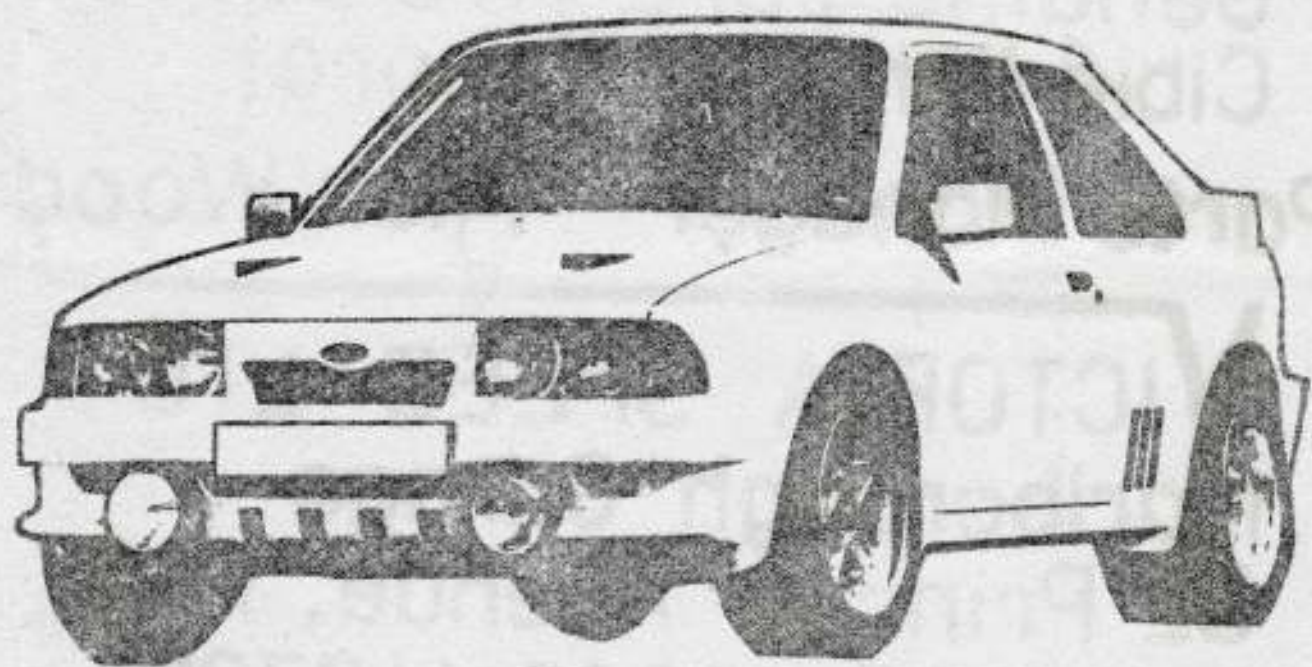
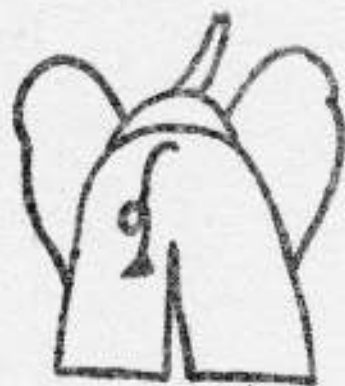


