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SEPT 85

B. Wilson.

Byways

Howl have.

Hulton

Driffield.

**NORTH HUMBERSIDE MOTOR CLUB OFFICIALS**  
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### Editors Foreward

Details of further RAC NSA rule changes are laid out in this magazine. The ruling on Head restraints applying to Stage Rallies will result in some expensive outlay over the winter months for most people, Retailers are already taking full page adverts in the motoring press in anticipation of a sales boom. The Air filter ruling I take to mean that any type of filter (be it Foam/Paper/Wire etc) is now allowed provided that it passes the noise test. The Road Rally tyre ruling is changed yet again, now the RAC is saying that an 'S' marking is not necessary on a Remould provided that there is an RMA marking. This ruling takes effect from 1st May 1985, yet the official notice was received in early September .

It looks like Lindholmes days are numbered, so maybe fewer events will be run in the area and thus giving those remaining better entries.

Two of the forthcoming events in the Shell League are Road Rallies, provisional entries for the next, the Costa, are Andy Graham, Ken Sturdy and Mike Reed. Hopefully the imposition of a ban on Wheel Arches as from 1st Jan 1986 will help further to save Road Rallies from the death which was imminent a few years ago.

Dont forget NEMCs RAC National/ANCC Championship Autotest on 20th October at Rope Walk, Bridlington sponsored by Chequered Flag of Beaford. With all the top National (world ?) competitors present and a social evening the day before it is not something to be missed. Further details nearer the date on Club nights.

The Crystal Stages has recently been run, and we hope to make it the dominant feature of the next Magazine (dont forget your articles Competitors, Service crews, organisers, marshalls etc), but the following must be said.

Firstly many thanks to Crystal and Esso for their continued support of NEMCs premier event, an event which suffered from the outstanding weather of late and caused some drastic last minute alterations. The Road book was a last minute article and many stages were water logged to say the least. Fortunately at least it was dry on the day so the hard worked organisers and marshalls werent soaked from above, even if they sunk into a quagmire below. NEMC crews achievements werent out standing to say the least, 'foreign' crews having a field day and taking all but 5 awards on offer.

Whilst on past events The Alex E Carr Holderness Trophy was also a success, local crews faring a little better, again thanks to the sponsors and organisers/marshalls.

Further details on both these events will be published along with the competitors comments as they are received.

I have recently been sitting in a couple of I300s, Andy Grahams Kadett on Road Rallies and Mike Kitchens Mini I293 on Stages. A Navigational error on the Duckhams Lookout Road Rally lost us the I300 Award (by 3 Minutes) but still gained 5th Novice. Also in evidence on this event was the fatherly figure of Ken Hailstone, reading the maps for Ken Sturdy and generally amusing anybody who would listen, (it was really to cover up nerves wasnt it Ken ? )

After a retirement on the Holderness, Mike Kitchens Mini redeemed itself by taking 3rd in Class on the Crystal despite several generally exciting moments (thanks to the man who brought back the wheel lost down Hedon road on the run out etc, etc. More in the next magazine )

Gavin Heseltine/paul Pattison

1985 North Humberside Motor Club Autotest Championship

1	Mike Reed	Mini Special	361	11	Pete Ward	Escort 1300	100
2	Phil Cherry	Mini 1098	330	12	Ken Hailstone	Mini 1098	103
3	Robert Pattison	Mini 998	322	13	John Taylor	Metro/Mini	74
4	Ken Sturdy	Datsun 1200	293	14	Mortyn Milner	Datsun 1200	71
5	Rob White	Colt 1200	284	15	Henry Heedler	Metro/Mini	67
6	Adrian Mann	Datsun 1200	242	16	John Jenkinson	Mini 1098	67
7	Robert Newlove	Mini 1098	192	17	Anne Cherry	Mini 1098	62
8	John Newlove	Mini 1098	188	18	Dennis Robinson	Mini 1098	61
9	Paul Pattison	Mini 998	175	19	Steve Herd	Escort 1300	50
10	Mike Norton	Colt 1200	117	20	Alistair Brown	Astra 1300	46

There are still two rounds left to run, the National event on the 20th October and a closed event on the 29th September. All of the top five points scorers have scored on the maximum number of rounds so they are now dropping scores.

