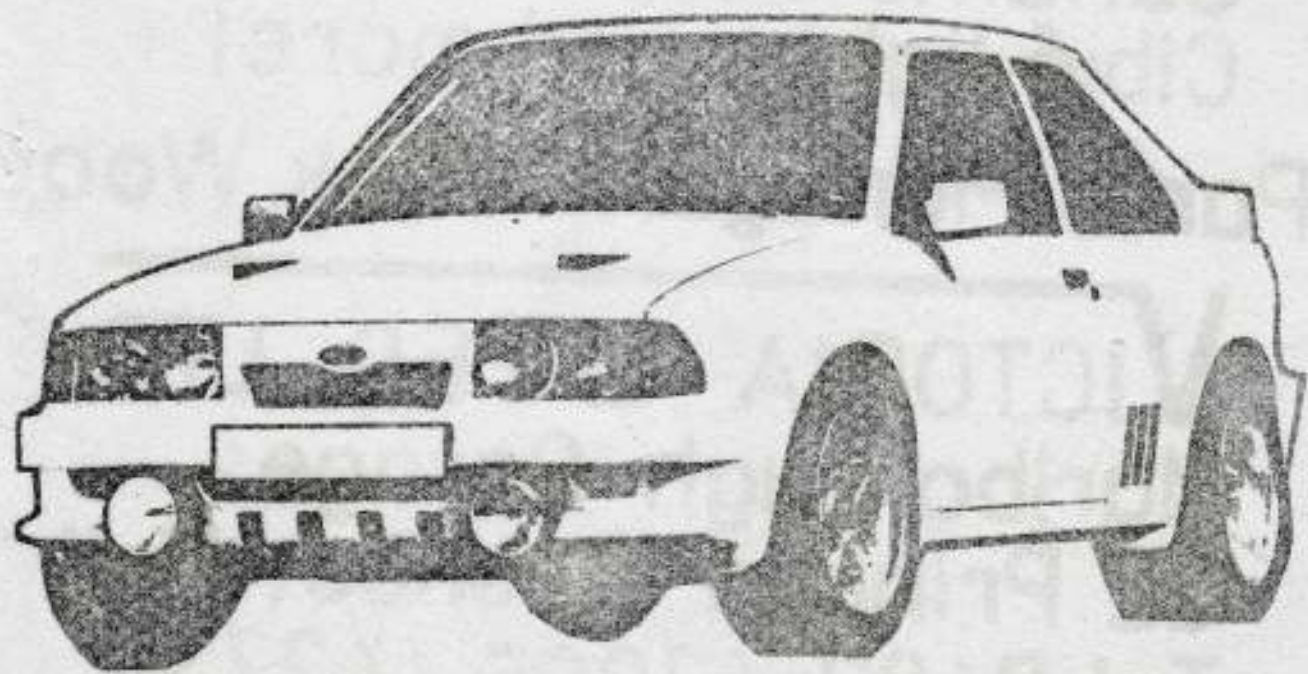
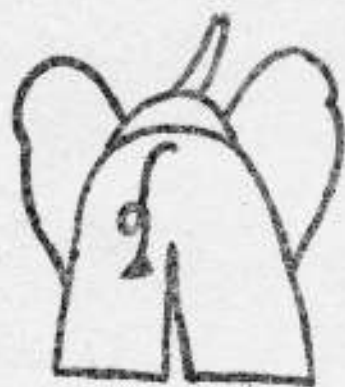


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EDITORS' FOREWORD

Unbeknown to some of you, we have recently held some film nights at the club. After my article in the last club magazine some people came forward offering advice and ideas on videos. Your mine-host, Frank Clarke, loaned us his video and TV set and, with some reedies firmly deposited with Yuk Hodgson at Yuksneed, we were in business. The first showing was a compilation video, all of 1982 events, viz Formula 1 racing, Drag Racing and Custom Cars, Mintex, Manx, 1000 Lakes, Saloon Car Racing, and the second video was of the 1981 Mintex. Initial reactions were well beyond what I hoped for for this 'pilot' event. The following week two more videos were shown. The 1981 circuit of Ireland and 1981 1000 Lakes rally, both of about 40 minutes duration.

For those of you who missed the films, don't despair, I will be arranging for some more to be shown. Prior notification will not be given as this idea is designed to get you along to the club on a regular basis, so come along on Thursday night.

Perhaps you have some ideas of your own, if you do, don't hesitate to contact me, Linda, or, in fact, any of the Committee, with your thoughts.

IAN & LINDA

P.S. FOR JOHN BUTLER. THIS MAGAZINE WENT TO PRESS IN THE WEEK COMMENCING 25TH OCTOBER. O.K?

I'm writing this article as a direct result of a recent Committee Meeting. Mrs. 'magazine editor' said that an absent Mr. 'magazine editor' had complained that I kept doing rallies and not writing any articles on them.

On a Friday night when many club members set off to go ice-skating, myself and John Smith set off for Newtown, Powys, Wales, with one Ford Escort on a trailer behind the Range Rover. The Telford Forestry Stages Rally was the sixth round of the BTRDA Rally Championship and, with only two rounds remaining, I desperately needed to increase my scoring in the 'under 25 drivers championship'. I was reasonably confident as there were only 68 entries, of which we were seeded at no. 48. I had already driven some of the stages on the 'Plains National', the third round of the Championship back in April and also based on Newtown. A detour through Harrogate to pick up the second member of the service crew, Bob Burn - he of ANCC autotesting fame - meant we were running rather late. A snap decision to make up time led to my driving from Birch Services across the motorway - it is a 70 mph trailer officer - see I've got a clean licence. Somewhere around the M56 in the middle lane, Bob remarked that Kangaroo bars on the front of the Range Rover wouldn't go amiss. We eventually reached Newtown around 11 pm, had a little difficulty finding the hotel and couldn't find David. A call home told me David hadn't left London 'til 7.30 p.m. and was due in Newtown around 11.30 - he arrived about midnight.

Scrutineering and documentation on the Saturday was about the worst I've seen. We arrived just before our due time to find an enormous queue. When we finally reached documentation it was only 40 minutes before our due start time - the crew behind were from no. 36 and were, therefore, less than 30 minutes before their due start time. I think the organisers could have excluded every competing crew for not being signed on in time if they had felt like it. About this time the clerk of the course arrived - and told one of his minions to scrub all details for cars 55 and 1. Now car 1 was John Brown in his ex Waldegaard Escort, one of my rivals in the under 25 Championship and, until round 3, the leader of the whole BTRDA series. Good, I thought, one less under 25 to finish ahead of me. Then the clerk of the course said "Now put all details for car 1 down at 55". John Brown at 55 with some stages run twice consecutively was not a nice thought when you're at no. 48 and there's every possibility of his running a stage 1 minute behind you. Rumour had it no. 54 wasn't too keen on the idea either.

