North Humberside

Motor Club

MAGAZINE

ISSUE 3 1991

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(LICENSED FRANCHISEES)

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HOMETUNE

THE EXPERTS

EDITORS FORWORD

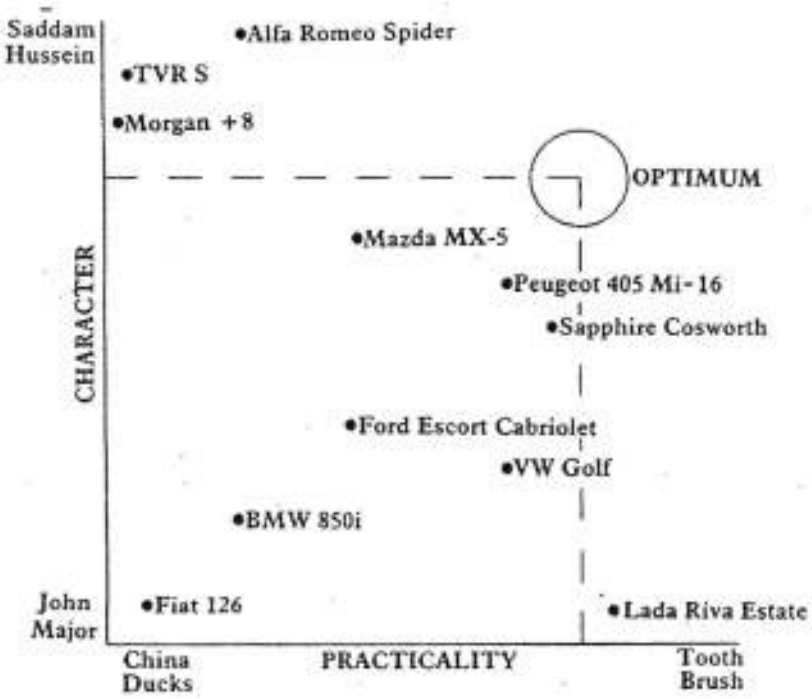
Yes, I know, it's a week late, don't blame me , a list of excuses can be found on page 198 of Ceefax or on the toilet wall, in the gents at the Black Horse.

This is less of a forword, more of a last word. Over the past 7 months I have put a lot of effort into this magazine, effort which takes up a great deal of my spare time, sometimes till after midnight, weekends and days off, well it's going to stop .
In the last two magazines of this year I produced a competition to which one person entered the first and NO ONE entered the second so stuff you, there is no competition in this magazine. I asked in the last News letter for adverts to be placed in these pages, free of charge, in a small ads column and how many are there? NONE. Are you trying to say out of all our members, no one has anything to sell, what rot . I keep asking for articles and what do I get, lousy excuses, story's of "I can't write " etc etc, rubbish.
It was known by me from day one that this job is hard but over the months I have found the job interesting as well as hard but it has also shown me oneor two things about this club that are not common knowledge.
You might as well talk to the wall when it comes to asking for articles, you might as well bang your head against a wall instead of asking for help and you might as well shoot your self in the foot as wait for a responce to any articles that do appear.
So with all that in mind if there isn't a marked improvement over the next few weeks leading up to the next magazine I shall throw in the towel, I shall not open it for discussion, I shall turn my back on the job, walk away and spend my time doing something else. And what's more, I'm not the only one , there are the same usual faces that do every thing for the club that are beginning to feel the same way., And make no mistake, there are those in the club that would be glad to see the magazine GO.

Any way, enough of that, back to this, there are some interesting bits and pieces this month which to the relevent authors, I am very greatful.

David Cogan, Editor.....

The Motor Sport guide to car assessment. Character improves vertically, practicality increases horizontally. The dotted lines mark an optimum point on each axis, after which there is a degeneration zone; the cars character becomes so oppressive it develops the charm of a deranged dictator, or so practical you forget you own it altogether.
Please note, the deranged dictator is no reference to Ian James.



BANNERS' BACK

Steve Bannister is quoted as saying "If we do the York and if it goes allright. I may do something else as well, but it wont be a championship, just the odd event."
Does this mean that the three times winner of the Castrol Crystal Ford Rally will be entering again this year ? .
As the details of this years forest rally are reliesed I shall keep you upto date with whats going on and who is doing what.