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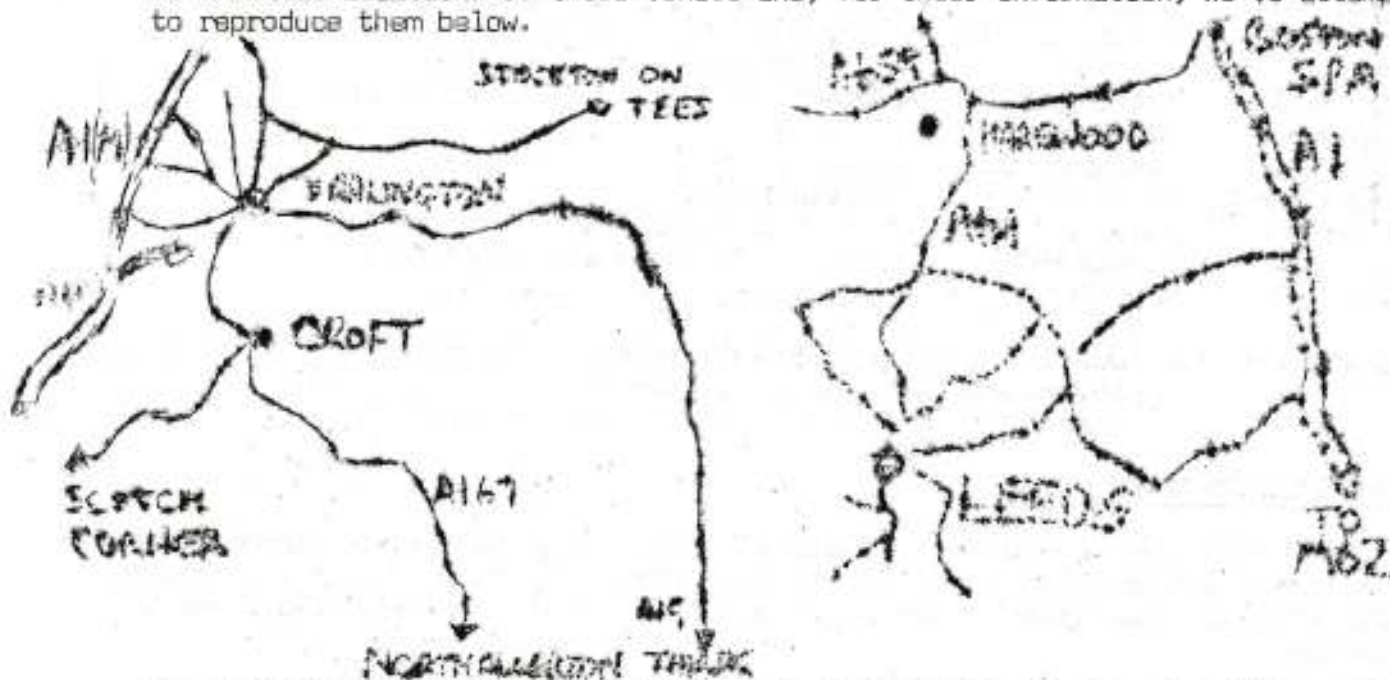
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## EDITORS' FOREWORD

Over the last few weeks we've managed to get up to Croft to see the rallycross and to Harewood for the hill climbing. Some of our new members might be interested to know the locations of these venues and, for their information, we've attempted to reproduce them below.



Thanks go to the Committee for their help in producing the magazine this month - very few articles have been forthcoming from members.

British Telecom have, at last, tried to help the rallyman by giving him his own rally results service called -

EVENTSLINE (Motor Sport) 051 246 8066

This service, giving up to date news, views and results on motor sport, is now available at all times.

The following events will be featured:-

Scottish 11th-14th June  
Manx 14th-17th September  
RAC 19th-24th November

National Rallies - Esso/BTRDA and Shell/Autosport championship rounds.  
British Grand Prix - Silverstone 14th-16th July.

A magazine programme of motor sport information, including interviews with competitors, and news is broadcast between major events.

Quite often when you're browsing through magazines you may see something for sale and then suddenly wonder where the hell is it? All you're often given is a 'phone number, which means nothing. Well now British Telecom have produced a CODE DECODER which is available to the general public at £2.50 including p&p. It's available from Area Sales Offices and gives a numerical list of 'phone numbers and their town names. If you have any problems obtaining a copy contact the Editors and we'll sort something out.

IAN & LINDA

### WANTED

2 wheel car trailer (suit Mini.) Also cheap Mini - suit Autotesting.

Contact: Paul or Robert Pattison,  
14 Castle Rise, South Cave.  
Tel: North Cave 2600

### Future Events

22nd May Uniband Stages Rally, Poachers M.C.  
28th May Sandle Motors Road Rally, organised by DeLacy Motor Club.  
29th May Autotest, organised by Dave Hawkins, probably to be held on  
Walton Street Fairground.  
4th June Cottingham Show Autotest, organised by Reckitt's M.C.  
5th June Scarmonden Hill Climb (rally car class).  
5th June Southbank Stages Rally.  
18th June Midnight Road Rally, Leeds M.C.  
19th June Autotest, organised by Phil Cherry, at Brandsburton.  
3rd July Stages Rally, organised by Eastwood & District M.C.  
3rd July NYMC Production Car Trial.

Change of date: Due to a lack of venue, the Autotest scheduled for 24th April had to be cancelled. This has been replaced by an Autotest on 31st July, organised by John Beadle and Ian North.

