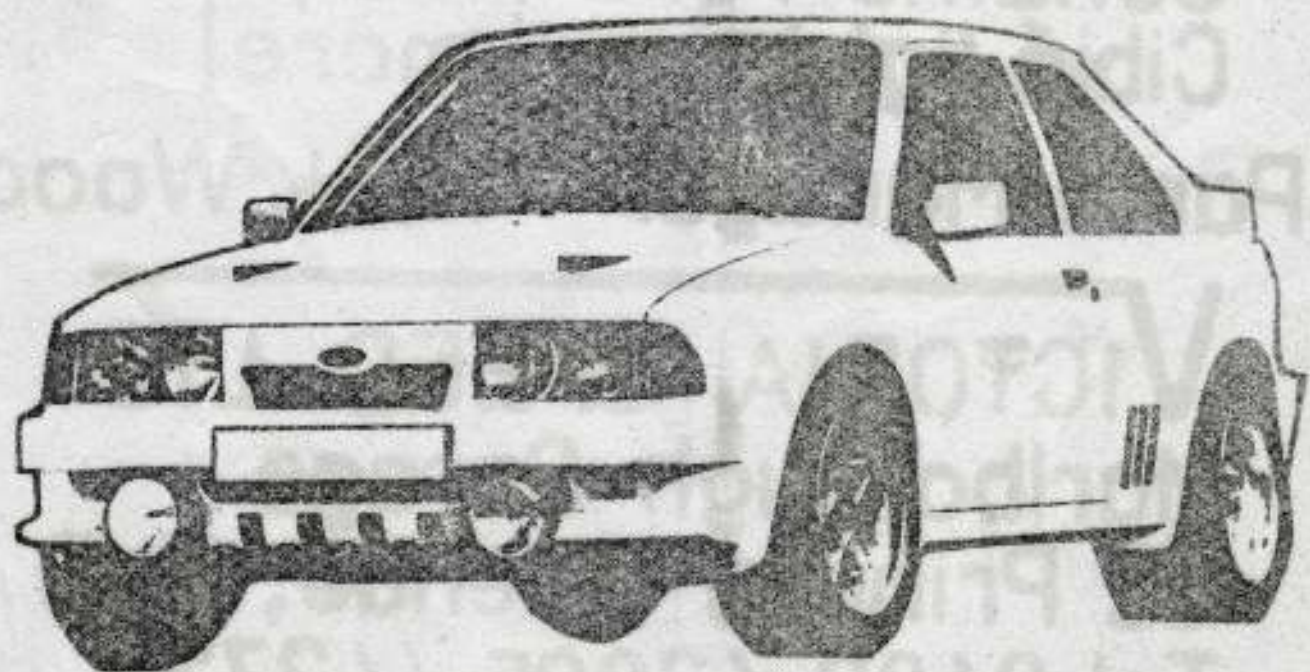
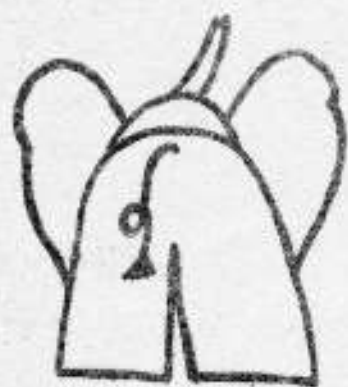


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EDITOR'S FOREWORD

Welcome to the latest Club magazine. This month one or two articles should be of interest to most competitors.

Firstly, we hope to clear up the mystery of the championship points system --- all is revealed, and also the present status of that championship.

Secondly, by popular request, the events calendar will be explained in detail.

One or two new club members seem to be finding it difficult to obtain a competition licence. All the relevant information can be obtained, as well as the application form, from the Competitions Secretary, John Newlove (he's the one with the NHMC sweater), or me. I still have a large stock of forms. Some of you may have noticed some new faces at the club so have a chat and welcome them.

Congratulations are now in order for five marshalls who recently passed their first aid exam, at their own expense, to help competitors who need assistance. LINDA BULLIMENT, JOHN OVEREND, STEVE YOUNG, HARRY HANNAH and GRAHAM SHORTLAND all passed with flying colours. Well done!!! If you do decide to roll it, fell a tree or injure yourself do it where one of our marshalls is - they know the right place to put the splints!!

Right, finishing with the niceties, on with the rough stuff. One or two of you may remember a request for some old maps to help the club's marshalls out, well they didn't get any so I'm making a renewed plea for old maps so that they can get to the right stage for when you come along. Contact H. Hannah any time.

