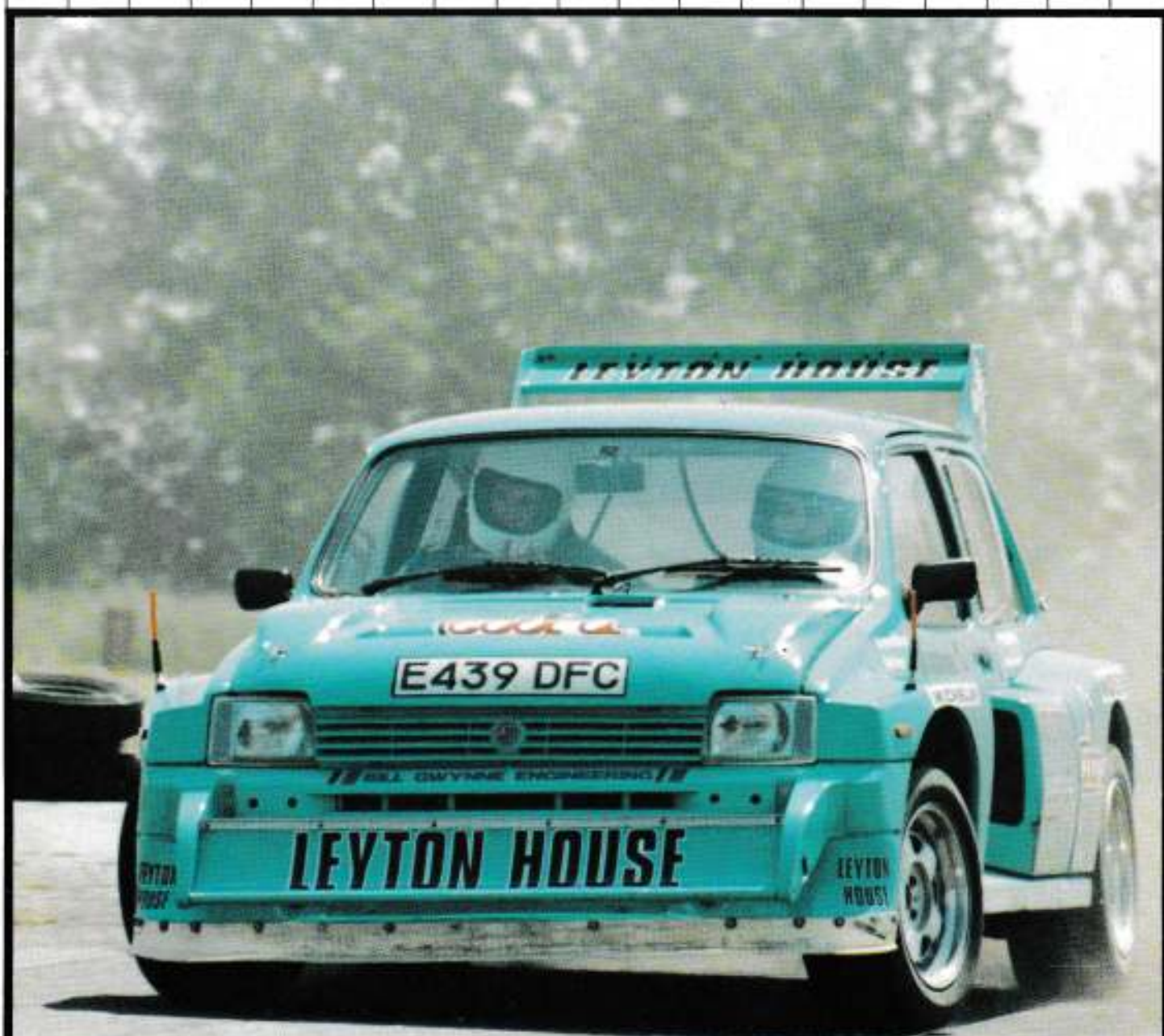


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countdown

The Clubman Stages Rally Magazine

Vol 2 No 7 Sept 1989



THREE SWANS * COSTA * BAGSHOT
MINI TEMPEST **MOONRAKER**
KDM MILLBROOK **AYLESBURY**

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September 1989



The Clubman Stages Rally Magazine

Countdown Magazine is published monthly by Footprint Publishing with Editorial and Advertising offices at:

18 St. EDMUNDS CLOSE
LOWER HELLESDON
NORWICH NR6 5EP

and is available through direct subscription at:

£18.50 for 12 issues (one year)
or
£32.00 for 24 issues (two years)

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Text by:

AMSTRAD PCW9512

WP Programme:

PROTEXT by ANNOR

Typeset by:

PTPS, Norwich
0603 667255

Printed by:

MICROPRESS, Halesworth.
09867 3494

Other assistance from:

THE FLYING PRINTER, Norwich

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MOTOFOTO

EVERQUIP MOONRAKER

North Humberside Leconfield

Report: Keith Evans

Photography: Motofoto

Andy Coupland

My first attempt at getting past the armed guard for a visit to Leconfield and all passed without drama. Unlike my colleague's experience when he came to cover the Armstrong Massey, this day was to be a scorcher all day with not a sign of any rain. Just HAS to be the mere presence we have!

True to seeded form, Brian Colligan leapt away from the others in a display of excellence in his very powerful Escort II, in no danger of being caught by the best-of-the-rest. That position was held by Ian Oldfield in a forest-suspension and gearing spec Opel Manta. Ian almost had it all his own way with the Cavalier of 5-seeded John Askew/James Robinson stealing 2 seconds on SS3 and 3 seconds on SS4. Otherwise the Oldfield car had sufficient advantage to take to overall win, 21 seconds clear in the GM battle and these two well clear of the rest.