SS3 and SS4 were junction stages with a common start and when we arrived there was a long long queue. We got out and talked to other crews - car 49 was a local pair who enquired whether I had done the stage before. I wasn't sure. "Mind the first corner" he said, "it goes down hill into tightening left hander then back right and back left again". That sounded ominous, especially as stages 1 and 2 hadn't been arrowed too cleverly and we'd already overshoot three junctions due to torn marker tapes and not much brushwood barring the escape roads. Combined with that, many spectators were well into the undergrowth. As we moved forward onto the start line for SS3 I mentioned to David about the first corner and was told he guessed it was about 1/2 mile in. We shot off down the stage with a reasonably correct standing start - for me anyway - over a slight brow and the road ahead curved leftwards downhill as we went into the corner it was an 'S' bend and, yes, I remembered the ditches on both sides of the stage from the Plains, twice actually - as each time through I'd got it wrong. This time it felt better.

We reached the lunch halt/service area, where David knew the marshalls on the 'in' control - apparently the guy was an ex clerk of the course on the Welsh Rally where David and Martin Liddle in yesteryears used to provide the Tynemouth Computer Results Service.

Now the regulations had stipulated that all 2-way radio licences would be inspected at signing on - and that included CB licences too. Now those crews who had been through scrutineering with radios and/or serials fitted were asked to show their licences - anyone without one was told if they were found using one they would be excluded. There had been no serial fitted or radio in the car for scrutineering and, as I called up the service crew, our friendly marshall pointed out the scrutineer standing opposite. Actually each of us had a CB licence with us but nobody had asked to see them. About 40 minutes later our friendly marshall informed us that the scrutineer had made a note we were using a CB radio.

Meanwhile, we had claimed our organiser-provided packed lunches - they were very good, and the service crew had discovered some brakes at the back again.

Results showed us to be lying 47th after stage 2 and 36th at lunch.

The afternoon saw some of the morning stages done for a second time. One of these was run by another of David's acquaintances - clerk of the course for the Pace National - who didn't have the regs ready he had promised David on our morning visit - I had the impression he didn't expect to see us again. He quickly provided a set of regs though and a few seconds were passed idly chatting. This stage had been very slippery in the morning leading to speculation regarding a rear flat, but that proved to be just speculation. At 45 seconds to go I checked the mirror and another competitor had clocked into the arrival control with a battered blue Escort - yee, you've guessed it - John Brown. "My God, is that John Brown?" I asked. "Don't worry" said clerk of the course for the Pace - "he rolled in this stage this morning - forget him". That stage had co-incidentally been my best stage on the Plains and, with John Brown behind, the bit went firmly between the teeth. All went reasonably well until a tightening downhill fast right hander appeared and the back went on sliding. As we started to spin and the bank on the inside of the corner became obvious and very near through the windscreen, visions of an exact duplicate 'Lakeland Stages Rally' accident went through my mind. On the Lakeland we had hit a similar strategically placed bank - leaving the oil cooler, engine fan and radiator all in the same place and the front panel about an 1/8" off the bottom pulley - and terminated the accident with a slow roll finishing on the navi's side with the car blocking the stage.

This time I dropped the clutch yanked the handbrake and turned into the spin and towards the bank. There was a bang and we came to rest facing the way we had come - in a very large cloud of dust with a stalled engine. Mr. Ford kindly fits windscreen wipers for such emergencies and, with the engine now fired up, it became obvious turning round there was out of the question. I took reverse and we

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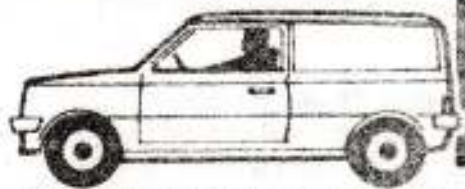


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backed the few yards to where a small track went off and turned around, grinding noises on full right hand lock confirmed body damage, but the car appeared to handle as usual and the oil pressure and water temperature were O.K. At the end of the stage, some 40 seconds slower than in the morning, a humorous(?) marshall enquired as to whether I had a licence to plough. Subsequent investigation showed some fine Welsh soil and grass trapped between what remained of the spoiler and the sumguard. And what of John Brown? - Oh well he'd been off too, and certainly didn't come out of the stage whilst we were parked up.

The rally finished with a stage that appears to need more courage than I possess. Anyone who's seen 'Sideways Round Britain' with Tony Pond, or that clip that 'Top Gear' had from that programme in their title sequence will know that Ceri has a long slight left downhill into a hairpin. When the stage is run as a junction stage you can see the competitor who started 30 seconds ahead of you 200 yards beneath you on the mountainside. When we had done the stage in the morning I'd backed off going down the hill with the promise to myself that I wouldn't in the afternoon - but I did - partly because two spectators decided mine was as good a car as any to use for committing suicide.

Back at the finish in Newtown Bob Burn attacked the nearside wing with a crowbar, thus giving sufficient clearance for full lock to be used once again. We then loaded the car on the trailer, got washed and went out to eat at the Little Chef on the edge of Newtown.

Much of the conversation during the meal concerned whether or not the organisers might try to exclude us for using our CB radios. There being much demand for meals at the Little Chef that night, we had been served so slowly that, despite having the licences and sufficient money to protest if necessary, the probability was that the results would be final when we got back.

We arrived back at the Bear Hotel (Rally H.Q.) at 20.04 for a prize-giving due to start at 20.00. A quick check of the results board confirmed that we were a classified 33rd, to be exact 5th 'under 25' registered drivers, and the awards display showed us to be 1st Novice and 1st Novice carrying Citre decals. That entitled us to a cheque for £25 and a pair of spot lights - but, you've guessed it, the awards ceremony had taken place early - hence the reason why my mugshot didn't make the Welsh edition of the 'Western Mail', receiving my cup from the Mayor of Newtown.

The only other adventure in store for the weekend was a rear flat on the trailer on the M62 at around 23.30 hours.

Subsequent calculations show me to be lying 10th in the 'Under 25' drivers in the Championship.

IAN JAMES

LOMBARD RAC RALLY 1982

This year's rally returns to its rightful base, City of York, and is being held from 21st - 25th November. The last day (Thursday) is extra to last year and is a real 'sting in the tail' being a 10 hour (from midnight) run through the fast Yorkshire Forests.

I am very pleased to have again been asked to run the Cropton Stage on the RAC Rally with help from North Humberside Motor Club Ltd. The Cropton Stage will be held on Thursday, 25th November. The first car is due at 03.43 hours and is the 67th Stage in the event.

As the premier World Championship Rally, it is impossible to have too many marshalls on a stage, so, once again, I appeal to club members to let me have

their names as soon as possible. The good name of the club rests on the smooth running of the stage when all the World's press, organisers, etc. are watching. It is also the only way to see the cars at close hand and really get back into the sport a little of what you get out of it.

There will be a marshalls meeting held at the Dog & Duck, Walkington, on Thursday, 18th November, from 8.30 p.m.

Many thanks in advance.

