

NORTH HUMBERSIDE MOTOR CLUB



MAGAZINE

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MAGAZINE

ISSUE 3

1992

EDITORS FORWARD

A month ago to the day, I sat down in front of my type writer and thought to myself that the August edition of the Mag. was going to be a little on the thin side...

How wrong can one be. I completed the feature written by my old mate, Jeremy Clarkson and I thought that was it, even that pratt reversed the charges, but wait, all of a sudden things started to happen.

We have a full small ads column, no less than 6 rally reports from various club members to whom I am most grateful, a comprehensive list of events to wet your appetite into the autumn, an update on the Stage Rally Championship, some more waffle on the driver registration scheme and loads more to boot.

If I could deal with the last, first. This Registration Scheme is for competitors only, if you hold a competition licence then this doesn't concern you. Please see the Competition Secretarys' pages elsewhere in this issue. One point he missed out was that if you don't compete yet still buy a Blue Book every year at £16. Why not register with the scheme, it's cost, next year is £10 and you get a £16 Blue Book thrown in. A saving of £6+ 50p to club funds.

I would like to thank G.T.N., Nicky Robinson, Wayne from the Peers/Etherington team, Lloyd Walker (more next issue), Ian Sadofsky and Neil Fewlass for the rally reports.

Also thanks to the Assistant Editor for helping out with this issue, to Jane Sturdy for material and to 'T'other arf' Ken for once again printing this little lot.

It seems that club member, Gavin Ruler, not only finished a rally, but actually came first overall. However, not even I can mind-read so I started looking in the paper for some results.

The only event I could find was the Sproatley over 60's Dommino Rally held in the village hall, won by someone answering to Gavins description.

Then there's this business on Leconfield with Nicky Robinson and the out of rallying relationships with time keepers. What on earth she means by that, I'm not sure, but add that to

EDITORS FORWARD

.....Gavin Heseltine and crew going OTT in the middle of Kelso, Mr. G.Ruler having to appear in court for not having a tax disc (or wheels by the sounds of it) Wayne and Nicky actually leading the stage rally championship, Ian James loosing his car in broad daylight and Alan Carvell still fighting plod, this club could be heading for a reputation that you wouldn't want your mother to know about. Again.

It seems that the healthy rivalry between Beverley and District Motor Club and this Club has once again made the headlines. I am quite confident that this rivalry will be one that continues long into the next century, as it has done since the formation of the two clubs back in the year, dot. However, our figures do show signs of worry setting in, Not at BDMC but here. It is becoming clear that Beverley has far too many members, more, in fact than they can cope with as every week, our membership Secretary reports yet another member gained from them. We can only conclude from this that you can't get through the door on club nights at BDMC, it must be overcrowded.

I've heard nothing but great reports from the Classic Section as to the Dalton Park Classic Assembly on the 12th July. Unfortunately only one person managed to write anything down, thanks Ian. It is unconfirmed at the moment but the grape vine is saying that a date has already been fixed for next year with some extra features added too. Even if you don't have a classic car, you will be made more than welcome. More news as it comes.

The next, All hands on deck event looks like being the ex-Barkston Rally in September followed by our own event, The Castrol Crystal Ford Forest Rally. Help is needed to run both of these events, the most important being the Castrol Crystal in October. Look on the marshals page if you want to help.

Thats about it for this issue, if you have any articles for this publication, get it to me ASAP.