I found this article in the very exclusive Audibilis magazine, a free journal to new owners of Audi cars. It goes back to the mid 1980's when group B rallying was at its peak.
I have copyed it as it was originaly written because it is by far the most dramatic piece of writing , covering the sport of rallying, I have ever read. Read on and see what you think.

BLASTING OFF

"The performance is unbelievable, the experience unforgettable."
Mel Nichols, Audibilis reporter, rides with Hannu Mikkola as he tests the latest rally Audi. 1986.

Mikkola doesn't smile. He just says "Ready?", nods whacks his foot onto the throttle and pops the clutch. The car erupts like a brono from a rodeo shute. Its wheels rip into the gravel. In seconds - about seven - it's topping 100 miles an hour. It flies over a crest and, like an enraged lion, plummets like a roller coaster down the track weaving deep into the forest.

The speed is unbelievable. The rate at which we're catapulting through the trees scrambles my senses. The thrust mashes me into my seat as if I'm trapped, helpless, in a runaway rocket blasting inches above the ground. Through the blurr, all I can see are the pine trees crowding the track and, where they thin, the steepness of the bank dropping away. Blind fear takes over. My panicked brain screams that it's impossible to drive so fast down a forest trail. God dont let this be the day that the quattro breaks or Mikkola makes a mistake.

Him ? He's just sitting there, tight in is harness, tweaking the wheel this way and that in precise little movements; snaking a hand out to snap the lever up or down the six-speed gearbox; dancing his left foot over the clutch and break pedals; dabbing the throttle with his right. His face is impassive; a mask of concentration, his eyes reading every inch of the road.

Driving against the clock, he's looking to always unleash the quattro's potential. Every instant, every yard where there's a chance, he gives the 500 horsepower it's head. The responce is phenomenal : blasting from 4000 to the maximum 8500 revs in each gear takes barely a second; in moments, on the shortest straights, were shooting upto the 120 mph maximum the Audi is set to run in these conditions.

continued over..

.....continued

He slows earlier for many of the corners than you might expect-then tweakes the car sideways. He does it by upsetting the stability with a quick flick of the wheel while simultaneously braking with his left foot and keeping the throttle on with his right. With the car 'cocked' for the bend, he balances the drift - often well upwards of 100mph - with the throttle and the steering, constantly adjusting both, within millieseconds. By mid-bend he's applying full power, exploiting the four wheel drive advantage the quattro brought to rallying. Lord, this thing is so fast through the bends, so bullet-like out of them.

For one tight, blind bend Mikkola treads hard on the brakes as he whips down through the gear-box. The deceleration is as ferocious as the acceleration, flinging me forward until the belts cut into my shoulders and my eyes feel as if they'll pop from their sockets. The instant he's slow enough, Hannu is back on the power, the engine snarling in a new burst, and we're sliding again, the nose tucked in so tight it's almost scraping the bank on the inside while the tail's out under the branches and over the drop on the other. A mistake with steering or power and we're dead men.

My senses are still reeling as we charge full tilt along a semi-straight away cut across the mountain face. Just before a kink where he'll get sideways again, the trunk of a fallen tree juts up over the track. It's tip is level with my head; it seems to hang in slow motion, waiting to smash through the windscreen. I feel the blood drain from my face. Mikkola doesn't let up. An instant before disaster, he tweaks the Audi into a 100mph slide and pokes its nose under the trunk. It passes six inches above the bonnet and clears the windscreen by three or four.

Ahead, the track is breaking up into a jagged mass of loose slate; it must rip the tyres to shreds. We charge on. The car doesn't waver as it tears through the slate. We feel little. Here, as on some of the other rough sections we've blasted over, the Audi's ride comfort is remark--able; there is none of the dreadful crashing of previous rally cars; just a jiggling that conveys tautness. It feels like a car that will do precisely as its driver asks, within fractions of a second, without jarring, crashing or jolting.

continued over.....

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But the noise. The engine's snarl, rising and falling as Hannu constantly goes on and off the power, up and down the gears, is wicked. Stones blast the underbody. Frequently, branches smash against the nose and flanks as he tucks the car beneath the pines crowding the edge of the track.

The accuracy with which he places the car, time after time, makes you want to gasp. At the end of the longest straight we're full chat and he cocks the car sideways and takes it, still flat, across a kink where the track ducks into a pleat in the mountainside. The outer front wheel is over the precipice; it rejoins the track perfectly, precisely where he wants it, for the next manoeuver- and all at 120mph. This is to witness, from inches away, a top international sports man walking the tight rope.