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1985 North Humberside Motor Club Clubmans Championship

1	Robert Pattison	332 Points	16	John Beadle	121 Points
2	Mike Reed	316	17	Neal Critchley	120
3	Paul Pattison	274	18	Linda Colebourn	118
4	Phil Cherry	274	19	David Shepherd	117
5	Adrian Mann	246	20	Mike Jackson	115
6	Ken Sturdy	211	21	Nigel Deeth	114
7	Rob White	239	22	John Willson	112
8	Tim Allsop	179	23	John Dixon	106
8	Angela Allsop	179	24	Phil Duffill	105
19	John Newlove	156	24	Tim Ratcliffe	105
11	Steve Waterall	153	25	Denise Williams	105
12	Robert Newlove	148	27	Pete Ward	104
13	Mike Norton	147	28	Ken Hailstone	103
13	Anne Cherry	147	28	Phil Barley	103
13	David Beadle	147	28	Rob Atkinson	103

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Ellis Components Summer Stages

Dakeries Motor Club 28.7.85

Tim Allsop/Angela Allsop	Escort 1600	3rd Class	14th O/A
Phil Barley/Rob Atkinson	Escort 1600	4th Class	16th O/A
Gavin Ruler/Jim Beadle	Escort 2000	15th Class	29th O/A

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Bell Watson Stages Rally

Border NU Pinningsley

Tim Allsop/Angela Allsop	Escort 1600	1st Class	9th O/A
Nigel Deeth/Robin Hall	Escort 2000	9th Class	17th O/A
Tim Ratcliffe/Denise Williams	Volvo 240	16th Class	37th O/A

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The following is an extract from a North American newspaper reporting on the exploits of a former N.H.M.C. member. The report appeared in the "Sunday Northwestern" dated June 24, 1984 and is re-produced with thanks to Dennis Robinson.

#### ROAD AMERICA'S JUNE SPRINTS ARE UNDER WAY.

England native enjoys his day at Elkhart Lake.

Elkhart Lake - It was a good day for Fond du Lac's Steve Wren on Saturday at Road America in the 29th annual June Sprints amateur road race.

Driving a yellow Fiat XI-9 in class G production, Wren finished third in his class and 12th overall in a field of 52 cars over the rolling four mile road course.

"I'm very pleased with my finish. The car ran well. I thought I would get eaten up on the course, considering the quality of competition. National caliber cars were running here."

The race, run under a threat of rain, was 12 laps and was run without a major incident.

Wren, 39, qualified ninth on the starting grid after time trials on Friday afternoon. Trials were run in the rain. His average qualifying speed was 73.8 mph. A native of England, Wren said he is used to driving on wet pavement.

"In England, if you don't know how to race in the rain you really don't know how to race. The car was pretty much set up for a wet track, but we made a few modifications this morning anticipating a dry track."

Wren's racer is a heavily modified machine capable of reaching a top speed of 115 mph. It is powered by a 1300cc (78 cubic inches) engine. "We use a lot of aircraft parts on the car like fasteners, bolts and hoses. With these types of parts we know we're using quality and they won't wear out very fast." The car is equipped with a special fuel cell. The fuel cell carries gasoline and is reinforced so it will not explode if an accident happens.

Wren who works for Rueping Leather, Fond du Lac, came into Saturday's race as one of the top contenders in his class. He finished second in G production on April 22 at Indianapolis Raceway Park, his only other race this year.

Like IRF, the June Sprints are a national race and count toward point standings for the national runoffs this fall at Road Atlanta in Georgia. The top three point-getters in regional competition qualify for the national runoff.

"I don't think I will compete in the nationals because I've already missed two rounds. This is just a hobby for me, but I like the car to be competitive. I can afford to race because I don't buy a new car every year."

Wren, who speaks with a distinct British accent, said he gets a thrill from sports car racing. It's a thrill, he says, that sometimes scares him "half to death." "Racing, for me, has an analytical approach to it. It is like running a technical experiment to some extent. Racing like we do here, a driver can appreciate the speeds the Indy and Can-Am

cars go."

