

Ian. North

North Humberside

Motor Club



NEWSLETTER

VOLUME THREE

AUGUST / SEPTEMBER 1990

EDITORS FOREWORD

As usual, I will start off by apologising for the non-appearance of a magazine for quite some time. However... as the summer term is the busiest of them all, (yes, worse than Christmas!) I really have not had time to concentrate on anything other than school work. I will also apologise in advance for the presentation of some of the magazine as I have been reduced to using my little electronic typewriter, the computer being in use for Crystal matter. I won't say I'm a complete dunce with it but I certainly have to concentrate more..... besides, the batteries tend to run out!

I don't know what it is about our school, but something causes staff to need long absences, and of my year group which comprises 3 classes, 2 of the staff have had $\frac{1}{2}$ a terms sick leave.....could it have anything to do with working with me I ask myself!! * Whatever the reason, I finished up in charge of 85 children and an ever-changing selection of supply teachers. I did suggest that the parents could keep their dear little offspring away from the school but they didn't seem to like that idea very much. Still we coped! I don't say they learnt anything but.....Whilst all this was going on we were also trying to produce a Victorian Music Hall Extravaganza! with the Caretaker doing his Leonard Sachs impression and the Staff doing their well known imitations of cats on a hot tin roof. All involved had to wear Victorian costume! Can you imagine the sight of yours truly in a voluminous lilac gown, complete with a hoop and a purple bonnet, swanning across the stage doing the Can-Can!!! All photographs are to be severely censored, better still destroyed! (Now I know why Victorian ladies wore low cut dresses... it's amazing what you can keep down the front of them... hankies, song words, the kitchen sink.....though it did feel like I had my own personal central heating system!) Next on the school agenda was the FUN RUN and no, I did not take part, there is a limit to my er, good nature! Following that came the Staff Barbeque, a very important event in the keeping-teachers-sane-calendar. This was to take place at the home of our Deputy Head who thought a barbeque was "a brilliant idea" but, "as I've never organised one before and you have, could you get everything sorted before Wednesday?" This was on the previous Friday! It got done and was a success (though I say it myself....well if I don't, who will!) Almost the last event on the school calendar was a party/picnic for my year, as they had missed their trip owing to bad weather. I secretly ordered a bouncy castle, bribed my ex-teacher mum to look after my class, blew up what felt like 6000 ballons and organised some icecream and eats etc

It then turned out to be the hottest day of the school term. Half of them were sick, the ice-cream melted everywhere except in their mouths and have you ever seen a bouncy castle deflate.....with eighty odd children on it? Fortunately, the man who had delivered it had given me a lecture on what to do under these circumstances, so, I got out the foot pump.....

Thank God I've got 9 year olds next year!!!!

Well, it's going to be a strange magazine with half of it cribbed from the RAC magazine, some of it handwritten (from Dave Cogan) and none of it really very up-to-date as noone has provided me with any articles. Even when I don't come to club nights, there's still Malcolm to hand things over to. Mind, now I'm getting older kids to work with I might get to club nights more often.

Thank you to Gavin and Robert for putting out a newsheet, at least you are all a little more up to date.

One more anecdote about school and then I'll sign off and let you read the motoring bits that you really want. This was told to me by a retired colleague who is helping out at a school in North Hull.

TEACHER: "You're chewing, take it out of your mouth at once" and she holds out her hand for the gum.

The child refuses to hand it over, but eventually takes it out of his mouth and puts it on teachers hand. Another child is looking on.

"Oh look," says second child, "it isn't chewy, it's a condom!"

Teacher looks down and sees it is indeed a condom. "Where did you get this?" she enquires sternly. "Please Miss, from me Mams drawer" comes the reply, "she's got lots of them."

At half past three Teacher waits for Dad, who usually picks the child up. Father waits outside for ages, obviously hoping the child will be sent out, but he eventually goes in and says, "Well whats he done tis time?" "He hasn't really done anything naughty," says Teacher but I wanted to give you this," and she explains the circumstances. "But that's impossible" says Dad and turns on child, demanding "Where did you get this?" Child gives same reply as he gave to the Teacher. Dad drags child off home, bellowing "I'm going to get to the bottom of this!"

I'll finish now and I look forward to receiving articles etc. from you all so that I can edit the next mag.

Cynthia.

P.S. I promise to write out all spelling mistakes 10 times!

No-one, no-one, etc x 10

* One of our many supply teachers provided me with the poem she says epitomises the difficulties of all supply teachers. See end of mag! L.

SECRETARY'S NOTES

Note from the Secretary:

The RAC have issued an "Access Guide for Motorised Recreation and Motorsport in the Countryside."

It is a simple guide to the law for recreational and sporting vehicle enthusiasts and event organisers of any motoring organisations.

It has been compiled by L.A.R.A. (Land Access and Recreation Associaton) and could prove useful and informative for all events.

NATIONAL TRACKROD FOREST STAGES SATURDAY SEPTEMBER 29th 1990

THIS EVENT WAS FORMERLY KNOWN AS THE QUIP FOREST STAGES

The North Humberside Motor Club, under the able leadership of John Beadle will be running Stage 9 which is the **DALBY** stage. It is to be 13.3 miles in length and the Map References are as follows....