### OLD SOLDIERS NEVER DIE

The '83 Welsh was similar to 1982 with a short compact event mixed tarmac and loose. Our team was Buggy Beadle and I in the car, Bilko being Team Manager and providing the barge with two Reeds as service crew and two B.D.M.C. members, Lloyd and Tony, chasing.

At the last moment a Reed couldn't manage it (?ED) so Bilko stepped down to service crew. This had both its advantages and disadvantages because, whilst Bilko is a 'handy' lad to have around, of all the half million people who went to the event 499,999 knew Bilko.

Joking apart, we had an excellent team, which departed from Skidby at 2 pm on the Thursday going via Wilcox Engineering to Llandrindod Wells.

We arrived in time to meet 'Wildman' Webster and his crew for a few jars and to arrange a £1.00 a stage side-stake. Bilko was deputised to feed Webbo with ale and keep him up well into the early hours whilst we slept.

The scrutineers had us sawing axle braces off which had been passed as O.K. on the Mintex, but otherwise things were fine.

We arranged with the weather men for breaks in the rain for servicing but they got it wrong - Mike Reed complaining that each time he lifted the barge lid it p-----d down.

The first stage was Esgair Dafydd. Pearson, in our class, was stopped and the Fiat Ritmo rolled. This stage was followed by service, where Chris Lord retired.

We then went to Brechfa for three stages twice - wet, wet and wetter. Service was at Llanybyther before going north to Ystwyth and Myherin. The latter was fabulous - smooth and sweeping, but we only just scraped in to the A.T.C. on time, in fact we were late but a short discussion with the Marshal resolved the situation.

After service at Devil's Bridge we had a foggy Hafren followed by a long run in to Machynlleth and a two hour break.

We tried to discuss things in the 'chippy' with D. Sutton but he obviously didn't want to let his tactics be known to the opposition.

After the three most northerly stages we returned to Machynlleth for service before heading south again for Taliesin and Hafren 2.

We then had a long run down to Bwlth Wells for the second rest halt. Here I was driven from the car by Mr. Beadle's infamous snoring - no rest for the sack of spuds.

Epynt was next and although this was the seventh rally I had been on using those roads, you can never be sure of the browns.

The second of the group of stages had 2½ miles of loose at the end, which must have been exciting for those with slicks on.

After a tyre change - if you had enough barges and wheels with tarmac tyres on - a loose stage followed before service on the Mabion Way. To get there the barge had its own loose forest stage which was no doubt enjoyed by some of the service crews.

The same Epynt stages followed with an extra loose stage after Crychen, called Glynsaer. This is a wrecker taken quickly because it is not rough but bumpy - I know what I mean even if you don't.

A quick service before a return to Esgair Dafydd then a tyre change for the final tarmac stage over Epynt.

We finished back at Llandrindod Wells mid-afternoon Saturday, having had an enjoyable but damp rally.

Webbo had had suspension problems and had gone off early in the event and Woody had succumbed to gearbox problems halfway through, but not before making some of the other class members comment on his stage times.

Our journey back on Sunday was via Manchester Airport to get Buggy off to the South of France for the Monaco Grand Prix (spectating, not competing). He now has another point in the Open Championship, but I think the old problem of too much month at the end of the money may preclude any further progress this year.

GERONIMO

#### TRACKROD M.C. SHELL LEAGUE AUTOTEST - Sunday, 24th April

This was the second round of this year's Shell League Competition held in the Wellington Street Car Park in Leeds City Centre. We required five competitors to make up the team and, in fact, we managed seven entries in all.

Mike Reed and John Beadle in Mike's Midget, Howard Paterson, also in a Midget, Rob White in his Colt, Phil Cherry in his recently acquired Mini 1,000, Ken Hailstone in his ever-faithful Datsun, and me in my Mini.

Phil kindly offered to take my trailer on the back of his tranny, with his Mini on as well. With Rob White in convoy, we made an early start (which was just as well) and managed to take the wrong turning off the ring road and did three laps of Leeds City Centre. Anyway, we found it in the end and the rest of the team arrived shortly after, except for John who couldn't make it.

Howard's Midget was sporting a new front end (fibre glass) and Ken's Datsun had some jazzy stripes over the rust holes.

We all managed scrutineering O.K. (they even had a noise check). There was a bit of a dispute over passenger seats, but everything worked out in the end.

The first four tests were laid out, but they were very tight - they were opened up a bit with a little help from the competitors. With car one non-starting, Howard had to go first and there was no demonstration car. He put up a good time but got a bollard. We watched the head men do the tests before us and everybody was either clipping bollards or sliding over lines. A special, based on a Honda Civic, made

out of plywood and angle iron was showing everyone the way round. Phil reckoned it would warp if it rained.