Please note that the new list of Officials and Committee Members now appears at the foot of the Priory Cars advert.

Finally, if you're not receiving your magazine or you know of somebody who isn't, please let Mick Blythe or Linda or I know. Anybody know a Mr. G. Davies??????

COMPETITION SECRETARY'S REPORT

Future Events

20th June	Autotest, Walton Street Fairground, organised by John Overend and John Butler.
4th July	Our annual Production Car Trial at Sledmere Grange, organised by Gin Twins.
4th July	Phoenix Stages Rally, organised by Eastwood Motor Club on Map 121.
10/11th July	Southbank Motor Club Road Rally.
10/11th July	Sleithwaite Motor Club Road Rally.
18th July	Stages Rally, Carlton & Dist. Motor Club.
14th August	Autotest, Beverley & Dist. Motor Club (NOT KNOWN WHETHER THIS EVENT WILL RUN OR NOT).
21st August	Holderness Trophy Rally, NHMC.
29th August	Autotest on grass, organised by Howard Patterson & Mick Blyth.

By the time you read this report I hope I will be enjoying myself in the South of France. At the moment I am formulating the events calendar for 1982, which has to be finalised by 1st July - it gets a bit difficult when you start looking as far ahead as the end of 1983, beginning of 1984. I have tried to make up a good calendar of events, with an event nearly every month. We may even manage another single venue event. I have made no plans for a night road rally. This is because I think there is no-one interested or capable of organising one. Believe me, it is quite a task organising a night rally these days and is not to be taken on without a great deal of thought.

Holderness Trophy Rally

After last year's successful event, plans are well in hand for this year's event to be held on 21st August at Alamein Barracks at Drifffield. The venue has been changed quite a lot, with all the nasty dips being filled in. Plenty of help will be required on the day. More in next month's mag. The organising committee is as follows:

Clerks of the Course:	Roger Stoneley, Phil Tomlinson & Rob White.
Sec. of Meeting:	Ian Sadofsky.
Assistant Sec:	Geoff Alan.
Timekeeper:	John Nawlove.
Chief Marshall:	Harry Hannah.

Autotest, Walton Street, 20th June.

This Autotest is organised by John Overend and John Butler on Walton Street Fairground. It is a while since we used this interesting venue, so let's have some support.

Help! We could do with some bodies and brushes to sweep the course early on Sunday morning - please help if you can.

Also lots of Marshalls required on the day.

Crystal Stages

Plans are in hand for this event to be held on 26th September. As usual, we are having a great deal of trouble finding good, new stages, especially tarmac or farm tracks. Any ideas contact Dave Shipley or Robert Nawlove.

RADMSA/Ford/Motorcraft Quiz Night

Before the area final of this Quiz, Ford put on a video for club officials on the running of Motor Clubs. It was well attended, with clubs from as far afield as Sheffield & Hallamshire, Ilkley & District, etc. The video covered most aspects of organising a motor club but, to be honest, they 'were preaching to the converted' as most of the clubs who attended were well run anyway. It was interesting to note the variations of clubs attending - membership varied from 100 to 350, with membership fees ranging from £2.50 to £12.00.

ANNUAL PRODUCTION CAR TRIAL

To be held on 4th July, 1982 at Sledmere Grange Farm, Near Drifffield.

Organised by the Gin Twins - Regs. available from them, or telephone 0377 43942 or 0377 70745.

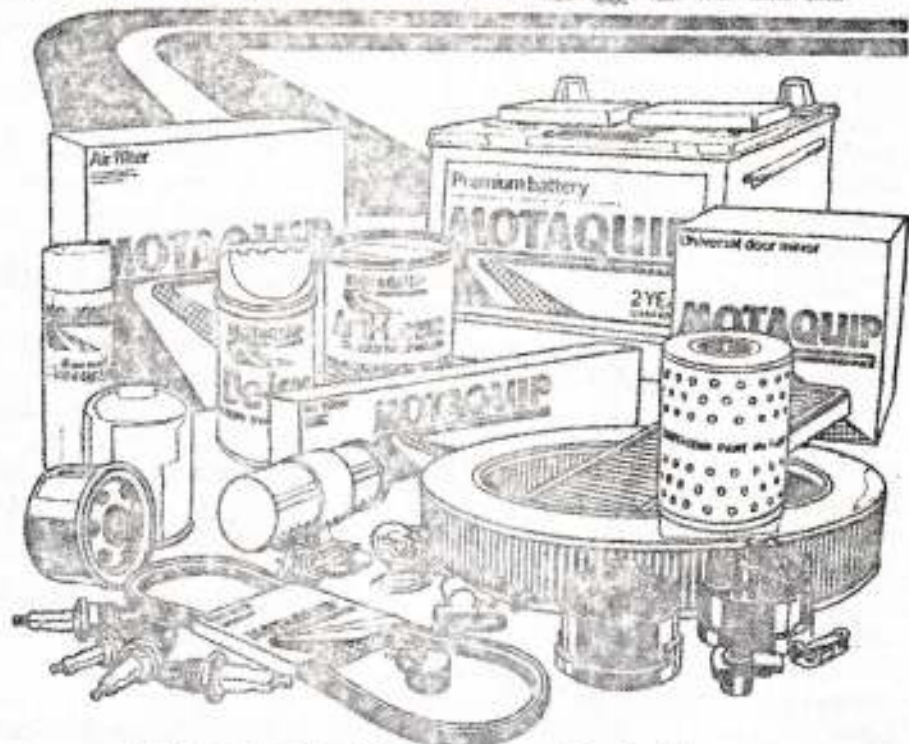
The venue, which will be arrowed from Drifffield, is a perfect picnic site - so bring the wife and kids.