Wren's racing is not a big-budget operation. He has a pair of sponsors to help defray expenses. Two mechanics, Steve Garbish and Rick Dorn, lend a helping hand. "It's definitely a team effort. I guess three heads are better than one. Racing is fun, but there is a lot of work to prepare a car. We work on it a lot in the winter. We can put another feather in our cap with today's good finish."

Wren says Road America, with its 14 turns, is one of the premiere road courses in the country. "Road America is as famous as Brands Hatch or Silverstone (road courses) in England. It's a track which is well known to racing people in England."

Wren is a member of the Sports Car Club of America and also the Midwest Racing Council. This was his first appearance at the June Sprints.

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### 1985 SCOTTISH.

Team La-di-da had to finish this event to - as Motoring News put it - clinch the Open Championship class. The whole event was full of incidents, seemingly trivial to the bystander, but very important to the team members.

A "new" barge had been purchased as the V6 Tranny was obviously near to the end of its International days. This barge was a Merc, the engine of which was kn-ckered and Sh-tty Jim was to repair it. The Tranny was stripped out ready for sale, but at the last minute Jim was unable to get the Merc ready and everything had to be put back into the Tranny.

The Road Book arrived a little late and I was busy with my post Scottish project - Le Mans, so planning was sketchy to say the least. On Thursday morning Geoff rang to say there was a hoax on - a call purporting to be from the Infirmary had been received to say that Split-pin Paterson was inside with abominable pains. This was no hoax. I collected the Road Books from Splitpins Showroom and did some further planning before leaving for Glasgow on Friday afternoon.

We were staying, as usual, at the Stakis Ford Hotel which now has a swimming pool so by 7.30 a.m. five of us were in the pool - Rob White declining the chance as 1986 is his year for a bath.

Saturday morning saw us in scrutineering at 8.30a.m. - the only hold up being the lack of paint for marking the body and block. The Himalayan Rally rep. made us an excellent offer for this year's Rally but I think our driver may be in the car's country of origin at that time.

We had racers on for the first stage through a park and on the way to the start of the Rally with the car in parc ferme there was a heavy shower. Luckily it was very localised and the park was only damp.

Rob and I saw the Australian driver disappear down a bank backwards and reappear up a 45 degree slope propelled by human beings.

We got through the first few stages without any problems except a wheel was changed on Stage 4 with the consequent loss of time. By the time Fort William was reached handling had become a problem and the reason was a broken panhard rod. This was changed and we pressed on towards Inverness. The barge was missed once, but only petrol was required and we provided that filling up under a B.P. sign in the middle of nowhere (Servicing O.K. on garage forecourts). By now it was daylight and after a service in Inverness they left to do a loop to the North West.

They did not appear in order after the next stage and could not be contacted on the radio so we back tracked to find out where they were but only found them coming out of the following stage. The diff. was making noises - or so they thought - so they had returned to Service to check. It was the panhard rod mounting that had torn off the axle, so an axle change was required. This was done at Inverness in a supermarket car park. The car park was next to the Post House where a young lady had been displaying herself to our service crew - this exhibition gave them strength and the back axle was changed within half an hour. No lateness was lost with this work as there was a long and straight road section after it - we had to hurry to reach the next stage but all was well and we reached Aviemore in good order.

The long run back to Glasgow began after a break with Arrochty and Drummond Hill first on the list. Drummond Hill happened to be a Warkup favourite - so new tyres and a good check round were asked for. Unfortunately road time lost before his axle change had put some of the slower runners in front of him but he managed to pass three of them and put up a respectable time. Our next problem was a queue for one hour over the Forth Road Bridge. Whilst road timing was scrapped it still lost us valuable sleeping time during the halfway halt.

Monday's start time was 11 a.m. plus your position and a long lay in was had by all. We departed southwards for a few stages before the Dumfries Rest Halt and both barge and courtesy car had their own events. My words to barge navigator " I don't think you can make it to the next point " - This is passed on to barge driver and the horns appear. (I can see him saying - " I'll show the old git").