IAN SADOFSKY
9 Aston Hall Drive, North Ferriby,
Telephone: Home 634149
Work 24379

FORTHCOMING EVENTS

31st October Humbrian Autotest, organised by IHMC on Sutton Fields, Hull.
20/25th November Lombard RAC Rally.
27/28th November Hall Trophy Rally, Road Rally organised by Clitheroe & Dist. MC
4/5th December Beaver Rally, organised by Beverley & Dist. MC. This year
 it is being run as a Restricted Novice Road Rally.
11th December Oulton Park Stages Rally, organised by High Moor MC. The event
 is a single venue stage rally with 30 miles of stages for £25.
12th December York MC Stages Rally promises to have 6 stages, approx. 30 miles.
 Entry fee £35. No regs as yet.

Film Shows

11th November Lombard films 'Chester 79, The Unknown Forest'.
9th December Lombard films 1980 RAC 'More than flat out' and 1981 RAC film
 'Straight round corners'.

Quiz Nights

Reckitt's Motor Club are holding a Motor Club Quiz on 7th December at Reckitt & Colman's, Danson Lane, Hull. Up to 2 teams from each club can take part. Questions will be on both Motor Sport and General Knowledge, and will start at 7.30 pm.

Lombard RAC Rally - Programme of Events

<u>Saturday, 20th November</u>	09.00	Scrutineering - York.
<u>Sunday, 21st/Monday, 22nd November</u>	09.00	Start of Rally at York Castle. Then followed by stages at Bramham, Clumber (Mansfield), Uxington, Sutton Park, Bawdley (West Midlands).
	16.00	Cheltenham - Rest Halt (Queens Hotel).
	07.00	Dolgellau - Rest Halt (Golden Lion Hotel)
	19.00	York - Overnight Halt.
<u>Tuesday, 23rd/Wednesday, 24th November</u>	09.00	Rally restarts from York Racecourse. Followed by stages at Croft, Witton Castle, Kambton Park.
	14.30	Gosforth - Rest Halt.
	09.00	Carlisle - Rest Halt.
	13.30	York - Rest Halt.
<u>Thursday, 25th November</u>	00.01	Rally restarts from York Racecourse.
	07.00	Scarborough - Rest Halt.
	08.00	Oliver's Mount.
	10.30	Finish of rally at York Racecourse.

More details of the rally can be found in the official programme and rally pack. These can be ordered from Rally Publications Office, RAC MSA Ltd., 31 Belgrave Square, London, SW1X 8QH.

The programme is £1.00, plus 35p P&P, and the RallyPak is £3.25, plus 45p P&P.

All cheques and postal orders should be made payable to Rally Publications.

1983 Fees

The RAC MSA have announced their fees for 1983. Details as follows. They tell us that they have tried to keep costs as low as possible and, in many cases, the fees are the same as last year, especially in the 'grass roots of the sport'. Therefore, there are no changes in competition licence fees for National status and below:

<u>Rally Licences:</u>	International	£28.00
	National	£15.00
	Restricted	£ 8.00
<u>Navigator</u>	National	£15.00
	Restricted	£ 8.00
<u>Clubmen:</u>	RS	£11.00
	C	£ 4.00
<u>Advertising permit:</u>	International	£170.00
	National	£ 80.00
	Restricted	£ 40.00

COMPETITION SECRETARY'S REPORT

Well, that's another Crystal Stages Rally over with. Every year we seem to have more and more difficulties finding stages. Thanks must go to all the organising team for a very hard effort in putting on the event. Thanks must also go to Crystal of Hull for their valued support.

Also, many thanks to all the marshalls and stage co-ordinators, without their help we could not run the event.

October 10th saw us all down at John Overend's place at Sandholme. Although we were rather lacking in entries, there was a good turn out of club members marshalling, etc. Many thanks to John Overend and John Butler for putting on the event, and a big thank you to Mrs. Overend for putting on a superb dinner.

Our club was out again on the ELCAR, running Bickly stage. Many thanks to John Beadle and Chris Fewless (helped by Mike Reed) for setting up the stage and to all the marshalls who turned out on the day.

Pens and Pullovers

If there is sufficient interest to get the required minimum numbers, we will organise some pens and pullovers again for Christmas. If you are interested please contact John Newlove.

RECKITT'S MOTOR CLUB - QUIZ NIGHT - 7TH DECEMBER

A bit more information has now come our way about this Quiz Night. Their letter is reproduced below:

"The above Club invites you to compete in a Motor Club Quiz on the 7th December, 1982 at 7.30 p.m., to be held at Reckitt & Colman plc, Danson Lane, Hull.

The Quiz will be an inter-club knock-out competition, with questions of both general knowledge and motor sport variety. Up to two teams from each club may

The Quiz will be an inter-club knock-out competition, with questions of both general knowledge and motor sport variety. Up to two teams from each club may enter (a charge of £1.50 per team is to be made) and each team must have at least one female member.

Please reply before 20th November. See you on the night. "

SOCIAL NEWS

I have arranged to have two films on 13th January, 1983. These are 'The Winning Team', the story of Rothmans World Rally Championship win in 1981, and 'One Man's Le Mans', Alain de Cadanet's attempts to win the Le Mans 24 Hour Race.

Don't forget the films already arranged for 11th November and 9th December. Pie and peas will be available on these nights. See me beforehand for your meal ticket.

Le Mans 1983

We now have 9 definites for this trip and quite a few possibles. See me or Ian Colabourn for details as soon as poss if you want to go.

Bob May has offered to drive a minibus for us to the Motor Sports Show (International Racing Car Show) in January, so I've written for price details, etc. Once again, see me if you're interested.

The Christmas Party this year will be on Thursday, 23rd December, so keep the date free.

RUTH

RECKITT'S MOTOR CLUB - ANNUAL DINNER

This is to be held on 12th November at the Weir Hotel, Hessle. Price £6.50. Tickets available from any Reckitt's Committee Member. (Try Phil Barley or John Moore at Reckitt's on ext. 2781 and 3217 respectively).

NEW TRAILER LAWS

Do you tow a trailer? Yes. Then the following could be of interest. Reproduced from the Indespension Trailer Company's information sheets, I hope it will be of use.

'Foreword. Present U.K. law has evolved over many years and those concerned with road vehicles, their construction and safe use are contained within The Motor Vehicles (Construction and Use) Regulations, it is this collection of regulations to which changes take place.

The new regulations affecting trailers become operative on 1st October, 1982, and are known as Statutory Instrument 1189. The Motor Vehicles (Construction and Use) Amendment No. 4 1981.

Introduction of the changes, to some way, brings us more in line with the E.E.C. regulations already in use by the majority of our European partners and goes a long way to ensuring safe trailers appear on our roads.

Reading and understanding the regulations is heavy going, so this booklet has been produced to ease the understanding and by example explain the changes.

August, 1982

David Hodgkinson Aff.M.I.M.I.

New Laws Explained

There are two types of trailer affected by the changes. These are:

1. Trailers without brakes.
2. Trailers fitted with brakes.

First we shall look at those trailers that do not have brakes fitted to them.

