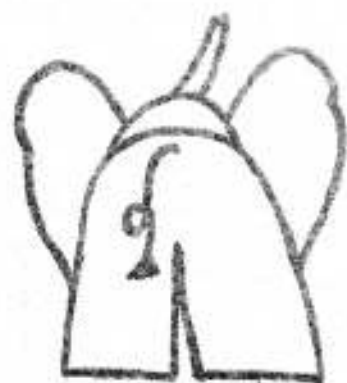


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EDITORS' FOREWORD

Another year over and another one to come, but one or two important changes in driving law are to be, or have been, put in motion. Firstly, the conviction procedure, and, secondly, the compulsory wearing of seat belts. These may sound quite large invasions of one's driving pleasure but if you think they are tough read the newspaper cutting sent to me by Mike Peasle, who is presently working in Jeddah as the Mazda Car Sales Manager.

'Riyadh cracks down on hot rodding, recklessness

Riyadh, Oct. 31(SPA)- Stiff penalties will be enforced upon youth found hot rodding or driving recklessly and endangering the lives of pedestrians here according to a statement issued Sunday by the Riyadh governorate. The warning said that anyone arrested for such acts would be thrown in jail and flogged. The statement said such acts are inconsistent with traffic and safety laws and are in disregard to the Islamic principle of inviolability of private and public property and imperilled their and other drivers' life.

The Riyadh governorate said any person caught for the first time while hot rodding or driving recklessly will be imprisoned for seven days, receive ten lashes and pay a fine. The penalties will be implemented instantly and without any exception.

The governorate also empowered the area's police commander to apply deterrent sanctions on repeat offenders. Persons caught for the second time will be jailed for a month, receive 50 lashes on the spot and have their cars confiscated. Moreover, the person's school or employer will be immediately notified, so that money be deducted from the salary or marks reduced.

The statement said that Riyadh Governor Prince Salman was urging all citizens, both youths and their parents or guardians, to observe the rules and regulations so as to eradicate this behaviour. He asked them to cooperate with security men in achieving this end.

Hopefully the lashes won't become a reality in this country.

After having impressed on you that Britain's not a bad place to drive, although maybe expensive, we'll get on with the rest of the articles for this Christmas edition.

TWO CARS AND A RALLY

I have been trying to give up the strange pastime of rallying and another suggestion that it was time I did was given by Trevor Watson (Director of Crystal of Hull Ltd.) at the start of our Stages Rally - "I suppose you used to rally years ago?" - 'nuff said.

I was keeping my head down very well in connection with the event but one of the Gin Twins collared me - "I've got a job for you" and that was that.

When it appeared that we had the same problem as most rallies - lack of entries - the computer was cancelled and an handraulic system worked out for the results.

On the Thursday before the event I was getting some flak from some of the longer serving members of the Club when one of them brightened my night by offering the use of a car for the Sunday. This eased my problems as I had visions of using my tandem for running results in.

The car was an 00 car. 00 standing not for course car but for Licence to Kill. This is not meant in any derogatory way as the Colt Lancer Turbo is a rather prompt way of getting from A to B.

After watching Miss Lord Mayor's Parade set a few cars off and suggesting to the Lord Mayor that he could do a few stages in his Limo, I left for Arras. By the time I reached the Beverley by-pass the car was warm and a very short time later I was in Bishop Burton. The road to Arras is never easy because of the undulations but small gaps turn into big ones in a Turbo.

A spectator in a 2.8 Injection Capri enquired at Arras if someone could look at his engine as it seemed to be 'off' - the effect of being passed by a Lancer.

My radio had kept me informed of the progress of the course car and with the rain holding off all was progressing satisfactorily.

I then headed for Cottam with plenty of time to spare and found when not in a hurry the car would potter along as well as any family saloon - you could even lend it to a country gazing weekender.

At Cottam half of the results team were awaiting the cars and were treated to the sight of M. Reed, Esq. assaulting his car with a large hammer - the pitfalls of being course car at competitive speeds.

We had over half an hour's gap at Cottam due to difficulties near Driffield, but Chris Fewlass's excellent radios, with range to cover the extremities of the event, kept the C. of C. in touch with what was happening.