STAGE START: 880881

STAGE FINISH: 885½860

The stage opens at 12.00hours and the first car is due at 13.23hours
The stage closes at 16.25 hours.

Anyone willing to help marshal etc. should get in touch with either John Beadle on (0482) 875398 or Chris Fewlass on (0482) 849925 or see them at the Black Horse, Little Weighton on a club night.



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MR R NEWLOVE,
NANS COTTAGE,
ORCHARD LANE,
HUTTON,
DRIFFIELD,
NORTH HUMBERSIDE,
YO25 9PZ.

Dear Sir,

Rolling Road Engine Preparation.

May we introduce ourselves as the North's leading Rolling Road Tuning Specialists. *I thought DAVE BOGA WAS!*

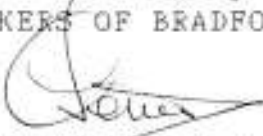
Our services include engine output testing under full load, power output improvement by adjustment of vital settings under load for maximum output, power settings for your torque range requirements, and a full re-jetting service.

Extra services include esponging of cylinder carbon deposits and power purge fuel injection conditioning service.

Your individual requirements can be discussed by telephoning Mark Wycherley or the writer on 0274 722271; estimates will be given without prejudice and trade enquiries are welcome.

Should you or any of your members be interested in our services please ensure that they quote this letter and their affiliation to your club, whereby an introductory discount of 15% will be allowed off any service required.

Yours faithfully
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OBSERVATIONS FROM THE CHIEF MARSHAL

RALLY MARSHALS

In the late March edition of Motoring News, a letter from a spectator was published, criticising the level of marshalling on the Cropton Stage of the 1990 Cartel International Rally

I am pleased to say that the complaints were not about any member of our Club but about three members of the York MC. (York help us every year on this event).

The complaints were (1) one marshal was using a video camera, (2) one marshal was using a disc camera and (3) a marshal supposed to be blowing a warning whistle was in fact using it far too late to do any good.

By now we should be aware of the basic safety rules of Rally Marshalling
NO CAMERAS ARE TO BE USED AT ALL WHILST YOU ARE MARSHALLING!

Not only is this very dangerous for both yourselves and the competitors, it also causes resentment amongst the paying spectator, who, at the best of times are trouble, without adding to your problems.

As to whistle-blowing.....this is a slightly greyer area. At what point do you actually blow the thing? A good rule of thumb is, look as far back down the stage as possible and as soon as you see the car (hopefully at least 100 yards before the junction) look towards the crowds, and give one, long blast...anymore will only confuse. Once you have set this pattern, keep to it, don't miss a single car and above all, if you have to leave your post, give the job to someone else until you return.

I am proud to say that NHMC has a very good record regarding the running of our stages, and I know everyone who marshals for this Club will keep up these high standards.

If any marshal sees another marshal using a camera, or indulging in any other dangerous practices, it is your responsibility to point out to them the danger in which they are putting themselves and others.

LOMBARD RAC RALLY History

Over the years the Lombard RAC Rally has enjoyed the hospitality of various towns and cities around the country including such places as Nottingham, Bath, Harrogate, Chester and York!

The Motor Club associated with each start venue has always been given the thankless task of looking after the thousands of puns and media staff, the competitors and spectators and the service crews for the five days that the Rally is in town.

If you have ever wondered who's original idea this was then look no further than our close friends at York.

Back in 1965 when Lombard joined forces with the RAC to create the LOMBARD RAC RALLY, York was chosen as the start venue and the local motor club decided that it would be a good idea to offer their services, and the tradition was started.

If the RAC Rally ever gets to Hull, NHMC will be asked to perform these tasks 24 hours a day until the event is over on the Friday night after the prizegiving.

We shall be sure who ^{we} thank for this HONOUR!

RALLY FAX

In 1969, Hannu Mikkola, at the time a new name in rallying, left the road in Dalby Forest during the RAC Rally of Great Britain. The car was so far off the stage that two trees had to be felled in order to recover it. The bend where this happened is ^{now} known as Mikkola's Bend.

In 1984 during the first National Breakdown Rally the rising Icelandic Driver HAFSTEN HAKKSONN tragically died in almost the same spot on Mikkola's Bend.

He was caught out by the same lightning bend but missed the gaps in the trees and hit one, sideways, He died instantly.

This tree has also been removed and a plaque now marks the spot where he died.

Organisers now run this Dalby stage mostly in the opposite direction because of these two incidents.

D.A.C.

Difficult to know to which person this should be attributed!

It's either: **THE COMPETITION SECRETARY**

or... **THE SECRETARY**. Take your pick!

FINAL POSITIONS
1989 NHMC STAGE RALLY CHAMPIONSHIP

1ST O/A DRIVER	GAVIN RULER
2ND O/A DRIVER	JOHN DIXON
3RD O/A DRIVER	STEVE VAREY

1ST O/A NAVIGATOR	LORRAINE NIXON
2ND O/A NAVIGATOR	GAVIN HESELTINE
3RD O/A NAVIGATOR	MIKE JACKSON

As I received no other results, these are the final placings.

1990 CHAMPIONSHIP (STAGE)
DRIVER AND NAVIGATOR.

Any stage rally, up to National status level, is eligible. (within the U.K. A maximum of 6 events to count. Points **must** be claimed by the production a set of results (Final), where relevant competitors must enter under NHMC must claim points within 4 weeks of the event taking place.

