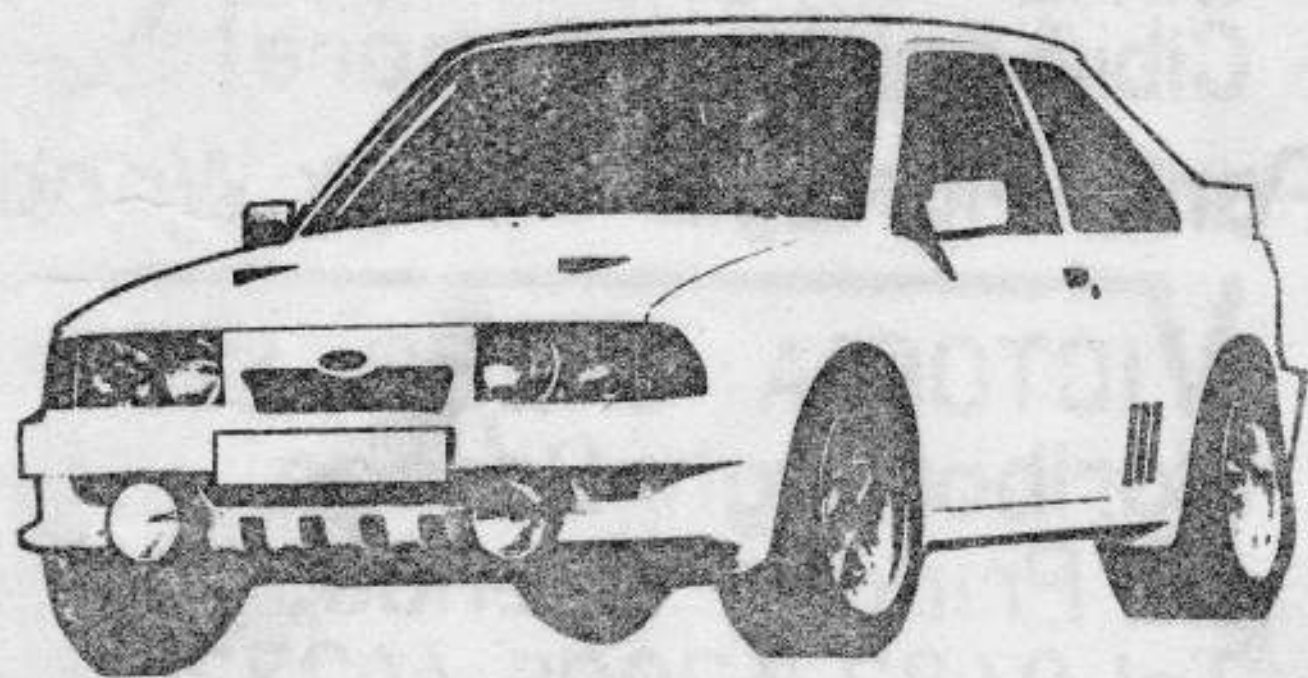
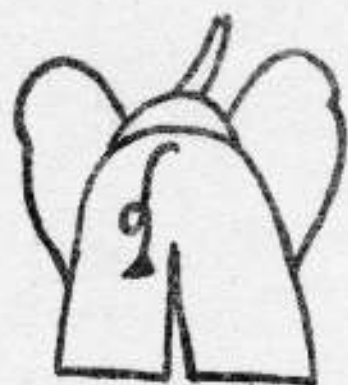


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FOREWORD

April has arrived with the usual glut of events. Linda has been very busy this month competing on the Border Stages Rally, Tour of Lincs. and Calderford along with Ollie Smith, whilst I have only done the one event - the Border Stages Rally, Alan Smith and I having a really good day's sport - all about which should be revealed in Howard Paterson's article later.