I had to transport half the Magazine Editorial Team to Pocklington. She was also impressed with the Turbo's capabilities. We had the first few cars' times on the first time cards available at halfway, as half the results team (wives of the 'over the hill brigade') were adding up en route.

I then moved on to Goodmanham to collect the second time cards before going to the Cave Service area and finally back to the Grange.

When I returned the Turbo on Monday morning I thanked the Proprietor for the car and I am now convinced that Turbo power will be seen a lot more in the future - in fact, they have big ones and little ones to suit every bank balance.

What was the second car?

Many weeks ago, the newly appointed manager of Dovercourt - East Hull, a gentleman (he'll like that) by the name of Derek Walker, who I have known for many years, asked me if I would be interested in seeing the Quattro. My answer was in the affirmative, so on the Monday after the Crystal, he rang and told me to report at Williamson Street at 11 a.m. This I did (in my Colt Turbo) and a few minutes later we went outside in the pouring rain and there was the car. He dived into the left-hand side seat and I jumped into the other side. Imagine my surprise to be faced with a steering wheel. (North's out of his death Seadle would say).

I reversed out and set off up the street - a polite cough from Derek - "perhaps you would like to try bottom gear next time". 3rd seemed OK to me but I did as I was told and we went along Hedon Road. At the traffic lights at Crystal I prodded the loud pedal after changing into 2nd and we pulled away with incredible grip. The night before I did the same with the Colt, to hear a quiet zzzzz with no gain in speed as the rear wheels spun. (Twice the price of four wheel drive).

On the Paull road I stopped, built up a few revs and dropped the clutch. I was soon in 3rd and going quite quickly, so after glancing in the mirror I did an emergency stop. I have no doubt that my time to ??? mph and back to rest was quite short. The last time I had experienced such performance was with the Jensen FF - back in 1967.

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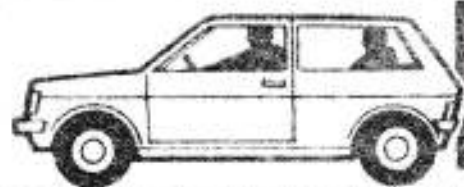
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On my way back into town I did manage to lock the wheels with a very hard prod on the brake at 40 mph on a very smooth surface, but normal panic braking just gave one a very reassuring bang on the safety belt.

Just before I returned to the Garage I circled the large roundabout at the eastern end of the new dual carriageway over Victoria Dock as fast as I dared. Derek said it would go faster - but I daren't. It was nowhere near braking away at front or rear.

Throughout my test drive it had been raining but vision was excellent all round - you wouldn't think so looking at the squat appearance of the car. After a few directions as to the controls everything fell to hand and it was a pity that the car had to be returned so soon.

I don't think I will be investing my pocket money in a Quattro but no doubt there will be widespread interest in the 80 4WD when it appears next year. Other makes will have 4WD cars by then but I think Audi will be a little ahead of them on the development side.

I don't suppose Victoria Speed's Roy Webster would appreciate the Quattro Turbo as much as his own Turbo because when driven in anger it is not as spectacular, but beggars can't be choosers and when offered these two exceptional cars to drive, who could refuse. I certainly didn't.

GEROVIMO

NEW SHOCK ABSORBERS

Spax have just released a new range of shockers marketed under the name of Traxpax. Developed to fill a gap in the damper market for racing cars, they may have applications in rallying also. Below is their publicity information.

"Introducing a new range of lightweight, rebuildable racing dampers designed and built specifically for competitors.

Traxpax features:

- Fourteen positive click adjustments affecting bump and rebound equally.
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- Offered in a range of four settings, giving rebound to bump ratio of 1:1, 2:1, 3:1 and 4:1.

continued

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75/105	3		
75/107	3.25		
75/110	3.5		
80/112	3.25	145 mm	85 mm
80/115	3.5		
80/117	3.75		
80/120	4		
90/122	3.25	171 mm	95 mm
90/125	3.5		
90/127	3.75		
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90/132	4.25		
90/135	4.5		
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100/145	4.5		
100/150	5		
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Lengths are measured from centre to centre. Fitment of a bump stop increases the closed distance by its own length.

Part numbers are coded in closed and open lengths of the unit, e.g. 70/900 equates to 7" closed, 9" open.

Open lengths ascend in quarters of an inch, though the final '5' in the part number is omitted, e.g. 75/102 equates to 7.5" closed, 10.25" open.

