

Everquip Moonraker SV Stage Rally

Report by Bill Almen Photographs by Adrian Thompson



Ian Oldfield/Andy Catchpole came 1st overall

North Humberside MC, ably supported again by event sponsors Everquip Garage Equipment of Hull, returned to Leconfield for their annual single venue stage rally. After an excellent event in 1988, the Everquip was included as a round of the popular East Midlands Association SV championship for the first time this year and hence was a totally new location to a vast number of the EMAMC crews that entered. With the entry limited to only 60, it was no surprise that all the places were soon allocated.

The early morning mist that greeted competitors to the airfield was soon replaced by glorious sunshine which was to remain for the day.

Seeded at 1 was the ultra rapid Escort injection of Brian and Richard Colligan who were followed at 2 by the vastly experienced Ian Oldfield/Andrew Catchpole in their Manta 400. At 3 was the ex-demo Metro 8R4 crewed by locals John Dixon/Gavin Heselstine. Six stages were planned using the mainly circuit standard tarmac roads of the airfield. However, the organisers had also included the odd loose road to keep the crews on their toes.

To give an idea of the stage

from inside the car, the following constituted SS1: 150, tight 90 right, at traffic lights 90 left, 200, at traffic lights fast 90 right onto 300 straight, roundabout keep left into 90 left, 150 tight 90 left, immediate tight loop right, 80, 90 right, 150, 90 left with almost immediate 90 right onto loose caution, 90 right, immediate 90 left onto straight 150, roundabout keep left and 90 left onto straight 350, tightening 45 right, 400 straight flat, roundabout keep right and exit 90 left, straight 500 flat into open 90 right loose, 75, open 90 right, 100, open 90 left onto tarmac, sweeping right, flat sweeping left, flat to finish. Traffic lights? Roundabouts?

The co-driver's nightmare was



Clive Smith/Ian Hall were 1st in Class C

caused by the fact that the old airfield is now used as a driver training school complete with everyday road hazards! Fortunately, the traffic lights were turned off for the day.

From the first stage however, and justifying their seeding at 1, the Escort of the Colligans took a 5 second lead on the 4 mile stage from Oldfield. A group of four cars at second intervals followed the quickest of which was the brothers Concannon in the Escort G3 some further 8 seconds adrift. The Manta of Askew followed by the Escort of Duffill came next,

with car 6, the 1600 Escort of Stephen Booth/Mark Hewits, behind but sadly they were to retire on the next stage.

SS2 was double lapped at 8 miles and merely meant that the Colligans had twice as far to increase their lead doing so by a further 11 seconds despite the efforts of Oldfield behind them. John Askew/James Robinson had, however, managed to get within 2 seconds of Oldfield but Duffill in third spot was a further 14 seconds away. SS3 and a further route change took the crews over to the far side to negotiate the old bomb





Class B winners and 5th overall were Les Kominiak/Chris Moyes

bays. Very tight and very loose the short twisty route added to the tarmac straights kept crews on the limit in a stage that measured over 8 miles long. Colligan by now was stamping his authority on the event, again setting quickest time. Askew had managed to take 2 seconds from Oldfield with the winner now looking to come from one of these three crews.

Despite the superiority of the first three crews, the remainder were not merely there to make up the numbers as the class battles were being hotly contested, no more than class 1 with the 1300s setting top ten overall times. SS4 and again Colligan, Askew, Oldfield, and Duffill with Colligan again having an 11 second lead. SS5 and the 5th route change saw the long main runway opened up for the first time. This stage however, saw the first dramatic change to the results, with a lead of some 41 seconds, the Escort of the Colligans spluttered to a halt mid-stage with problems in the fuel injection system. Their retirement opened up a whole new battle as only 6 seconds separated Oldfield in 2nd place and Askew in 3rd; Oldfield managed to increase this by two seconds on the stage. With only eight seconds separating the leading two cars, all was left to fight for on the last stage. Could Askew pull something out of the bag? Oldfield had other ideas and went for broke, taking a massive thirteen seconds advantage on the last 8.6 mile stage to secure victory. Whilst

commiserations must go to the Colligans, a sad fact of rallying life is that to finish first, first you

up hope and were eventually rewarded.

Class 1 (1300)



John Dixon/Gavin Heseltine came 2nd in Class D

must finish! Nothing can be taken away from Ian Oldfield/ Andy Catchpole who had never given

The on-paper tussle between the EMAMC crews and the 'locals' was sure to provide excite-

ment. With the retirement on SS4 of Keith Reed/Andrew Farmer following a 110% entry to the loose track which broke a ball joint, the EMAMC honours were left to the Fiat Uno of Ian Burton/Bill Smith but no-one could have foreseen just how close this would be. Following SS4, The Escort of Gavin Ruler/Lorraine Nixon led the class by five seconds. Ian 'never say die' Burton pulled back the deficit on SS5 which left the crews on equal times with one stage to go. With all parts crossed and facing East, Burton at 150% 'went for it'. Someone, somewhere smiled and Burton managed to take three seconds from Ruler and the class victory. Ian was later spotted on his knees, facing skyward, obviously giving thanks! Third, with some impressive times, was the spaceframe Mini of Dave Twilton/Mike Petch whose consistent times had netted them 11th o/a. In the ensuing battle, Tony Ralph/Martin Fox led the following crews home.