POINTS SCORING FOR THE CHAMPIONSHIP ARE AS FOLLOWS:

START	20
+ PLUS FINISH	10
+ PLUS OUTRIGHT WIN	30
FIRST IN CLASS	25
2ND IN CLASS	20
3RD IN CLASS	15
4TH IN CLASS	10
5TH IN CLASS	5
+ PLUS ONE POINT FOR EVERYONE OUTSIDE THE TOP FIVE FINISHERS WHOM YOU HAVE BEATEN.	

Where classes do not have five finishers, points scored for class positions will be reduced pro-rata of classes amalgamated.

Awards for first to third scoring driver, likewise for navigator.

In addition, Drivers will get:

- 1ST O/A £50.00 REDEEMABLE AGAINST ANY NHMC EVENT IN 1990
- 2ND O/A £30.00 REDEEMABLE AGAINST ANY NHMC EVENT IN 1990
- 3RD O/A REDEEMABLE AGAINST ANY NHMC EVENT IN 1990

In addition there are other Championships and individual trophies to be won

1990 STAGE RALLY CHAMPIONSHIP

DRIVER

1ST	SIMON PILLING	58 POINTS	1 EVENT
2ND	NEIL FEWLASS	33 POINTS	1 EVENT

NAVIGATOR

1ST	BRIAN GODFREY	58 POINTS	1 EVENT
2ND	MARK TANFIELD	33 POINTS	1 EVENT

As I have received no other results, this is how things stand on April 24th 1990.

NO RESULTS, NO POINTS.

REMEMBER. . MONEY IS AT STAKE!!!!!!

A.N.C.C. INFORMATION

APPOINTMENT OF RACMSA AUTOCROSS COORDINATOR - ANCC.

It gives me great pleasure to announce that, after a recent ANCC meeting, I have been appointed as RACMSA AUTOCROSS COORDINATOR for the association, and look forward to a closer liaison with clubs in the region in relation to the organising of Autocross events, hopefully reviving the association championship in the not too distant future.

I would be pleased to hear from any club who are currently organising autocross events, also from those clubs who would like to start putting an event on but are unsure where to begin.

Let me introduce a brief organisers resume for clubs to think about;

- a) Venue The one big obstacle to most clubs, but most farmers are approachable. Look for either a 40 to 45 acre field, or two fields next to each other of about 25 acres each, one for the circuit, the other for car park/paddock etc.
- b) Circuit (E16) Average length of 900yards. Look to starting 4 aside (E16.5.6). E16.2 will give you some idea of what is required on a track plan.
- c) Organising team Basically, Secretary of the Meeting, Clerk of the Course, Chief Marshal, Safety Officer and Senior Medical Officer.
- d) Safety cover St John Ambulance, Rescue Unit, 1 Doctor. Whilst E16.2.2 indicates only 1 doctor and an ambulance, personally I feel a Rescue Unit be employed as extra cover.
- e) Marshals Marshals posts to be within sight of each other and safely located near corners or hairpins. Straw bales a good protective barrier. Judges of Fact to be allocated to corners with any penalty markers on them. Coloured flags and extinguishers to be available. An extra aid for communications would be hand held radios.
- f) Costing event Entries average twenty pounds for an entry of about 50. Sponsor, look for about Three Hundred pounds. Gate fee per car Two Pounds. NSA fees TBA FOR 1990. PAC Timekeeper Thirty Pounds. Scrutineer Thirty Pounds. Rescue Sixtyfive pounds. Trophies OneHundred and Fifty pounds. Printing fifty pounds. Any miscellaneous, postage etc, Fifty pounds. Field fee - varies - some farmers would take gate fees.
- g) Licences required Appendix W indicates that any of Speed, Rally, Clubmans RS, or Temporary will cover Closed, Clubman or Restricted events.
- h) Cars See section GA and GB in Blue Book. Classes may vary, depending on area, or championship.

I do hope this gives you some idea of what to look for. It does look daunting, but it's great fun putting an event together.

If you are interested and want further information contact; John H. Allison, 1, Stoop Close, Wigginton, York YO3 8WX. Tel; York(0904)761077.

A MESSAGE FROM THE CHIEF EXECUTIVE

Having now completed my induction period, I thought it would be appropriate to set out some of the items which have been drawn to my attention as priorities, and what action I am initiating.

a) RAC MSA visibility

I am establishing a programme of visits to Regional Association meetings during 1990, which should give people an opportunity to "bend my ear" personally, and to encourage an environment in which the grass roots can get to know me. This will be supported by RAC MSA colleagues, attending Regional Association meetings and club events as frequently as practical.

b) Holding down costs

Easier said than done, I'm afraid! The pressures on the RAC MSA to provide ever more comprehensive and skilled support in governing motor sport inevitably lead to increased expenditure - noise testing, legal support, co-ordination of technical regulations, etc. On top of this, we face the need to introduce experimental testing for alcohol and drug abuse, which will commence during 1990.