Aside from the GM domination at the top of the results, there was an even closer one in Class A. From the off, the 'Leyton House-clone' Fiat Uno (take a look at both cars next time you can!) of Ian Burton/Bill Smith from Louth had set fastest 1300 time on SS1 by one second from that North Humbersider, Gavin Ruler, in his Escort. It was this pair that were to be 'at it' all day, tying after the first two stages after each taking a second off each other in turn and constantly eyeing each other up from then on. In fact, on SS2, it was the

1300 Escort of Tony Ralph/Martin Fox who was fastest in the class but which was left behind thereafter to finally finish 4th in class behind a steady Dave Twilton/Mike Petch, Mini 1293, who had quietly taken 3rd. Gavin Ruler, accompanied by his regular partner, Lorraine Nixon, Only took the one fastest class time, on SS3, when the Burton Fiat recorded an inconsistently 'out-of-touch' time. Other than that, Burton had taken the honours on four of the six stages for the win but, as these two went into the last stage, they were tied! All down to the last run and, as they passed the midpoint of the stage, Ruler/Nixon were one second ahead. Burton/Smith must have had some inspiration on the second lap or Ruler/Nixon must have tried too hard as the times at the end of the stage showed a three second advantage to the Burtons of Louth car. Drinks on Mr Nipples at the bar!

So, what happened in class B? The impressively-seeded (at 6) Stephen Booth/Mark Hewitt, Escort 1598, showed at the top of the pile, much quicker than any other, but they blew their chances by taking no further part in the day. Another to retire from a highly-seeded position was the No 4 car of David Hind/Steven Sheehan shown in the Entry List as a 2100cc car! Just as well they retired! The other 1600 seeded in the top ten took up where car 6 left off. Running at 7, Les Kominiak/Chris Moyes, Peugeot 205GTi, took best class times for the remaining

five stages for a clear class B win, over a minute between them and Barry Clark/Elaine Stephenson's Nova 1600 GTE. Grimsby's Ian Barnes/Jeff Towler taking third in class, 18 seconds further back.

Clive Smith/Ian Hall were reckoned to be the best odds for a Class C victory, an 8 seeding being the highest rated 2-litre car. The organisers' guess wasn't that far out as this team took the class with six out of six best times in the class and a 4th overall placing at the end. Their main competition came from the car that posted six second best times, Chris Marshall/Ian Houghton. By application of some common sense, guess which crew came second in class. It wasn't Pete Sharp/Andy Fell, as they were not quite close enough, although they did share one second class fastest, on SS5, to take third Class C.

With the weather having been spot-on all day, it did seem a little unnecessary to drive so far to the finish venue whereas awards could well have been presented al fresco. But, then again, it seems the provision of a bar and hot scoff was high on the priority list. But why so far away I wonder. Other than some delays, for unspecified reasons, a good day, a good venue and a good competition ... wasn't it, Nipples?

KE

Organisers' Postscript ...

August again, another Everquip and another weekend of glorious weather.

This year's event was a round of the East Midlands SV Championship and was quickly oversubscribed, reserve entries turning up nevertheless. In the hope of getting a run at Leconfield. Security at the airfield was again strict but, unlike the Holderness at Driffield earlier in the year, no-one's car was blown apart on this occasion. There NEARLY was when one competitor's Service Crew left his car outside the Barracks (shades of the Holderness!) but it was sorted out in time. Getting everyone through the security checks went reasonably well and, with only a slight delay, the event was up and running. That slight delay partially due to the non-arrival of the Course Car due to a sudden illness.

This year's event saw a slight change in format due to the new rules on not running two stages concurrently so, as we do not believe that it is 'on' to run two lappers at 30-second intervals at Leconfield, we ran two single lap stages at 30 seconds and four more as two-lappers at minute starts. This gave a total stage mileage of about 40 miles with some stages over eight miles long.

Setting the stages up took all Friday evening, all of Saturday and a little of Sunday morning, involving quite a large work-force, a fleet of vans and lorries and a huge quantity of 45-gal oil drums instead of the usual straw-bales. It all seemed to work quite well and the drums were a lot easier to clear away in time for the venue to be back to normal for driver-training on the Monday morning.

No computer results on this event but the manual results were quickly displayed throughout the day and were provisional within 15 minutes of the last car arriving at the final control. For this, we have to thank the 'Results Girls', Jane, Wendy and Margaret.

Our commiserations to Brian and Richard Colligan, who had a splendid lead until their retirement on SS5. Congratulations, therefore, to Ian Oldfield/Andrew Catchpole on their win. Shows that we had the seeding right!

Thanks are due to all the people who worked so hard to set up the course and to the marshals and Rescue teams. We are also most grateful to John Everard and Everquip Garage Equipment of Hull for their continuing support.

John Newlove.

1: Brian Colligan/Richard Colligan. Escort II 2100 injection. DeLacy. The injection delivery pump seized on SS6 when we were 41 seconds in the lead. "Peed off!". Retired.

2: Ian Oldfield/Andy Catchpool. Manta 400 2400. Nth Humberside. Michelin Tyres. Spun on SS1, 2, 3, 4 and 6 and car 1, Brian Colligan, was taking great chunks of time off us. The car ran faultlessly throughout and, after Brian's retirement, we were chased very hard by car 5, John Askew, managing to hold off his challenge to beat him by only 21 seconds. The credit must go to him for putting up such a good fight. This is the second time that Andy Catchpool has won the event, the first being with Andy Elliott, Manta 400, in 1987. The event was a one-off for Ian Oldfield, who is contesting the BTRDA Gold Star Championship - and currently lying in a joint 4th place - and was his first tarmac event in the car. It had been left in forest spec for this event and this proved more than interesting on occasions! 1st.

3: John Dixon/GAV HESELTINE. Metro 8R4 4200. Nth Humberside. The day started very well - a blue sky. The air was also blue when a first corner spin showed that the new tyres (sort of) hadn't reached our expectations. Other boring excuses throughout the day include the gearchange falling off, three plug

ANDY COUPLAND



leads falling off and a rocker cover gasket failing. A good event (Nth Humberside organisation!) but we must get some more power/tyres that work/sponsorship! 10th.