Luckily nothing but petrol was required as all the racks were emptied in the back of the van by 'G' forces and the tool box had fallen over. We (Rob & I ) serviced another competitor who's van was still miles away, and on went the Rally.

At Dumfries we removed the petrol tank and welded the body under it as well as other sundry welding jobs. After a long check it was parc ferme and a rest for the crew.

A little later we had another quick rush around the countryside, Rob driving another stormer to reach our point by three minutes the barge arriving at the service area by 20 secs. The only other crews at this point were from teams with two barges - no one else made it with only one barge.

We were now nearing Peebles and second gear was complaining so the gearbox was changed there before the long run to Falkirk and another Rest Halt. After this halt the barge took a turn for the worse and we had a report that it was stationary on a Motorway, but again the impossible happened and sure enough at the next service there it was, albeit slightly jaded, like its crew.

So on into the Trossacks and the last few stages. On the penultimate (Murray Walker is always using that) stage a rear shocker broke so a slower trip through the last stage was taken.

So that was it - the shocker was changed on the run in to Glasgow - and it was all over bar the p-ss-p. This will no doubt be held at a later date.

GERONIMO

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NORTE HUMBERSIDE MOTOR CLUB STAGE RALLY CHAMPIONSHIP.

Drivers.....			Navigators.....		
1. T.Allsop.	(8)*	509	1. A.Allsop.	(8)*	509
2. S.Waterall.	(8)'	466	2. R.Atkinson.	(8)*	457
3. P.Barley.	(8)*	457	3. D.Shepherd.	(8)*	441
4. P.Duffil.	(6)	236	4. P.Pattison.	(6)	214
5. T.Clarkson.	(6)	215	5. L.Colebourn.	(4)	209
6. R.White.	(4)	191	6. G.Heseltine.	(7)	194
7. R.Dykes.	(4)	177	7. I.Walker.	(5)	183
8. M.Jackson.	(4)	174	8. I.Colebourn.	(4)	164
9. A.Scarborough.	(5)	161	9. M.Norton.	(3)	128
10. T.Dickinson.	(5)	156	10. D.Rose.	(4)	125
11. J.Dixon.	(5)	139	11. A.Haddock.	(2)	119
12. J.Willson.	(3)	99	12. C.Pedder.	(2)	79
13. M.Kitchen.	(3)	98	13. F.Shepherd.	(2)	66
14. M.Woold.	(1)	55	14. A.Cherry.	(1)	63
15. D.Smith.	(2)	50	15. E.Dykes.	(1)	58
16. R.May.	(2)	40	16. I.Bird.	(2)	40
17. N.Deeth.	(1)	38	17. N.Smith.	(1)	38
18. N.Grant.	(1)	35	18. D.A.Mann.	(1)	35
19. A.Graham.	(1)	35	19. S.Varey.	(1)	30
20. A.Myers.	(1)	31	20. R.Boggs.	(1)	20
			21. R.Pattison.	(1)	20

\* Indicates that scores have been dropped (Best 8 scores only count)

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GSB PRINT SHOP MANBY STAGES RALLY LINGS LOUTH NC  
1st Sept 1985

Tim Allsop.	Angela Allsop.	Escort 1.6	1st Class.	4th O/A
Phil Barley.	Rob Atkinson.	Escort 1.6	2nd Class.	6th O/A
Dave Smith.	Richard Boggs.	Escort V8	.....	RETIRED.
Neil Grant.	Gay Heseltine.	Escort 1.6	8th Class.	21st O/A

Brantz Tripmeters - You need to read it You need a Brantz

The BRANTZ INTERNATIONAL 1 is a basic single display tripmeter which is ideal for road rallying and club level stage events. Featured are the same high quality 0.6 inch light emitting displays and accurate calibration as the Brantz International 2. A power switch and line fuse are fitted to the tripmeter which carries the full twelve month warranty.