As suddenly as it does everything else, the track dives sharp right between stacks of freshly cut timber. The gap seems barely wide enough. Hannu breaks hard, weaving a little, puts the car sideways precisely the right amount and sweeps through hard on the power. At 60mph, there are inches to spare. Now it's full tilt through the gears again in a charge up the short hill to the tape indicating the end of the section.

" It is over", he says matter-of-factly on the headset. I look at my stop watch. Just under six minutes for just on seven miles of this slippery, treacherous forestry track. We have averaged 70mph. Its hard to imagine any car or driver doing it faster. He will, and no doubt others will..

You have to agree, after reading that, its gripping stuff and there is more to follow in the next issue of the club mag later in the year.

Everquip

The 1991 Everquip Stages Rally Manby Airfield Louth.

As Chief Marshal on this years event, I am writing a few words of thanks to all the members who made the event possible.
Being on Manby, the event had to be held on a Saturday, this made the chief marshals job twice as hard as we always struggle to get any large numbers of marshals to turn out.
An advance working party went to Manby on the weekend before the event this consisted of Myself, Gav., Elaine Stephenson and Alan Carvell. The day being spent shifting tyres and bails to strateagic points around the airfield. Our efforts were somewhat hampered by the lack of the tractor and trailor as we thought someone had 'knicked' the battery and starter.
On the weekend of the event the main working party went down on the Friday this gang of hard working people also ran the event on the Saturday and cleared away on the Sunday.
They included; Linda and Rob White, Barry Clarke, Elaine Stephenson, Gail and Robert Newlove, Gav., John Overend, John Dixon(who also serviced for Rob Pattison on the day), Alan Carvell, Steve Varey and anyone else who I may have forgotten.
We had a very small number of members marshaling but those who attended did a splendid job. I have included a list, below. Apologies to anyone I missed.
Sector Marshals; Ken Hailstone, Alan Gilbert and John Overend.
Start Crew; Dave Shipley, Harry Hannah, Graham Hardwick and girlfriend Audrey and Robert Woolley.
Radio Control; Martin Milner.
Radio operators; Dennis Robinson, Bob Cartlidge and Tony White.
Results and signing on; Gail Newlove, Jane Sturdy, Wendy Norton(help from Mike after his retirement) Alan Carvell and Gav. O.K just this once, Heseltine..
Stage Marshals; Peter Ward, Phil Ward , J. Atkinson, Dave Bowden, Malc Mumby, Paul Leadbeater, Steve Greenwood and Sandra Cartlidge.
Of course thanks also to all the other clubs who helped us out

Thankyou all

John Newlove
Chief Marshal Everquip 91.

Everquip

MANBY 91

Our second attempt at organising the Everquip on Manby Showground was a great success,and with two reserves turning up on the day we also ran a full entry list.Thanks are due to many club members who made the Rally go so well,a few names to mention, Rob and Linda White,Gav Heseltine,Alan Carvell,John Dixon,John Overend,Steve Varey,Barry Clark and Elaine Stephenson and Martin Milner for making a long Journey to do the Radio Control.

Manby took its usual toll of cars,but the top three positions were very close,the dust on the loose stages caused some competitors problems with stages starting at 30 second intervals.

Our one big hiccup was when the flying Finish timing gear went on the blink,but we managed to sort out the times using the flying finish check sheets.

The organisers had three days hard work,but some interesting evenings,while eating at the chinese restaurant in Louth we were entertained by the manager,he could break chop sticks hanging in tissue paper with a single finger,he also taught John Dixon how to do it,so if you ever want any firewood chopping !

A big thank you to John Everard for sponsoring the event once again,with out his support the event would not be possible.

Oh! Heck I missed some thank you's out,thanks to Gail for doing the entries(she'll still talk to me now) and also Jane Sturdy for membership and results as well as looking after Ken who was competing.

Robert Newlove.

COMPETITION SECRETARYS PAGE

Elsewhere in this magazine ,I have printed the current positions in the club Autotest Championship.Autotests have been well attended,but venues still remain a problem.Rallies on the otherhand have been suffering from lack of entries and two events on Manby have been cancelled becuase of this.

Note for rally competitors

It looks as though some form of Fireproof overalls will be required for all rallies from next year.
Details in the next magazine, ed.