From 1st October, 1982

1. You may construct and use an unbraked trailer with a gross weight of up to 750 kg. (15 cwt).
Previously 102 kg (2 cwt) unladen was the maximum limit for unbraked trailers.

This means you do not need to have brakes fitted to a trailer where the weight of the trailer plus the weight of the load it carries of 750 kg or below (approximately 15 cwt).

2. All unbraked trailers must be marked with their maximum gross weight. Previously this was not needed.

This means you must mark on your unbraked trailer in a readily visible place (suggest on the towbar, nearside) the maximum weight of trailer plus its load. You don't need any special plate or label, you could paint it on. Obviously 750 kg is the maximum and the trailer capacity depends on the limitations of suspension, wheels and tyres. An Indespension stockist will willingly advise on the capacity of your trailer.

3. It will become an offence to load more than its gross weight. This is a new regulation.

This means you must not overload your trailer beyond its marked maximum gross weight.

4. No vehicle may tow a new unbraked trailer unless the towing vehicle is at least twice the weight of the trailer and its load. Previously there was no restriction.

This means your towing vehicle's weight must be at least twice that of the loaded trailer and from October, 1986 this will apply to all trailers regardless of their year of manufacture.

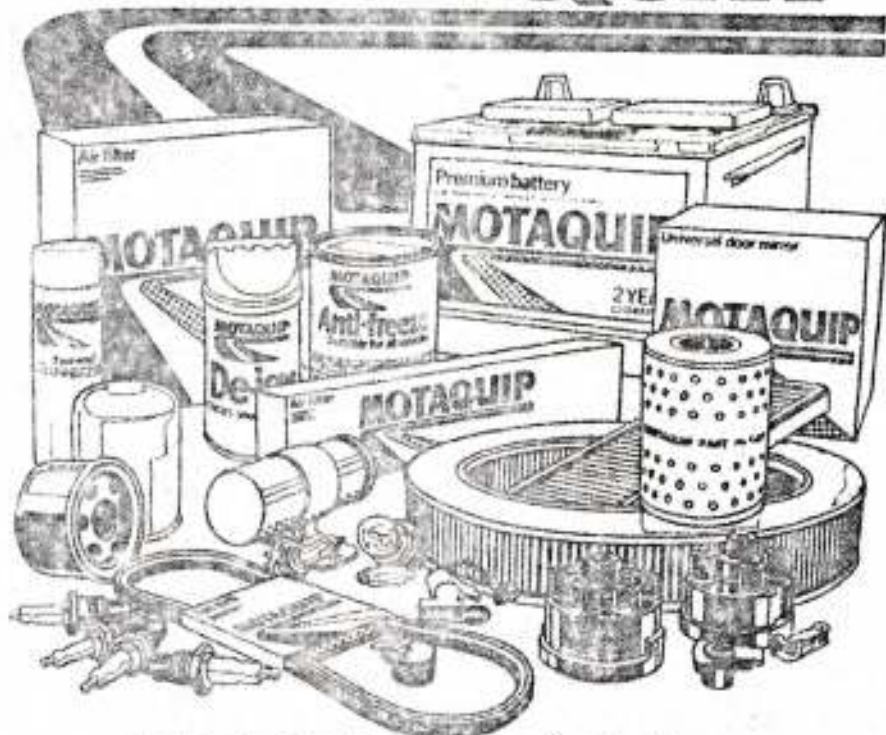
The next few pages list some of the popular cars showing kerb weight and maximum unbraked trailer weight.

1 kg = 2.2 lb. 100 kg = 220 lb = 1.96 cwt.

Vehicle	Vehicle Kerb Weight (kg)	Maximum Unbraked Trailer Weight (kg)
Alfa Romeo		
Alfasud 1300 Ti	860	430
Alfetta 2000L	1,140	570
Audi		
8-LS/GLS/Estate	870	435
100 L5S/GL5S	1,170	585
Datsun		
120Y	855	427
160B	1,038	519



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<u>Vehicle</u>	<u>Vehicle Kerb Weight (kg)</u>	<u>Maximum Unbraked Trailer weight (kg)</u>
Fiat		
127	710	355
Mirafiori 1300	1,000	500
Standa 65	875	437
Ford		
Cortina 1600	1,059	529
Escort 1300	885	442
Capri 1.6	1,003	501
Granada 2800S	1,370	685
Puma 1.1	713	356
Lada		
1700	1,055	527
1500 Estate	1,110	555
Layland		
Maxi 1750	967	483
Marina 1300	570	435
Mini 1000	615	307
Princess 2200	1,201	600
Allagro 1300	815	407
Rover 2600	1,354	677
Range Rover	1,782	750
Triumph Dolomite 1500	952	476
Land Rover 88 Petrol	1,330	660
Peugeot		
104 GL	780	390
504 GR	1,160	580
Renault		
R5TL	784	392
R14 TL	855	427
R18TL	912	456
Tabot		
Avenger 1.6GL	917	458
Alpine LS	1,040	520
Sunbeam 1.0	823	411
Solare GL	1,024	512
Vauxhall		
Chevette E	825	412
Cavalier 1600 L	962	491
Carlton	1,130	565
Volvo		
345	980	490
265	1,400	700

A more complete list of popular tow vehicles is contained in the Trailer Manual available from Mechanical Services Limited, Belmont Road, Bolton, price 50p plus 50p p&p or from any Indespension stockists.

SO...REMEMBER, for unbraked trailers.

- * 750 kg maximum gross weight.
- * Mark maximum weight on trailer.
- * Don't overload.
- * Tow vehicle must be at least twice the weight of loaded trailer.

Trailers fitted with brakes

From 1st October, 1982

1. The braking system on new trailers must comply to E.E.C. directive 71/320. Previously Construction and Use Regulations, now revised.

This means the trailer must be fitted with hydraulically damped overrun couplings (not the old spring operated type) with correctly matched brakes and linkage.

2. The combination must have a minimum braking efficiency of 45%G.
This is a new regulation.

This means that with the loaded trailer attached to the towing vehicle it must be capable of being safely braked with a minimum requirement of 45%G. Most Indespension depots can check this for you and details of trailer brake testing are given in the Indespension Trailer Manual.

SO...REMEMBER, for trailers with brakes:

- Couplings, brakes and linkages to E.E.C. 71/320.
- Minimum brake efficiency of 45%G.

The new laws are introduced for our safety. While there are currently no proposals for registering trailers (as we do with cars) and no inspection is asked for new trailers, it makes sense to comply with these regulations.

These new laws apply only to new trailers manufactured from 1st October, 1982, so existing trailers need not be modified, although for safety reasons you may wish to update your braked trailer, parts are available from Indespension depots and stockists to do this.