4: David Hind/Steven Sheehan. Escort 2100. Wigan

5: John Askew/James Robinson. Cavalier Coupe 2600. Wigton. Abbey Garage, Abbeytown, Cumbria. It's a long way from Wigton to Leconfield but - here we are! A miscalled bend

on SS1 caused a spin. There were no problems on SS2, and 3 other than a shortage of HARD compound tyres and, on SS4, we had another spin (but it wasn't this co-driver's fault this time!). SS4 turned out to be an incident-filled stage as we also lost 1st and reverse gears. No other problems on SS5 and 6, other than slight over-heating but we couldn't catch Mr Oldfield! 2nd.

6: Stephen Booth/Mark Hewitt.

Escort 1598. Blackrod.

7: Les Kominiaik/Chris Moyes. 205GTi 1600. Carlton, MC Removals, Storage and Distribution; mansfield Carpets. SS1 provided the first interesting moment due to a bad stage layout/arowing, when we went straight on instead of 90 right on the small rough loop, dropping 10 seconds. After all that, everything was trouble-free with only one spin, in the Bomb Bays on SS6. Chris was



on his first ever rally, having a 'sponsor's' view of tarmac rallying. So, we were delighted with a class win and 5th overall for the first outing on tarmac for the car and the co-driver. Tony and Steve got some good fans while servicing but Tony (Szubert) ran out of food at 8am! 5th. 8: Clive Smith/Ian Hall. Escort 1998. Selby. Our spare co-driver was brought out of retirement after he had checked that there were no ditches and that Leconfield was nowhere near map 112! SS1 was too slow, claimed the driver and, trying harder on SS2, the oil drums were getting a bit close! New front tyres for SS3 and SS4 was fast and hot - a good stage except for the rough bits. Holding 5th position, we had to fit new rear tyres ... probably our most expensive event so far. The sixth and last stage and the oil drums got FAR too close! Thanks to Clive for the ride and Ian for service. A great result - class win and ... 4th.

9: PETE SHARP/ANDY FELL. Escort 1993. Dukeries. Ashgate Roofing; Sheffield Insulations; Hi-Gear Tool Hire. Hello everybody peeps! Breeding 3:30 get-up today! A good job Pete disguised his Irish accent otherwise the boys on the gate would have sussed him. Hopefully, he'll sober up before SS1. Perhaps he did; perhaps he didn't, as SS1 was slow but sure. SS2 was quick - but not quick enough - but we had moved up to 3rd in class. Could do better but spun badly on SS3. No damage but we then got caught behind car 14 and suffered 'Merlin Dust'. Still 3rd in class but had dropped 20 seconds. 'Buzzing' on SS4 and the car seems better after adjusting the timing. SS5 was good but cars 8 and 13 were gooder! Pete Sez: "kin hot!" Still 3rd in class after SS5 so it looks like no pot today. SS6 left us in that same situation but not bad overall. One moan: 40 stage miles; 60 cars; one hour between stages and one minute

starts. Something wrong somewhere? See you soon, KE! (Right! KE) 12th. 10: John Everard/Roy Webster. Colt. Nth Humberside. 11: Matt Woods/Andrew Ball. Sunbeam 1600. Nth Humberside/Trackrod. Brief details: Lots of fuel vaporisation! BIG spin on the last stage. 20th. 12: Ian Furness/Richard King. Renault 5 Turbo 2 1397. Sheffield & Hallamshire. Talkland Europe Communications. Started the day in traditional fashion - went straight on at a 90 right. When will this driver listen?! As the day progressed, a routine was established - we made a hash of a stage, did the next one well and then repeated the sequence - bad, good, bad, good ... The fast, flowing sections suited the Renault well and, by the end of the day, we were well inside the top ten. Despite the rough bits, we managed to keep the front spoiler on the car, although

COUPLAND



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MASTER



GM



DEALER

it is a spoiler spoiler now! Thanks to our Service Crew of Pete, Jon and Chris for bump-starting the car for each stage and generally keeping it together. PS: How about a picture? *Surprise! Not only was there a pic of you last month but there is another one this time. How about that for a service to a NON-SUBSCRIBER!!!! KE!*

13: Chris Marshall/Ian Houghton. Escort 1993. Warrington. Trafford Brake Services; Pemberton Tyres; Ormesher Garage; Bridge Garage Frodsham; Bob Daulby Motors; Cranberry Car Sales. A long drive over the Pennines from Wigan and the car only finished on the Saturday night. A steady SS1 saw us in the top ten and 2nd in class. Plenty to come, we thought, and were confident of a good finish. The weather was superb and the car running reliably. Attacked harder on SS2 and saw some improvement, the car handling a lot better. Lost a couple of seconds per stage, over the next few stages, to the class leader and we were really concentrating on staying ahead of the cars behind. The car ran without trouble all day and both crew members enjoyed an entertaining day's rallying, finishing 2nd in class and ... **7th.**

14: Neil Concannon/Steve Concannon. Escort IV 1993 Turbo. Carlton. Merlyn Engineering Developments. Arrived with full intentions of a good result and were about 3rd overall after SS2. During SS3, the car overheated and causing a head gasket problem and we had to take an early bath. It appears that the electric cooling fans failed during SS3 and those fans are essential! We have the technology and we'll be back! **Retired.**

15: PHIL DUFFILL/Chris Duffill. Escort 2000. Nth Humberside. Brian Kitt Dymotuning, Driffield; Adrian Yallop ATV Attachment Manufacturers. Prior to the event, the engine was rebuilt at Brian Kitt's in Driffield and this proved to be of immediate benefit as we were 5th fastest on SS1. A differential problem cropped up on SS2 and stayed with us all day but didn't prevent us from continuing to set top five times. Despite using three alternators (Thanks to Yorkshire Rally Spares for the loan) and the fact that harder compound tyres would have been more appropriate for the hot and dry conditions, we were well-pleased to finish 3rd overall. Our thanks to Brian Kitt and Adrian Yallop for their continued support and to North Humberside MC, who, once again, put on an excellent event. **3rd.**