Future Events

21 st July Alwoodley Autotest (Larkspeed League) Bingley

28 th July Ilkley M.C. Production Car Trial (Larkspeed League)

31 st August Beverley & DMC Armstrong Massey Stages Manby

8 th September Autotest NHMC Sutton Fields Industrial Estate

28 th September Trackrod MC National Forest Rally
We shall be running a Stage,marshals Required
Contact Robert Newlove or Ian James

19 th October NHMC

LARKSPEED LEAGUE

As we have no Hill climbers,we have dropped down to 6 th O/A The next two events being a Autotest and a PCT,anyone interested please give me a ring.

Top Six positions after 4 Rounds

Keighley	878.0
Alwoodley	861.5
Ilkley	812.3
A & P	773.7
YSCC	535.8
NHMC	448.3

Russells Joke Corner

What has twelve letters and is found in the bottom of a Irish Milk Bottle.

Answer Open Other End!

What is White On the Outside and Green on the inside
Ans.A Frog Sandwich !

AUTOTEST CHAMPIONSHIP

	1 st Jan	2nd Feb	Grass	16 June	Larkspeed	
Graham Hardwick	57	61	44	68	60	290
Howard Everingham	52	66	54	48		220
Rob White	60*	45		33	61	199
John Jenkinson	55	55	38	43		191
Ian Gibbons	42	36	49	53		180
Dave Short	37	41	36	58		172
Roy Heath	31	51	37	34		163
John Taylor		56	69	36		161
Richard Wood	30	46	35	37		148
Dave Bowden	47	34	59			140
Ken Sturdy		32	20		65	117
Glen Simpson	60					60
Phil Cherry	50					50
Simon Kaley				35		35
Andy Graham			34			34
Rob Pattison			33			33
Ian Painter				32		32
Neil Fewlass			32			32
Keith Drust				31		31
Pete Ward		30				30
Richard Atkinson				30		30
Steve Darvell			20			20

* Organisers Points.

If you have any Queries,please contact Robert Newlove,
All queries must be accompanied by a Pint !

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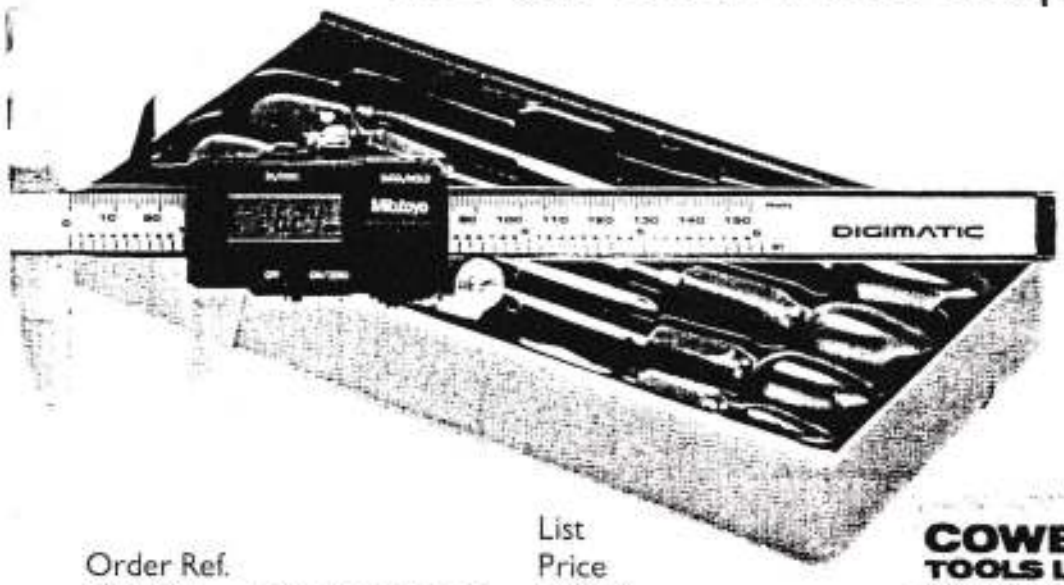