Answers to some common Questions:

- 1Q When do the new laws come into effect?
A On all trailers built after 1st October, 1982.
- 2Q What is the new regulation for unbraked trailers?
A All trailers built above 750 kg (15 cwt) gross load must be fitted with brakes. A car will not be allowed to tow an unbraked trailer that is more than half the car kerbside weight.
- 3Q What is the definition of gross load?
A This is the unladen weight of the trailer plus its maximum carrying capacity.
- 4Q What about the old 2 cwt. unladen rule?
A This law will not apply after 1st October, 1982 and all new trailers will have to comply to the 750 kg gross weight rule.
- 5Q How will the police know if an unbraked trailer is above its capacity?
A All unbraked trailers (old and new) must be marked showing the maximum gross weight.
- 6Q What weight of unbraked trailer can be towed by my vehicle?
A See the list in this booklet or the full list in the Trailer Manual.
- 7Q Will the towing limits on unbraked trailers apply to my existing trailer if it is over the new legal weight limit?
A No, existing unbraked trailers that comply with the old 2 cwt. unladen rule and do not exceed 750 kg gross can still be towed on any car until 1st October, 1986, when they will have to comply to the 2 to 1 weight ratio.
- 8Q Do the new regulations mean that all unbraked trailers will be marked at 750 kg (15 cwt) maximum.
A No, the gross weight is determined by the specification of the materials and components used in constructing the trailer - i.e. tyre, chassis or suspension limitations.

- 9Q Will it be an offence to exceed the gross weight even though the kerbside weight of my car is more than twice the gross trailer weight?
A Yes.
- 10Q Will trailer brakes have to comply to new standards?
A Yes. The braking efficiency must reach 45%G.
- 11Q Will the spring operated couplings give the necessary efficiency?
A No, a hydraulically damped coupling will be needed with correct brake linkages to produce the required efficiency.
- 12Q How do I test my trailer's brakes to see if they comply?
A There are various instruments available, details are given in the Trailer Manual and advice can be obtained from your local Indespension stockist.
- 13Q How can I ensure that my trailer complies with the law that the brake design produces the required efficiency?
A By using the designs in the Trailer Manual or contacting your local Indespension stockist.
- 14Q Will my trailer need to be tested?
A No, but the police may carry out random roadside checks after the introduction date of the new regulations.
- 15Q If I am stopped in my BL Mini towing an unbraked trailer marked at 750 kg but the trailer is empty or has only a light load, will I be prosecuted?
A No, provided at the time the trailer and load does not exceed half the kerbside weight of the car.
- 16Q Does this bring U.K. trailers up to full European standards?
A No, Type Approval on trailers which applies in most European countries, is still not required in the U.K. and no date has been fixed for its introduction.

Whilst every effort has been made to provide true and accurate information Mechanical Services Limited cannot be held responsible for interpretation of the contents of this publication.

The Trailer Manual is available from your local Indespension stockist or by post from Mechanical Services Limited, Belmont Road, Bolton, BL1 7AQ, price 50p plus 50p p&p.

With over 150 pages of useful trailer information on the law, what your car can tow, full parts catalogue and price list, exploded and itemised drawings on dozens of trailers.

DAILY MAIL MOTOR SPORTS SHOW

The British Racing and Sports Car Club are proud to announce that they will be reviving the former International Racing Car Show in London in 1983 under a new title - THE MOTOR SPORTS SHOW.

The venue will be the new Cunard International Exhibition Centre at Hammersmith, West London, and the dates will be Friday, 7th January to Sunday, 16th January.

THE MOTOR SPORTS SHOW will be staged by Britain's leading motor racing Club as a pre-season promotional and marketing platform for the sport, catering for all fourwheeled motor sporting activities - racing, rallying, speed events, off-road sports and karting.

Exhibitors will include racing car constructors, trade and accessory suppliers, major car manufacturers, race and rally tuning firms, drivers' schools, circuit owners and car clubs.

Special features will include displays of Grand Prix cars, Championship winners, a film/video theatre, model motor racing and many other audience participation features.

The BRSCC organised the first Racing Car Show in 1960 and this event, later run in conjunction with the Society of Motor Manufacturers and Traders, set a style and standard that has never been equalled.

Since the Show was last held in 1975, there has clearly been a demand by those involved in the motor sporting industry for a post-season gathering of competitors, organisers, spectators, enthusiasts, sponsors, trade and industry.

THE MOTOR SPORTS SHOW will provide that opportunity.

THE CUNARD INTERNATIONAL EXHIBITION CENTRE

By staging the MOTOR SPORTS SHOW at the new Cunard International Exhibition Centre, the organisers offer exhibitors, their guests and the public unique facilities.

The Cunard is ideally situated in West London with excellent access by car (right by the M4 and Hammersmith flyover) and there is adequate car parking. There is also good public transport access, a few minutes walk from Hammersmith bus and underground stations.

The Exhibition Centre adjoins the Cunard International Hotel, a modern multi-storey complex with 640 bedrooms, restaurants, coffee lounge, bars, shops, conference rooms and hospitality suites.

The Exhibition Halls lead off the main Hotel foyer and, while they have their own catering points and bars, exhibitors and the public will welcome the opportunity to have easy access to the Hotel's luxury and expansive lounges, restaurants and bars during the Show.

The Organisers, appreciating that London accommodation rates for exhibitors' stand staff can be a major expenditure, have negotiated special discount accommodation rates with the Cunard.

The unique features of this new London Exhibition Centre offer the Organisers the opportunity to stage the MOTOR SPORTS SHOW which will be an exciting event for the public and an invaluable promotional and marketing opportunity for exhibitors.

THE EXHIBITION

The MOTOR SPORTS SHOW will be presented in two main areas, the Upper and Lower Exhibition Halls which total over 30,000 square feet. There is also a mezzanine floor containing a group of Exhibition Suites which will be set aside for special displays and audience participation features.

The Lower Hall is a conventional Exhibition area where the Organisers have designed a basic floor plan of open stands. This Hall will present the main display of competition cars.

Stand space is offered to racing car constructors, racing and rally teams, major motor sporting sponsors and car manufacturers.

The organisers will provide a corporate design to the Hall with fully carpeted public areas and aisles leaving the stand areas free for Exhibitors to construct their own displays. Provision is made for a wide choice of stand sizes ranging from those suitable for the display of between one and seven vehicles.

MARTYN SHAW

RALLY SUPPLIES

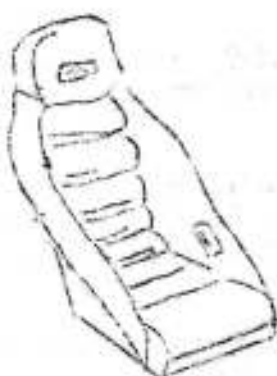
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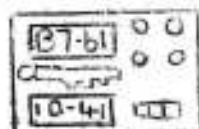
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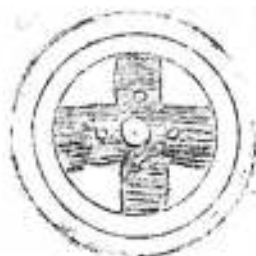
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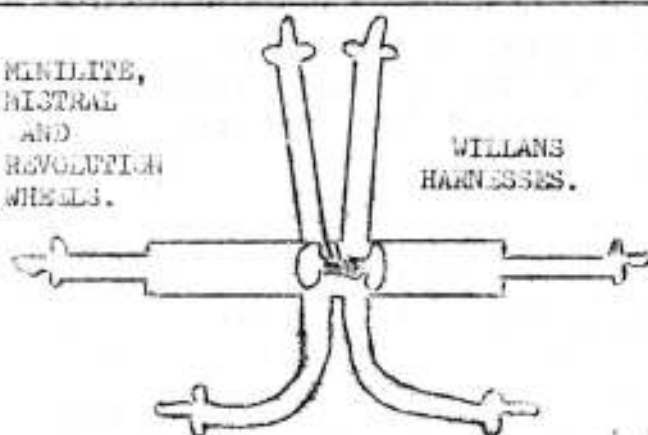
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The Upper Hall is a lavishly carpeted and decorated Exhibition area that offers luxury facilities.