Calibration :- To indicate hundredths of a mile select calibration 100. Switch on and momentarily press RESET at the start of a measured mile. At the end a figure will be indicated on the displays. Enter this figure onto the CALIBRATION switches. To indicate hundredths of a kilometre repeat the above, but drive only 1 kilometre to obtain the calibration figure. To indicate tenths of a kilometre drive the measured kilometre using calibration 010 to obtain the correct figure from the displays. A change of tyre size, sensor type and/or gearing ratio may alter the calibration figure. The correct figures may be determined in advance for various combinations and should be noted for later use.

The BRANTZ INTERNATIONAL 2 tripmeter is a highly accurate unit featuring very large light emitting displays of 0.6 inch height, and is ideal for Stage Rally applications where a dual readout is required. Brantz tripmeter will calibrate electronically to indicate miles and kilometers in units of tenths or, as is usual hundredths. Changes to wheel sizes or gearing ratios are instantly accommodated by the calibration. A remote reset button is provided as standard equipment to zero the lower Intermediate display. Controls on the meter will zero both Total and Intermediate, and will freeze the Total display or step it fast or slow to any required reading to align with the rally organiser's road book if a deviation from the intended route has been made. The Brantz International 2 is equipped with a power switch and fuse and carries a written twelve month warranty.

The BRANTZ LCD 3 navigational tripmeter represents an outstanding example of high quality electronic engineering with the introduction of exceedingly large liquid crystal displays (0.7 inch characters) which provide perfect visibility in conditions of even the harshest direct sunlight. Under dark conditions powerful backlighting is passed THROUGH the displays to retain effortless reading far surpassing anything previously available. Electronic calibration provides extremely accurate readings with up to two sensors (one is provided with the meter) fitted to the speedometer cable or non-driven wheel. Any combination of sensor types can be chosen. A remote reset button is provided which resets the intermediate distance reading. There are controls to freeze, update (fast or slow) or preset distance readings which will count forwards or backwards both on the road and under the control of the preset switches. The distance readings will indicate tenths or hundredths of a mile or kilometer. The Freeze switch is illuminated when operated as a reminder under dark conditions that it is switched. The six digit display on the right will show calendar or real time, or a stopwatch (including hundredths of a second) with

{ Continued.... }

Brantz Tripmeters - (Continued...)

intermediate or lap facility. An internal battery maintains the time if the meter is disconnected from the vehicle's battery, or the supply voltage falls excessively during difficult engine starting. The LCD 3'S' model features a speedometer option on the upper display when the Speed switch is operated. This will show MPH or KPH irrespective of the size of distance units being displayed by the tripmeter.

The switch positions are well placed; the tripmeter controls are together and well away from the chronometer controls which are located logically adjacent to the timing displays.

**FITTING.....**

**Speedometer cable sensor :** Remove the speedometer cable from the vehicle, having selected a suitable position for the sensor (preferably inside the body to afford maximum protection) and pullout the cable inner. Using a hacksaw cut out half an inch of the sheath where the sensor is to be fitted. Clean off the swarf and excess grease and thread the cable inner through the upper section of sheath. Push the inner through the sensor and fit the lower sheath onto the inner. Use Jubilee clips to secure the upper and lower sheaths into the sensor and refit the cable to the vehicle.

**Wheel sensor :** The active end of the sensor should face the bolts which hold the brake disc to the hub. A plate may be riveted or brazed to the strut to carry the sensor in the correct position, or a bracket may be fabricated to fit the steering arm bolts. Rigidity is important to avoid damage to the probe.

Mount the meter in the chosen location and run the sensor wiring to the sensor keeping it away from High Tension circuits. Connect up the sensor ensuring correct terminations that have absolutely no chance of touching anything else or damage will ensure. Connect the power lead via the 2 amp fuse provided to earth and battery, preferably directly to the battery's terminals, but certainly make first class joints to a power supply which is not ignition controlled.

**OPERATION.....**

Each time the meter is switched 'on' the General Reset should be pushed. To calibrate the tripmeter in hundredths, the calibration program is set to 100. The General Reset is operated at the beginning of the measured distance. At the kilometer or mile post the reading on the meter is noted and this figure is entered on the program. To indicate tenths, the above procedure is followed using program step 010. The speedometer calibration figure on the LCD 3'S' may be noted along with the tripmeter calibration figures for easy reference following changes to wheels or gearing.