The event is a round in the Humberside County Council Championship so we need lots of entries. REMEMBER - this event is for production cars only, so come and have a go.

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AUTOTEST CHAMPIONSHIP - totals after 6 rounds.

	<u>Name</u>	<u>Points</u>	<u>No.Events</u> <u>done</u>	<u>Comments</u>
1st	M. Wood	327	6	Valve Bounce Mick
2nd	R. Newlove	287	6	How's our kid doing?
3rd	P. Cherry	286	5	Anybody got a welder.
4th	R. White	259	5	Ya just got to rev it.
5th	K. Hailstone	238	5	Loudhailer-Stone.
6th	H. Patterson	229	5	Racing lines.
7th	J. Beadle	217	4	Has Webbo hit owt yet?
8th	C. Green	196	4	He's seen the sign.
9th	D. Hawkins	188	4	Ironside Rules.
10th	J. Newlove	173	4	How's our kid doing?
11th	S. Smollen	170	3	That's a posh trailer.
12th	J. Wilson	152	4	Uses a Colt clutch.
13th	B. Towse	140	3	My Datsun's better than his, isn't it, Ian?
14th	I. Milner	120	3	
15th	J. Doyle	117	3	These hire cars are tested.
16th	Gail Newlove	113	3	Don't shout at MG.
17th	R. Webster	111	3	Who put that post there?
18th	M. Blythe	101	2	I won't rev it Pam.
19th	S. Hawkins	90	2	Can't see for fog lights.
20th	N. Thompson	80	2	
21	I. North	60	1	How did I get these points?
22nd	J. Dixon	57	1	J. Dino Dixon.
23rd	P. Tomlinson	50	1	
24th)	A. Carvell	45	1	
25th)	J. Laws	45	1	Let him mink a minute.
26th	C. Sheffield	42	1	
27th	D. Mann	41	1	
28th	M. Webster	36	1	I'll beat Roy yet.
29th	I. Colebourn	31	1	Sorry, I'm on a course.
30th	S. Varey	30	1	You can't win 'em all.

DALKEITH?

What's that, I hear you say. Well, two lads from Castleford way on are members of our club - Ian and Ray (Lotus Sunbeam) to be exact. Ian sent me a letter full of details about his Auntie's lodging on the Isle of Man. I have seen a postcard of the house and it looks lovely. It sleeps 22 normally, but I'm assured that a few extra could be catered for. Bed, breakfast and evening meal at the special price to our club of £6.50 per night. The Dalkeith is near the T.T. course in Douglas itself. Apparently ferry prices for the time of the Manx are reduced by 50% for passengers and 25% for cars. So if you are going to the Manx have a word with a committee member and get the details of this fabulous offer.

DAVE HAWKINS

Uniband

This was the rally I'd been looking forward to most. I'd serviced for Ian and Alan for the last 3 years and it has the reputation of being one of the 'better' rallies.

We'd decided to stay overnight in Grantham and we took along our personal photographers in the shape of Ian and Ruth Bower.

Ollie arrived at 5.30 on Saturday, with the car on the back of his truck (a very delicate manoeuvre) and we set off for Grantham.

40 The car has just been sign written and our sponsor, Mike Freeman of Freedom Engineering, wanted to see it while it was still straight, so we popped in to see him and have our photos taken on the way.