Four valve settings are available: 1:1, 2:1, 3:1, 4:1, rebound to bump ratio. Please specify when ordering.

All dampers available only through Spax Limited, Telford Way Industrial Estate, Bicester, Oxon., OX6 0LU.

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A man goes to the doctors complaining that he can't stop sneezing.

The doctor asks if he has any side effects.

"Yes" says the man "Every time I sneeze I get an erection".

"Oh dear" says the doctor "Are you taking anything for it?"

"Yes" says the man "Pepper"!!!

Why do monkeys have red nuts?

So they can hide in cherry trees.

What's the loudest noise in the jungle?

Giraffes eating cherries.

- Q. Why are there 6 pallbearers at a white man's funeral and only 2 at a black man's?
A. There's only two handles on a dustbin.

LICENCES

About this time of year the RAC always send out Christmas cards disguised as licence renewal forms and for next year most of the fees will remain the same. One interesting point which I noticed on the renewal forms is that each licence will be valid from 1st December, 1982 to 31st December, 1983, so saving all those regular cock-ups that happen on events that take place in the first few days of the new year. Now there is no excuse for not having the right year's licence to compete on the events. I well remember competing on the Three Swans Road Rally a couple of years back when the clerk of the course ended up very much richer by taking licence fees on the spot as well as all the hassle of filling in additional forms on the night.

1983 ROTHMANS RAC OPEN RALLY CHAMPIONSHIP

24/27th February	Mintex. De-Lacy M.C., Pontefract.
1/5th April	Circuit of Ireland. Ulster M.C.
5/7th May	Welsh Rally. South Wales A.C.
11/14th June	Arnold Clark Scottish. Royal Scottish A.C.
29/30th July	Ulster Rally. Northern Ireland M.C.
14/17 September	Rothmans Manx. Manx Auto Sport.

Best five to count.

SOCIAL NEWS

Once again it's Christmas, as if anyone needed me to remind them. Anyway, I'm frenetically selling tickets for the Party - £3.50 each. Clothes optional! I expect to see lots of knobbly knees, with a prize for the best (or worst, depending on how you look at it).

Are there any more potential Le Mans pilgrims? Time is running out so if you want to go hurry up and let me or Ian C know.

I must apologise for the lack of pie and pass at the last film night - I didn't sell tickets for that as well as for the Christmas Party, I might get lynched! There's another film night on 13th January so I'll sort something out then.

RUTH.

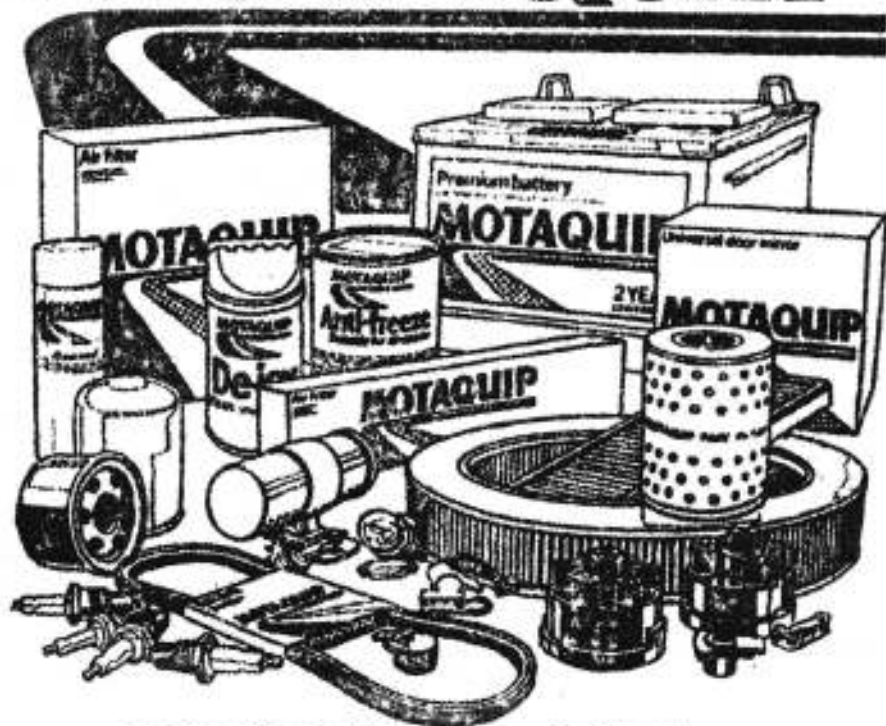
RECKITT'S QUIZ NIGHT 7.12.82.