I have so far seen no sign of "fat-cat" living in Colnbrook; on the contrary, I do see considerable development by the RAC MSA of major events which should permit us in the future to contribute to projects of value within the grass roots of the sport. There is scope to do more, and you may be assured that the Colnbrook management team is continually working towards improvements.

c) Judicial procedures

This is an area open to much criticism, not helped in 1989 by two particularly complex technically-based cases. I am establishing a small working group with a wide remit, to see what can be done from track to tribunal (and beyond to the RAC Stewards) to maintain fairness and, if possible, ensure a speedier process in handling disciplinary problems. Additionally, you will see on page 6 of this *Bulletin* the first steps towards introducing a professional element to Motor Sports Council tribunals.

d) Forestry Commission fees

I know - these are going up by more than inflation! Unfortunately, like so many businesses today, the Commission are under financial pressure and it is clear that they need to bring their fees for reconstitution of rally routes through the forests closer to economic break-even. Our relationship with the Forestry Commission is good and our Rally Executive, Tony Newsum, has done well to keep the increase as low as it is, and to win a stay of execution to April.

e) Long-term plans

Looking to the future structure of the MSA, I am taking into account the possible obligations which might arise from the recommendations of the various motor sport Green Papers. Any input from those of you who have constructive proposals and comments would also be appreciated.

f) Open Days

These events offer significant opportunities for competitors and officials to give us their views about British motor sport and the way in which it is governed by the MSA. Despite this, many Open Days are poorly attended, and we would welcome the views of licence holders as to how they could be made more useful. Would it, for example, be helpful to hold Open Days next January, either at the Racing Car Show in London, or at the projected motor sports show in Birmingham? Please let me know.

Finally, may I wish you a successful and enjoyable year of motor sport...

John R. Quenby
Chief Executive
RAC Motor Sports Association

CORRECTIONS TO THE 1990 RAC MSA MOTOR SPORTS YEARBOOK

Appendix W - Downgrading

Should read:

6.1 A 1990 National or International Licence for Race or Rally will only be issued to an applicant who has either:

a) Held such a Licence during 1987, 1988 or 1989.

or

b) Qualified for upgrading as detailed in Section 5.

6.1.1 Competitors who held an International Race or Rally Licence during 1985 or 1986 will be entitled to apply for the appropriate National Licence.

CRASH HELMETS UPDATE

Revalidation

The new yellow RAC approval stickers are available and many have already been issued. It is appreciated that there will still be a number of competitors who have not had their "December 1989" helmets revalidated; provided that full account is taken of QM10 in the 1990 RAC MSA *Motor Sports Yearbook*, they may offer their helmets for scrutineering and the attachment of yellow approval stickers at the first reasonable opportunity early in the year.

Helmet Standards

International: FISA considered helmet standards in December 1989 and decided that the only acceptable standards for international motor sport from January 1991 would be:

1. Snell SA85 Red Label (Snell 90 approval is expected later this year).
2. BS6658-85 Type A with flammability test.

A restriction on the use of open-face helmets - probably to rallies and touring car racing only - is also under consideration.

National: Advance information on UK motor sport helmet standards is as follows:

1. BS2495-77 will cease to be valid after 31 December 1990 (as notified in the 1989 Yearbook).

2. BS6658-85 Type A (with or without the optional flammability test); Snell SA85 Red Label; and Snell M85 Yellow Label continue to be acceptable for the time being.

3. The other standards listed in the 1990 Yearbook (ie AFNOR, ECE, ONS, DS, SFS, SIS), will cease to be valid after 31 December 1990, unless FISA decides differently.

PROTECTIVE CLOTHING

Tom Kean, RAC MSA Director of Technical Services, is reviewing competitors' protective clothing in order to consider standards across the sport. For example, those who compete in international race and speed events will already wear a suit to the FIA 1986 standard.

Suits to this high (and expensive) standard will not be appropriate for all our national events; however, it has been suggested that for most events, flame resistant overalls and underclothing (perhaps in Proban) and gloves should be required.

If you have constructive suggestions, please contact Mr Kean. He would also appreciate views for and against neck supports, particularly since the wearing of a neck support in a recent accident may have saved the wearer's life.

MOTOR SPORTS INTERNATIONAL

In view of a continuing widespread belief that the RAC MSA is involved in next year's planned motor sport exhibition at the National Exhibition Centre, Birmingham, we have decided to repeat the statement made by Sir John Rogers, Executive Chairman of the RAC MSA, first published in the August edition of the Official Bulletin.

"During the winter of 1988/89, the MSA looked at the possibility of involvement in the staging of a major motor sport exhibition at the NEC in Birmingham in early 1991. A whole range of issues had to be addressed, not least among them the prospect of a direct clash with the well established Racing Car Show at Olympia.

Eventually, the Board of the MSA set out three broad criteria for participation:

CORRECTIONS TO THE 1990 RAC MSA MOTOR SPORTS YEARBOOK

QK3.1.3 should read:

"A current MoT Certificate must be produced at Scrutineering for any car required by law to be in possession of such a certificate, whether or not any part of the event takes place on the public highway."

MoT CERTIFICATES

Following the brief report in November's RAC MSA Official Bulletin, Mike Hinde (chairman of the Trials & Cross Country Committee) has prepared the following more detailed explanation of the new rules.

"First I would like to straighten out one point of contention: there is NO MoT requirement other than the 'over three years' ruling holding the force of law in the UK. Any anomalies, such as Northern Ireland and the Isle of Man, must be handled as applicable in that part of the country.