97 Scrutineering was between 7 and 9 and we were beginning to think we would have to scrutineer the car on the truck because our service crew didn't arrive 'til 8.20 and they had the ramps in the back of their van. Anyway, we got through scrutineering and signed on and then decided to find a pub for the evening. Our service crew said they were going on a pub crawl so we saw them off one way and then headed in the other direction) I believe they're well known in rallying circles for the amount of alcohol they can consume!

31 I was awake early on Sunday morning, but couldn't get Ruth up until her new watch alarm had gone off - I left her and met the others for breakfast at 7 am.

48 We drove up to the start for 7.47 to pick up our route and discovered that, out of 140 starters, 3 of our club's 4 entries were seeded 45, 46 and 47! This was very handy for our photographers, who didn't have to hang around waiting for everyone.

28 For those of you who haven't done Uniband, it's a superb event, run on tulips, which means no plotting and, if you're brave enough, no maps at all.

67 We plotted the black spots for the service crew and then headed back to the Guildhall to start. The first stage was Prince William, which is a nice short tarmac and concrete 'warm up' stage. Unfortunately there was a 'dead' Mini at the end and a Mr. Watson and Mr. Murdoch looking very disgruntled - their gear box casing had cracked and we promised to send their service crew for them.

311 The second stage was Rapsley quarry, which everyone thought they knew because it's run the same every year - not this time though - they ran it backwards! We serviced after this stage and put on the Klebers that Ian Carr had very kindly lent us for the event, as the ones on order aren't likely to arrive for 5 years!

Stages 3 and 4 were on Normanton Airfield and described as concrete. I suppose there may have been some somewhere, but all we saw were potholes and gravel! The split on this stage wasn't very good either. Most people we spoke to had taken it a little worse than they would have liked - at least we weren't the only ones.

After servicing we headed for Fulbeck which was the stage I was looking forward to the most. The first stage went smoothly, apart from a row of tyres that sent us sideways and we nearly rolled, but on the 2nd Fulbeck, just after the lap split, there was a right that wasn't arrowed and as Ollie tried to get the car round, we saw that the field wavers heading for had a ditch first! Fortunately we managed to slow down enough so that only one front wheel fell off the tarmac and the marshalls who put us back looked as if they'd done it before!

The next few stages were farm tracks and we actually cleared one 1 minute stage!

Unfortunately halfway was at Castle Leisure Park, a stage we'd done on Bruce Robinson, and it was as bad as it had been then. Our time wasn't too good for this stage as we were balked by Derek Parlings broken Imp and his navigator who, for some reason, was standing at the apex of a hairpin left.

We were very pleased to be in the top 30 at halfway, and set off for another series of farm tracks. We missed the entrance to Stage 14 as the mileometer on the car isn't accurate and there was a torrential downpour and the wiper on my side doesn't work very well! We found it eventually though and whilst waiting in the queue noticed that the Avenger in front of us was a bit bent and the driver's side had no glass in. I did notice it later on in the stage - at a 90 right, 90 left, he'd gone straight on and landed nose down in a very deep, very narrow ditch!

Stages 17 and 18 saw us back on concrete and tarmac negotiating farm machinery on Folkingham.

Stage 19 was called 'Big Pit Bottoms' (makes you wonder!) but turned out to be Clipsham Quarry. The start had been delayed but when we finally did the stage it turned out to be one of the best. We've got a superb photo of us in mid air just before the end of the stage.

At the start of the next stage we saw Andy Brown and the rest of Pete MacDonald's service crew heading into the stage clutching a half shaft and various tools. We soon found out what had happened to him - the stage began with a lovely long chalk straight and we could see a set of gate posts looming up. In the distance I saw Pete's car parked up and then we went through the posts and we took off and flew and flew and flew!! We seemed to be at a precarious angle but finally landed on all 4 wheels. Pete had been unfortunate and the car had gone sideways but he was saved from rolling by the fire hydrant that ripped up his back end when it stopped him.

The final two stages were farm tracks and at the end of the last one our trusty service crew washed the car down and we headed back to Grantham with another good result.

The results haven't come out yet but I think we were 24th. Other club finishers were Chris Green and Howard Paterson, about 2 minutes behind us.

Many thanks to Ian Carr for the tyres, to Glyn, Gavin, Bob and Fred our service crew, and to our photographers, Ian and Ruth.

LINDA COLEBOURN P.S. The results have just arrived & we were 25th & Chris & Howard were 50th.

Motormind Quiz and Miss Lady K

These were held at the Crystal Truck Centre on Hedon Road recently.

In the Motormind Quiz, Ian North was unfortunate not to reach the finals. The eventual winner was a gentleman from Blackburn Auto Club, Brough, so it was a local lad who won.

