwritinadvertisin  
screenprintinshopfittin  
displaymakinpromotin  
vacforminengravin  
specialisinwellestablished  
signcompany

the everhelpful GREENS

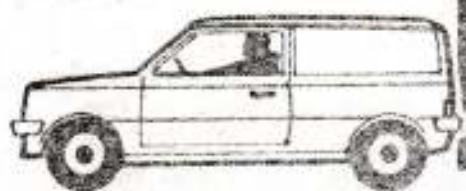


**GREENS 'the signmakers'**

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



**HIRE**



**HIRE**



**HIRE**

**AM 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!

\*\*\*\*\*

Due to personal commitments, Roger Stanley will not now be fulfilling his job as Chief Marshall and his place has been taken over by Harry Hannah. As you may know, Harry has been committed to rallying for a long time now and I hope he continues to bring his usual efficiency and exactness to all future rallies.

\*\*\*\*\*

One thing which has been mentioned by the Marshalls of the club is the cost of maps for events. When you have to lay out £2.00 for each one used and you get nothing in return (money) it starts to get a bit expensive. So all you navigators who have old issue maps, please donate them to the club. Harry Hannah will be pleased to receive them at any club night.

\*\*\*\*\*

Phil Tomlinson has now moved and his new address and phone number are:-

82 Windsor Road, County Road North, Hull. 492735

\*\*\*\*\*

The club has recently purchased a box trailer for use on events. This will greatly assist marshalls and helpers alike to have somewhere at last to compile results/check time cards, etc. Hopefully it will be sprayed up in NMC colours.

\*\*\*\*\*

Notice in office: Any executive who has no secretary can take advantage of typists from the typing pool.

\*\*\*\*\*

#### Shell League

Castle Howard Hillclimb. The date has now been moved to 28th March, 1982. Anyone interested contact Robert Newlove. Speed or Clubman RS licence required.

\*\*\*\*\*

#### Martyn Shaw Rally Supplies

One new club member who will supply new and secondhand parts at competitive prices. There should be a few catalogues around at the club and Martyn is there most weeks.

\*\*\*\*\*

The first week in February saw the Boucle-de-Spa rally arrive in Belgium. With so many Britishers taking an interest in the Belgian series, I thought it about time I tried to find out something about the costs of this series.

As luck would have it, a set of regulations for the first round happened to come my way.

At the time of writing, there were 81.25 Belgian francs to the pound, approximately, so the entry fee of BF15,000 works out to be roughly £185. About the same as the entry fee for the Mintax. This entry fee can be reduced by the sum of BF5,000 if the driver agrees to affix the advertising of the organiser to his car. The fee could be reduced by a further BF4,000 if you completed on last year's event. So, in theory, the entry fee (which also includes insurance and administration costs) could be reduced to BF6,000 (about £72). £72 can't be bad for an event of this calibre as the cost is nearly equivalent to a day's National Rallying over here.

To make it more appealing to foreigners, the Boucle-de-Spa also offers 5 nights in an hotel for 2 people with breakfast free and 2,000 BF towards travelling

(Due to my Flemish not being very good, I'm not quite so sure about the next piece of information but it looks as if you are from Germany, France, Luxembourg or Holland, entry is free.)

Now it may be that your car now looks like a Mills & Rockley hoarding but for £72 who's complaining? For your money you get 3 days of rallying.

If this looks great and you fancy having a go, just remember the Belgians have a nasty habit of taking the money back off you if you infringe any rules. For example:

|  |                        |
|--|------------------------|
| Absence of registration plate(or covered)          | 5,000 BF               |
| Absence of rally plate                             | 3,500 BF               |
| Absence of rally number(per figure)                | 1,000 BF               |
| Illegal servicing(1st/2nd/3rd offence)             | 5,000/10,000/15,000 BF |
| Breach of Highway Code                             | 5,000 BF               |
| Name and nationality missing from car              | 1,000 BF               |
| Absence or non-functioning of any light(Per light) | 350 BF                 |

So, if you stuff the front of your car into a brick wall knocking one or two bits off, it could cost you a fair penny if penalised.