16: Gavin Ruler/Lorraine Nixon. Escort II 1300. Nth Humberside. Van and Truck Sales Hull Limited. A reasonable start to the day on SS1, being one second behind Ian Burton, car 17, for the class lead. After SS2, we had a tie between us. The Uno moved two seconds in front on SS3 but we took seven back on SS4. Our lead didn't last long when the Blue-Thingy stole five from us on SS5. Thus, we are now equal again. The final stage was to provide the class winner and, after a hard nine miles, Mr Burton took it by three seconds after we had been one second ahead at the end of the first lap. Our thanks to car 23, who knew of our fight for the class, and who pulled over during the last stage to allow us to go into the Bomb Bays ahead of him. Our thanks, too, to the organising team and the marshals. **2nd in class and ... 9th.**

17: IAN BURTON/Bill Smith. Uno 1296. Lincs Louth. Burtons of Louth; Castrol; Coffee Club; TSB Bank; Spax. First time at Leconfield and, after a few discrete enquiries, all I got was "Mind the kerbs and potholes, you'll be doing 130 mph, watch out for the roundabouts ...". So, bearing Dougal and Co, we're going to go out there and show them all what the 'Flying Fiat' can do. After a good SS1,

7th overall, we went to see where the other 1300s were. How about one second! OMGawd, Gavin Ruler and Lorraine Nixon could well give us a hard time! On SS2, they took a second off us. Equal. Right! Roll up your sleeves and boot it, Burton! I did, and overdid it. Too much boot and we spun twice, losing 7 seconds. Took two back on the next stage and our arch-rivals in the EMAMC championship, Keith Reed/Andrew Farmer, were out with a fatal gremlin on their Nova. Nicked another five seconds back on the next run and that put us neck and neck again before the last stage! Talk about some stress being on! Went round the last stage as if I was being chased by the Countdown reporter waving binders and as if my life depended on it. Bill commented that my life DID depend on it! We squeaked in by three seconds. A GREAT duel with car 16 ended in a class win and ... **8th.**

18: David Jones/Mark Booth. Escort 1998. Blackrod.

19: Martin Fox/Tony Ralph. Escort IV 1300. Blackrod. Sutcliffe Engine Services, Wigan. We were 4th in Class A after SS1 and fastest 1300 on SS2, moving us up to 3rd in class and only five seconds behind the joint

class leaders, Gavin Ruler and Ian Burton, cars 16 and 17. SS3 saw our demise from the class battle as we went straight on under braking at a 90 right in the 'Bomb Bays'. The engine stalled and refused to re-start for about 15 seconds, dropping 21 seconds to car 16. The remainder of the stages went without drama but we were well off the pace of the class leaders, finishing 4th in class at the end. A superb even at the best venue in the North! We WILL be back next year. **18th.**

20: KEITH REED/ANDREW FARMER. Nova 1300. Stockport. Reed Landscape Services; Waves Discotek; RL Cleaning Services. Up at 0430 for the trip up North and, we wonder, will Wimpey have Countdown's mobile home ready when we get there? On arrival at Leconfield, we were subjected to the first scrutineering session at the Main Gate ... rather more interested in us as our Service Barge has Irish plates on it! Got through without anyone being shot or detained. Off on SS1 and Keith stopped at the first set of red traffic lights and gave way at all the roundabouts. No he didn't! Just joking. We were 4th in class behind cars 16, 17 and 19 ... must do better! SS2 was the big one and all went

well, SS3 saw us move up a position in class but car 31 set a flyer (7th fastest overall for the stage!). We had to swap tyres as the fronts were down to the rims. On the first bend of SS4, the rear end broke away and we went up onto two wheels. Away again and into the Bomb Bays. Coming out of the hairpin, a bottom ball joint gave way and, with no steering, the little Nova wouldn't go round the 90 right. Straight on instead. A driveshaft had come out and the appropriate front wheel was somewhere inside the bonnet. End of day but it's the first time in ten events that the car has let us down. Not bad for a 'shed', Ian! Thanks to the marshals and the Breakdown Truck for the help. By the way, the rest of you looked good coming through the Bomb Bays! Thanks to Ian Vale for servicing all day. Keith failed his driving test as he went round the roundabouts the wrong way! and a final thanks to the men with the guns for letting us out. We gave up our chase for EMAMC points and bought a couple of Countdown binders instead. Everyone should have at least two! **Retired.**

21: Barry Clark/Elaine Stephenson. Nova GTE 1598. Nth Humberside. Considering that we were in a Group



MOTOFOTO



COUPLAND

N spec car, we were delighted to finish 2nd in class against Club spec and Group A as the competition. Slight over-exuberance on slick tyres resulted in a spin in the Bomb Bays but, after that, no incidents through to the end. 14th.

22: Rick Kellest/Richard Winstanley. Sunbeam 1600. Blackrod. Atlas Autos. A good day until a puncture on the last stage - just thrown in to pass the pair of us off. Rallying, like life, is a complete bummer! 43rd.

23: Steve Darvell/Ken Sturdy. Escort 1993. Nth Humberide.

24: ROYDYN EVANS/Helen Pritchett. Sunbeam 1598. Rugby. After going through the procedures, less the body search (thankfully), of gaining access to Fort Knox, we got on with the main purpose of the day. Had bought some remould slicks to try and, on SS1 and 2, we had a little cornering trouble, with the car unusually out of shape. The plan for some steady runs went out of the window as we tried harder to compensate and, on one occasion, entered one of the roundabouts a bit too quick and lost the back end. Smacked into the roundabout and ended up in the gravel in the middle, losing five to six MINUTES while digging it out. While we were doing this, Keith and Andrew passed in the Nova ... their delight at seeing this Whingeing Welshman apparently doing 'roadworks' was undisguised! When we eventually got back to Service, we were to find that a chassis rail had been damaged sufficiently to make the nearside wheelbase over 2" shorter than the other side. Chucked the slicks in the van and went back to the trusty Yokos. Despite the shell distortion, we then set some better times but finished well down. A good event and we hope to return for this one next year.