After the first four tests we weren't doing so bad, although most people were picking up penalties, the marshals were a bit enthusiastic about line faults. (It was a bit like John McEnroe at Wimbledon, mind you, Rob White did use slightly different words to him.

They used these four tests again, although they opened a couple of them up a bit. Howard was still collecting the odd bollard and even Phil got a +10 and Rob collected a wash out - maybe he fell asleep as he had been in Wales servicing for Ian Oldfield the previous day and didn't get back until 2 am, then he had to get his car ready and be off by 7 am with the rest of us.

There was a bit of a break while the tests were re-arranged and I tried to get some brakes on the Mini. The plywood wonder was still leading and, with the tests being a little on the tight side, neither Mike nor Howard could get on terms with the quicker Minis. Rob and Phil were holding second in class, Mike and Ken were fifth, and I was about 11th (I had made a very good decision not to include myself in the team).

The afternoon session consisted of four tests, run twice, with the last one being a little longer than the rest. Our positions improved a bit after this. Mike moved up to fourth, Howard fifth, Phil did extremely well to win Class 2, and Rob was second in Class 3, Ken managed to hold on to fifth place, and I moved up to ninth.

All in all an excellent result when you look at the class of the opposition. This concluded an excellent day's sport, with three of the team bringing home awards.

We had to wait for Monday's Yorkshire Post to get the Shell League Team positions and we were knocked into 2nd place by just 9 points. We are no. 8 in the league and, to maintain this position, we need some support in future events. The next are a speed Hill Climb at Scarborough on 5th June, and a Road Rally at Shipley on 25th/26th June, also a PCT at Ilkley on 17th July. If anybody fancies a go, please contact me or Ken Hailstone.

ROBERT NEWLOVE

#### RALLY MARSHAL'S TRAINING

Last September I received a letter from the Rally Marshal's National Register asking if we would like to assist in the holding of a rally marshal's training day at Blidworth. Unfortunately it was on the same day as our Crystal Stages Rally so we had to turn it down. I contacted the organiser and said if they were running a future event would he let me know.

I had not heard any more from the organiser so last week I contacted him and he said they were trying to get Harewood Hill Climb venue for the event and that it will cost about £1 per member. He also said he would let me know as soon as he had any information.

It seems a very good idea, with the day starting at approx. 8.30 until 6.30 pm. If anyone would like to see the timetable or is interested in taking part, contact me on any Club Night.

HARRY HANNAH

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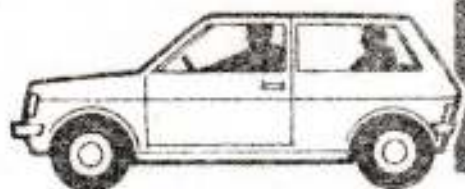
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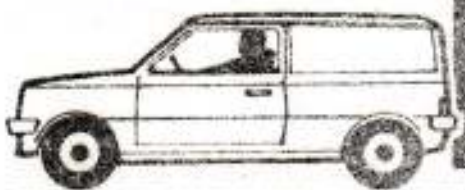


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### SHELL LEAGUE AUTOTESTS - 8TH MAY, BINGLEY

After our superb field of entrants for the previous round, which gained us enough points for second place in the team event, we only had two entries on this round, Rob White and myself.

There was a good field of entries - mainly Minis, a couple of Specials, and various saloons. Our class had twelve in it, some flyers from Selby, Chris Cotton and another quick lad from York also in a Datsun 1200. It poured down at halftime, so everyone went to the pub for a pint and a chin wag.

The tests were on three sites and very tight, getting progressively more complicated as the day went on. Both Rob and myself were using steering wheel knobs for the first time and it proved a little difficult at first but we both got better as the day went on. Rob had too much grip with his front tyres so he changed to thinner tyres and we eventually finished 2nd and 3rd respectively in class.

A very good event marred slightly by the weather, but let's hope we can get a full team out for the next round and win next time out.

P.S. We would have won the first round but Ilkley & District paid one of York Motor Club's fast lads entry if he would run for them, and he subsequently gained them enough points to overtake us.

KEN

### COLMAN TYRES RALLY

Some club members asked if we were marshalling on the Colman Tyres Rally. I said we don't usually but a few members had marshalled in previous years.