You may see that we have another advertiser, who I mentioned in last month's magazine -12
Marty Shaw. Try him, he may be able to find the thing you're looking for. 14

The magazine is full of contributions this month but we still need articles. You may or may not have seen the magnificent shield donated by Linda and myself for the best article. This time it was won by Nigel Paterson, a worthy winner, for his article on the South Bank Stages Rally. } 55
3

Finally, I hope you enjoy reading this month's mag. 14 2

IAN & LINDA

OBITUARY

When asked to write a few lines about Stuart Saddington I said it would have to be from my own point of view as a Motor Sport colleague.

To be able to ring up at any, and I repeat any, time a mobile blue book, is pure luxury - that was Stuart. He welcomed Motor Sport queries and I have to admit my conversations with him were 99% in that vein.

I do also happen to know that his cheerfulness extended throughout his life. Vicky and he had from time to time difficulties that would have daunted the bravest of folks but he came bouncing back again and again.

Whilst his everyday occupation was his butchering business, he breathed Motor Sport and his last trip was to York to check that his very own International Rally, the Mintex, was running smoothly.

His experience will be greatly missed at all levels of the sport in Yorkshire and the gap in our club's ranks will be very difficult to fill.

IAN NORTH

From Rallying to Racing - the transition

It all began after the 1961 Cossack event when Richard Finney completed his first successful rally. For those who are not acquainted, it was an all tarmac event which was not without mishap as a clutch had to be replaced on his Imp with the help of family and friends, this was completed in record time. The said clutch being donated by the unfortunate Derek Parline, which was a fine gesture.

After this event a lot of thinking was done and it was decided he would enter the world of circuit racing. The car was stripped down to a bare shell and transformed over the winter months with a lot of long nights working on lightening the car, as there is a weight limit on Production Saloons of 10cwt. First to go were the bonnet, boot and doors, to be replaced with fibre glass items. Perspex was then added to all but the windscreen. The fuel tank was replaced with a smaller alloy tank and all other unnecessary bits taken away. Suspension mountings were altered and lowered so the car would clear the ground by 3"! The interior is very sparse, with one seat, one extinguisher, one steering wheel and a rev counter, all done with the weight limit in mind. Finally, 10" slicks were fitted, the car sprayed and ready to go! For all the mechanically minded - Yes, it does have an engine!!!

The Triple C Production Saloons Championship was duly entered, the first round being 27th March at Oulton Park. As there was a month's gap between the car being ready and the 27th, some practice was needed in its new form. Permission was obtained for a trial around Carnaby Airfield and the car was found lacking in brakes but handled beautifully. New discs and calipers were bought and fitted and that solved the problem.

To get the feel of a circuit, Richard, Alan Finney and myself went to Oulton Park on a practice day. Before commencing, strict instructions were given about speed for the first few laps by father, and getting the right line through the bends. Alan and I stood in the pits and around he came at a nice sedate pace.

Next time around over the brow he came, flat out in top, completely misjudged the next bend and spun, in ever decreasing circles, for 200 yards. Alan leapt over the rescue vehicle, but Richard was soon off again. After a few laps encouraging times were set but a sick engine put paid to anything more.

New parts were ordered from Hartwer, which arrived very quickly and, thanks to Alex E. Carr, were all balanced just as swiftly and the engine was rebuilt and in the car in 3 nights, but also no time for practice or running in!

The day finally arrived and Richard and Alan left Preston at 5 am to be at Oulton Park for scrutineering at 8 am. Myself, your Editor and Mrs. Finney followed at 8 am.

When we arrived at 10.30 practice for Richard had finished. He was disappointed after the warm up laps, a fuel union had been lost on the track and the third lap completed on one carb and pumping fuel all over. This problem had been solved by a fellow competitor loaning the necessary part to fix it.

By doing the 3 laps to qualify he expected a poor grid position but, in fact, was placed on the 4th row by merit of times on his fastest lap!

The race was due off at 2.30 pm so the three of us took a vantage point on the far side of the circuit.

After the first bend dicing with a Golf GTI, he had managed 10th place. On the next lap a daring overtaking manoeuvre took him into 3th and for the remaining 8 laps the order was kept to the finish.