Prize money seems to be quite high also - I wonder if that's the reason Jacko is thinking of having a go? Robert Droagmans has a fan club abroad specifically to raise cash so that he can rally and afford to run the car. (Beware next Thursday, Jacko may be round for a sub for some new tyres). The only regular Belgian contender I have heard of is Simon Everett, who seems to have been cleaning up a few awards over the last year. Unfortunately he did have some trouble with the Belgian scrutineers, who didnt seem to like him for winning all the money, but eventually he did get his Belgian title.

Total prize money for the Boucle-de-Spa is 1,057,200 BF (approx £12,000). With an entry list of 180 starters there must be a chance to win something!

Ian Colobourn

### Presentation Night

The annual presentation will be held on Thursday, 8th April, at the Dog and Duck in Walkington. There will be a late bar and buffet meal - if it's as good as the buffet at the Christmas Party, it'll be something to look forward to.

Entry will be by ticket only and the numbers will be restricted - buy your tickets as soon as possible. See Linda Colobourn or Phil Tomlinson for tickets.

Details of the time, price, etc will be on the notice board in the Dog and Duck and please note there will be no club that night and if you arrive without a ticket you will not be admitted.

We need lots of tombola prizes so if anyone has anything suitable lying about, please bring them to a club night or get in touch with Linda or Phil and they will arrange to collect them. Our phone numbers are in this magazine....thank-ing you all in anticipation....

Autotest - 14th February - venue: Jordans

Phil Cherry casually took F.T.D. in what proved to be a very enjoyable day's sport. Obviously a lot of preparation had gone into the day's event.

Firstly, the total evacuation of the car park by resident vehicles to allow the marauding invaders room to manoeuvre. Secondly, consider the hours spent by Messrs. Bonilla and North, and in who's company, to arrange the first really decent day of 1982.

The start saw 22 entries; the finish welcomed 19; the unfortunate 3 were J. Willson and Sue and Howard Paterson (Howard broke it!). In the morning 3 tests were run twice, very tight and a definite advantage to the smaller cars, not that the larger shelled entrants did not try. Mick Wood hectically rearranging bollards wherever possible and schh you know who rearranging the external dimensions on his means of propulsion.

The afternoon saw much more open tests and the Chris Green, Mick Wood fraternity stepped up and at the lead held in the morning by the smaller cars. Chris managed 3rd and Mick 4th. The day though was Phil's. A steady, unhurried, deserved win. Stan Smilan in yet another Mini was 2nd.

I'm sure a full set of results can be found in the mag. (Thanks, Eds.) Thanks also to Corchalls, Organisers and Jordans for the venue.

P.S. If you see either Ian N or John B gently swaying, don't disturb them they may not be drunk but communicating on a very important mission - next year's weather.

W. DAYTHE

FID Phil Cherry  
1st Class 1 Robert Newlove  
1st Class 2 Stan Smilan  
1st Class 3 Mick Wood  
1st Class 4 Chris Green  
1st Lady Myra Webster



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

|                      |   |                            |  |
|----------------------|---|----------------------------|--|
| Chairman:            | Ian North,<br>Burnham House,<br>Souttargate,<br>Hedon,<br>Hull.<br>Tel: 0482 897105 | President:                 | Stuart Saddington,<br>72 The Nourway,<br>Anlaby Park,<br>Hull.<br>Tel: 0482 507911 |
| Club Captain:        | Ken Hallstone,<br>49 Norwood,<br>Beverley.<br>Tel: 0482 862954                      | Magazine<br>Editors:       | Ian & Linda Colebourn,<br>4 Calvert Lane,<br>Hull.<br>Tel: 0482 564690             |
| Social<br>Secretary: | Phil Tomlinson,<br>16 Belgrave Drive,<br>Anlaby High Road,<br>Hull.                 | Competitions<br>Secretary: | John Newlove,<br>59 Hutton Road,<br>Griffield.<br>Tel: 0377 70745                  |
| Chief Marshall:      | Roger Stoneley,<br>14 Glasgow Street,<br>Hull.<br>Tel: 0482 24743                   | Treasurer:                 | Ian James,<br>17 Newland Park,<br>Hull.<br>Tel: 0482 43508                         |
| Secretary:           | Howard Paterson,<br>Lynton Villa Farm,<br>Eastrington,<br>Howden.<br>Tel: 04305 340 | Membership<br>Secretary:   | Mick Blythe,<br>1 Elm Tree Close,<br>Thorngumbald.<br>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, Sandholms, Gilbertdyke.       | Tel: 0430 40251  |
| Phil Cherry    | Edge Cottage, North Frodingham, Griffield. | Tel: 026 288 470 |
| Robert Newlove | 25 Highfield Avenue, Griffield.            | Tel: 0377 43942  |
| Ian Sadofsky   | 9 Aston Hall Drive, North Ferraby.         | Tel: 0482 634149 |
| Steve Varry    | 121 Cranbrook Avenue, Hull.                | Tel: 0482 801210 |