Available From...  
Geoff Crossland,  
Brantz Electronics,  
34 Sandhill Drive,  
Harrogate.  
Tel. 0423 65972

Price List....  
International 1. £60  
International 2. £82  
LCD 3 - LCD 3'S'. £160 - £185  
Speedo.+ Wheel Sensor. £58  
Speedo.+ S/Cable Sensor. £51  
Speedo type 'T'. £33  
Sensors-Wheel or S/Cable. £25 - £18

## LE MANS 1985

Planning for this event started before Le Mans 1984.

1985 was the 50th Anniversary of Lagonda's victory and the Lagonda Club was arranging a trip to celebrate.

The nearest Vehicle to a Lagonda that could be made roadworthy easily was the Invicta - a brief description of which is as follows -

It was first registered in March 1931 and has a 4 Litre 6 Cylinder Meadows engine. (this type of engine powered the 1935 Race winning Lagonda) The body is described as an open 2 seater and there is a hood and sidescreens. The wheels are 19 in. , the Petrol tank (with dipstick) holds 20 gallons, the gearchange is to the right of the driver and you sit on Pneumatic cushions.

The jobs to be done before it could go included re-lining the clutch - Mintex soon did this - and making a new third gear. This was done by Freedom Engineering of Anlaby and when fitted restored the car to its normal self.

Mary and I left home at 3pm on the Wednesday before the race and drove down to Newhaven - this port because Lagondas used it when competing at Le Mans. It rained when we were on the M11 but at 50mph we only got our outside shoulders & the tops of our heads wet (no cracks please about the top of my head).

Next morning we all met at the Ladbroke Mercury Hotel to drive in convoy to the ship. Southern TV was there and the ship's Captain rode in the leading Car. There was a slight hold up whilst the Captain persuaded the gatekeeper at the Docks that he didn't require a ticket but after lining up for Photographs we drove on board. We had a tour of the bridge and a free drink from the Captain whilst on board and duly docked in France at 3 pm.

Our group consisted of 29 Lagondas, a Bentley and ourselves. The route to Alencon had been sent out by post before the event. We decided to go the pretty route but it soon became obvious that the few cars going our way were not very good with the maps. Mary then got our map out and we soon separated from the rest. Whilst we had chosen the longest way and we only cruised at 50 mph we were the sixth to arrive at the Hotel - the directions given were reminiscent of the Chrysanthemum Rallies.

On Friday we journeyed down to Le Mans and drove around as much circuit as possible just to see what the Cars were going to do for 24 Hours.

Saturday morning saw us up early and following the Carage Verte signs to reach our reserved car park places in time to find a place to stand near to the start. We had three hours to wait but that is quite normal if you want to be in a position to see the parade of various cars and the Bikini clad ladies.

The Lagonda was first in 1935, accompanied by two other Cars in the team all of which were in the parade along with the Lagonda that was third in 1939. Other delectable vehicles - such as GT 40s, Ferraris, Bugattis etc were driving around the circuit and the demonstrations were ended by a group of Parachutists ( John Dixon & Gavin Heseltine ? ) who landed in front of the stands just before the 3 pm start.

We watched from in front of the Grandstands for an hour before walking back to the Car for a snack and a cup of tea. I fell asleep next to the Car only to be woken up by WHMC's answer to Ron Haslam - Roy "the bike" Webster. He, the lucky fellow was on an all expenses paid trip. He never did indulge his benefactors, no doubt because he knew we would contact them and try to book ourselves in for next year.

The Lagonda Club had arranged a dinner for both groups - ( the other group consisted of a further 30 Cars who were on a different run to ourselves) - so there were about 60 Lagondas altogether.

After the meal we returned to the circuit just as it was getting dark and watched until about 3pm - the last half hour spent above the pits. The drive back took about another hour.