He drove a very good race, managing a fastest lap of 1 min. 16 secs., the lap record for his class being 1 min. 11.8 secs. A good result being achieved of 8th o/a, 2nd in class and a cash prize!

The rest of the day was spent spectating, some very interesting dicing going on. In all a very interesting day's motor sport.

ALAN SMITH

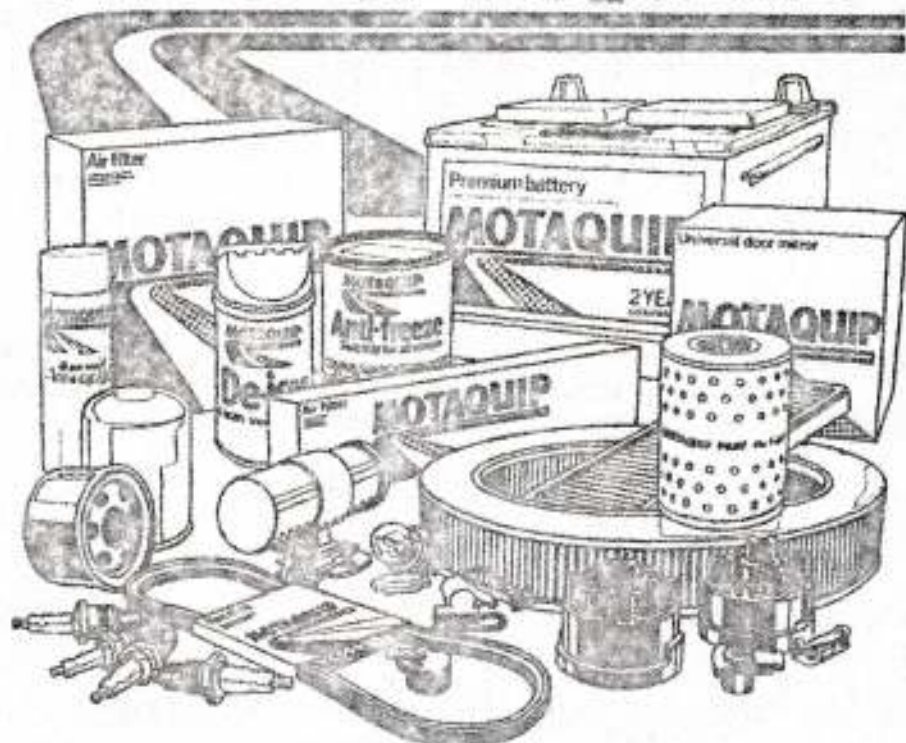
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2nd May Single Venue - Sleithwaite - on Henswell Airfield.
8th May Mild & Bitter Stages Rally. Morecambe Car Club Ltd.
23rd May Uniband. Poachers M.C.
30th May Autotest organised by Phil Cherry at Brandesburton.
29/30th May Sandal Motors Road Rally organised by De-Lacy M.C.
6th June Scunthorpe Stages Rally. Southbank M.C.
20th June Autotest organised by John Overend.
27th June Cossack Stages Rally. Reckitt's M.C.

Comp. Secretary's Report

WELL DONE!

At the time of writing I have only the provisional results of Appleby Frodingham M.C.'s road rally. This was the final round of the Humberside County Council's Motorsport Championship. We managed to get together 3 crews.

John Strangward/Geoff Gill	Chevette
Myra Webster/Ian North	Escort
Chris Fawless/John Wilson	Magnum

Our team all finished and provisionally won the team award and clinched the overall championship for North Humberside.

Not only that but John Strangwood/Geoff Gill won the event outright.

Marshalling on the Mintex, or HOW NOT TO "RUN IN" A MIDGET - by Ruth

After over a year's restoration work on my Midget (no rude comments, please) it was eventually declared MOT-able on the Tuesday preceding the Mintex Rally.

Having paid the extortionate Road Tax I was once again mobile - albeit rather crudely. The interior looking like a rally car, brand new roll cage and no trim.