The MoT suggestion was brought up by the BTRDA representatives at the very well-attended Open Day. Discussions followed in the Committee meeting, and we all agreed that a request be put to the RAC British Motor Sports Council for implementation.

Council referred it back for an in-depth look at the problem legally and technically, and for further discussion with competitors. The consensus was still very much in favour and Council approved this in September.

I must clarify the many points which were included in the discussion:

1. Trials Specials (Sporting Trials) are not included.
2. 4WD and 2WD Specials used in All Wheel Drive Club events are not included.
3. Road taxed vehicles (RTVs) in Land Rover Owner Club Trials and AWDC trials are all included (MoT Certificates are already mandatory in their club regulations).
4. Classic Trials cars are all included. The Association of Classic Trials Clubs fully endorsed this proposal.

5. Production Cars taking part in PCTs and running to Blue Book regulations are all included. This was fully endorsed by PCT representatives on the committee.

Among the items discussed which prompted the final decision was scrutineering. It was thought unreasonable to expect brake line/hose efficiency to be checked properly in the pouring rain on a wet field. Likewise some other very important items, such as corrosion of body, chassis, unitary construction, and so forth.

Note: vehicles not included in the lists above are all easily scrutineered, and we have the assurance that the scrutineers accept that responsibility."

DIXON TELECOM BRITISH PCT CHAMPIONSHIP

All competitors should note that the number of events counting towards this Championship will be ten, and not nine as previously published.

Scoring

The scoring system detailed on page 99 of the 1990 RAC MSA *Motor Sports Yearbook* no longer applies. This Championship will now have the following system:

Points will be awarded in each class to registered competitors relative to their position in the class as follows:

1st.....	6 points
2nd.....	5 points
3rd.....	4 points
4th.....	3 points
5th.....	2 points
6th.....	1 point
Other registered finishers.....	1 point
Overall winner (on index).....	1 bonus point

There is no minimum number of competitors required for each class. Therefore if only one competitor enters a particular class, six points will still be awarded (always providing that competitor is classified as a finisher).

PROTEST PERIODS

Protest periods for international rallies not forming part of a FISA Championship have been reduced to 30 minutes. This was approved at the meeting of the World Motor Sports Council on Thursday 7 December.

SHELL BRITISH OPEN RALLY CHAMPIONSHIP

In order to bring the regulations of the Shell British Open Rally Championship into line with FISA recommendations and with normal RAC MSA Championship practice, the best five scores from the 1990 series will now count for points (not six as previously published).

The amended regulations are as follows:

* Article 7 (1)

Points will be allocated in the Manufacturers', Drivers', and Co-drivers' Championships on the basis of the five best scores to count.

* Article 8 (2)

This will apply to the best five scores (not six).

* Article 8 (3)

This remains unchanged.

MINTEX NATIONAL RALLY CHAMPIONSHIP

All competitors please note that the RAC MSA has, on technical advice and in common with several other European countries, decided to defer the implementation of the 40mm restrictor on turbocharged Group A and Group M Touring Cars originally required from 1 January 1990.

This deferment is only until 1 July 1990, after which date the 1990 FISA technical regulations will be strictly enforced.

Please also note that this waiver applies ONLY to events in the 1990 Mintex National Rally Championship and is NOT applicable to International Rallies entered on the 1990 FISA Calendar.

1990/91 FORESTRY COMMISSION CHARGES

Following extensive negotiations with the Forestry Commission, the charges for 1990 have now been agreed. It is regrettable that these have had to rise by more than anticipated, but in very frank discussions the FC admitted that the revenue from motor sport has not kept pace with its expenditure to accommodate rallying. The time has come to redress that situation. The MSA's negotiators were encouraged by the Forestry Commission's attitude to make the revenue fit the rallying, rather than reduce the rallying to fit the revenue.

The Forestry Commission also accepted that, as the increases were somewhat late in their finalisation, it would be an unfair imposition on clubs, and ultimately on the competitors, to ask for the new rates to apply from 1 January 1990. Accordingly, it has been agreed that the new rates will apply from 1 April 1990 for a full 12-month period and that thereafter any increases will apply from 1 April in any calendar year. This will now match the allocation year by which clubs are assured of their Forestry Commission roads.

One final point on this subject is to let you know that the Forestry Commission is presently conducting a review of, among other things, the provision of roads for rallying. This is aimed, not at the concept, but at ways of making it more cost effective. While the outcome of these deliberations will not be available until the late summer of 1990, it is likely that this first fresh look in many years could produce some positive changes for rallying in the forests.

The new charges, which apply from 1 April 1990 until 31 March 1991 inclusive, are:

1st usage - £190 per mile
2nd usage - £150 per mile
Insurance - £4 per mile

Lombard *rally*

After the 1989 Lombard RAC Rally, we sent a questionnaire to leading competitors on the event. The purpose of this was to assist us in planning the future of Britain's World Rally Championship event, as we intend to carry out a major overhaul of all aspects of the rally during the next few months. The aim is to come up with fresh, new event this year.

The outcome of the competitor reports is shown below. The matter which most clearly caused concern among competitors was spectator safety. Over the past four years, the Lombard RAC Rally has worked hard on this aspect of the event: we have greatly improved the standard of marshalling, while our publicity campaigns to promote safety have been copied by every other major rally in the world.