ABANDONED RESTORATION PROJECT

1964 TR4 Reg CNF 190

All panels except outer wings (all 4)

2 engines, 2 gear boxes with overdrive, All running gear  
2 Surrey roofs, 9 spoked wheels

For further info contact Mike Blythe  
or ring Keith Roberts 501223

John Overend and Graham Shortland found their first aid training handy the other week. After writing off Graham's car by T-boning a Cortina on the way home from first aid training, they were able to patch each other up and still arrive at the club the following Thursday.

-----

Congratulations to Mike Jackson. Another good result, with 11th overall on the Mintex. A special mention must go to his service crew of Chris Fewlass and Rob White, who managed to get him round (Oh, by the way Jacko, Chris said he was going to buy you a torque wrench for the quick release bolts).

-----

Two crews contesting the PTRDA rounds this year are Brian Svenson/John Law and Ian James/anybody with pound notes, who will be starting with the Dukeries and Lakeland Stages respectively. Brian has recently purchased Graham Burton's black Chevette for the job and Ian has had his motor freshly rebuilt and modified by Delta Engineering.

-----

The Magazine Editor's award has been purchased and a person has been nominated to receive this treasured award. To find out who, you'll have to come to the Presentation Night.

-----

Please keep articles for the magazine coming in...you could be in with a chance for next years award.

-----

Harry Hannah and Dave Shipley wish to express their thanks to all who marshalled and, in particular, those who cleared up after the stage closed, on the Mintex.

-----

Next Thursday, 18th March on the club night, there will be the Motorcraft Motormind Quiz. Also we will be selecting an entrant for the International Rally Drivers Club's "Miss Motor Club", sponsored by "Lady K" toiletries. Below we have reproduced the associated letters:-

Motorcraft Motormind Quiz.

To help introduce a little fun to the motor club scene, Motorcraft are organising a nationwide "Motormind Quiz" in 1982 and they would like to invite our club to take part. If our club enters, they will send us a list of questions (and answers) as well as a cassette tape of sounds for our members to identify and a set of 35mm slides of cars and drivers with appropriate questions about them. We can use this material in any way we wish to decide our own Club Champion who will be invited to

take part in one of a series of Area Finals to be held around the country in May; there will be films and other entertainment at these evenings and our members will be very welcome to go along to support our Champion. Later in the year, there will be a National Final for the Area Final winners.

Our Club Champion will receive a small memento from Motorcraft when he (or she) registers at an Area Final. There will be awards for the first three at each Area Final, plus a cheque for £100 to the winner's club. In addition, Area Final winners will receive a contribution towards travelling expenses to the National Final.

At the National Final there will be trophies for the first three, plus £500 worth of club equipment for the winners club.

The Quiz is not intended to be too serious. There are no formal regulations except that no person may represent more than one club and the decision of the Quizmaster at the Area Finals is final. No protests will be allowed!

The club has duly entered and more details will be given at a later date.  
-----

Hot on the heels of the announcement of the Motorcraft Motormind Quiz, the International Rally Drivers' Club is extending another invitation - to the lady members of our club.

With the cooperation of Motorcraft, the I.R.D.C. will organise a series of "Miss Motor Club" contests, sponsored by Lady K - manufacturers of a fine range of skin care products using the precious Oil of Mink.

First of all, we have to choose our own Miss Motor Club - probably at the same time as selecting our Club Champion for the Motormind Quiz. Our nominees will then be invited to take part in one of the Area Finals in May.

It's a light-hearted contest and they suggest our Miss Motor Club wears something casual for the Area Final. There will be a short informal briefing meeting at 8.00 p.m. and judging will take place at around 9.00 p.m. with the three best placed entrants receiving valuable Lady K gifts.

So, if you want to enter, be at the club on 18th March.

I.K. Colebourn