Your man on the spot was present for the final round of the Reckitt's quiz, which took place at their premises on Tuesday night. To the sounds of the background music from the Christmas Disco, 8 teams took part. NPMC were determined to get to the finals by fielding three teams of 'experts' and yours truly ended up as the male in the Reckitt's M.C. team (dual membership).

Reckitt's M.C. pulverised their opposition, York M.C., and ended up in the Semi Finals with eventual NPMC finalists, Ian North, Roy & Myra Webster. With all the questions on post and pre-war motoring unfortunately the Reckitt's team was eliminated by the Veterans. The final was between the NPMC 'oldies' and the



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British Aerospace Motor Club. NMC put up a good fight but unfortunately with British Aerospace fielding their Motorcraft's Motormind National Finalist, we had little chance of winning. It was British Aerospace who took the honours, with NMC finishing runners up.

Thanks to all who attended, and next year I may sit on the Beverley GMC team.

IKC

WHY DO WE DO IT!

Why do we do what you might ask - get involved in running a stage on the RAC Rally, that's what.

This year we were running our usual stage in Cropton Forest, which was special stage 63 on this year's event. Also, of course, as every year, it was a middle of the night job - 3.30 am to be precise.

Preparations started early in the year with stage commander and his deputy, Ian Sadofsky, and Dave Shipley attending numerous meetings and making visits to the stage to meet the Forestry Commission, etc.

My own involvement started about two weeks before the event with getting radios and telephones sorted out, as well as trying to recruit a few marshals.

The working party for the stage arranged to meet at 10 pm on the day before our Thursday morning stage, so off we set in 'our lad's' mini pickup loaded with generators, floodlights, radios, etc. - it was on its bump stops, most of the way.

We were first to arrive, followed by Ian and Tony Carmichael (is he a member?) in an Armstrong Massey Landrover pulling the Club trailer full of yet more generators, lights, stakes, etc. Then the heavy gang arrived, John Overend, John Butler, Dave Shipley, Bas Wilson, Ruth Bower, Geoff Allen, in yet another hire car, followed by Ken Hailstone in the mighty Datsun.

We wondered why there seemed to be a lot of dogs barking - we soon found out that 'them dogs' was 'hounds' - we were in the middle of a fox hunt, dogs and horses everywhere. They seemed to appear for most of the afternoon.

A system was soon worked out with arriving gang, staking gang and brushing up gang, whilst John Overend was despatched to erect spectator signs, no entry boards, etc. Geoff Allen and myself set about erecting floodlights at the arrival control and start control.

Setting up the stage went very smoothly, with Geoff Allen's lengthy roll of tape coming in very useful. We met Julian Doyle halfway down the stage in yet another Landrover. He had towed the Crystal Caravan up to be used at the finish. Just as we had about finished and managed to stay dry, the heavens opened and soaked us through.

Anyway, by 6.30 pm we had all retired to Sutherland Lodge Activity Centre, where the owner had promised to provide us with a meal. The bar was open so we all soon settled in. They served us with a smashing meal of soup, followed by Shepherd's Pie (he assured us he had caught the shepherd early that morning!), and finishing off with Sponge and Custard. It was certainly a welcome sight after being out in the fresh air all day.

Ken Hailstone was a bit worried about the effect one of the girl assistants, who happened to be rather well endowed and didn't have a bra on, was having on the

younger members (never mind the old ones!). He happened to mention it to her and next time she appeared she had covered up (she must have taken him seriously).

We left Sutherland about 11 o'clock to get back to the stage start to await the arrival of the other marshals. We had quite a few marshals to help out with running the stage from clubs such as Blackburn Welfare, Police M.C., Bridlington M.C. and even some from Huddersfield Polytechnic.