However, it seems clear that we have not yet got the message over to all rally spectators. On the 1990 event, much more stringent measures will be taken to ensure that competitors can participate without having to worry about the activities of the lunatic fringe!

COMPETITOR REPORTS	Not Acceptable	Could be better	OK	Good	Excellent
Pre-event paperwork	-	1	5	10	6
Start town					
Location	2	4	2	10	3
Hotels	2	1	5	12	-
Parking	7	3	5	7	-
Facilities	1	1	8	9	2
Scrutineering/Documentation					
Location	-	2	6	8	6
Organisation	-	3	2	10	6
Rally HQ					
Location	2	5	7	3	4
Organisation	1	3	5	9	3
Information	3	2	6	7	2
Facilities	-	3	7	7	2
Road Book					
Layout	-	-	2	14	6
Format	-	1	-	15	6
Time schedule	1	1	1	13	6
Route					
Length	1	2	3	9	3
Format	1	7	2	8	3
Time schedule	1	2	5	9	4

	Not Acceptable	Could be better	OK	Good	Excellent
Stages					
Quality	-	1	5	15	2
Length	-	2	5	10	2
Route instructions	-	-	6	13	3
Arrowing	-	6	5	9	2
Mashalling	-	1	4	7	9
Timing	-	-	3	11	7
Controls					
Location	-	1	2	12	6
Organisation	-	-	2	14	5
Servicing					
Road Book	1	5	3	9	4
Frequency	1	4	7	8	2
Location	1	4	11	5	1
Time allowance	-	4	6	7	5
Rest Halts					
Duration	-	2	10	8	2
Frequency	-	-	12	5	5
Location	1	1	9	8	3
Interim Results					
Accuracy	-	-	2	15	5
Availability	1	5	3	10	2
Detail	-	2	4	12	2
Rally Safety					
Spectators	1	11	4	3	2
Competitors	-	2	4	12	2
General route	-	2	8	8	2
Police co-operation					
Kept rally moving	1	3	5	10	2
Enforcement of law	-	4	8	10	-
General attitude	-	4	5	11	1
Finish					
Location	-	5	2	5	3
Organisation	-	2	4	6	3
Facilities	-	-	5	5	2
Prizegiving					
Location	1	1	2	5	2
Organisation	-	-	4	4	3
Awards	-	2	4	4	2
Overall					
Route	-	3	6	8	2
Organisation	-	-	4	13	3
Value	1	1	6	12	-

The

Rally School

London Rally School Limited, Pool Farm, Stratton Audley, Bicester, Oxfordshire. OX6 9AJ. Telephone (08697) 8199.

To The Club Secretary
North Humberside MC Ltd
Nans Cottage
Orchard Lane
Hutton
Driffield
North Humberside
YO25 9PZ

Dear Mr Newlove

I now have pleasure in enclosing our brochure which may be of some interest to your members. We can advise that for Groups of between 6 and 12 we are able to offer one free place. Larger Groups than 12 can be accommodated either by means of a corporate day, for which a schedule of rates is enclosed, or up to 18 can do just rallying and the price of £115 will include a run in the Group A Toyota, driven by Steve Whiteford. This is obviously a substantial discount on our normal corporate day and can only be offered to members of a recognised motor club.

I trust this might be of some interest and if you have any queries or would like to arrange a day please telephone me.

Yours sincerely

A Stewart

ANNABEL STEWART

The LONDON Rally School

London Rally School Limited, Pool Farm, Stratton Audley, Bicester, Oxfordshire. OX6 9AJ. Telephone (08697) 8199.

ACTIVITY DAYS – PRICE LIST

Price Per Person:

	Group Sizes		
	13-18	19-24	25-30
Rally Day (basic package).	£125	£140	£150
Rally-run in Group A Toyota.	Included in Rally Day		
Clay Pigeon Shooting.	£30	Included in Rally Day	
Hydraulic digger racing and trailer parking.	£30	£25	Included in Rally Day
Archery.	n/a	£25	£20
Lunch (inclusive of alcohol-free beverages).	£15	£15	£15
Champagne reception with Champagne prizes	£15	£15	£15

Available at extra cost:

Event video	From £200
Stills photography	price on application
Personalised invitations	price on application

ALL PRICES ARE SUBJECT TO VAT AT THE PREVAILING RATE.

Directors: D. S. Whiteford, C. A. Whiteford,
Reg. Address: 110-112 Lancaster Road,
New Barnet, Herts, EN4 8AL
Reg. No: 2138077

The London Rally School
Pool Farm
Stratton Audley
BICESTER
Oxfordshire
OX6 9AJ

YOUR ONE-DAY COURSE AT THE LONDON RALLY SCHOOL – what you need to know . . .

Location – Located just outside Bicester in Oxfordshire, the 'motor sport county' of the UK, the LRS is easily accessible from London and the South, and from the Midlands and North by major road routes.

Facilities – parking, cloakroom facilities and telephone are all available. Light refreshments are provided. Lunch is available at a local inn, where everyone meets up to discuss progress so far. (Lunch is not included in the course fee.)

Lecture notes and equipment will be supplied.

The one-day course starts at 9.30 am, and finishes at approximately 5 pm.