The Miss Lady K competition drew a huge entry of 8!! We were all herded off into a separate room to have a talk to the judges and (hope I don't get sued for slander!) as soon as the discussions started I knew that the 3 ladies known the organiser would come in the top 3. The rest of us weren't given a chance to say anything much. I was told that all I do is navigate occasionally on local rallies. We were all told we would receive a prize for competing and I didn't get anything!! It was a very embarrassing evening and I certainly won't support such an occasion again. Can I stress that these are my personal views of the Miss Lady K competition only, and the quiz was well run.

Many thanks to Crystal, who provided the venue and light refreshment during the evening.

LINDA COLEBOURN

Rallycross

With my early introduction to motoreport being by spectating at Croft and Rufforth, I was quite saddened to see both disappear within a very short time of each other.

To my surprise Croft re-opened as a rallycross venue a short while ago under the control of Wally Richmond and the Darlington & District Motor Club. The first event to come under scrutiny by your editors was the Lloyds & Scottish Championship event in May. Transferred, due to problems, from another venue, this promised

to be a very good day. Unfortunately, the weather caused all sorts of problems, mainly due to the high winds and dust which made spectating difficult.

Glancing through the programme revealed names such as Trevor Hopkins, Dave Fuell, Tony Drummond, Will Gallop, Graham Hathaway, Ron Hudson, Keith Ripp, Bruce Male --- a star-studded cast.

The qualifying heats were split into two groups, up to 1600 cc and over 1600 cc. The number of laps varied between 2 and 4 depending on the class and heat. The competition seemed equally matched as, when they reached the first corner, it always seemed to be 4 or even 5 abreast - a bit dangerous as the next corner could only stand 3 abreast on the exit at the most. Problems with the track seemed to be all with the loose section - that's an under-statement, as the loose rocks seemed to be all of 4" across. There must have been at least a dozen screens replaced during the day, and not all were competitors.

By the end of the day there were 2 Porsches, 1 Escort, and a brace of Minis stuffed into the Amco, as you can probably tell, the racing was pretty close. The eventual winner was Barry Squibb.

The second, more recent, meeting took place on Bank Holiday Monday, 31st May. This meeting should have shown us the way the club championship rounds were to develop.

Due to a rather poor entry, heats were often run with only three cars on the grid and resulted in a procession round the circuit, hardly close contact stuff.

Unfortunately there were other problems, not least the P.A. system, which was acting as an aerial for the marshalls VHF radios, so we had two commentaries at the same time. At least the weather was better!

One rallycross star from down south who did venture north was Graham Hathaway in his 2 litre Escort, sponsored by British Telecom (plug). He seemed to be really flying, as was reflected in the fastest lap times.

Of local interest was Paul Eaton, who runs the Protected Rust Proofing business here in Hull. 1600 BDA power saw him demolish the opposition in all the lower capacity classes and ensure himself a place in the finals.

Another piece of bad organisation and communication saw one of the heats having to be scrapped and re-run due to the finish marshall holding the chequered flag out one lap too early, much to the annoyance of the race leader, who signalled his disapproval with hand gesticulation to the marshall.

On the plus side of things, the loose section of surface has been relaid and the amco barriers are now backed by earth mounds. Only time will tell whether this venue will succeed, but early impressions have been a little disappointing. Let's hope they finally get it right so that the North retains some of its circuits.

IAN COLEBOURN



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Vice Presidents:	Alex Carr, Ian Sadofsky and Dave Shipley		
Magazine Editors:	Ian & Linda Colebourn, 4 Calvert Lane, Hull. Tel: 0482 564690	Competitions Secretary:	John Newlove, 59 Hutton Road, Drifffield. Tel: 0377 70745
Chief Marshall:	Harry Hannah, 185 Hull Road, Anlaby, Hull. Tel: 0482 53454	Secretary:	Dave Hawkins, 58 Sheriff Highway Hedon, Hull. Tel: 0482 896689
Treasurer:	Ian James, 17 Newland Park, Hull. Tel: 0482 43508	Membership Secretary:	Mick Blythe, 1 Elm Tree Close, Thornumbald. Tel: 09644 3741
Social Secretary:	Phil Tomlinson, 82 Windsor Road, County Road North, Hull. Tel: 0482 492735	Press & Publicity:	Mick Wood, 57 Souttergate, Hedon, Hull. Tel: 0482 42739(work)

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Phil Cherry	Edge Cottage, North Frodingham, Drifffield.	Tel: 026 288 470
Robert Newlove	25 Highfield Avenue, Drifffield.	Tel: 0377 43942
Steve Varey	4 Greenfield Lane, Middleton on the Wolds.	
Ian Sadofsky	9 Aston Hall Drive, North Ferriby.	Tel: 0482 634149
Howard Paterson	Lynton Villa Farm, Eastington, Howdon.	Tel: 04305 340(home) 0482 23117(work)

The Magnificent 10

We have the grand total of 10 people registered for our stage rally championship. Nine have scored and the tenth, myself, will have some points before the end of the month.