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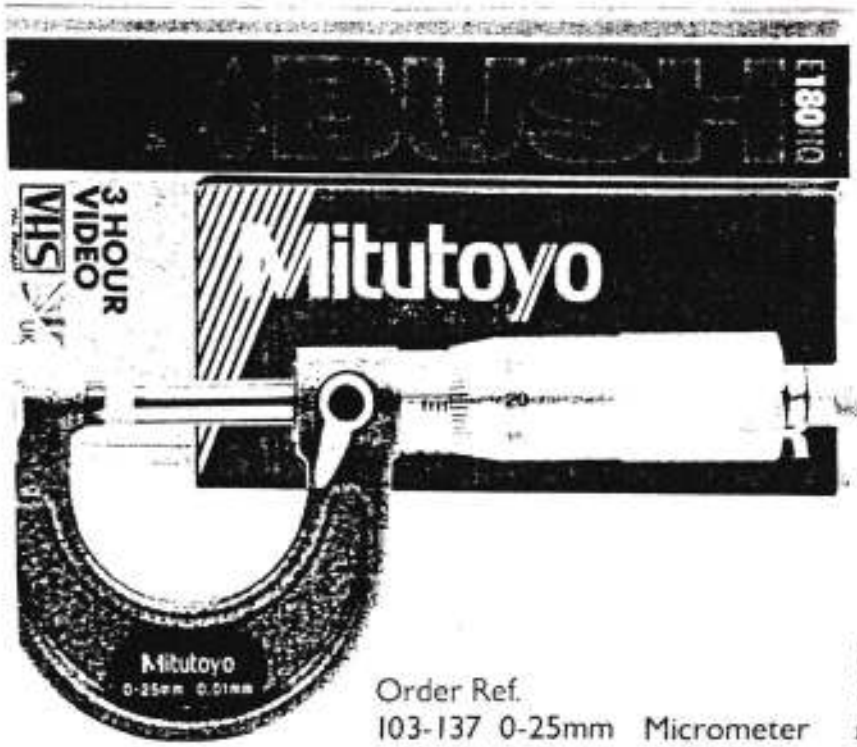

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Rally Quest 91

As you should know by now, the winner of the 91 competition is a member of our club,Francine Bogg beat off 3000 entrants to walk away with the £80,000 first prize of a years programme of rally and other motor sport events with the culmination being to drive a works Vauxhall Nova GSi on the RAC Rally in November.

Its quite a feat for anyone to win this competition but for a woman to win it, is amazing. STOP, that is not a sexist remark it is a fact. I have it on good authority that when the competition ran into its final stage at Donington, the organisors (all listed below) had already decided that they didn't want another woman to ever win this prize. The story goes that the previous female winner, Liz Jefferies, made so light of her responsibilities that the Vauxhall Team didn't want their time and money wasted again. So now you see , Frankie's tallent, as a driver out ran the rest by a long way. Well done Frankie..

She has already competed on a couple of events working towards her international rally licence which she needs to enter the RAC and she also has a master class to look forword to with Pentti Arikkila before she gets to the start ramp in November.

As I close to print this some sad news regarding the RAC and this club landed on my door mat. For reasons UNKNOWN, North Humberside Motor Club will NOT be running a stage of the 1991 Lombard RAC Rally. Our usual stage, Cropton Forest, is still in there but someone else has got the job. Its not clear as to what we will be doing this year so all interested parties are advised to wait for the next newsletter in early September when I should have more details for you.

More information on the progress of Frankie is avalible from Morag, Harry's dog..

Radio Times VAUXHALL Sport BBC Top Gear Lombard Motor Finance Mobil 1

SOCIAL SECRETARYS PAGE

After thinking for some time about it, I decided to have a word with the editor, about the possibility of putting myself forward for the vacant post of Social Secretary. To cut a short story even shorter, I now find myself in the said position of the club. I now wonder whether it was such a good idea after all, I have heard it referred to as a "Thankless Task", a"Difficult Job" and to realy boost my confidence, when I told Dennis Robinson about my appointment, he started laughing.

However, I think I'm sturdy enough and I am willing to try anything once, given the chance, so I would like to thank the committee for giving me the oppertunity.

Here goes then.. I have drawn up a brief list of events and visits I propose to organise in the forth coming year(provided the interest is there) commencing about september, after the summer hols.

The list is in no particular order, nor is it exhaustive. I would like to think we could have one event a month on average. If anyone has any further ideas or suggestions then please let me know on a club night or write or phone me...

you can contact me at; Robert Woolley..
11 Brentwood Villas
Reynoldson street
Hull
HU5 3BZ
telephone 444367.