After a few teething problems I decided a run up to Cropton Forest might do it good and so I put my name down to marshal. As I didn't want to take the car right through the stage, I asked Dave Shipley if I could be on the finish and go through the exit. This was agreed and so, on Friday afternoon, with 64 miles on the clock, I set off.

A steady run brought me to Stape at about 6.30 and I proceeded to search for any signs of civilisation. Silly me. I might have known everybody would be in the pub! As it was, I drove round in circles for $\frac{1}{2}$ of an hour, picking up stories on the way -----"Oh yes, they've cancelled the first half" ---and---"No, the finish is here now". In the end I just sat and waited for somebody to find me! Considering I didn't want to go through the stage, I hadn't done a bad job. The midget was now so muddy it looked more like a competitor!

After about 10 minutes headlights appeared through the trees, closely followed by an Escort which was driven by Neil Thompson - he was also looking for civilisation. Mick Carroll soon arrived and put us on the right track, so we all headed back for High Muffles. Here we found John Butler muttering obscenities into a telephone and eventually we were all organised. Mick Blythe took over the telephone. Pam filled in the check sheet and I said I'd do the time cards. This was rather foolish of me as I'd hoped to take a few photos at some time during the night.

One consolation was that all the running backwards and forwards to the telephone kept me lively and warm, while everyone else froze slowly. My hands were like the

MARTYN SHAW

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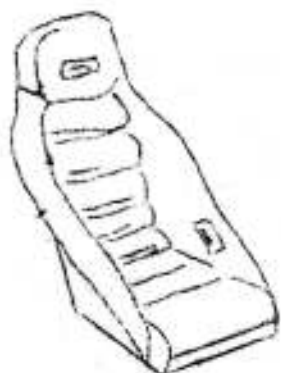
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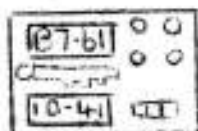
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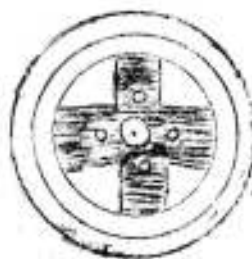
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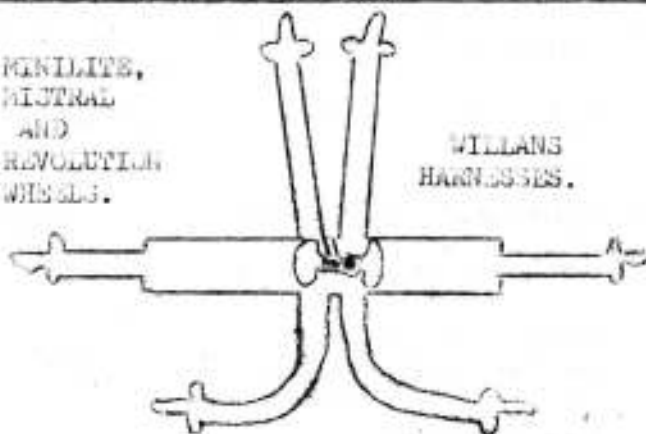
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proverbial toast with resting on all those hot knees cold shower required over here please!

At one point during the night an argument drove up which must be reminiscent of a few of us who compete occasionally. It went as follows:

Driver: "What do you mean you don't believe me?"

Navigator: "No - you don't believe me. If I say it's flat, it's bloody well flat, so why do you keep backing off?"

At about 1.30 am a TR7 drove up and the navigator offered to take me round the rest of the rally on his knee - very tempting but I couldn't leave Pam and Mick - could I?

One thing that struck me (nearly literally) was that navigators whose windows don't open always open the door just as one walks towards it with one's biro - one is liable to end up flat on one's back in the mud if one isn't careful.

Enough said. Eventually we were collected by the rest of the Club and we all set off for home. I joined the end of the convoy and drove very slowly through the Forest. So slowly, in fact, that the gins nearly sent a search party back for mesorry but it is a new car!