Here's how they stand at the mo.

D. Hawkins	D	-	-	-	-
P. McDonald	D	-	50	-	50
A. Strachan	N	-	50	-	50*
T. Allsop	D	20	-	74	94
A. Allsop	N	20	-	74	94*
L. Colebourn	N	46	52	41	139*
D. Smith	D	46	52	41	139
H. Paterson	N	-	67	76	143*
Watson	D	-	72	20	92
Murdoch	N	-	72	20	92*
		Bruce	Tour of	Calderford	
		Robinson	Linc.		*Navigator

Now it seems to me that the other competitors, like myself, have their first airing on, say, the Cossack or South Bank Stages. If this is the case, surely £1 is not a lot to pay to have a chance for the lovely trophies at the end of the year. I trust that anybody doing some of the rallies in our championship will enter. After all, what do we have such things as Motor Clubs for? Surely there's more to NMC than drinking beer and talking about women? There are over 30 people in our Autotest Championship. Why not have a go at that if you don't go rallying?

Last Sunday was the ideal example. Brandesburton Tests - fantastic weather and a great venue. The day started well. I dropped out when the engine oil seemed to prefer the outside to the inside, so I sat back soaking in the atmosphere and some beer. Valve Bounce Mick wasn't happy with his car so took Gin Twins up on the offer of sharing their Mini. An unwise choice since he went on to win. Julian was giving a car a good thrashing. Micky Reed was going well until first gear stripped on a test, so ending his run. Rob White's Colt was sounding throaty with a RW competition back box. The village hall gave a good halfway where some strange tactics were adopted in playing pool, Linda proving to be the best at missing the object ball. Ken lost the tip off his cue but all in all Phil organised a grand day's sport.

The following is the system I use to award points for our championships, just so you know:

<u>For all events</u>	<u>Points</u>
Entry	20
Finish	10
O/A winner	30)
First in class	25)
Second in class	20) Plus 1 point for each competitor
Third in class	15) beaten in class (outside first
Fourth in class	10) 5 in class)
Fifth in class	5)
Others	1 for each competitor beaten in class.

Where a class consists of only four cars:

First in class	20
Second in class	15
Third in class	10
Fourth in class	5

One or two people have expressed concern over the validity of their crash helmets for motor sport events. By examination of the 1982 Yearbook all is revealed.

In the Safety Section QM which starts on page 169, there are two pages devoted to crash helmets (pp 176 and 177).

My own helmet carries a Blue on Silver approval sticker and, from the information given, is only valid for events up to 31st December, 1983. Now what you can't do then is get the helmet re-approved, so you will have to purchase a new helmet, complying with new standards.

Dave Hawkins is now sponsored by Bill Draper Haulage Ltd. and will be competing on the South Bank Stages in his new livery. Let's hope he gives his sponsor some good coverage.

With a few new members joining the club I thought it would be a good idea to reproduce the following notes on marshalling to help all you newcomers.

KEY FACTS FOR RALLY MARSHALS (These notes are based on a series of Marshals' Seminars organised in 1980 by Ford and the RAC/ACU Motor Sports Training Trust.)

Before you leave home

Take with you:

- ballpoint pens
- at least one torch (with spare batteries)
- a whistle
- a sharp knife
- a fire extinguisher if you can
- plenty of food and hot or cold drinks
- extra clothing
- waterproofs
- insect repellent (summer events)
- a clip board if you will be handling time cards

Events can be delayed so always be prepared for a longer stay than you expected.

When you arrive

Sign on - this will mean that you are covered by the organisers insurance.

Parking - if you are out on a stage never park near the stage route. At controls, park so as to leave the maximum space for competitors.

Identification - always wear your tabard or sticker or armband. This helps to give authority over spectators and means that competitors can find you more easily.

One way - special stages always respect the one way traffic flow - before, during and after the running of the stage.

Setting up a Control

Signs - make sure they are easily visible and a reasonable distance ahead of the control. Under international rules, a yellow sign is to mark the beginning of the control zone, the red sign marks the control site and the yellow sign with diagonal bar marks the end of the control zone.