Brewery trips.. Theakstons and Mansfield
Visit to the tidal surge barrier, Hull
Visit to Queens Gardens Police station
Treasure Hunts
Quiz nights
Guest speakers (subjects to be decided)
Inter club sports
Christmas Party
Karting
Ice Skating Plus anymore you can think of ???????

MEMBERS MUTTERINGS

One of our club members was recently involved in a minor motoring accident, she reversed her Vauxhall Astra into the side of a passing car.....
Easy done, I here you say.
But consider the facts, The car , a Vauxhall Senator with big orange stripes, a blue flashing light and a siren was launched 20 yards across the road by the little Astra. After speaking to our member, she claimed that the car was unmarked but the police report says it was marked all the way down one side. An eye witness to the accident is quoted as saying ' mummy's crashed the car'..

One of our club members recently got himself convicted of drinking and driving, naughty, naughty.
No name was given by the police spokesman but he was found to be ten times over the legal limit when stopped driving his garden shed up the M62.
Better luck next time Bob , Whoups.

WHAT A RIP OFF

Here is a list of the most expensive, the cheapest and the U.K. pump prices for petrol;

Italy	4 star	£3.26 per gallon,
U.S.A.	4 star	£0.62 per gallon
U.K.	4 star	£2.30 per gallon

Italy	unleaded	£3.15 per gallon
U.S.A.	unleaded	£0.62 per gallon
U.K	unleaded	£2.09 per gallon

Who is taking who for a ride ?????

As a foot note to Frankie Bogg winning the Radio Times, Rally Quest competition, It started me thinking, what would the worlds press make of her surname ? when the latest press reliese landed on my door mat with the heading....

BOGG OFF TO NOTTINGHAM

Can you think of any more, I can, the best suggestion wins a prize. ed.

PHRASES YOU NEVER HEAR

That Reliant Robin was the best car I ever owned.....

Gavin Ruler was speechless.....

Ian James said the club has plenty of money to spend.....

Fred Pattison bought this round.....

No, it wasn't the co driver, it was my fault. (driver).....

John Dixon finished a rally.....

Steve Bannister said he doesn't need any sponsorship.....

I see Forestry Commission charges have come down.....

Marshaling on the RAC Rally was realy great.....

I need another shave..... Gav Heseltine.....

I dont need anything to put in the magazine..... Dave Cogan....

You can have a free club car sticker..... Jane Sturdy.....

Rally Quest 91, who won that then ? ..... Norman Bogg.....

The RAC MSA replied straight away.....

Manby is the most interesting venue I can think of.....

B.D.M.C., what a great club.....

Thanks to John Dixon for some of
these, can you think of any more?
If so, contact the editor, Dave Cogan

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Howard Pilley , the deputy chief marshal for the manx rally has sent a letter to the club requesting our help on this years event.
He is offering a subsidised package deal to enable helpers to come to the Isle of Man at a reasonable cost. There is a brochure on the club notice board and more copies can be obtained from Robert Newlove.
As an example, one package offers; return passenger boat fare, Accommodation and breakfasts, Free admission to the prize presentation(your chance to Boo at Russell stumpy Brookes), A programme, Transport to stages, Admission to FREE hospitality for marshals each night and Free admission to scrutineering all for £84.00.

CHRISTIE'S

International HISTORIC FESTIVAL
Silverstone 27 & 28 July

If you are interested in this event you will have to look on the club notice board, there is six A4 pages on the event, far too many to print in these pages but as a taster here are a few events that will be taking place over the two days.

Saturday 27th July

FIA European Challenge for historic touring cars

Pre war Le Mans Cars, team races

Ford GT 40s and AC Cobras- demonstration

Historic sports car races

Historic GP car races

Much more will be happening on the Sunday including trade shows and flying displays on both days but I ran out of space to tell you what so look on the notice board...

NORTH HUMBERSIDE MOTOR CLUB

RE VISITED

After a long lay-of of something like 18 years it was going to be interesting to see how much of the club had changed. After all, the last time I was at a club night all those years ago, I can remember that Roy and Dennis Webster were telling me about an Escort they were in the process of building. Imagine how homely it was therefore 18 years on to visit the Black Horse pub on a Thursday to be able to find Roy and Dennis still there and to know that they will probably finish the car quite soon..

It was also re-assuring to see a lot of familar faces still on the go, Mike Jackson never changes, but do the twins look a "couple of years" older since I last saw them ? The most re-assuring thing about the club however is that it feels just the same. There seems to be plenty happening for newcomer and "experienced has-beens" alike, without any "cliques" for the elite, which happens in some clubs, unfortunatly.