My night's activity (again no rude comments please) left little time for eating (shame, shame) so I found I still had enough nosh left in the cold box to last on Saturday if I went to Olivers Mount. "Why not" I thought. I'd got to Bridlington before I realised I'd left my money behind! Well, what would you have done? Carried on of course, bound to see somebody I could scrounge a couple of quid off. No such luck. Last year I saw the whole of Beverley M.C., half North Humberside and half my office inhabitants. This year, not a soul I knew. Consequently on the way back I had to pawn my watch for some petrol! If anyone can remember what the weather was like the following Saturday when I went to collect it (and took my mum shopping) they'll know what a wonderful day I had. Add to that the leaking petrol pump and the hard top which decided to part company (well nearly) with the car. I'd been driving for about 20 minutes cursing it for leaking, when one of the nuts worked loose and I had to make a grep for it! Thinks ---"Must get some spring washers"!

P.S. Linda has just read this and says it's not finished, so it is now!

PRESS RELEASE

(from West One Public Relations Ltd., 1 Old Compton Street, London, W1V 5PH)

STOP THAT SNAP, CRACKLE AND POP!

Hey good buddies, have you got your sers on? Here's some information on hushing your rig that could be a big 10-4.

Ever since the legalisation of local DB (citizens band) radio in Britain at the end of last year, new light has been cast on an old problem that most people are still in the dark about ---- interference.

Interference on radios, television, communication systems, direction finding equipment, etc., can be caused by a variety of things but some of the biggest offenders are engine ignition systems.

In theory it should not occur at all as the law has strict requirements on the amount of suppression necessary to limit interference to tolerable levels. All cars, motor-cycles, mopeds, outboard and inboard motors, motor-mowers and the like are covered by such legislation.

In practice though, the snap, crackle and pop continues to spoil our listening pleasure and the cause for complaint can often be traced back to poorly maintained, neglected or ineptly serviced engine ignition systems. Motorcycles are often the worst offenders.

The solution to this interference can be straight forward and starts in our own front yard as it were, with a check under the bonnets or engine cowlings in the workshop, to see if there is a case for fitting resistor plugs.

In the United States the problem is tackled with great vigour: resistor plugs are fitted as standard to all new vehicles and have been for many years, but in Europe the percentage is still small, although rising. This is mostly because both public and the trade are unaware of the benefits for themselves and others, and so, vehicles that could be fitted with resistor plugs during a service, leave in the same sorry state.

Widespread use of radio communications in North America, the dependence on VHF for public broadcasting and the still growing use of CB radio has gone hand in hand with availability of resistor plugs and the development of efficient suppressor systems. Both have encouraged the growth and use of each other.

In Britain however, this balance has not been achieved and the airways are still rife with easily eliminated interference.

There are no excuses. A plug with a built-in interference suppressor element virtually eliminates the high frequency part of the spark, reduces radiation from ignition leads and, because it is so close to the point at which the spark/radio signal is generated, prevents its transmission to any external receiver.

Different types of resistors are produced to deal with different types of ignition systems, but in some installations resistor plugs alone may be insufficient. They are however a head start in beating interference. They may be used in addition to resistive leads (which are now virtually universal) plus a further resistor or suppressor, moulded into the distributor rotor tower or at the centre contact button. In motorcycles, plug caps with integral resistors may be specified and, in extreme cases, such as in aero engines, totally shielded plugs are essential because high-output ignition systems create high-output signals, and these must not be picked up by the sophisticated radio equipment on which aircraft depends.

Champion's extensive joint research with engine and radio equipment manufacturers worldwide allows them to produce three types of resistor/suppressor plug as well as shielded plugs that between them, cover the widest variety of installations. For example, high-performance 2-stroke engines, especially when fitted with capacitor discharge ignition systems with a fast rise time (in which the spark plug carries over 15,000 volts compared with only 10,000 in most car engines) demand special attention but Champion have the solution for this and many other problem installations.