This area will accommodate the main trade stands and the Organiser's floor plan allows for a wide variety of modular shell scheme stands and open display areas.

Throughout the planning of the Show, the Organisers have been very much aware of the need to keep Exhibitors' costs to a minimum.

In both Halls, Exhibitors will need the minimum of additional stand fitting work to present a basic display; this particularly applies to the Upper Hall.

Nevertheless, in both Halls Exhibitors have the opportunity to supplement the excellent basic facilities with their own stand designs.

PROMOTION

The MOTOR SPORTS SHOW will be supported by the Daily Mail which will give the Show and its Exhibitors special publicity and editorial coverage. This will provide the MOTOR SPORTS SHOW with major nationwide publicity.

Advertising schedules will include the national press, the motor sporting press and local radio.

There will be London poster advertising and extensive promotion through motor sport events to spectators, enthusiasts and competitors during the latter half of the 1982 season.

Regular press releases will be issued and during the Show a professionally staffed Press Office will operate from the Exhibition Centre.

A Souvenir Programme will be published offering free editorial space to Exhibitors.

MORE THAN AN EXHIBITION

It is the Organiser's plan to make the MOTOR SPORTS SHOW more than a static exhibition.

The Exhibition Centre's excellent facilities present the opportunity for the promotion of many additional functions to be staged throughout the 10 days of the Show in a motor sporting environment.

These functions will include competitors' seminars, formula meetings, lectures, talks, celebrity appearances, sponsors' presentations, motor sport awards presentations, press conferences, club nights, special video/film evenings, trade and industry product launches.

The Organisers will be pleased to assist Exhibitors with any plans they may have for such functions.

CRYSTAL '82

Saturday at work always seem to present a problem for me trying to find something to do. So with all you lot outside in the fresh air marshalling on the Elcar maybe I can remember something about the Crystal Stages.

After a successful outing on the Alex. E. Carr Holderness Trophy Rally with Steve Varey, I was asked to navigate for him on the Crystal. With the pound notes duly sent off to the Entries Secretary, we awaited the final instructions. On the Wednesday preceding the event they arrived and I found we were no. 4 off. Great, I thought, then I realised that meant at least an hour less in bed. Anyway, Saturday arrived and all sorts of rumours began to fly around. Car 5 had supposedly cancelled

his entry due to a roll the previous weekend on the Norking Alcan Stages and in his place were Bernard and Bruce Simpson in their RS Escort. Steve became a little dubious as it was obvious they would be chasing us hard with the power advantage they had over us.

Scrutineering on the Saturday night was performed by the very able John Allison from York and our very own John Dixon. One or two cars were caught out by Mr. Allison's roaming eyes when he checked them over. Having gone through this and emerging unscathed, we proceeded to documentation for signing on. By half eight everything had gone smoothly and there was little else to do but pack up and go home for a good night's sleep.

Sunday arrived and, true to form, I woke up before the early morning call from British Telecom so I sat next to the 'phone waiting for them to ring. Steve picked me up at quarter to seven and by seven we were re-signed on and starting to sort out the route. With the service schedule made out, I started to plot the stage starts and finishes onto the maps. Problems arose, however, later on in the day due to the road books being half map references/half tulip diagram but no intermediate mileages. I elected to use the tulips and confirm the route by checking the map references.

8.30 arrived and the course car shot off piloted by Mike Reed and the veteran John Beadle. A minute after, it was the Simpson Brothers' (Cosworth Sunbeam) turn to go. Top seeding from the club was Brian Svenson/John Low in their Chevette, away at no. 3, closely followed by yours truly and Steve Varey at no. 4.

On the run out to the first stage at Skidby it became obvious that the roadbook was lacking a little so most navigators were kept on their toes. Stage one was a blast round some farm tracks linked by stubble fields, with a target time of four minutes. No problem here that a good set of caterpillar tracks couldn't cure, as the rain had made the stubble quite sticky. Stage times of around seven or eight minutes were not uncommon on this stage, apart from, that is, car 5, who flew round taking second fastest time, passing us and catching Brian Svenson and John Low at the finish. Wisdom prevailed for the rest of the day and wherever we could we let car 5 in front of us.

Stage 2 had previously been cancelled and there was a long run out to Arras South and North, stages 3 and 4, for the next timed run. Again there were lengthy lappers of stubble fields, involving much wheelspin and concentrated driving.

Service was next, in the field adjacent to stage four. Here we fitted the Yokohamas as the next stage was Dalton and we were ready for some quick driving. Booking out of service became a problem for some of the front runners, us included, as a marshall assured us that they were not giving a service out time. So on we went, only to find that others had found a different control giving a service out time. A quick blast back to Arras and then back to Dalton. By this time Steve was quite keyed up and the tyres were nicely warm. Off we went and a straight for a mile found us running out of top speed but the tarmac was superb. A right hander into a left and then another right hander brought us into full view of the spectators. On over the cattle grid and into the stage finish. Superb! Only 5 seconds down on car 7, a Chevette, who was quicker on the stage. More tarmac, please!! Next up was SS6, Sterne Leys, near Driffild, a hard farm track and smooth grass field. Nothing spectacular about this stage, but Cottam was next. On arrival here it looked a completely different place as the rounds of concrete and chalk had at last disappeared. Run on what was left of the concrete runway and some stubble and farm roads thrown in for good measure. This was a lapping stage and the use of stage diagram was very necessary as some of the arrows were missing. These missing arrows worked to our advantage on the second lap as we caught a Mini on his first lap; the diagram said un-arrowed bends - he disappeared straight on into the stubble field, allowing us to nip through with no drama. Stage 8 was the last before next service, using part of the disused railway track and farm track at Kellythorpe and was particularly rough near the finish - again Steve seemed to be revelling in this type of surface.

Stages 9 and 10 saw us off to Goodmanham for a variety of surfaces, not least the Railway Embankment which I always enjoy. The access road to stage 10 seemed rougher than the stage but that could have been due to the slow speed. The stage started on the embankment for a 200 yard dash before entering a stubble field and then back on to the rail track for a half mile thrash over the undulating surface. (Point to note: The tops of the trees growing in the adjacent fields seemed to be level with the top of the embankment). On to a farm track for the stage finish.