The club always seems to be able to produce something rather special from time to time. We had the neatness and economically fast driving of Chris Cammack and John Beadle, the speed and consistancy of Pete Kitching, the flamboyant flair and aggresiveness of Mike Jackson , Dennis Pelling and Steve Reed. For the ladies, Janet Cammack and Myra Webster could hold their own against the men , anytime.

And now what do we have ? Unfortunatly I have been involved again long enough to quote so many names but Mike Reeds performances on last years Peugoet challenge were outstanding and this year we have the ultimate in accolades for Frankie Bogg. To win a national challenge of this scale and to win it so resoundingly is a fantastic achievment. It is another boost for this great club of ours and I for one wish her all the luck in the world.
Well done Frankie and as they say in Barbados...."lets go FULL THROTTLE, the only way to go ".

Well, that's life with the "big" names, but what about the inexperienced newcomers like Kev. Scott, DRIVER . Well, I had intended to come back into the sport very gently with a few drives on selected events throughout the year to see if I would enjoy life in the right hand seat.

over.....

.....more

It all started off quietly enough with a visit to the First Time Racing establishment at Blyton where my very good friend John Everard introduced me or was it pushed me into the capable hands of Howard Paterson, I would rather have been pushed into the capable hands of Howards girlfriend, Alison but beggers can't be choosers.

A few laps on the loose surface track in the Golf GTi soon produced a multitude of errors so we moved over to the tarmac track only to find a whole new list of driver errors. However, if anyone is in any doubt about the benifits of taking professional advise then I would strongly advise them to think again. In a very short period of time , experienced drivers can pinpoint driver errors quickly and easily and save the driver thousands of pounds. Did you drive on the roads without any lessons ?

Rally driving isn't advanced road driving, it's a totaly different ball game. To be able to have the benifit of the likes of Howard on the track or someone like Kevin Furber on the loose for half the cost of one restricted event is not something I would have to think twice about.

Anyway back to my quiet re-introduction to motor srort, instead of buying a car, I rented the Golf GTi from " First Time " and entered a single venue event at Manby last November. 9th at half way, then 13th, then 15th, then 25th and finaly wrong way at a split leading to exclusion. Also included in the day, one puncture and one near role, A boring day realy. Both car and driver looked five years older after ONE days sport and at that rate both would be retired very soon.

However, the next event in South Wales produced a 12th overall and 3rd in class. A good event mostly on tarmac but with a five hundred foot drop on one side of the road and eighty percent of the event in the wet. Wrecked two wheels and three tyres.
Another quiet days motor sport.

Next event was the De Lacy Seven Dales Rally. Single venue in torential rain and one foot deep mud. The Golf loved it, surefooted and gutsy it ploughed its way to 3rd overall. By now I had wrecked four or five wheels, written off five tyres, smashed one front bumper and loads of external trim and used up the nervous systems of three co-drivers.

over.....

....more

The sport had grabbed me again and we changed things around. A group N Astra GTE was bought, Dave Jobling was commisioned for the year and the Mintex open championship was chosen. Eight events, the best six results to count. In the opening round, the Mazda, I had a very rude awakening to life in the forest, finishing 4th in a class of 4. The second round the Vauxhall Sport produced a second in class behind the Diahatsue, Daihatsui (how ever you spell it)Charade. Two engine mounts broke and we spent the second half of the event trying to hold the car in gear.

Stage one was also guite entertaining because the car filled with smoke when two new exhaust rubbers caught fire just below a hole in the floor pan. I missed the third round, the Granite City, and the Daihatsu again won the class being the only entrant. So now we are geared up to challenge for a class win on the Manx National, 18th May, to be able to win the series this year we must beat the Diahatsu this time.

Wish us luck..... Let's go-FULL THROTTLE.

Kev. Scott.

P.S. I have just competed in the Everguip Stages Rally and I must congratulate the club on such excellent organisation. I have done two similar events this year but neither could compete with such smooth organisation and excellent stage marking. The course was also very well chosen and I was disappointed not to be able to complete the event.
Whilst pushing HARD on the loose I broke the gearlever in half and lost drive in the Group N Astra hired from Dick Archer.

Oh well, theres always " NEXT TIME ".

THE BACK PAGE

The committee trying to decided on the new fee for the 1992 club membership.