PS: Sorry this report is late - it has either been stuck in the postbox or has gone on the train to Edinburgh instead! 42nd.

25: Dave Ashford/Peter Croft. Escort 1598. Malton. The week before the rally was rather hectic. Had to find a new exhaust and the brakes were playing up on the day before. SS1 was completed with the car darting all over the road. We readjusted the brakes and went out for SS2. Halfway round, the exhaust wrapped itself round the rear axle and a rear brake cylinder blew out. End of our day. Thanks to Martin for his hard work and to Brian Pickles for his extra help. Retired.

26: Chris Hefford/John Hefford. Escort 1600. Blackrod.

27: Geoff Wileman/Debbie Rushton. Escort 2000. Nth Humberide.

28: Magnus Mikkonen/Ged Davis. Lancia Delta 1598 Turbo. Eastwood. FAST Group of Companies. Had a good day. Magnus and I are getting our act together but were slowed by 15 to 20 seconds a stage with the engine cutting out after going round left-handers. Thus, we were 15/20 seconds off the pace. Apart from this, the car ran well and Shane (many thanks to him) had a fairly routine day's servicing. Anyone know why a Delta Turbo should cut out on left-handers? Any such information would be gratefully received. Thanks to the organisers for a fun Sunday. 26th.

29: Des Moody/Ian Haynes. Escort 1998. Dukeries. Video Magic, Rental Specialists; Limited Editions Nite Club; PR Higham Transport Ltd; Gordons Trailers. Started well and was then thoroughly peed off when the clutch didn't want to play anymore. Never mind, Keith. Thanks to sponsors and to Scoop for spanner work. Retired.

30: PAMELA WHITE/Peter Green. Escort III 2000BDG. Trackrod. BEP Associates Ltd; P + D Auto Hire; CG Tyres. Pushed car in maximum revs all the time and couldn't understand why it wouldn't go any faster. Why did all those cars beat us? Made a top

ten time on SS5 so, therefore, must try harder. Won the award for the most 'Mixed-up' crew. haven't had the chance to do many single-venues this year as we are having a not-too-successful attempt at the BTRDA Gold Star. What's the bet that no-one has sent you a photo? /Got it in one, Pamela! No sign of one. Will a drawing do? KE) Many thanks to Robert and Mark (RollaNova) for dedicated servicing (sunbathing, really) 21st.

31: Dave Twilton/Mike Petch. Mini 1293. Beverley. Pybus Auto Body. Hull. The usual steady start on SS1 and coming out at the 5th/6th in class, I think. A slight misfire off the line on SS2 but his cleared after a few corners. Then, a gear selection problem due to a loose mounting. Ok, though! A perfect SS3, absolutely on the limit and no hiccups. I don't think we could have gone any quicker without going off. Must have been true as we set fastest time in the class by two seconds, pulling up to 3rd in class. 3rd fastest in class on SS4, just two seconds slower than the class leader and four behind the second in class. Somewhere like 14th overall. SS5 was a short one, one lap at 30-second starts. Short? It seemed to be over in seconds but it took 244 of them. Another clean run on SS6; a shame it was the last stage. Held onto 3rd in class and had a great day, thanks to the weather. 14th.

32: Wayne Erdmann/Richard Peers. Chevette 2300. Beverley.

33: Trev Lewis/MALC MERRYWEATHER. Escort 1600. Carlton. Bob Spares Engine Specialists; High Gear Gearbox

Rebuilders; KA Hayden Road and Competition Springs; Warrington Roofing Supplies; Fossitt & Thorne. First of all, thanks must go to Sue and Bill Almen for the Saturday night.

Their organisation gave us both bad heads for the Sunday morning! Hit SS1 with heads still thumping and Trev decided to go straight on at J9 even though I had called the right. I have to admit that it was badly marked and that the organisers improved it for SS2. Apart from that, unimpressive until the Bomb Bays were added, the venue being too much like circuit racing for us. The second Bomb Bay claimed first blood of the day when it streamlined the driver's side front wing, pushing it into the tyre. So, the tyre had an extra groove cut into it. The only other incident was breaking the exhaust mounting and then a consequent manifold crack. Nothing more serious. Hopefully, we have taken 2nd in class in the EMAMC SV Championship from Roydyn Evans and Co ... but for how long? 23rd.

34: Phil Marriott/Mark Burrows. Escort 1998. Lincs Louth. P + G Builders Grantham; Vehicle Core Specialists; JL Bell Photography

Grantham; The Bourne Agricultural Contractors. After a disastrous day on Saturday - puncture on the tow bar and the Service Van breaking down in Hull - we managed to find a good camp-site at Lakemister Camp ... good fishing and loads of beer ... for the Saturday night stop-over. Sunday morning started off with kicking 'Wild Child' and 'Bret Pack' out of the tent, they still under the influence. The weekend could only get better, which it did. The event was great. The car went well with only a few small problems; the last stage providing a puncture which lost us a bit of time. Still a good result and we now head back for Grantham for loads more beers and getting seriously gay. Thanks to NHMC for a good event and to Simon 'Wild Child' Harrison and Jason 'The Brat' Pacey for servicing. Should also thank Med Mark for 'navigating'. 19th.

35: STEPHEN POWELL/Sue Almen. McCoy 1298. Sporting CC

Norfolk/Loughborough. Omar Windows, Long Stratton; 3C Transport. A good venue but a pity

about the long delays and the unnecessary use of that poxy rough short track! Not our best result and I have no real excuses other than I'm not quick enough! Ah well! 36th.

36: Rob Clarke/Dave Collins. Sunbeam 1598. Sheffield & Hallamshire. Thanks for the tyres,

Dave! Our first time at Leconfield and we enjoyed it immensely. The stages were fast and flowing - and we haven't come across stages with roundabouts and traffic lights before! Not expecting much as a result, as there were a few 1600s sed in the top fifteen so my main objective was to drive smoothly, with no mistakes.