Half-day courses start at 9.30 am, finishing at approximately 1 pm.

The
LONDON
Rally School



THERE IS NO SUBSTITUTE FOR EXPERT TUITION, UNDER AUTHENTIC CONDITIONS . . .

And this is exactly what you get from a one-day course at the London Rally School.

Whether you are a novice wishing to learn rally driving skills, or an experienced driver looking for advanced and improved techniques, the London Rally School has a course for you.

- * Expert tuition –** it is impossible to overestimate the importance of being taught by skilled and experienced drivers. Coaching at the LRS is carried out by drivers accustomed to competing at top level, who are able to pass on their knowledge and expertise.
All coaching is supervised by the Principal of LRS, Steve Whiteford, a well-known and successful rally driver, one of the original pioneers of the 6R4 in national rallying, and a driver with many major Championship wins under his belt.
- * Authentic conditions –** no makeshift or imitation stages here! Our specially designed and constructed 'special stage' reproduces the most testing fast-road conditions you are likely to experience, at either club or major championship level.
- * Rally-prepared cars –** all behind-the-wheel tuition takes place in one of our own rally-spec cars. Vehicles are prepared and maintained by our own workshops, to the same exacting standards as our work for team and private rally cars.
- * Individual training –** we believe that to get the best out of any one-day session, ample 'one to one' coaching is essential. For this reason, each course has a maximum of 6 pupils, allowing individual tuition *and* plenty of 'hands on' experience.
- * Up to date facilities –** most of your day will be spent where it matters – behind the wheel. However, an element of theory is essential to drive home the message, and this takes place in our comfortable and well equipped lecture facility. A review of the day's performance, with a teach-in, course notes and performance summary, ensures that you get the most out of your day's participation at the LRS. A video assessment of your progress throughout the day may be purchased for future reference.

The one-day course at the LRS costs £115 per person, inclusive of VAT, excellent value for anyone looking to improve their rally (or road!) driving techniques, or just for the sheer experience of it. Half-day courses are also available at just £50 including VAT.

TO GET YOUR SLICE OF THE ACTION, SIMPLY COMPLETE AND POST THE BOOKING FORM ATTACHED, OR TO ENSURE AVAILABILITY, BOOK BY PHONE (BOOKING OFFICE OPEN 7 DAYS) QUOTING YOUR ACCESS OR VISA DETAILS. TELEPHONE 08697 8199.

Group rates are available, as are more advanced rally training courses with individual tuition. JUST PHONE FOR DETAILS.

BOOKING APPLICATION for bookings by post

Name (Mr/Mrs/Ms) Age

Address

Phone no. (Home) (Office) Post Code

Previous rally experience (please tick) None Novice Single venue Forest Tarmac

I enclose a non-refundable deposit of £50 for a firm booking on a one-day/half-day course at the London Rally School –

Cheque/PO for £50

or

Please charge my Access/Visa account no.

Expiry date

(I understand that the balance of £65 is payable on arrival for one-day courses.)

Signature of applicant

CONFIRMATION: As soon as we have agreed a date with you for your course, we will send you a written confirmation, with location map and course time-table.

Ever dreamt of being a pro-racing driver? Of accelerating from 0-40 in under 6 seconds? Of overtaking at breakneck speeds? Or, better still, of being first past the chequered flag? Well now's your chance. At Pro-Am Karting you can experience the thrill of real motor racing and take part in Britain's newest and most exciting indoor sport.



The warm-up laps

After tuition, it's the practice session where you'll get to know your 149cc lead-free kart. Time to test your disc brakes, warm your soft compound racing tyres, and familiarise yourself with our purpose-built circuit with its fast straights, sharp chicanes and hairpin bends. Then you're on your own.

Pole position

After a minimum of 4 heats, the leading drivers qualify to go into a semi-final, followed by a head to head in a final. 1st, 2nd and 3rd places are rewarded with trophies in a prize-giving celebration after the race.

Murray Walker

We offer live commentary on every race through our full P.A. system, adding to the Grand Prix atmosphere. (Or if you prefer, we can play music instead.)

Pre-race preparation

On arrival, you'll be given your own flame resistant racing suit, gloves and a crash helmet. (You'll have to bring your own footwear though.) Then one of our marshalls will take you through the safety precautions and racing techniques. You'll learn about racing lines, braking points and how to corner like Nigel Mansell.

Safety first

Safety is paramount at Pro-Am Karting. Alcohol consumption is not permitted either before or during race meetings and marshalls are on hand in case of mishap. (Insurance is included in the entry fee.)

In the pits

Should you not wish to race, spectators are welcome to watch the racing from one of the viewing areas. Refreshments are available at all times.

Corporate hospitality

Pro-Am Karting is the ideal way to entertain your staff or clients. We can cater for large groups of people and can tailor events to suit your needs. Expert or novice, it'll be a day they won't forget.

A pro in the making?

So, if you've always wanted to experience the thrill of real motor racing, or just want to try something different, come to Pro-Am Karting. You never know, you could find yourself on the road to fame and fortune.



MISCELLANEOUS

OPEN LETTER TO ALL CLUB MEMBERS.

OPEN LETTER TO ALL CLUB MEMBERS.