Class 2 (1600)

With the retirement of Booth/Hewitt on SS1, the class was dominated by the Peugeot 205 of Les Kominiak/Chris Moyes, the novice co-driver/sponsor proving little handicap with the 67 second advantage over second placed Barry Clarke/Elaine Stephenson. The Escort of Ian Barnes/Geoff Towler took third albeit some 18 seconds behind.

Class 3 (2000)

Winners and 4th overall was



Class A winners Ian Burton/Bill Smith

the Escort of Clive Smith/Ian Hall who took the honours from car 13, Chris Marshall/Ian Houghton. Despite various problems, Peter Sharp/Andy Fell managed to come back to take 3rd place.

Class 4 (over 2000)

With the open stages suiting the Renault 5 Turbo, Ian Furness/Dick King collected the class award with a fine 6th overall. The Metro 8R4 of Dixon/Heseltine had suffered overheating problems all day but managed to overcome this to finish 10th overall and 2nd in class. With the intention of collecting valuable EMAMC points, Harrogate based Steve Bussey/

Neil Clarke fought to bring their Escort home 3rd in class.

In conclusion, North Humber-side MC provided the stated mileage within the confines of what can only be described as a relaxed day. Credit must however go to the club in providing stages that were all different. The only real 'moan' being the use of the very rough track between junction 8 and 11 which was not to the liking of all crews. The intervention of the RACMSA steward caused the only delays to the timings. With the results issued quickly, the event can be recorded as being a success.



John Askew/James Robinson finished 2nd overall

Results:

1. Car 2 Ian Oldfield/Andy Catchpole	Manta	2474	5. Car 7 Les Kominia/Chris Moyes	Peugeot	2618	Class C	
2. Car 5 John Askew/James Robinson	Manta	2495				1. Car 8 Clive Smith/Ian Hall	2587
3. Car 15 Phil Duffill/Chris Duffill	Escort	2570	Class A			2. Car 13 Chris Marshall/Ian Houghton	2626
4. Car 8 Clive Smith/Ian Hall	Escort	2587	1. Car 17 Ian Burton/Bill Smith	2637	Class D	1. Car 12 Ian Furness/Dick King	2619
			2. Car 16 Gavin Ruler/Lorraine Nixon	2640		2. Car 3 John Dixon/Gavin Heseltine	2646
			Class B				
			1. Car 7 Les Kominia/Chris Moyes	2618			
			2. Car 21 Barry Clark/Elaine Stephenson	2668			

Rally News

CLASSIC TOUR OF WALES

In 1990 the Wales Tourist Board will join with Port Talbot Motor Club to promote a three-day "Classic Tour of Wales".

This rally for Classic cars will consist of a Touring Challenge for those who consider a 500 mile route through the mountains of Wales is tough enough, and a Competitive Challenge for drivers requiring a more competitive event.

The Classic Tour of Wales is a development of this year's one-day PTMC Classic Rally to be held on September 2nd, and which has already aroused considerable interest amongst clubmen and the classic fraternity.

A brace of Healey 3000s, a Morgan Plus Four, an E-Type Jaguar and an XK140 are among the many entries already received for the 1989 rally.

The wide range of cars also

includes early Morris Minors, an Austin A55, the immaculate Ford Zodiac of the Shuttleworths, an ex-Carlsson Saab 96 Sport, and the Cooper S which used to be rallied by Alun Rees. An Austin Healey 100/4 will be driven by the Banhamas, one of many Classic Marathon competitors, and the entry list is filling fast.

This year's 180 mile route will take crews through the most spectacular terrain in South Wales, including the famous Abergwesyn Pass, and driving tests at Margam Park and Cyfarthfa Castle will add a competitive flavour.

Regulations are still available from Veronica Gale, 0639-635860

Rally News

WELSH BORDER CAR CLUB 25th ANNIVERSARY

1989 sees members of Welsh Border Car Club Ltd celebrating the Club's 25th Anniversary. There will be a special 25th Anniversary Party at the Pedigree Hotel, Shrewsbury Road, Oswestry, on Friday 8th September (7.30pm for 8pm). Tickets, which are strictly limited, are now available at £6 each which will include a Fork Buffet and also music and dancing.

The Club is most anxious to contact as many old members as

possible. They should get in touch with the Club Secretary, Mrs Christine Morris, 1 Llys Avenue, Oswestry, Shropshire (Telephone No. 0691 659052). Over the years the Club has built up a fine record, especially in the field of rallying, both with on the road and forest events.

The organisers of this interesting social event are looking forward to a real evening of nostalgia.

TOUR OF HAMSTERLEY

Date: 21st October 1989

Regs available soon.

SAE to Mrs C Coward 45A Quaker Lane Northallerton North Yorkshire.

Approx 35 stage miles mainly in

Hamsterley Forest plus at least one other venue.

Qualifying event in the ANECC 'Walkers Radiators Championship'.