Identification - the timekeeper must wear organisers identification so that competitors can see him.

Lighting - try to have overhead lighting - again so that competitors can see the marshals.

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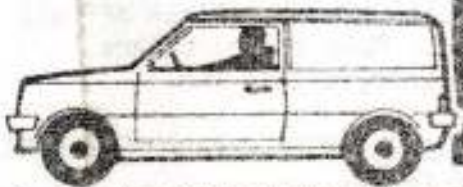


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Timekeeping

Time Cards - try to look at the cards you will be using before the event starts. You will then know exactly which space you are to fill in. Also find out if you have to collect time cards from competitors for results purposes.

Pens - have plenty of ballpoint pens. Never use felt tips or any other kind that will run when wet.

Clocks - these will frequently be electric and digital. This type is fairly reliable - but find out how to obtain a spare if you can.

Failing Battery - this will usually be evident because part of the display will fail when the split action is pressed. So keep an eye on the display when you are using the clock.

Timekeepers - most clock errors turn out to be timekeeper errors! Try to arrange for relief timekeepers. It is very easy to make mistakes when you are getting tired.

Competitors - remember that it is you who are giving the competitor the time and not the other way round! It is the time on the clock that counts and not what the co-driver tells you it ought to be.

Under most regulations, the time a competitor receives is the time at which he presents his card.

Car - it is also usual under most regulations for the car to be present before a time can be given. It is not unknown for competitors to think otherwise at busy service halts!

Setting out a Special Stage

International Signs - these work in the same way as for controls - yellow signs for the beginning of zones, red signs at the places where times are given and yellow signs with a diagonal bar at the end of zones.

Arrows - the usual arrowing system is:

One warning arrow - about 100 yards before a junction;
Two arrows on the junction;
One small confirmation arrow after the junction.

Make sure you stick to the system. Do not add extra arrows for any reason.

Make sure arrows are easily visible - but not likely to be knocked over.

Try to angle arrows to show the severity of junctions.

Physical Blockage - this is just as important as the arrows. Block off all side roads with something solid such as brushwood. Make the blockages more obvious with bright coloured tape and/or no entry signs, etc.

Try to ensure that it would be impossible for a competitor to take the wrong route - or for another vehicle to stray onto the route.

Hazard Signs - place these about 100 yards before deceptive bends, narrow bridges, etc. NEVER ATTEMPT TO TRICK A DRIVER - the easier it is for him to follow the stage route then the safer the stage will be for everyone.

Stage Start - leave plenty of space for competitors to park if they arrive early.

Stage Finish - always leave plenty of stopping distance, particularly if there is ice or snow. If in doubt make it longer!

Forestry Commission - please don't put nails into trees. New saws are expensive.

Competitor Safety

Route Marking - make stage routes as obvious as possible to the driver. This will reduce the chances of his going off. Try to marshal all arrows and hazard signs, etc. This helps to prevent them being removed, knocked over, blown over, etc.

Try to keep spectators away from arrows and signs so that the drivers' view is not obscured.

Try not to let too many marshals stand near arrows or signs. A mass of day glow tabards makes it difficult for the driver to see a day glow arrow.

Emergency Services - find out before you take up your position how to call for emergency services if they are needed.

Accidents - the approach to dealing with accidents will depend on whether there is injury or not. But always remember that if any part of a stage is blocked, there is a potential danger to the next competitor and someone must warn him before it is too late.

Fire - if a competitor is involved in an accident and the car is on fire, then the crew must be removed as quickly as possible. Most competitors have four strap safety harnesses. These are released by turning the central buckle. If you have any trouble - cut the harness with a sharp knife.

All competitors are required to carry fire extinguishers in their cars. They may have one or two extinguishers to make a total of 5kg of extinguishent. The extinguishers should be in the passenger compartment either behind the front seat or under the co-drivers legs.

If you do not know how to work the extinguisher, then read the instructions - this is quicker than pulling and pushing every lever in sight.

Injured Drivers - if competitors are thought to be injured but there is no risk of fire, then normally it is better to leave them where they are until medical help can be arranged. If you do need to get injured persons out of a car, then try to do as little as possible other than keeping them warm and removing their crash helmets. Inexpert first aid can do more harm than good.

'Off the Road' - if a competitor is off but not injured, then he will want to get back on. There is nothing against this and no reason why marshals should not help provided there is no danger to following competitors and provided that no other vehicle comes onto the stage to help.

It is permissible for marshals to help push a competitor back on the road but be very careful that this is not done into the path of another car. It is not permissible for a rescue vehicle or a service car to come onto the stage whilst it is still running to tow a competitor back on the road.