I was positioned down just past High Muffles on a farm entrance with a radio, so that if the farmer wanted to get out we could arrange it. I drove down towards my position and came across Nick Pack just trying to tidy the corner up so I stopped for a while. Half an hour before the course car was due we were approached by a man who introduced himself as a National Park Warden. He was most upset that there were no warning notices on the public footpaths to warn walkers about the rally. Bearing in mind that it was 3 o'clock in the morning, I thought he was joking. However, he soon made it clear that he was very serious and he would prevent the stage from running without the signs. An urgent radio message was sent to the start explaining our predicament. This brought Dave Shipley smartly down the stage to try and sort it out, but the Warden was adamant and insisted that we should have the proper signs provided by the RAC. (It was obvious that the RAC organisers had not passed on the necessary information to us). We seemed to be getting nowhere so Dave took him back to the stage start. Another radio message and Phil Short, one of the organising committee, arrived and managed to sort out the problem. (I think he threatened to take the Warden through the stage in his Audi Quattro). Thus we were ready for action.

From where I was standing the cars were just a flash of lights and a noisy roar, although it was quite obvious which were the Quattros, which seemed to be going incredibly fast. All seemed to be going quite well and we were just over halfway through the 89 expected competitors when I heard an 'URGENT' call come from Auto Number - Fire at the finish. All stations were told to stand by as a message was passed from the finish that there was a car well off at Corner 7 and the driver was out of the car waving frantically for help. This sounded serious and seemed to be about three quarters of a mile down from me. Dave Shipley came on the radio. He had stopped the stage and called up M04087 which was the doctor in a Citroen Ambulance-type rescue vehicle stationed at High Muffles (we had five doctors on the stage in all). The doctor proceeded down the stage, siren going and lights flashing, followed by Ian Sadofsky in the Landrover. By this time Geoff Allen had come running to my point from the accident. He had run nearly a mile. Apparently Car 94, a French Citroen Visa had lost a wheel down near the ravine and had rolled quite a few times knocking the co-driver unconscious. Fortunately, by the time the doctor arrived he had regained consciousness. The doctor took the crew back with him and the car was rolled off the track out of the way, so we were set to roll again. The rest of the competitors went through without incident. After a short wait and a radio contact with York we decided on a closing time and the stage was duly closed.

The usual few were now left to pack up the stage, bearing in mind we had been on the go from 10 o'clock the previous morning and it was now 6.30 in the morning we were quite tired by now. Whilst Ian and Dave were coming back to the start after closing the stage, we set on to dismantle the generators and floodlights at the start. We then proceeded down the stage gathering up the gear as we went. Some marshals had been quite good and packed the equipment up neatly, whilst others had just disappeared leaving us to clear up the mess. Then it happened. Halfway round the stage the heavily loaded Mini Pickup decided to pack up. No way would it go. The rest of the few were sent on to pack up whilst we tried to find the fault. It was eventually traced to either the distributor cap or rotor arm. We managed to contact Julian Doyle on the radio and asked him to come and find us and give us a tow. Meanwhile a Forestry Commission Maxi happened to be passing and stopped to see if he could help so we persuaded him to part with

his rotor arm just to try and see if it would make the Mini go. It was slightly bigger than the Mini but we gave it a try. Still no good and, to our horror, when we took the distributor cap off his rotor arm had broken in half, so that was two of us stuck. Anyway, we came up with a bright idea and taped his rotor arm together, luckily it worked and the Maxi was a runner again - well, just!! Off he went, apparently he only lived just down the road and knew he had a rotor arm for the Maxi and thought he might have one for a Mini.

By the time Julian arrived on the scene he had returned with said rotor arm, which fortunately did the trick, and the Mini was a runner again. Also arriving on the scene during all these happenings was the Head Forester and the French service crew for the damaged Citroen. We had great difficulty communicating with these Frenchmen, but we gathered that they didn't have a trailer (not that the car was worth taking back to France). After communication with York it was decided that the only way to recover the car was to get a local garage to give it a 'full lift'. Thus they were directed to N. Yorkshire Garages in Pickering (that was easier said than done!) So with that we returned to the end of the stage, coupled up the carevans to Julian's Landrover and headed for home. It was now about 10.45 am.

We arrived home just 24 hours after we left the previous day, very tired, and then the next day we discovered that one tyre in the Mini had a great hole in it and we had ripped the petrol pipe off.

So, as I say, WHY DO WE DO IT?!