### LE KANS 1985 (cont)

After a late breakfast we decided to miss the rest of the race and went for a drive before finding a Restaurant for lunch. That evening there was a reception at Alencon Town Hall where the Mayor made a speech and the local Vintage Car Club had a few Cars on display.

On Monday morning we took the main road back to Dieppe and after a quiet crossing arrived at Newhaven at 5pm.

We set off at 5.30 and arrived home at 12.30. The trip door to door had been 1003 miles with the only mechanical problem being a slight misfire that occurred on three occasions for a few seconds. As there are two Plugs per Cylinder with coil operating on one side and Magneto the other my mechanical knowhow will not stretch to such diagnostic problems.

Petrol consumption was 17 mph. Oil used nil, but we always kept the Radiator topped up as cooling is a problem if higher speeds are used or traffic jams are encountered. The Back axle has a couple of small holes for oil to flow out of if pushed past the bushes and this happened but I was informed that on long journeys this is normal.

So ended the Le Kans trip - just as uncomfortable as the PHMC Bus trip - but enjoyable nevertheless.

Geronimo

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Is your Car looking tired ? Dirty, and losing value through it ?  
Then it needs a Professional Valet . Using Autosmart products  
I will provide the best value for money Valeting service to be  
found in this area. Personal or Trade enquiries welcome.

Ring Shelley on 882771.

### August 1985, RAC MSA Regulation changes/confirmations

#### Safety (Stage Rallies)

Insert QM 15 - have head restraints complying with QM13 with effect from 1st January 1986.

Revised wording QM 13 - A head restraint must be fitted, capable of restraining a 17kg mass under a rearward acceleration of 5g. Its dimensions must be such that the occupants heads/helmets are retained and cannot move past it under rearward acceleration , or be trapped between the rollover bar and the head restraint.

#### Technical (Road Rallies)

##### QM 4.1.6

Delete wording as Blue book, insert - Have Air filter/element fitted that ensures the vehicle complies with noise regulation QA 17. (immediate effect)

#### Documentation (all Rallies)

##### New Regulation L 4.5.13

If there is any discrepancy between any time allowance quoted by the organisers on the document issued to the competitor for the recording of times (ie time card) and any other document, the former should be considered as correct, unless amended in an official bulletin. (immediate effect)

#### Tyres (Road Rallies) (immediate effect)

QM8 (c) amended wording - Be fitted with Tyres which have either an 'E' marking , or if a remoulded Tyre : Have an S marking properly moulded into the sidewall or have an RMA marking moulded.

## Sandholme Autotest August 25th

Organised by Robert Pattison

<u>Overall Position/Name</u>	<u>Car</u>	<u>Class/Class</u>		<u>Position/time</u>
1 Mike Reed	Mini I300	2	-	138.6
2 Phil Cherry	Mini I098	1	1	139.5
3 Rob White	Colt I200	2	1	157.7
4 Paul Pattison	Mini 998	1	2	162.4
5 Ken Sturdy	Datsun I200	3	1	163.2
6 Adrian Mann	Datsun I200	3	2	192.9
7 Mike Norton	Colt I200	2	2	191.4
8 Martyn Milner	Datsun I200	3	3	197.7
9 John Duffield	Escort I300	3	4	198.5
10 Wendy Norton (1st Lady)	Colt I200	2	3	202.4
11 Anne Cherry	Mini I098	1	3	201.9
12 Anne Reed	Mini I300	2	4	224.3

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### 1986 RAC NSA Licensing

As you will no doubt have read (but may well have forgotten) the RAC has changed the status and subsequent licensing requirements for competition from 1st January 1986.

The main result is that competitors who have competed on closed and closed co-promoted events in the past without the need for a competition licence will now have to purchase from the RAC at least a "Clubmans" status licence.

Application forms will be available from Competition Secretary Mike Reed in the near future.

Apply for your Licence in advance as the new ruling is effective from the 1st January 1986 (this will affect the New Years Day Autotest at Bridlington) - make sure you have your Licence.