We went round with a sheet to see how many were interested and, to my surprise, we had 19 names on the sheet. The next thing was to contact the Chief Marshal at Otley M.C. and he said it was the first time he had been approached with this amount of marshals from another club without having to ask for help first. I was then approached by Martin Goodman from Blackburn Welfare M.C. to see what events were going on, so I told him about this event and he came back with the offer of 9 marshals. (Thank you very much Martin and your members).

We arrived at Otley to sign on and were informed that we would receive hats and pens and, to top this, they said you have won a marshal's draw, a bottle of whisky (no drunk drivers). The weather conditions were very bad, fog first half then rain later. I was informed later by the Chief Marshal that some of the competitors had said they did not know how the marshals had got to their controls in the second half. I think it was a very enjoyable night - some have said they are going next year.

I'd like to thank my driver, Denis Robinson (Thanks, Denis) and everyone else who turned out.

HARRY HANNAH

### ALL YOU EVER WANTED TO KNOW ABOUT RALLYING BUT NO-ONE COULD TELL YOU

- |                    |   |
|--------------------|---|
| Arrows             | Warning signs for competitors denoting the presence of hostile Indians to the right or left of a special stage. |
| Blue Book          | Porno Magazine.   |
| Circuit of Ireland | Rally which pretends to go round Ireland but in fact goes up and down it.                                       |

Clerk of the Course	Man who thinks he's in charge of the Rally.
Co-driver	Man or woman, who sits beside the driver, but knows that he, or she, could drive better if given the chance.
Crash Helmet	Protective headgear used to keep drivers' brains in place after a heavy night.
Caution Board	Warning sign denoting a place where everything is flat.
Deputy Clerk of the Course	Man who is even more convinced that HE is in charge of the Rally.
Driver	Inferior sub-human species under the unfortunate delusion that Yorkshire scenery is actually painted on nice, soft, cotton wool.
Flat	War cry beloved of co-drivers just before accident. (Not me, honest - Mrs. Ed.)
Flameproof Overalls	Worn in conjunction with Crash Helmet and used to keep driver in place after a heavy night.
Flying Start	Gin and tonic for breakfast.
Flying Finish	Closing time.
Fuel Halt	Pub.
Limited Slip Differential	Condition associated with walking on Tetley-coated bar floors. Accentuated if you wear wellies.
Local Landowner	Man with pitchfork, flashing eyes and fascinating vocabulary.
Marshal	Man who couldn't invent a prior engagement quickly enough to avoid getting the job.
Mechanical Failure	Ran out of petrol.
Organisers	Worried looking people who carry cans.
Overnight Halt	Simply enormous pub with beds.
Pace Notes	Edible linings of flameproof overalls.
Parc Ferme	Specially reserved parking space for mechanics to work on rally cars overnight.
Practice	Makes perfect --- cops --- well, nearly.
Prizegiving	Whassat? --- hic --- mine's a pint of ---bitter---
Rally H.Q.	Biggest pub in town.
Rally Car	Expensive piece of machinery with tendency to hurl itself into solid pieces of wood/masonry. Expensive to keep.
Rally Follower	Man, woman or boy who drives round after rally cars. KNOWS his or her skill is infinitely superior to that of driver. Has lots of stickers to prove it.

Regulations	Comic paper distributed by organisers in the hope that it will interest or amuse the crews. Understood by lawyers.
Road Book	Means by which rally organisers try to communicate with Drivers/Co-drivers as to their intended route.
Roll	Inverted accident.
R.A.C. Steward	Official person who spends entire weekend trying to find out what's going on. Organisers try to persuade him he doesn't need to know.
Rest Halt	Collection of pubs.
Service Crew	Band of men and women in van. Do Drivers/Co-drivers drinking for them when they're otherwise engaged.
Service Area	Space reserved for service crews. Visited when they're not working at the roadside.
Special Stage	Section of road closed for spectators to walk on. Occasionally used by rally cars as well.
Spectators	Hedgerow dwellers which line the roads at the approach of a rally car. Often confused with crash barriers due to their close proximity to cars. Difficult to control.
Sponsor	Man who has been convinced that his rally car (seeded at No. 138) is going to win the Rally.
Sponsor (Happy)	It does.
Sponsor (Unhappy)	Man who thought that 'his' car (seeded at No. 1) was going to win the rally and not drive up a tree on SSL.
Timekeeper	When Mickey Mouse's right leg is over his left ear and his left arm is behind his back, the Timekeeper is supposed to be at the top right hand corner of the map he left in the spare room at home.
Wrong Slot	Oops---sorry!
Yellow Book	Very old Blue Book (see Blue Book).