JOHN NEWLOVE.

I think one member of the club deserves a special mention, that is I Harrison who had the unenviable task of collecting the money for spectating car parking. Well done!

HUMBRIAN AUTOTEST

This was our club's annual Restricted Autotest, which was a round of the ANCC Autotest Championship. Also we ran a co-promoted event alongside the main event.

We had acquired an excellent venue for the event on Sutton Fields Industrial Estate at the site of the old A-Line Caravan factory. The surface was a tarmac/concrete type, the only problem being quite a lot of nails and screws scattered around the site.

Unfortunately the Restricted event was not very well supported, with only 10 entries. Some of them made up by persuading our own members, Ken Hailstone, Julian Doyle and Mick Wood to do the Restricted event.

We also managed to drag out two old faces, one being Graham Gardham in his Midget, the other being Brian Auchterlounie in his wife's Mini.

Rob White was clerk of the course and had designed some tough tests for this Restricted event (some said he must have been drunk at the time!). Scrutineering was soon completed by John Beadle, we had 20 entries in the closed-co-promoted event, with 2 from the Southbank Motor Club, 2 from Grimsby Motor Club and 2 from Bridlington & Dist. Motor Club.

The restricted men were first away, with Russ Swift from Darlington really showing us how it was done. The ANCC men are really good to watch, making it very difficult for our mento keep up. With the difficult tests there were quite a few washouts to work out for myself and Ruth Bower. The event ran very smoothly and proved to be very competitive. I would like to thank all the marshals who did a very good job on a very cold day, also to Ruth Bower for the results, and John Beadle for Scrutineering and, of course, mainly Rob White for

MARTYN SHAW

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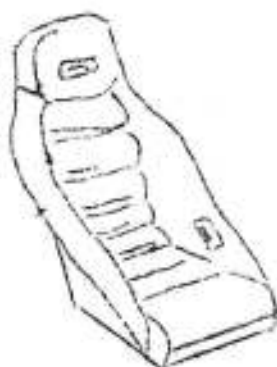
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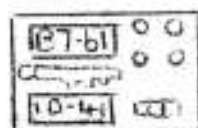
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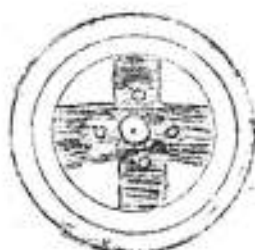
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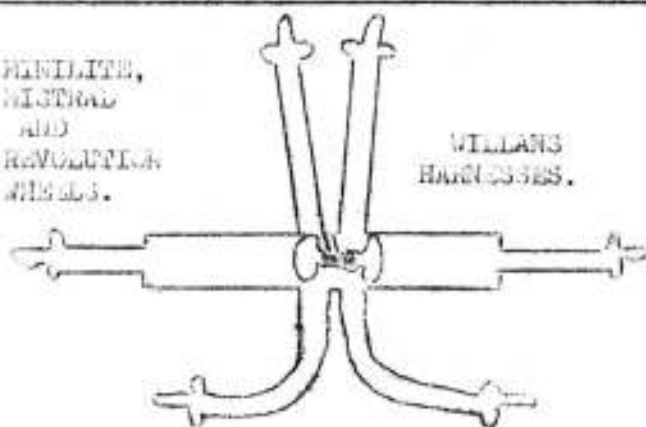
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doing the tests.

By the end of the day it was clear that Russ Swift was going to win FTD and he took the Humbrin Trophy. Other results were as follows:

FTD Russ Swift - Mini.
1st in Class R. Mackinnon - Kidgob - Trackrod M.C.
1st in Class C. Cotton - Oateun - Selby & Dist.
Results continued below Forthcoming Events.

FORTHCOMING EVENTS

1st January North Humberside New Year's Day Autotest, organised by Rob White.
2nd January Autotest, organised by Southbank Motor Club at Blyton Airfield,
Near Scunthorpe. Good event last year.
22/23 January Selby & Dist. M.C. 3 Swans Road Rally.
13th February North Humberside Autotest.

Results (cont'd)

FTD of the co-promoted event went to David Golightly from Grimsby Motor Club.
1st in Class Dave Bird - Frimsby, R. Pattison and Brian Auchterlounie from
North Humberside.
2nd in Class awards went to C. Todd and Robert Newlove.