What Champion can only fight through educating the public and trade though, is the other great cause of interference which is people ignoring manufacturers' recommendations. Poor earthing, poor connections, failure to replace plugs with the correct type, or worse, replacement of suppressor leads and other components by non-standard leads, can create wide spread interference.

So remember, to help yourself and customers, check every system and its plugs. If the engine, be it in car, boat, bike, lawnmower or anything, is fitted with plugs defined by a type number in which the letter 'R' appears -- such as RNSY -- it means it is fitted with resistor plugs. Non resistor plugs will not do. If you have problems with radio reception and the engine uses a plug type without an 'R' in the recommendations, then try one.

There is no excuse --- all the popular types are available with integral resistors, there are no complicated fitting problems, there is little extra cost (especially if the plug change is part of a regular service) and the reception in that car as well as that of others, could be dramatically improved.

BORDER STAGES RALLY

As soon as the regs. arrived for a single venue stage event on RAF Lindholme, I filled them in and sent them off. Now the plan at first was to do the event with Raymond Pallier in his brother's Mk II Escort and using Raymonds 1800 BDA engine (very complicated).

The big problem with this plan was that David had arranged to go and do the West Cork Rally in Ireland the month before. (Big mistake).

Now David did actually get there and he did start but with only 2.73 miles into the first stage, number 4 Con-Rod decided it preferred to be outside the block and not in, producing a very big hole (job stopped).

First, panic - but Raymond assured me everything would be rebuilt in time. The week before the event I had a 'phone call which said "Panic. No engine". Plan B into action. 'Find another idiot with car able to do event'. Brilliant!

Idiot No. 2, Mick Wood elected.

Mick assured me no problem. He would put his car back together and do it. Thursday before the event came round and the final instructions arrived. A quick 'phone call to Mick to keep him informed and everything would be alright. WRONG! Mr. Wood's car would not be ready. (Is this number 3 or 4 panic?)

At times like this I find it best not to give in (Raymond had paid the entry anyway). So I just picked up the 'phone and rang everyone. After some time I contacted Mike Dent from York, who has a number of contacts in that area. "No problem" said Mike "I'll see if Charlie (OBNT) Lamb wants to do it. Great.

Mr. Lamb had just come back from Belgium with Mr. Dent, after achieving 15th o/a (not bad I thought, definitely a header!)

Well, he did agree, and we made arrangements to meet at the start. All I had to do then was just make sure all the paperwork was right and belt myself in tightly.

SS1 was an excellent stage run on nearly all tarmac for 6 miles without lapping. The start interval was 30 sec. per car and when we caught and passed 2 cars I thought we must be going well. I checked times at the finish with Linda Colebourn (who was nav. for Ollie Smith) but was amazed to find they had taken 16 secs. off us. Now you don't have to be very bright to realise that a 2.0 ltr. BDA (225 BHP) not making a mistake on the stage and driving close to limit, cannot be beaten by Ollie's superb 2.0 ltr. Pinto (fast though it may be). Got it!!! The minutes wrong. (Panic again). 10 minutes later everything was sorted and I was checking our stage time. Funny, I thought, no-one's in front of us. "Charlie", said I "What" said he (man of few words). "We're winning by 15 secs." I said. "Sh-t" said he.

Well, that situation wasn't to change all day and by half way we had an 80 sec. lead so we backed off slightly and managed to retain that margin until the end.

Steve Varey, less Geoff Gill but plus Margaret, did very well until the final stage when a bit too much drift into a high kerb cost him another broken drive shaft and surrendered the mixed crew award to Ollie and Linda, who finished in the top 20. Linda's husband, Ian, was also competing with Alan and actually managed a good finish.

Thoughts from the day:

1. 2.0 ltr. BDA's go like stink.
2. Don't worry when your driver says the car won't be ready.
3. Worry if Ollie and Linda say they are 16 secs. faster.
4. If Steve Varay bought a Quattro I wonder if he could break 4?

Sorry to Mike Dent for pinching his driver and winning.