SECRETARY'S REPORT (just missed last mag.)

Apologies to Rob White for wrongly working out his 1982 Auto Test Championship Results-due to a bit of brain fade on my part, I made his total 224 points instead of 324 points. This puts Rob 4th Q/A instead of the lowly 11th place I had him in. Sorry. However, before you all query your results, I have now double-checked everybody's and Rob's was my only mistake.

By the way, we have over 30 people notching up scores in our Autotest Championship, with the next event on 17th April, via Trackrod M.C.

With only one event having been run so far in our Stage Rally Championship, not surprisingly we only have two people registered for this. (By the way, you still owe me Howard!) The next event is on 10th April, the Calderford, so if you're doing it why not give me a £1 and I will put you in the championship.  
SEC.

### PIRELLI ANNOUNCE NEW TYRES - P8

Pirelli have extended their range of +1 wheel and tyre units to include their new low profile, fuel saving P8, as well as additional P6 and P7 fitments.

Fitted with top quality FPS alloy wheels, the P8 +1 package prices now start at £69.50 plus V.A.T. These +1 packages are therefore retailing at substantially less than the corresponding P6/P7 fitments, yet still provide low profile performance and style.

The P8 series radial range offers excellent road holding in wet and dry conditions as well as giving a big improvement in mileage and fuel economy. The P8 being an 'S' speed rated tyre, is suitable for cars with maximum speeds up to 113 m.p.h.

For further details of the additions to their range of fitted units, please ask the telephone operator to call them on Freephone 4474, at which time their Performance Bureau will be glad to give you specific advice relating to your car.

### CROFT RALLYCROSS

Browsing through the competition calendar looking for something to do over the May Day Bank Hols, I found that the Croft Circuit was again playing host to a Northern round of the Lloyds Bowmaker (formerly Lloyds & Scottish) Championship. Having only visited Croft twice last year, once for a club event and once for a Lloyds round, I was determined to watch another 'biggy'. With names like Barry Hatheway, Graham Hatheway, Keith Ripp, Will Gallop, John Greasley, etc. and exotics a la Porsche, 2 litre Fiestas, 3½ litre Capris (Rover) etc.

The weekend approached and I avidly awaited a weather report from the BBC, only to find that it would probably 'persist' down all day. Anyway, Linda packed the butties (marmite and cottage cheese!!) and we set off deciding that maybe it wasn't raining at Croft.

Well it was still raining when we got there but we managed to get sheltered fairly well at the end of the Pits straight in a very good spectating position on this new improved circuit. Now shortened somewhat on the back straight/rough so that each heat required 4 cars to the old 3. This made for enjoyable spectating as cars now seemed to be passing our vantage point at fairly regular intervals.

Now most of these championship men are right head bangers as they are all chasing points to bring them up to No. 1. Aerobatics seemed to be the order of the day, with quite a few rolls and shunts, one roll taking place within 50 yards of the start against an Armco barrier. Keith Ripp, of Ripspeed fame, was talking on the PA system about this no contact sport which had written off 2 cars already within a year and would probably force him to retire if things didn't quieten down.

From the spectators point of view, all this action made the day much more exciting. I can recommend it. Location is just south of Darlington and about 85 miles from Hull. The map on the front page gives you some idea of the location.

Results for the day were:

FTD	John Welch (Escort)
1st	Rob Gibson (Porsche)
2nd	John Welch (Escort)
3rd	Keith Ripp (Fiesta)
4th	Tony Proctor (Capri)

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DRAG RACING

No, it's not Ian North and Ken Hailstone dressed up as two slags sprinting round a track, but it's about powerful nitromethanol injected supercharged engines and burning rubber.

Drag racing is a straightforward but very exciting sport, one in which the spectator can see every move the racers make from start to finish. The sport is a test of acceleration from a standing start over a quarter of a mile. I am sure they just like to see who can make the most noise and wear the tyres out the quickest!

The start is controlled by lights on the christmas trees in the middle of the start area. Tripping the light beams on the starting line activates a pair of clocks. The drag machines switch off their respective clock in the same way when they cross the finish line, thus the time taken over the quarter of a mile and the average speed can be shown immediately in the control tower.

Each racer before he, or she, starts is allowed to make up to three burn outs. This is to heat up the slick tyres to improve traction.