This based on the fact that, last time out, the car spun at every available opportunity and it can only be my own fault! We had no mishaps or breakages; just one uncharacteristic mistake by DC which cost us no time, and there was bags of time between stages for eating and sunbathing ... what more could one want? Special thanks to Garry for cooking/servicing on his own (Martyn had taken his sheep away for the weekend). At close of play, I think we were 5th in class but no idea where overall as the manual results were not at all clear. (In fact, 4th in class and ...) 16th.

37: STEVE BUSSEY/Neil Clarke. Escort 2100. Ripon. MAS; SJB Motorsport; CJB; Weighload. Nice to do an event closer to home than normal. Arrived in good time and with a brand new set of tyres purchased from Roger Newbold. Drove flat out on the first three stages but made no impression on that Renault! Was really making progress on SS4 but then found that the Renault had been off. Thought we'd had a puncture but I evidently can't

tell the difference between a flat tyre and a front strut falling off. We are still wondering why the inter-stage intervals needed to be so long! Thanks to Countdown for the use of the footpump! 24th.

38: Ian Barnes/Jeff Towler. Escort 1598. Grimsby. 3rd in class and

14th/15th overall! haven't been to Leconfield for three years but it hasn't changed a bit! Really MAGIC in the Bomb Dump!! Never hit a car all day but was tempted. We all enjoyed it and there was a good slice of competition out there. See you next year! 38th.

39: Tony Aylott/JAN LEACH. Chevette 2279. Peterborough. S&K

50, STP and all things thick and gooey (not Service Crew). Arrived

bright and early ... well, the DAY was bright and early, we were rather less aware of our surroundings. We were

hoping that our poor ailing engine would last the day [this is where the Slick 50 came in] and we hope to have a new engine by October. SS1

was a total disaster when the coil lead broke but kept in contact for long enough so that we could complete the stage very slowly! Oh

well, last overall and things could only get better. They did, but with

there being just six stages, we were not quick enough to gain much back.

Still, we did finish intact, relatively, and scored some more championship

points. Many thanks to Jim and Andrew for service and would

someone please tell Jan that she doesn't have to shout anymore as the

intercom is now working. A good event with excellent stages and good

results service. Good organisation spoilt by abysmal inter-stage waits.

4/10. 38th.

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40: MICK COX/Paul Davis. Escort 1998. Eastwood. Norman Cox Essex St Garage eastwood; Kam Kars Taxi Service Eastwood; Top Gear Engine & Transmission Remanufacturers Northampton; Castrol Oils. Never been here before and started steadily, caught car 44 on SS2 after the split and he wouldn't let us pass. They were faster on the straights but slower through the corners. Nearly rammed them when they spun on the loose when I couldn't see them for the dust. No other real problems but the engine still gets very hot and is just not quick enough in a straight line. 17th.

41: Ian Hardy/Stephen Wardle. Escort I 1998. Dukeries. We thought it was a well-organised venue but could have done with a 'Spares Wagon' as we needed some stuff. Managed to get by without, the few minor problems with the new engine and rear axle were coped with and our thanks to Neil, Rob, Tom, and Gordon for Service and to Das Moody for the best pair of legs seen all day. If we can't have a photo of our car in this report, how about a leggy blonde? 46th.

42: Nicholas Dixon/Martin Dixon. Dolomite Sprint 1998. Trackrod. NMD Motorsports. Made a steady start as the car was seriously under-tyred. Changed the alternator after SS1 in an attempt to cure the misfire over 7000 rpm. A halfshaft oil seal failed during SS2, giving us no back brakes for the rest of the event. Shame about that as it was a good event. 34th.

43: Stephen Hornby/Lynne Beale. Escort I 2000. Blackrod. Needed to get back into the swing of things again so took it very easy on SS1. Took it even easier on SS2 when the grub-screw that holds the condenser in worked loose and we stopped, taking a maximum. So keen to make up for lost time that we were penalised for a jump start on SS3. It all came together on SS4; not a brilliant time but we had fun. Similar story on the shorter SS5. See final results for how we got on on SS6 as we haven't done it yet as I write this. We came over from Leigh, near Wigan, and we really enjoy Leconfield even though it's getting a bit rough these days. We don't like the rough as the car isn't set up for it. Still, it's

all good fun and we hope to see Countdown covering the North West SOON. 48th.

44: Alison Stansfield/Kate Wood. Escort 1993. Malton. Yorkshire Rally Spares. Started pretty badly! Co-driver had a poorly eye and driver had poorly nerves! A wrong slot and a slight off resulted in a rubbish time. Got far better as the day went on. This was 'Pinky's' last stand and due to superb preparation by darling husband, Pete, it never faltered. Couldn't match Pam White's times but finished 31st and 7th in class - our best result yet. Got 'flushed' at on the last stage but they were still wearing their 'jockys'. Either way, it made our day! Thank you, Paul and thanks to Peter, Bryan and Rebecca too. Finally, thanks to Kate; I couldn't have done it without you! 31st.

45: Ian Chadwick/Ian Smith. Fiesta 1598. Bolton Le Moors. JJ Garaghy Plant Hire; Car Radio Centre, Leigh. Ran the engine in coming to the event and was then a bit upset at blowing the head gasket on SS3 while we were leading the class and in 10th place. Who put this engine in anyway? No names, no law suits! Retired.

46: Andrew Wilson/John Pashley. Manta 1900. Worksop.

47: MALCOLM BALL/Alexis Harper. Astra 1298. Coalville/Loughborough.

48: Tim Ratcliffe/Denise Williams. Lada 1298. Nth Humberside.

49: John Smith/Sue Elliott. Escort 1600. Alwoodley. Timoco Cars. Leeds; Hoywood, Leeds. Seemed to have got rid of the electrical problem we'd had the week before and settled in on SS1 and 2. Got carried away on SS3, missing the kerb by a coat of paint. Enjoyed the rest of the stages, putting in some consistent times. Our thanks to Stephanie, Warren and Robert for servicing and the grub. 35th.