HOWARD PATERSON

After Bruce Robinson Stages Rally Ollie decided to try to lighten the car a little. The boot lid and bonnet were removed and most of the doors cut away and replaced with aluminium. The car looked a little strange at this point as it was blue, white, silver and a mucky brown colour and, as sponsorship had been obtained from Mike Freeman of Freedom Engineering in Willerby, Ollie decided to respray the car before we did the Border Stages Rally at RAF Lyndholme, near Doncaster. The main problem, as usual, was time available! The rally was on Easter Saturday and preparation of the car for the respray started on the Thursday, with me removing anything that could be removed. I'd also promised to help on the Friday but problems arose due to the fact that I'd been to the Club Presentation Night the night before and consumed a little too much alcohol - by the time I arrived at John Dixon's the car was already masked and John had started the spraying! A colour scheme was decided on and the respraying finished at 9 pm. We put back everything that had been removed and I went home to get a decent night's sleep.

Ollie picked me up early on Saturday morning and we headed towards Goole to pick up our service crew.

The venue was superb. As the airfield is still operational the tarmac was more like a racing circuit and the only loose was in a small section at the far end of the airfield. 10 stages were run with a mileage of about 50 miles. There were 4 crews from our club, Steve and Margaret Varay, Howard Paterson with Charlie Lamb, Ian with Alan Smith and Ollie and I.

It was obvious from the 1st stage that Charlie Lamb had something special under his bonnet and throughout the day he increased his lead and ended up about 1½ minutes ahead of his nearest rival.

The Varay's and us had been dicing with each other for most of the day and when we got to the last stage they were leading us by 10 seconds. Ollie decided to try to catch them and he seemed so determined that I couldn't really tell him that I'd seen them broken down off the first bend!

Our efforts were rewarded with 18th o/a and the 1st mixed crew award. Steve and Margaret eventually got their half shaft changed (another one!!) and finished 47th. Ian and Alan in the Imp finished 46th.

The only problem we had was that we wore out 2 sets of A2's and Ollie spent all of the next week flying around trying to get some second hand ones. These were eventually found and we set off on the following Saturday for Tour of Lincs.

Scrutineering, etc. went without a hitch and when we received our route we were amazed to see that Hemswell wasn't included! The target times for the stages also revealed that these were very short. In fact, the most time we took on a stage was 4 min. 13 secs.



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Robert Newlove	25 Highfield Avenue, Drifffield.	Tel: 0377 43942
Ian Sadofsky	9 Aston Hall Drive, North Farnaby.	Tel: 0482 834149
Steve Varey	121 Cranbrook Avenue, Hull.	Tel: 0482 801210

Most of the stages weren't tests of drivers' skills but how brave they were (and we're little cowards!) with lots of drops, dykes and all of Malton Ross Quarry, which I never want to see again in my life! If you tried to keep away from the sheer cliff on your left, you fall down the sheer drop on your right and to say that the first straight was a little bumpy is an understatement. We took off and flew (what seemed to be miles) at an angle of 45°. We think it was the extra weight on the left (me??!!) that got us down on 4 wheels instead of the roof.

Anyway we both breathed a sigh of relief and headed back to Grimsby to the finish.

Once again club members did very well, as follows:

Pete MacDonald and Andy Stretcher	16th and 1st in class.
T. Watson and I. Murdoch	24th and 2nd in class.
Us	25th and 11th in class.
Mick Wood and Howard Paterson	26th and 3rd in class.

The next morning Dillie picked me up at 7.30 to head out to Melbourne for the Calderford Single Venus. We met our service crew on the way and arrived in good time (we thought) for scrutineering. All the cars had been allocated times between which they could be scrutineered, ours was 8.15 to 8.45 so I thought that when we drove towards the queue at 8.30 we would be fine - no such luck - there were about 30 cars in front of us. We were number 27 and there were numbers ranging from 1 to 60 odd in the queue and as the start time for car 1 arrived (9.31) and we still weren't scrutineered, marshals asked us to jump the queue, along with 2 or 3 other cars, but one of the scrutineers told us to get back in the queue and said we should have been there on time!! Anyway, the event was late starting and I think clubs can learn a lot from this kind of thing happening - it's a lot easier for the scrutineer to come to the car!