When the start controller is satisfied that both racers are ready to start, he calls them to 'stage' by switching on a single white light either side of the christmas tree. From this point both cars creep forwards towards the start line with engines growling away. As they do so, the racers pass through the first beam, this switches on two flashing amber lights which indicate to the starter that the cars have 'staged'. Having reached this far, they pass through another light beam which switches on a single amber light. This indicates to the starter they are set to go. He then switches on a green light and then off they go. However, if a racer breaks down or fails to stage in a given time, a red light is switched on at his side of the strip and is not allowed to start. The other racer is given a 'bye run'.

The winner is not necessarily the one with the fastest time but the racer who reaches the finish first.

Next meeting: Sunday, 5th June, at Melbourne Raceway.  
3rd round John Wolfe Racing/Revell British Top Modified  
Championship & Supercamp.

T. HARRISON

R.A.C.---M.S.A.---CLUB NEWS

In the March and April News there were a few points of interest for Club members.

The first being that there is concern that organisers are not paying enough attention to noise tests. Whilst the regulations for noise tests may not be ideal, at least they provide an effective way of removing cars liable to cause problems.

Next there is a reminder that helmets with a blue R.A.C. sticker will not be valid in 1984 - put it on your Christmas list now.

The News of the World Sunday Supplement is running a competition with an Audi 80 Quattro as a prize. Details later - if you win it can you afford to run it?!

Warning is given about the use of radios between 40-50 MHz because it can interfere with the old 405 line TV sets - just imagine Coronation Street being interrupted by Bilko enquiring politely for his service crew's whereabouts!

Finally, if you compete abroad don't forget your visa for each event - not permission to go abroad but permission to compete from the R.A.C. M.S.A.

BITS & PIECES

Conspicuous by his absence on restricted and national rallies is Yuk Hodgson, who, according to my well-informed sources (Linda), has been competing abroad recently. My spy spotted him, his car and service crew returning on the North Sea Ferries service recently after a foray into European rallying. Looks like another competitor we've lost.

---

Shortly a large party of NHIC members will be off to Le Mans for the 24 Hour Endurance Race. At last Ruth and I have seen our hard work come to fruition after many months.

For those of you who have an idea for a trip next year, let's hear it, as now is the time to start planning and making enquiries.

---

\*\* 19.6.83. Grass Autotest, Brandesburton. \*\*  
\*\* Phil Cherry \*\*  
\*\* No knobblies \*\*

NHMC CLUB OFFICIALS

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Vice Presidents:	Alex. Carr Ian Sadofsky Dave Shipley	Competitions Secretary:	John Newlove, 30 Colville Avenue, Anlaby Common, Hull, HU4 7RN Tel: 0482 52105	PLEASE NOTE CHANGE
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Social Secretary:	Ruth Bower, 13 Burnham Avenue, Burstwick, Nr. Hull. Tel: 09644 2796			

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Trevor Harrison	26 Lambwath Villas, Skirlaugh.	Tel: 04016 2416
Julian Doyle	6 Railway Street, Beverley.	Tel: 0482 866103

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13th OCTOBER - FILMS

Twilight Zone  
Spe 82  
Chariots in the Sun

"MAN OF KIELDER"

Back in March I decided that I wanted to do the Centurion Rally again. In 1981 I had come 44th with a completely standard RS2000. Last year I had retired with a gear lever broken right down on the selectors at the end of stage one - we had been reduced to changing gear with a screwdriver.

The Centurion Rally is one of my favourites. There was only one problem, a co-driver, or rather the lack of one. David, as the Zic of Tynemouth Computer Results Service (Martin Liddle's service) was committed to do the results of the Newtown and District Stages Rally held the same day. As Tynemouth Computer Results Service come from Newcastle way, David and Martin between them set about finding me a co-driver and netted one Stuart Baskies.

Now Stuart is clerk of the course on that National Championship Rally held in Kielder, The Lindisfarne. Stuart reckoned he didn't know the Kielder Stages, everyone else reckoned he did. Newcastle upon Tyne's resident Group 1 scrutineer, one Don Tarbet, Esq., clarified the position at the bar of the headquarter hotel the night before "Look, he's on first name terms with all the rabbits in Kielder".

A trip down to scrutineering on the Saturday morning saw us renew our acquaintance with Don Tarbet. He found certain items he didn't want to see that way next time he saw the car - I've made a note of these and will be altering them. Don's final pre-event comment was as we were on the starting ramp "Calm him down Stuart, he went off into a ditch on the first forest stage of the Mintex".

When we arrived at stage one there was a long queue and the first of many marshals to be heard during the day saying "Hello, Stuart".