<u>Event Status</u>	<u>Minimum Licensing requirement</u>
Closed	no change (Club Card)
Closed Joint )	Now called Clubmans, requires Licence, (also
Closed - CoProm.)	a maximum of 8 invited Clubs)
Restricted	Unchanged except may be called Regional
National	No change
International	No change

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### Articles Wanted

The next Magazine we hope will be full of Results, Reports, Comments and anything else relevant to the Holderness and Crystal Stage Rallies. At the present we haven't received anything whatsoever for either event but no doubt this will change as you will be rushing to tell everyone about your exploits. Also don't forget that the National Autotest will have been run by this date so there will be plenty of Articles on this.

ALLEN GARR (ENGINEERS) LTD HOLDERSHIP TROPHY RALLY

4th August

AWARD WINNERS

1st Overall	Steve Waterall/David Shepherd	Escort RS 2000	4102
2nd "	David Turnbull/Graeme Collett	Escort RDA	4159
3rd "	Vince Chapman/Christine Chapman	Escort RDA	4161
1st Class 1	Weil Moss/Sue Rylatt	Escort I300	4516
2nd "	Ken Cawood/David Ring	Mini I293	4679
1st Class 2	Tia Allsop/Anzela Allsop	Escort I599	4254
2nd "	Phil Barley/Rob Atkinson	Escort I599	4325
3rd "	John Jackson/Anita Gibson	Escort I599	4593
1st Class 3	Keith Arnold/Stephen Spoor	Escort I999	4405
2nd "	David Beadle/Julie Stephenson	Escort I999	4410
3rd "	Frank Taylor/Neil Scott	Escort I999	4425
1st Class 4	Jeffrey McNeil/Cristine Winters	Escort RDA	4242
2nd "	Stephen Wilson/Jane Hutchinson	Rover 3500	4253
3rd "	John Cockerill/Mike Dowson	Escort RDA	4317
1st MHC	Phil Duffill/P Shepherd	Escort I558	4369
1st Mixed	Tim Hatcliffe/Denise Williams	Volvo 240	4591
1st Novice	Chris Watson/Marc Squire	Corbett 2400	4319
2nd "	Robert Lodge/Derrick Johnson	Vauxh 1970	4524
Other MHC Starters -			
14th Overall	Nigel Deeth/Robin Hall	Escort I999	4492
19 "	John Willson/Ian Colebourn	Vauxh 1600	4605
21 "	Neil Critchley/C Rlythe	Ascona 1600	4703
26 "	Rob Wilson/Simon Cox	Escort 1600	5011
Retired	Brian Svenson/Adrian Smith	Electrical/Gearbox	
"	Mike Jackson/Tim Winter	Cylinder Head	
"	John Dixon/Gavin Heseltine	Blown Engine	
"	Mike Lenney/Martin Hardy	Engine Mounts	
"	Robert May/Ian Bird	Ignition	
"	Mike Kitchen/Fred Pattison	Split Sump, Engine Mounts etc	

Forthcoming Events

Sept 1	Lincs Lothd MC Single Venue Stages, Kenby
7	Lindisfarne Stages, Shell/Autosport Nat. Championship
9	Crystal Stages
11/14	Nanx International Stages
14/15	Costa Road Rally, Trackrod MC, Shell Oils League Round
15	Slaithwaite MC Autotest, Shell Oils League Round
22/29	Cumbrian Stages, Shell/Autosport Nat. Championship
29	MHC Autotest, Closed
29	Sheffield & Hallamshire Stages, Restricted
29	Wrid. D.C Stages, Closed
Oct 5	York MC Single Venue Stages
6	Grimsby MC Autotest, Closed/Joint
11/13	Tour Of Hull
12/13	Widby EMC Road Rally
26	Quij Stages, National
30	MHC Autotest, National
Nov 2/3	Larcspeed Road Rally, Shell Oils League Round
23/25	RAC Rally

DICKENS LEVANTER ROAD RALLY

22 O/A	Andy Graham/Paul Pattison	Corbett 1000	59.21 Min	2nd 1300 Novice
40 "	Ken Sturdy/Ken Hailstone	Datsun 1200	1:59.40	4th 1300 Beginner
Retired	Tony Tate/Steve Howard	Escort 2000		