BEAVER RALLY

A few weeks before this year's Beaver Rally, Adrian and I thought we might have a try in the Subaru. After getting the regs off Gin, we realised that we only had a couple of days to enter before the closing date. So, after discussing whether or not the car could take it after recent problems, the entry form and cheque were dropped through the entry secretary's door.

Confirmation of our entry, and application forms for competition licences and insurance were returned within a few days, so then it was time to start worrying about the car compared with others that might have entered.

Our fears were confirmed when the entry list arrived with the final instructions: several 2.3 Chevettas and 2 litre Escorts appeared in it, and following our starting number of 63 were a couple of Escort twin-cams at 64 and 65, with a 1.9 Ascona at 66.

Extensive preparation occurred within the next week (Adrian fitted new Jubilee clips to the radiator hoses), and after buying a warning triangle and clearing out the car, all that remained to be done was to remove what seemed to be tons of mud and straw from under the wheel arches, left from setting up Goodmanhan on the Crystal!

So, the big night arrived and we went down to the noise check at our allotted time. After seeing some of the bigger cars go through, we weren't at all surprised that we passed the check with 15 DbA to spare.

On to scrutineering, and problems arose when the scrutineer couldn't find the carburettor! After a guided tour of the engine bay, in which the spare wheel is stored, we convinced him that he wasn't looking in the boot and that there was an engine in there somewhere. But a second problem came to light when the other mechanic couldn't find anywhere to put his trolley jack. After ignoring other suggestions, Adrian pointed out a possible place under the front end of the car and the jack was cautiously raised. He decided it was OK, so off we went to the Market Place for the start and plotting of blackspots, SGW's, etc. began. A few comments were passed by spectators about the car like "God, I don't believe what I've just seen!!"

I collected the roadbook at 11.03 and plotting went down quite well, with no major problems. It was soon 12.33 and we left the start ramp after a brief description from the Radio Humber-side commentator, who had obviously run out of things to say after 50 odd cars.

Then followed a drive out to the first control. We had 25 minutes to get there, and I had great difficulty getting Adrian to drive slowly, as he kept moaning about the granddads who were doing 40 mph and passing us. Then followed a quiet (observed by Harry) to NTC 3 manned by Dave Shiplay at Old Ellerby. We set off from him reasonably quickly round the back of Burton Constable, but a messed up junction saw us chased and passed by one of the Escort twin-cams, but no further incidents occurred in the first section.

At the next NTC we parked up behind car 60, an Audi 80, who had lost time when he turned round after going down the wrong road, and backed into a ditch. We followed him off on the next minute, and after a few more controls we arrived at a time control with Rob White's Luton van parked up - but no Rob White. After a bit of shouting he emerged from the van wiping himself down. Apparently the navigator in the Audi hadn't been feeling too well and had deposited the contents of his stomach out of the window just as Rob had leant in to sign his time card. Anyway we finally got him to sign our card and off we went.

We stopped behind the Audi after the next neutral, and on enquiry the driver said his mate was always like this til his stomach adjusted to the pace.

So on we pressed, albeit a good few minutes behind time, and did a bit of spectator entertaining - some loud squeals coming from the standard road tyres. From Aldbrough to the Half Way halt was almost all competitive driving and, according to the time card, we were just OTL, but so were most other crews, so we took the gamble that OTL would be extended and ran the last two controls at over 30 minutes late.

Arrival at Dranswick Autopoint confirmed that the organisers had misjudged the timing and OTL for the first half was extended by 30 minutes.

After a coffee and a hot dog, we queued up for the restart, and with three or four minutes to go, Adrian started the car up. But, when he turned the lights on nothing happened. A quick jog over to the garage produced a replacement fuse, but of a lower rating than the one that had blown. Anyway, we banged it in just in time to set off without losing our restart minute. After a few miles though the fuse started warming up, which slowed us down quite a bit as we were expecting to lose the lighting at any minute. Then followed several miles in thick fog, but no-one caught us so we must have been keeping up with the rest as we weren't lost on the road. The fog had taken its toll though, as along the route we saw an Imp nicely stuffed nose-first in a ditch, with just its reversing lamp and rear wheels visible over the edge, but they seemed OK and gave us a wave as we passed. A Mini was in a similar state a bit further down the road.