"This stage is a very tight stage, with two uphill hairpins followed by two downhill hairpins, and finishes back near the start with a common access road, having gone full circle. Mind the downhill hairpins, they were resurfaced last week but not rolled flat, it will be very rutted by the time we get there. The first junction looks like a 45° right hander on approach, but is a tightening 90° right hander, someone's bound to be off by the time we get there, and when I say rough, it's rough for the next three junctions" said Stuart. I wonder what his knowledge is like of stages he knows?

True to his predictions someone was off at the first junction.

Stage two was advised as being quicker - and I was told one blind brow was flat - I decided to wait and see - it was. By the end of the day if he said brow straight, we went flat. Stage three had the flying finish just before a right hander that subsequently proved to be through an open gate - we nearly took the gate post with us. The stop line marshal explained you weren't supposed to take the gate with you and my co-driver explained that 'proper' organisers stopped the stage the other side of the corner as 300 yds less stage was better than a cancelled stage - I don't think the stop marshal on that stage knew just who he was talking to.

On from there to first service where Bob Burn, my trusty spanner man (he of Ilkley and District Shell League's Autotest team fame) decided I needed new brakes at the rear as he couldn't find anything else to do.

On to stages 4, 5 and 6 which all seemed to go well and then, just as I was looking forward to all 11 miles of stage 7 - the stage on which I was to try the hardest - the exhaust broke at the bottom of the manifold just before the S pipe, on a very rough stage access road. I fastened up the S pipe with wire and we went on into the stage. Much of the stage was across open moorland and was by far the fastest of the day. We took a time of 12:33 and the car felt down on power all the way - I reckon that cost the 45 seconds. We weren't carrying a spare 'S' pipe - a radio message warned Bob of the position.

When we reached service, it was also the halfway halt - we found that what we thought would be a one hour service had become a 35 minute service as the gaps were closed up. Stuart went to beg a suitable piece of exhaust system - it was Talbot actually - and another service crew which he knew and whose crew had gone off in stage 4, split up leaving their main barge, welder and welding equipment behind to help us, in exchange for a map reference for their crew and the C.B. radio at full volume to hear any messages from either their crew or the other half of their service team. We booked out of service 4 minutes late and headed for stage 8 with 4 minutes penalty to go on our stage times. That fact really psyched me up and, yes, you've guessed it, I fell off on stage 8, in front of 6 of Stuart's mates. 8 of us couldn't move the car out of the ditch into which it was slowly sinking ever further. But this time I had gone off in style, in full view of a fire tower from which part of the rally communications were being run. A message seemed to be forwarded over the air that a certain Stuart Baskies was off between junctions 4 and 5 and soon about 4 more people arrived to help. Still not enough to get us out. Some time after that 4 nice people arrived coming down from the end of the stage end, with around 20 of us, we got the car back on the road. We subsequently discovered that the last 4 had been sent back from the stop line - about 2 miles down the stage by a friend of Stuart's, a fellow competitor who had passed us off the road.

We had spent 29 minutes off the road and taken a maximum of 13.30 for a stage that would have been slow at 5.30. I soon discovered something in the steering had been bent as the car leapt about all over the road.

On the start line to stage 10 a worried Bob Burn came over the radio to ask where we were - 10 seconds away from the start of stage 10. I'll catch you again later was the reply.

When we reached service at the end of stage 11, the end of the event, the exhaust was re-fettled for the noise meter and all that was left was the drive back to Newcastle. We thought we would either be bottom or OTL. We were better. All penalties from second service out control had been scrubbed, the 4 minutes had therefore gone. We were 77th of the 81 finishers. Take off the at least 9 minutes we had lost with the exhaust off, and the subsequent unpredictable handling, and that would have made us somewhere between 37th and 45th.

The last words go to Don Tarbat as usual - "Aren't you glad you had Stuart with you, people don't run 2 miles down a stage to lift Ian James out of a ditch, but Stuart, well that's different". Yes Don, quite right, he's definitely a man of Kielder - how about another go in '84, Stuart?

#### CRASH HELMET LABELS

BSI have introduced a new helmet label with a serialised numbering system.

The label is white printed on a blue background and carries BS 2495-77 including amendment 5 certification.

These labels become valid immediately.

The previous oval labels ceased to be issued at the end of April, 1983 but will continue to be valid until further notice from RAC MSA.

#### QUIZ AT CREST MOTEL

Beverley & District M.C. Quiz at the Crest, 8 p.m. 1st June.