Next were three stages on Pocklington Airfield. The first two being single laps and the last, after the extended half-way halt, being two laps. The surface was a bit loose so we decided on the M&S for the first two single laps. There were no real problems here except the course car had advised additional bollards to prevent people doing a second lap on these initial once round stages.

Half way was welcomed as by now it was nearly 2 pm and we were all ready for some refreshment. The car was checked over and the tarmac tyres were put back on in an effort to reduce our earlier times. Rain had started to fall by this time and the surface became a little more slippery. Even so our time was better than the previous stages. Taking advantage of the additional service points, we went back onto Chunkies before our return trip to Goodmanham Railway, where we bettered the morning stage time by 15 seconds.

Arras North and South were used again next for stages 15 and 16. Here we had a mini dog-fight with Ian Carr/Nigel Paterson, who were intent on collecting as many arrows as they could. Ian Carr had obviously been in contact with something hard as the front end had been slightly re-arranged. (Thanks, Ian. If that guy had finished we might not have won class three). The fresh rain had made the stages as sticky as the morning's run and provided very little in the way of spectacular driving. About this time the Simpson Brothers decided that the quickest way to stop the car after the stage finish was on its roof, so they did. But with a quick bit of repair work they were back on their way.

Service was next at Newport and then onto the last two stages, 17 and 18, down near the river front, which was used for the first time that day. Stage 17 was hard farm tracks, all straights, arranged like three sides of a square. All were very rough and care was needed not to end up in the adjacent ditches. Quarter of a mile down the road saw the final stage, the same one Terry Lucas came off on in a big way last year. Doubtlessly most of you will remember this one as the bridge over the dyke which has no sides to it.

Anyway, with the last stage over all that was left was the run in to the Grange Park and the last MTC. After a quick wash and change of clothes, the results were checked and we found we were 5th overall and 1st in class 3, which later resulted in a trophy and replicas and a welcome cheque.

Final results were:-

1st	Simpson/Simpson	
2nd	Bennet/Thomas	
3rd	Idell/Harrison	
4th	Waterall/Turton	
5th	Varey/Colebourn	and 1st Class 3.
7th	Carr/Paterson	and 3rd Class 3.
9th	James/Bower	and 1st NHMC.
17th	Watson/Murdoch	and 3rd Class 1.
21st	Walker/Walker	and 2nd Class 2.

I.K. COLEBOURN

Stages 8 and 10 saw us off to Goodmanham for a variety of surfaces, not least the Railway Embankment which I always enjoy. The access road to stage 10 seemed rougher than the stage but that could have been due to the slow speed. The stage started on the embankment for a 200 yard dash before entering a stubble field and then back on to the rail track for a half mile thresh over the undulating surface. (Point to note: The tops of the trees growing in the adjacent fields seemed to be level with the top of the embankment). On to a farm track for the stage finish.

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5th	Varey/Colebourn	and 1st Class 3.
7th	Carr/Paterson	and 3rd Class 3.
9th	James/Bower	and 1st NMC.
17th	Watson/Murdoch	and 3rd Class 1.
21st	Walker/Walker	and 2nd Class 2.

I.K. COLEBOURN

QUIP FOREST STAGES - THE FIRST THREE

by Ruth Smith, Ian Smith, Alan Smith and John---Jones!

(Note: The characters in what follows are purely fictional. Any resemblance to persons living or dead is entirely incidental!)

Just after the Crystal Stages Rally I made a deal with the male half of our editorial team - if he would do a magazine report for Crystal, I'd do one for the Quip - as we looked like being the only North Humberside crew doing the Quip, he thought he'd better agree. What follows is a true uncensored account of what happened - this is because Alan Carvell (sorry - Smith) wasn't forthcoming with the bribes!!

We set off on Friday night for Scarborough taking the scenic route - don't ask me where we went. Alan was driving and he didn't know! It was only a matter of minutes before the level of conversation was decided upon - downright vulgar!

Having had a nasty moment with the trailer on one or two corners, we eventually arrived in Scarborough. Cars had to be unloaded in Valley Road lorry park so we drove round the town looking for it. "Go right down one of these side streets" John Smith (sorry, he's Jones now - we're trying to preserve his identity!) said and we ended up halfway up Olivers Mount! As there weren't any arrows, we decided we couldn't get excluded for practising-Alan's driving must have frightened Ian, we had to let him out for a pee at the bottom!

We continued our magical mystery tour of Scarborough until a large gold roller pulled out in front of us, towing --- wait for it --- a Quattro! Having been assured by John that it really was a Quattro and not just a coupe with a spoiler on the back, comments were made about "That rich person of doubtful parentage". Anyway, we're not proud, we followed him to the lorry park!

Unloading commenced and John and Alan followed us to scrutineering, where we parked two cars behind the Quattro. The lads in the Escort behind us also made comments about the rich person of doubtful parentage and, after the laughter had died down when the Audi wouldn't start, we all condescended to push it out of the way!

We had a slight skirmish with the person who was sticking the advertising material on. We wanted treble quantities to cover up the dents and scratches but he wouldn't oblige. We got through scrutineering without much bother and set off for the Southlands Hotel where rally H.Q. was. After we'd signed on it was definitely time to eat, but certain members of the crew were a bit scruffy and went to change. Nobody warned Alan that you can get done for indecent exposure in this country. Rumour has it he's been flashing his credentials on the Esplanade!

We all disowned Alan during the meal - or at least what we could see of him behind the great mountain of chips and gateaux. He was chatting up the waitress so she gave him more chips!

Once again we piled into the cars and set off to look for Valley Road. "Go left down one of these side streets" I said, and once again we ended up on Olivers Mount. This time we did the full circuit - I was calling the bends but Ian was doubtful of the authenticity of my knowledge and was slowing down to make sure. In the end Alan overtook us in the Range Rover and went tearing down under the footbridge and straight on at the bottom hairpin. Apparently John was also calling the bends and Alan also didn't believe him but, instead of slowing down for the bends, he kept up the same speed in a straight line!

Next morning was bright and sunny and at 11.11 the start marshal gave the signal -- TO THE WOODS!

NHMC's stage was first and was about 20 minutes late due to some radio or clock trouble or something. We were quite enjoying ourselves until we saw Gavin Heseltine and Steve Young looking awfully bored, so Ian, thinking how cold they looked, stuffed

the car into a bank and gave them some lifting to do - Thanks lads!

Despite our excursion we caught the car in front. "Get a move on you person of doubtful parentage" I shouted - Ian still doesn't know if I meant him or not, but the car did move over to let us through.

When we got to stage two it had been cancelled. We later found out that Steve Bannister had bounced through some log piles and written off his car, blocking the stage.

On to stage three and another hold up. By this time the sun was at a very awkward angle and it was difficult to see where the tracks went but we managed three-quarters of the stage without hitting anything. It was about then that Ian changed gear to the accompaniment of lots of revs and no action! A definite broken halfshaft. We cruised to a halt and pushed to the end where we got a stage time of 8 minutes for a 3 minute bogey time!