I have been a member of the club for a long time now, and in the past I have tried to do some competitions. However, in my job I have found it difficult to reconcile having a separate competition car with the time available to me to actually enter any competitions. I have also recently tried competitions with an older car, but lack of time has made it difficult for me to maintain it.

I know there are other members of the club in a similar situation, i.e. those with the enthusiasm for competition, but with little time to devote to owning and maintaining a car of their own.

I would like to suggest that a few members get together, primarily to discuss the feasibility of joint building/ownership of something like a Troll / Westfield / Caterham 7 to be used jointly in local and regional competitions, including Autotests, sprints, hill-climbs PCT's and possibly Sporting Trials.

If any members are interested in this venture or would have any useful input to such a scheme, please see DENNIS ROBINSON at any club night or ring (0482) 651069.

Re above.... John Dixon is considering building a vehicle which can be hired for use on Autotests etc. provided there is sufficient interest generated. Please see either Dennis or John if you are interested in either or both of these projects.

MAPLE GARAGE / Swift ^{CARAVANS}

Beaver Rally

PROMOTED
BY



This is a plea to all road rally competitors and marshalls.

We are two enthusiasts who since the Beaver was first promoted as a novice event years ago, have marshalled and officiated on the rally.

For the first time last year we decided to have a go at competing in a road rally. Due to the lack of entries, the event had to be cancelled.

The motor club are proposing to have another go at organizing the Beaver Rally this year, keeping the date as the 1st and 2nd December and inviting this year experts as well as novice and beginners. The event would run on maps 101 and 107 and will be in the form of plot and bash using the following types of navigation:

Spotheights, Gridlines, Map References, Herringbones, Clock Face, Directions of Approach and Departure, Coloured Road Junctions, Tulips, Compass Bearings.

Before the club loses any more money promoting another non-starter event, we have promised to find out if there is sufficient response to the above event.

Therefore if you are proposing to enter the Beaver Rally please complete and return this sheet to one of the addresses below.

Please help us to achieve our ambition of competing on a Beaver Rally, if you have any queries contact either:

Ian Gibbins, 8 Kingsmead, Woodmansey, Humberside. Tel. 0482 864092

John Taylor, 183 Brooklands Rd, Hull, Humberside. Tel. 0482 503106

I am interested in competing on the Beaver Rally and would like a copy of the regulations when available.

NAME

ADDRESS

TEL

Supply Teacher



Here is the rule for what to do
Whenever your teacher has the flu,
Or for some other reason takes to her bed
And a different teacher comes instead.

When this visiting teacher hangs up her hat,
Writes the date on the board, does this or that;
Always remember, you must say this:
'Our teacher never does that, Miss!'

When you want to change places or wander about,
Or feel like getting the guinea-pig out,
Never forget, the message is this:
'Our teacher always lets us, Miss!'

Then, when your teacher returns next day
And complains about the paint or clay,
Remember these words, you just say this:
'That *other* teacher told us to, Miss!'

Note from the Editor,

If you have any comments about anything printed in this magazine, or if you agree, or disagree very strongly with anyones point of view, please let us know. This magazine is not just for articles about past or future events, it is there for you to put forward your own opinions or suggestions. I will also guarantee that all articles etc. will be put in exactly as they are given to me with no censorship. If you don't have a typewriter, just handwrite it (see Dave Cogans 2 pieces) and it can go in as it stands or I will (attempt) to type it for you.

(As you can see, typing on an ordinary typewriter is not one of my accomplishments!)

I look forward to receiving some contentious articles.

Cynthia

STOP PRESS

AUTOTEST :

We are organising an AUTOTEST on SUTTON FIELDS INDUSTRIAL ESTATE (Copenhagen R on SUNDAY SEPTEMBER 30TH

We are indebted to ALEX E. CARR ENGINEERING for sponsoring this event. If you require regs or are willing to marshal, please contact Robert Newlove, John Smi or Malc Mumby

R.A.C. RALLY

We will again be running the CROPTON FOREST STAGE on SUNDAY 26TH NOVEMBER 1990

The stage will be run twice, first at approximately 11.00hours and again at 16.30hours. These times are very approximate and more details will be given closer to the date.

!!!!!!!!!!!!RADIOS!!!!!!

We are STILL short of some club radios. If you have one please contact Dave Cogan or Robert Newlove

COMP. SEC'S NOTES

Just a reminder, if anyone requires regs for any particular type of event, just let me have some stamped, addressed envelopes, if you can't come to club nights.

Rally Championship,

If any member has any results they wish to count towards the Rally Championship please let me have a copy.

LARKSPEED LEAGUE :

After our success in the early rounds of the competition, we have moved down the field. At the ILKLEY M.C. P.C.T at Burdale in Wharfedale, we had only one entry...our thanks to DENNIS ROBINSON for his efforts in the trusty Lada.

However, after York M.C.'s Autotest on 12th August, we were third on the day leaving us now third overall.

Next Event: SLAITHWAITE M.C. AUTOTEST on 9TH SEPTEMBER

The venue is, as yet, unknown.

We require a team for the following two events, the regulations for which are now available.

20/21 OCTOBER NIGHT NAVIGATIONAL RALLY run by KEIGHLEY M.C.

4TH NOVEMBER PRONTAPRINT STAGES RALLY run by TRACKROD M.C. on MELBOURNE AIRFIELD.

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