Stopping the Stage - if you need medical assistance - or any other emergency service - then stop the stage as quickly as possible so that help can be arranged.

If a car is off and there is no question of any injury or emergency than there is no reason for the stage to be stopped and you should certainly not try to stop a stage simply so that someone can be brought back onto the road.

Spectator Control

Programme - look at the organisers programme or press information to find out if your point on the rally is likely to have a large crowd.

There there early - if you are a place where crowds are expected, arrive well before the spectators. It is much, much easier to keep people away from danger areas than to try to persuade them to move once they are in those areas.

Danger Areas - try to keep people away from the outsides of bends, places which are below the road and, particularly, from 'escape roads'. Whenever possible, try to keep people above the road level and try to keep them behind the tree line.

Car Speed - most spectators and particularly the more casual ones will grossly underestimate the speed of cars. Try to warn them when a car is coming by blowing a whistle or perhaps using a bud hailer. Listen for them and blow your whistle when you hear a car coming.

Flying Stones - spectators frequently do not appreciate the danger from flying stones. Again, keep them well back from the road. Remember also that flying stones can hurt marshals just as much as spectators!

Crowds - if you have a really serious problem with too many spectators, then do not take risks. Ask the start to hold the stage until you can sort things out.

Results

Accuracy - if you are working out stage times or adding up road penalties, always check. Organisers will usually issue results along the route as quickly as they can - so they should be right first time.

Speed - rallying is now very popular and newspapers and radio stations do not like to be kept waiting. So results must be on time. If you are part of the results operation - even if only collecting time cards from competitors - remember that the whole point of running the rally is to find the winner and that results are needed quickly.

In Conclusion

Marshals and officials are in charge of the rally. This means they must be firm with competitors in making sure that the rules are followed. This does not mean they have to be officious and arrogant.

It is much better for both competitors and marshals if everyone is polite and helpful.

British rallies have an excellent reputation for the pleasantness and politeness of their marshals. Enjoy your marshalling!

Brandesburton Autotest

Many thanks to Phil and Ann Clabby for a good day's sport at Brandesburton. We could have done with a bit more support, although I appreciate a lot of people were away with it being Bank Holiday.

There were some good tests on both tarmac and grass, and liquid refreshment was laid on at lunchtime.

I will leave someone else to give the results.

John Nawlove

Just one other thing. Mick Wood's car gave up on the first test and I, like a fool, agreed to him finishing in our car. Trust him to beat us and win the event!

Results:	FTD	Mick Wood
	2nd	Rob White
	3rd	Robert Nawlove
	4th	Steve Hawkins
	1st Class 1 & 2	Rob White
	2nd Class 1 & 2	Robert Nawlove
	1st Class 3 & 4	Ken Hailstone
	2nd Class 3 & 4	Brent Towse

MARTYN SHAW

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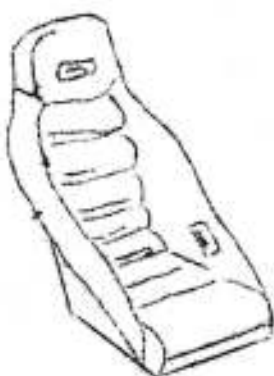
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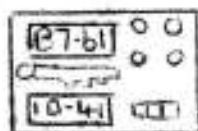
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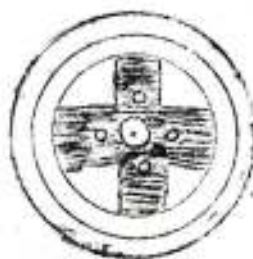
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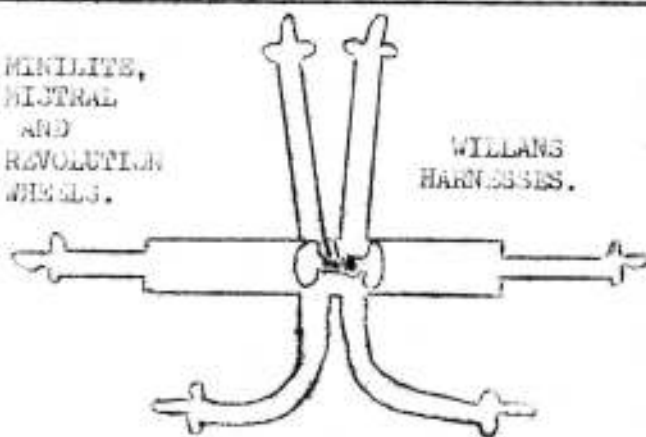
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