IMPRESS the girls this summer by driving up and down the seafront with an ironing board strapped to the roof of your car whilst playing Beach Boys music loudly on your cassette player.

In a motoring accident there is always three versions, yours, the other drivers and the right one.

HOUSEWIVES. When nipping out shopping always carry a stiff broom in the boot of your car. Use it to sweep up the broken glass to the side of the road every time you have a minor accident.

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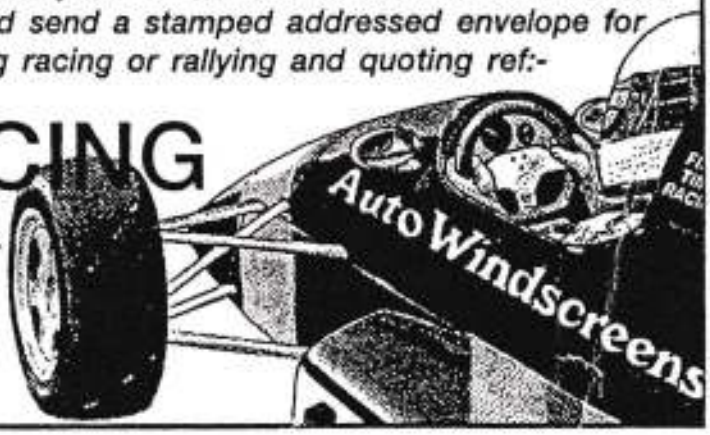

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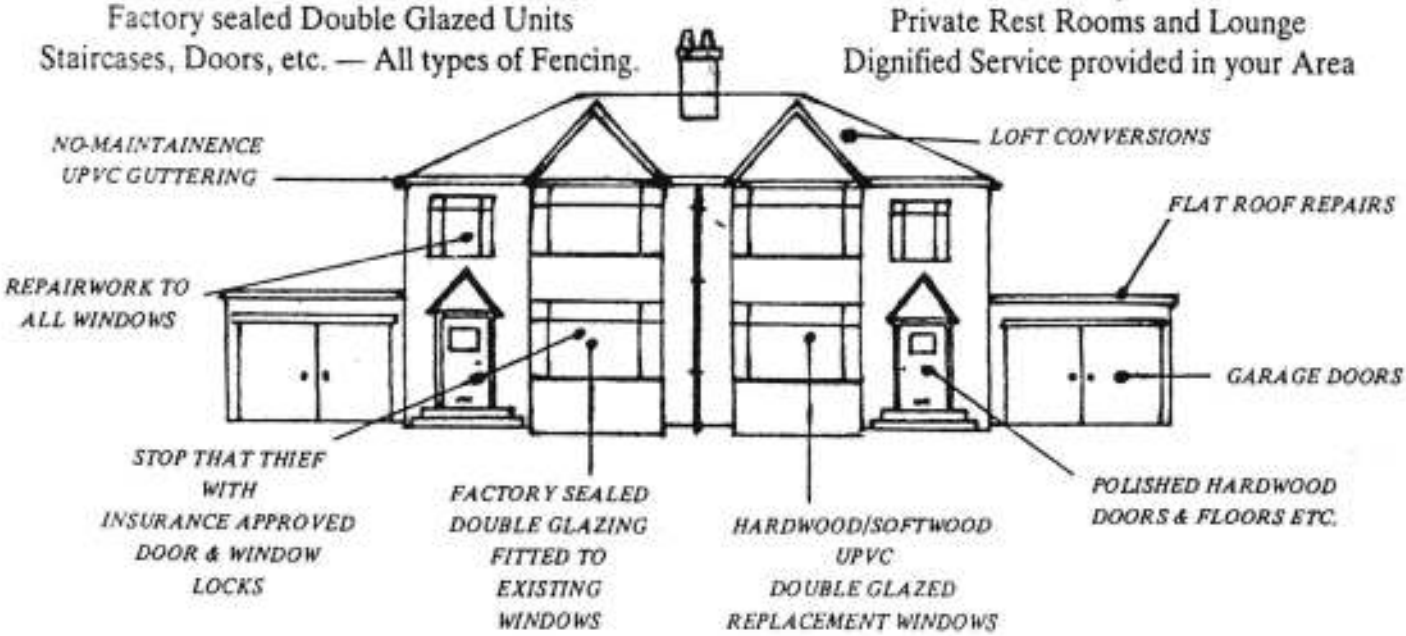

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