50: ROY MACKINLAY/Peter Wells. Mini 1275. Sheffield & Hallamshire. TM Services; Eric Twigg Food Group. This was the first time that this crew had visited this venue and they were eagerly looking forward to it, having heard reports of how smooth it was. Scrutineering was very efficient and included some advice regarding the spring clips on the harnesses. Set off smartly on SS1 and was surprised to see a Lada that had rolled, car 48, rejoining the stage at the second bend. Going quite well but we were surprised at 39 when we were jolted as we dropped off the smooth surface onto a rough track. This was bad enough to bend the sumpguard. No problems on SS2 but the car took over on SS3. With the driver made redundant, the car went into a big spin on a long sweeping right-hander.

Luckily the antics were carried out right in front of the official video crew and will be replayed a few times in the future. Well done, Mr Mad. The rest of the stages passed uneventfully apart from another spin, in the Bomb Bays on SS6. A good event with the only criticism of the organisation being the delay between stages for what seemed to be minimal route changes. A special mention must be made of the Start Marshal. He was very efficient and had a cheery word at each start. Our end result was not as good as we'd hoped for but, since Twyford, the new engine and gearbox do not seem as quick. We will have to see what can be done. We'll be missing the next round but will return in October. Thanks, once again, to Steve and Bruce, the ever efficient service crew. We'll bring some proper Pukka-Burgers next time, Mr Editor! 29th.

51: Richard Sutcliffe/Carlton Westerby. Escort 1600. Slaithwaite.
52: PHILIP ATKINSON/DAVE 'WISPA' WARD. Peugeot 1042S 1218. Boston/Carlton. Awaiting SS1 and 'in the mood'. Saw the 8R4 spin at the first corner and made a mental note. Despite that action, Phil tried to outdo the 8R4 but, with a lack of similar power, failed! 48th overall. A quicker run on SS2 and we were promoted to 44th. SS3 ... offing bombays! They



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didn't slow us too much but, please note Phil, punctures are SUPPOSED to slow us down!! During SS4, while 'Wisper' was waving to the stationary Reed/Farmer at their Nova - where Keith Reed had set up a market stall, trying to sell autographed copies of the June edition of Countdown ... yawn ... Philip decided to attack the scenery, namely some concrete blocks, with the nearside and this got Wispa's attention back to the job in hand immediately! It all went to prove just how strong these Peugeot ball joints are! On to SS5. So far so good; this stage was tackled with suspected damage to the steering following the concrete block incident but there was no drama. At service prior to SS6, questions were asked... Should the sumpguard move up and down of its own accord? No, it should be bolted to the subframe! Nigel, Service Crew and Cheerleader, confirmed that Boston-drive Rally Artists were experimenting with active-ride sumpguards. Wispa was not quite won over with this explanation as he offered his seat to Nigel. Offer refused and sumpguard bolted up tight! SS6 - the Big 'Un. This was completed without incident and, for whatever reason, we got a standing ovation from the crew and Service Crew of car 33. Maybe it was due to this being our first finish after three retirements on the trot. On the way home, the trailer copied the trend set by the rally car, shedding a wheel shortly after the Humber Bridge. Nigel! Thanks for servicing! 9th in class A and ... 41st.



53: Stephen Rowson/Louise Cameron. Escort 1998. Carlton. A good day with a few minor problems. Nothing worth writing home about. Our thanks to all concerned. 40th.

54: KEVIN JAMES/Chris Brew. Escort 1998. Carlton/Dukeries. AUTOMOTIVE IMAGES (CAR HI-FI); EAST MIDS TOOL HIRE: BIG T AUTO-PARTS. First event after our major shunt at Twyford and, on this all-tarmac event, this excruciatingly slow was supposed to do well according to the Service Crew. Sorry to disappoint you, lads! Wrong-slotted on SS1 (as did everybody else as far as I could see and I put this one down to the co-driver, who wanted me to go straight on when the road went right. (One each, Chris!) The car was running very well, although by SS5 we had gone through three TBs... I didn't think that there could be anywhere as bad as Thruxton for tyre wear. (Ty North Cotes, Chris!) Definitely needed another 40-50 bhp and a 5-speed gearbox would have come in handy. I was feathering the engine on the long straights because the revs were so high. The last stage was excellent and, hopefully, we had a good result. Had to leave early due to the 5-hour drive back to London. In retrospect, the Service Crew reckon that the diff had packed up on or about SS2 and, if that is the case, we didn't have a bad day, considering. With the hope that the beer was OK this time, my thanks to Bob and Andy in the Service Crew. 37th.

55: Mark Traynor/Glynn Robinson. Escort 1296. Nth Humberside/Ikley.

56: Paul Wildbore/Paul Ashton. Mini 1295. Beverley. TBA. First outing for three years and was off the pace on SS1 and 2. Then started to put some good times together and am now back in the groove. Watch out NEXT time! 22nd.

57: STUART PERRY/Russell Pickering. Escort 1600. York. Bond's of Pickering, Ford Dealer. The exhaust tried to escape on both SS1 and 2 but it was strapped to the car using Jubilee clips. SS3 saw too much confidence in the new racing slicks and we totally destroyed the n/s/r wheel and tyre - any photos? With only four pukka tyres, road tyres had to be brought into play on the rear and this caused several minor spins. A good, enjoyable event and we learnt a lot during the day. Many thanks to the crew: Graham, Simon, John and Kellie. Without them, and the assistance from the sponsor, the day would not have been possible. 32nd.

58: Paul Abercrombie/Rob Jones. Sunbeam 1600. Wigan. Empty Pocket Racing Team. Car ran well on SS1 and Rob has lost his voice. Paul has never been so sideways before and then, a puncture towards the end of the stage. The co-driver's voice returned for SS2... well, for the first

half of it. We then had a slight spin on the dirt, followed by a two-wheeling session at the end of the long

straight. Went out fast on SS3 and hit an oil drum, causing damage to the front wing. Due to the pain, driver

had a mental block and spun twice in the next two miles, losing far too much time. 100% better on SS4; a good clean run with no problems. For SS5, the tyre supply was dwindling. Were going well but a rear puncture slowed us. Tried SS6 on three worn slicks and one road tyre but survived to finish. Many thanks to Kevin and to the organisers for a good event. 30th.