As it was, we had a good day's sport. The weather was superb and we had no problems with the car.

John Walker was out in his new Colt which seems to be a bit quick - he was going very well until he spun on the next to last stage, but he finished in the top 20.

Other club members were as follows:

Geoff Warcup and Howard Paterson	7th o/a and 1st in class.
Steve Varey and Geoff Gill	12th
Us	21st & 2nd Mixed Crew Award
Chris Fewlass and John Willson	22nd
Tim and Angie Allsop	28th o/a and 3rd in class.
T. Watson and I. Murdoch	Didn't finish (acceleration problems).
Chris Green	26th
Mrs Varey & Mr Craven	51st
Mal Mumby & Linda Pullment	58th
Mr Oakes & Mr Shaw	61st

Unfortunately I didn't manage to get all the club members' results, but we had a good turnout and the day was only marred by Mick Lenney being excluded for not wearing his crash helmet on a stage.

LINDA COLEBOURN

The Ford Escort RS1600i

Recently announced at the Geneva Car Show was Ford's latest addition to the Ford Escort range, the RS1600i. The first car to be designated RS in the MK3 shell. Based on the GL version of the Escort, not the XR3, it will have a 115 bhp engine. Other goodies in the way of fuel injection will be by courtesy of Bosch K. Jetronic and the new ignition system labelled A.F.T. In this system the distributor is done away with and replaced by two coils, which are triggered directly

from the flywheel. The hydraulic tappets are done away with and we are now back to the old familiar system. A gas flowed and ported head is also added to complement the high lift sports camshaft. A new 5 speed gearbox is fitted with close ratios. The suspension is to be updated, with competition struts and a bigger anti-roll bar. The body in the meantime has been given a new front spoiler and rear wing which are different to those fitted to the XR3, along with 7 spoke alloy wheels.

Motorcraft Mastermind and Miss Lady K

The Motorcraft Mastermind and Miss Lady K contest have been resolved and we will be putting forward Ian North and Linda has volunteered (if you can call having your arm twisted round your back volunteered!) to represent us. The Area final is to be held at the Crystal Truck Centre, Hedon Road on 20th May and any club member wishing to come along and watch, the fun will start at 8pm. 3.15pm.

PRESENTATION NIGHT

The Thursday before Easter saw our usual venue of the Dog & Duck inundated with club members eager to see what they had won over the past year. As usual Phil Cherry, Mick Wood and Rob White walked away with most of the awards for their efforts in the Autotests over the year. Tim Allsop won the Stage Rally Drivers award and the award for the most improved driver and Angie Allsop became the first lady to win the Stage Navigators Award. Mrs Valey and Mr Craven won the respective awards for the Road Rally Championship. Bri Svenson won the Mike Jackson Trophy for the best up & coming driver in the Club, and the wife won the Lady Enthusiasts award for the 2nd year running.

Unfortunately that's all the award winners I can think of off the top of my head at this late date, but I hope to add a more comprehensive list in next month's magazine.

Many thanks to Phil Tomlinson & his wife & Linda for organising the event and a big thanks to Mrs Carr and Mrs Sadofski for presenting the awards and to Ken Hailstone for his magnificent effort as MC.

Ian Colbourn

As most of you will see, following the AGM, the list of Club Committee members etc. is a bit out of date. Please bear with us, we have had a rather busy month and will hopefully have the page amended by the next magazine.

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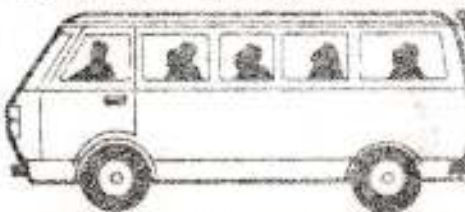
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