A quick radio call woke up John and Alan, who came to the rescue only to find that the half shaft had broken in the diff and about an inch of it was stuck. By now the language was getting blue so Ian and I took the Range Rover back to Scarborough to pick up the trailer and some food! When we got back the Escort was more or less in one piece again so we loaded up, ate John's sandwiches and set off for home. John was driving and managed to get the whole rig sideways going out of the forest. He managed to get the trailer straight again but the car stayed where it was, somewhat askew!

Keeping our priorities right we decided to go for a meal. It was during the planning of this excursion that we found out some odd things about Ian.

Alan was once again flashing his credentials and we all decided that Ian couldn't possibly go out dressed as he was. John's words were "Don't wear anything too tidy because Ruth's only got her jeans, unless you've got a dress upstairs you can lend her?" Well - Is Ian a transvestite? As it turned out, he either didn't have a dress or he wasn't letting on, so we'll give him the benefit of the doubt!

We towed the car to the Wheelhouse and parked in five spaces so they'd serve us quicker, and then dumped it on John Dixon, after which we spent the evening how we should have spent (if we'd had any sense) the afternoon, watching the rally sprint!!

A blind man goes into Binns with his guide dog and white stick, picks up the dog by its tail and swings it round his head.

"Hey, what are you doing" asks an assistant.

"Just taking a look round" was the reply.

RUTH

CRYSTAL STAGES '82

Even with a low number of entries, the Crystal Stages was a successful event, but only due to a lot of hard work by the organising committee and help from the Crystal organisation.

I would like to thank all the club members who helped at all with the event, the stage co-ordinators and the organising committee, in particular, David Shipley and Harry Hannah, who spent many late nights and early mornings(!) before the event.

And special thanks must go to Ian North, who worked very much in the background to ensure the event ran smoothly with as small a number of cock ups as possible.

Thanks must also go to the deserted wives of the organising committee, who didn't see much of their husbands for the weeks preceding the rally.

ROBERT NEWLOVE

SANDHOLME AUTOTEST - 10TH OCTOBER

John Overend and John Butler organised a fine day's sport in one of John's fields at Sandholme. The weather remained dry all day despite rain showers elsewhere.

We were rather lacking in entries, with only 10 starters, but there was a good turnout of marshalls and spectators.

We only had two classes, front wheel drive and rear wheel drive.

Dennis Robinson had designed the tests and I think the sea must have been rough when he did them.

Five tests were run before lunch, with two runs at each. Mike Reed in his Escort was fastest on test one, and continued to put up good times, with me and 'our lad' keeping up with him in our Mini, especially on test 5, as it was very suited to the Mini, John Beadle was also having a go in Mike's Escort. Tim Allsop was having a go in his Rally Mini fitted with a low power engine, but he was having trouble remembering the tests and got two washouts. (No navigator!). Julian Doyle was having a good try in his car but he was having trouble with bollards!

By lunch, believe it or not, I was leading, as Mike had had a washout.

We all retired to John's farm for a lunch of pie and peas and jacket potatoes, followed by apple pie, courtesy of John's wife, Janet, - a big thank you to her from all competitors.

Back to the field and two runs at five more tests. I managed a washout, which dropped me down and left our lad and Mike Reed to battle it out. Tim's Mini engine expired after two tests (Well what do you expect for £12). Mike was pulling away from the Mini but then he got a wash out, leaving our John to take FTD. Linda Colebourn was again working out the results.

FTD John Newlove
1st Class 1 Mike Reed
1st Class 2 Robert Newlove.

GIN TWIN (Robert)

CHRISTMAS GIFT IDEAS

Some while ago we purchased some NMC sweaters with club badge embroidered on them. We thought it would be a good idea to order some more for Christmas. They are now available in a multitude of colours and materials as listed below. We have to get a minimum order of 24. Details are as follows:-

<u>Ref.</u>		<u>Sizes</u>	<u>Colours</u>	<u>Price</u>
DHK1	Courtelle sweater as previously ordered (V neck)	34,36,38,40, 42,44,46.	Navy, Light Blue Bottle Green, Red, Black, Maroon.	£10.00
MLL4	As above but in lambswool, machine washable. Medium weight - V neck.	As above + 48".	As above, plus Grey Camel, Dark Brown, Natural.	£13.50
JRC4	Medium weight, V neck in pure new Scottish wool. Very hard wearing, machine washable.	XS(35"), S(38") SM(40"), M(42") L(45"), XL(48")	As above (but not Natural)	£14.65

And, for the more well off among you:-

RKL5	Heavyweight, Guernsey, in lightly oiled pure new wool. Very High Quality.	32,34,36,38,40,42, 44,46,48.	Navy, Red, Grey, Olive.	£20.12
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	These Guernsey jerseys also available in children's sizes.	22,24,26,28,30.	Navy, Red, Grey.	£12.25
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All prices include carriage, VAT and embroidered badge.
To get these for Christmas the order must be in by 12th November.

Please contact John or Robert Newlove at Club Night, or on 0377 43942 or 0377 70745.

PLEASE ORDER EARLY.

And finally - the club has been approached by a member of a Karting Association with a view to starting a Karting Section within the Club. What are your feelings and ideas on this topic? Comments, please, to any Committee Member.

IKC

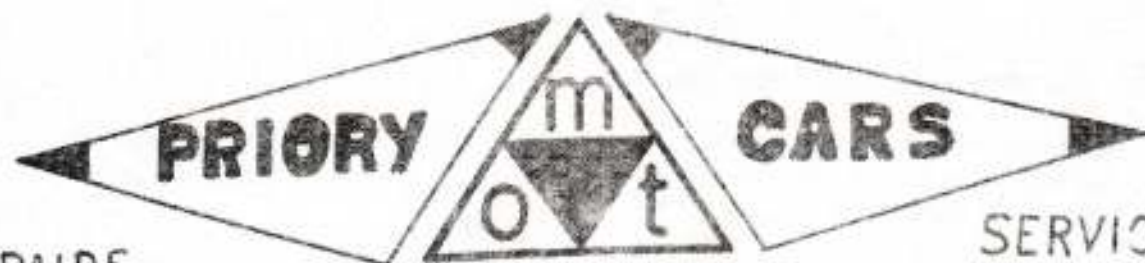
Harry Hannah in his capacity of Chief Marshall, wishes to extend his thanks to all those who turned out to marshal on the Quip Forestry Rally.

Apologies for some of the duplication this month....it took a little while to get the machine working properly.

Note the York Stages Rally on 12th December has been cancelled.

This is the last magazine before the Xmas issue so I would like to ask for contributions of the literary kind for the next one. Jokes, stories, road tests rally write-ups etc ..everything is greatly appreciated.

Finally.....good luck to all our members who are competing on the RAC Rally this year....I'm sure one of you can write us something_????!!!



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Vice Presidents:	Alex. Carr, Ian Sadofsky and Dave Shipley.		
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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
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