59: Ian Bradwell/Martin Lee. Escort 1600. Loughborough.

60: Lee Billingham/Ian Walker. Lada 1294. Malton. Stoichnaya, Russian Vodka. As this car only came here to get a finish, we were well satisfied all in all. On SS1, the driver simply wanted to get round the first bend and ... actually managed it! SS2 was a disappointment, when we punctured and lost about a minute. Apart from that, a couple of 'incy-wincy' spins slowed us marginally on SS3 and 4 but we finished at 44th which was a 'mission accomplished'. Thanks to the Service Crew for staying interested (Dad and Ally). Thanks for keeping me straight. Thanks to Lesley for being patient and thanks to all the marshals for waiting for us to finish. 44th.

Moonraker

AWARD WINNERS SHOWN WITH *

1:	2	*IAN OLDFIELD/ANDREW CATCHPOLE	MANTA	2400	D1	2474
2:	5	*JOHN ASKEW/JAMES ROBINSON	CAVALIER	2600	D2	2495
3:	15	*PHIL DUFFILL/CHRIS DUFFILL	ESCORT	2000	D3	2570
4:	8	*OLIVE SMITH/IAN HALL	ESCORT	1998	C1	2587
5:	7	*LES KOMINIAK/CHRIS MOYES	205GTI	1600	B1	2618
6:	12	*IAN FURNESS/RICHARD KING	RENAULT	1397T	D4	2619
7:	13	*CHRIS MARSHALL/IAN HOUGHTON	ESCORT	1993	C2	2626
8:	17	*IAN BURTON/BILL SMITH	UNO	1296	A1	2637
9:	16	*GAVIN RULER/LORRAINE NIXON	ESCORT	1300	A2	2640
10:	3	*JOHN DIXON/GAY HESELTINE	METRO BR4	4200	D5	2646
11:	31	*DAVE TWILTON/MIKE PETCH	MINI	1293	A3	2665
12:	9	*PETE SHARP/ANDY FELL	ESCORT	1993	C3	2674
13:	10	*JOHN EVERARD/ROY WEBSTER	COLT		D6	2680
14:	21	*BARRY CLARK/ELAINE STEPHENSON	NOVA GTE	1596	B2	2685
15:	38	*IAN BARNES/JEFF TOMLER	ESCORT	1598	B3	2703
16:	36	*ROB CLARKE/DAVE COLLINS	SUNBEAM	1598	B4	2704
17:	40	*MICK COX/PAUL DAVIS	ESCORT	1998	C4	2707
18:	19	TONY RALPH/MARTIN FOX	ESCORT	1300	A4	2708
19:	34	PHIL MARRIOTT/MARK BURROWS	ESCORT	1998	C5	2715
20:	11	MATTHEW WOOD/ANDREW BALL	SUNBEAM	1600	B5	2719
21:	30	*PAMELA WHITE/PETER GREEN	ESCORT	2000	D7	2726
22:	56	PAUL WILDBORE/PAUL ASHTON	MINI	1295	A5	2727
23:	33	TREV LEWIS/MALC MERRYWEATHER	ESCORT	1600	B6	2746
24:	37	*STEVE BUSSEY/NEIL CLARKE	ESCORT	2100	D8	2752
25:	47	MALCOLM BALL/ALEXIS HARPER	ASTRA	1298	A6	2762
26:	28	MAGNUS MIKKONEN/GED DAVIS	DELTA	1598T	D9	2773
27:	51	RICHARD SUTCLIFFE/CARLTON WESTERBY	ESCORT	1600	B7	2802
28:	23	STEVE DARVELL/KEN STURDY	ESCORT	1993	C6	2807
29:	50	ROY MACKINLAY/PETER WELLS	MINI	1275	A7	2814
30:	58	PAUL ABERCROMBIE/ROBERT JONES	SUNBEAM	1600	B8	2824
31:	44	ALISON STANSFIELD/KATE WOOD	ESCORT	1993	C7	2825
32:	57	STUART PERRY/RUSSELL PICKERING	ESCORT	1600	B9	2826
33:	46	ANDREW WILSON/JOHN PASHLEY	MANTA	1900	C8	2831
34:	42	NICHOLAS DIXON/MARTIN DIXON	DOLOMITE	1998	D10	2832
35:	49	JOHN SMITH/SUSAN ELLIOTT	ESCORT	1600	B10	2841
36:	35	STEPHEN POWELL/SUE ALMEN	McCOY	1298	A8	2848
37:	54	KEVIN JAMES/CHRIS BREW	ESCORT	1998	C9	2860
38:	39	TONY AYLOTT/JAN LEACH	CHEVETTE	2300	D11	2869
39:	27	GEOFF WILKMAN/DEBBIE RUSHTON	ESCORT	2000	C10	2880
40:	53	STEPHEN ROWSON/LOUISE CAMERON	ESCORT	1598	B11	2924
41:	52	PHIL ATKINSON/DAVID WARD	104ZS	1219	A9	2949
42:	24	ROYDIN EVANS/HELEN PRICHETT	SUNBEAM	1598	B12	3047
43:	22	RICK KELLETT/RICHARD WINSTANLEY	SUNBEAM	1600	B13	3060
44:	60	LEE BILLINGHAM/IAN WALKER	LADA	1294	A10	3127
45:	32	WAYNE ERDMANN/RICHARD PEARS	CHEVETTE	2300	D12	3161
46:	41	IAN HARDY/STEPHEN WARDLE	ESCORT	1998	C11	3175
47:	48	*TIM RATCLIFFE/DENISE WILLIAMS	LADA	1298	A11	3203
48:	43	STEPHEN HORNBY/LYNNE BEALE	ESCORT	2000	C12	3314
49:	26	CHRIS HEFFORD/JOHN HEFFORD	ESCORT	1600	B14	3865