Our restart time from halfway had been 01.03, and we were losing quite a bit of time due to the fog and worrying about the lights, and we had until NTC 22 before we could make up any time. We were almost out of time, but luckily we scraped in at TC21 with a time of 01.33 exactly one minute safe of OTL - quite a close shave.

After swapping fuses around, the lighting problem was temporarily sorted out, so we set off again with no penalties (they restarted everyone on their respective minutes), and a bit more confidence, and Adrian started really having a go. We gave some marshals a fright on a downhill approach to a passage control, as there seemed to be a lot of gravel around, but we just stopped in time before the SGW, and had a bit of a laugh at the looks on their faces. But

a marshal gave us a fright a bit further along the route, as he had put his control board on the bumper of his car instead of back down the road, so that involved a bit of violent braking too.

After that, we'd only gone a few miles when spotlights appeared behind closing fast. It turned out that they belonged to a very hairy Escort, so we let them past. He hammered away from us on the next decent straight, but over-baked it on a 90 left, and did a very entertaining spin, though we only just missed him when we entered the bend. He managed to stay ahead, but we were now right behind him. However, he messed up the next junction too, so we slipped past and never saw him again.

The next disaster occurred when Adrian reached to turn on the spots, after a quiet, and the switch came off in his hand! We pressed on for a while, but went wrong at a junction, as I was under the dashboard trying to find some wires. We managed to get back on the right route though, and got the spots working off a spare switch, so we were off again, moving at a fair pace.

After turning right at a crossroads, I lost my place on the map for a few seconds, and found it again but at the wrong crossroads down the road. So I was shouting dead straight for half a mile into a fast right, when suddenly a passage control and SGW loomed up. We almost killed John Butler in the process of stopping, who seemed most surprised at our sliding stop, but yet again we just made it (stopping, not killing John!). So off we went, visiting Geoff Allen and Baz, Harry and John, and quite a few other North Humberside marshals, including Steve Varey, who even cleaned our lights - Cheers!

We finally arrived at the last time control, so a slow drive followed, back to the Crest Motel for breakfast and results.

I was reasonably sure that we hadn't picked up any fails, and thought we'd done quite well in a standard car on our first event, but judging by what we'd seen of some of the other cars 'taking off' from controls, we weren't over-confident about our result.

The results were finally posed at about 8.30 am and we were pleased to find that we had collected no fails, but even more pleased to find that only 15 cars were in the similar position of having no fails. A quick check on the times of these 15 cars put us in 11th place overall, 3rd in the Beginners Class, and either 2nd or 3rd in the 1301 to 1600 cc class, depending on the capacity of one car which was a late entry.

We were extremely pleased with our result, but our little band of supporters who had marshalled then met us at the finish had cleared off, and we didn't know anyone else, so we couldn't let anyone know our result. Still, you can't win 'em all!

KEN STURDY



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ALL TUNING TO MANUFACTURERS SPECIFICATION

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LOMBARD R A C RALLY 1982 Cropton Stage

On behalf of the organisers of the Lombard R A C Rally and all the officials of Special Stage 63 Cropton, may I take this opportunity to thank all members and friends who turned out to help us run this Stage on Thursday, November 25th. Special mention must be made to the Working Party who helped during the previous day to set up this stage, especially Julian Doyle who towed up the Crystal caravan.

The Stage ran smoothly on the night but we were desperately short of Marshalls and if we had not had assistance from other Motor Clubs there would have been no way I would have been willing to run the stage. Please bear this in mind for next year as I will not be able to accept the running of the Stage on behalf of the North Humberside Motor Club if the response from members is not considerably better than it was this year, and this would indeed be a great shame as the name of our Club is held in great esteem by the organisers of the Rally.

Special mention must be made to those marshals who helped with the serious accident that we had on our Stage concerning Car 94 and especially Geoff Allen who for the second year running had to run back up the stage some two miles to the nearest radio post to summon assistance to have the Stage stopped while the crew members were extricated from the wrecked car.

Incidentally I still have available a few Lombard R A C Rally Yorkshire Area Badges and Year Bars for those that want them please do not hesitate to contact me on Hull 634149.

Once again many thanks for all your help, and I look forward to seeing you all again next year.

Ian Sadofsky
Stage Commander