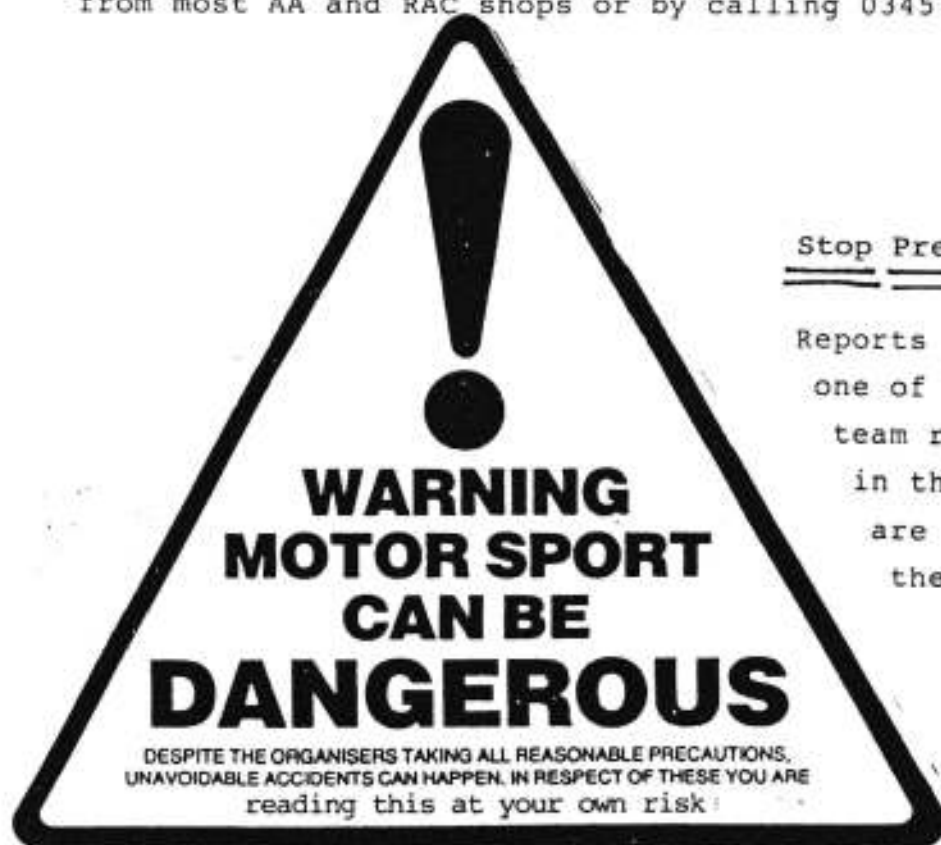
TOGETHER WE CAN CRACK IT



More than two million motorists a year fall victim to car crime - anything from a car radio being stolen to a vehicle being taken by so called joyriders. Last year, there were 888,700 recorded offences of theft from vehicles, an increase of 22 per cent over the previous year, and 575,400 reported stolen vehicles. But, by no means all thefts are reported, so the true incidence of car crime is probably far higher.

In an effort to counter such crime, the Government has launched Car Crime Prevention Year. Dozens of major businesses in the motor industry are supporting the initiative. It began in the spring with an advertising campaign portraying car thieves as scavenging hyenas. Many motorists don't even take simple precaution to protect their cars, one in ten don't even bother to lock their car and one in five leave valuables on show. Only 10 per cent of cars have alarms, yet by just making sure the car is locked, that valuables are stowed away out of sight, that the car is parked in a well lit area and the cars windows are etched with the registration are effective deterrents to the car thief.

A free copy of the leaflet "KEEPING YOUR CAR SECURE" is available from most AA and RAC shops or by calling 0345 500 600.



Stop Press Stop Press

Reports are coming in that one of the Humber Rescue team recently 'shot himself in the foot' Details are a bit 'sketchy' at the moment.

Rally Report

EVERQUIP STAGES RALLY MANBY 25TH APRIL

With another Everquip over all that is left for me to do is to thank everyone involved in making the event another success.

So who did all the work ?

Robert Newlove with help from Gavin Hessletine, Alan Carvell and others sorted alot of the paperwork. Gail Newlove had to put up with the hassle from competitors as she was entries secretary. I am sure most competitors have no idea of the problems they cause entries secretaries, they certainly don't think they have time to sleep!

Rob White and Barry Clark for the design of the stages.

On the weekend of the event alot of hardwork was needed in both setting up and clearing up the stages.

From memory this included, Rob and Linda White, Steve Varey, John Dixon, Robert Newlove, Barry Clark, Elaine Stephenson, Steve Carvell, John Overend, Gavin Hessletine, Alan Carvell, Ken Sturdy, Graham Hardwick, Bob Cartlidge, Andrew Hugman, Mathew Blood, R. Sykes, Martin Goodman, M. Bragg, and I'm sure more who I've forgotten.

On the day of the event we had quite a good turn out from our club and also members of some of the following clubs:-
Beverley & Dist., British Rally marshals, Civil Service Motoring Association, Airedale & Pennine, Lincs Louth, Carlton & Dist, Malton, York, Delacy, Southbank, Wakefield, Lindholme, Slaithwaite.

With this kind of turn out it is most important that we try to help these clubs on their own events. If you can help out marshalling on other events contact our newly appointed chief marshal John Overend.

What made the event a real success was the fact that we had a large number of club members working together as team, so as soon as a problem arose it was dealt with quickly.

The following members helped on the day of the event.

Sector Marshals (in other words general dogsbodies)

John Overend, Alan Gilbert, Steve Carvell, Ken Sturdy, Rob Pattison, Gav Hessletine.

Start Crew: Dave Shipley, Harry Hannah, Linda White, Graham Hardwick and Robert Woolley.

Card Collect: Dave Bowden and Elaine Stephenson.

Results: Alan Carvell, Mike Thompson and Gail Newlove.

Radio Operators :Control Martin Milner, Martin Goodman, Sandra Cartlidge,

Marshals : A.Tong, P.Hellyer, M. Bragg, Chris Parsons, Andrea Macklin, Jim Barrett, Andrew Hugman, R. Sykes, R Elliot, Bob Cartlidge, Malcolm Mumby and John Dixon.

Finally I must mention the tremendous efforts put in by John Dixon, Barry Clark and others for getting the rescue vehicle on the road again.

I hope I have remembered everyone who helped, if not my apologies.

John Newlove
Chief Marshal Everquip Stages Rally

MARSHALS COLUMN

SATURDAY 26th SEPTEMBER 1992

RALLY CAR FOREST STAGES RALLY

(ex. Barkston)

Marshals are required for this event, We are running the forest stage, LANGDALE, operational by 10am.

Map ref start, 910 960.

Marshals meeting at the club 24th September.

Contact Ian James or Robert Newlove or John Overend.

SATURDAY 17th OCTOBER 1992

CASTROL CRYSTAL FORD FOREST RALLY

Marshals are required for this event, the chief marshal is John Newlove, if you can help ring him on 0904 608524

THURSDAY CLUB NIGHT

(date to be arranged)

Lloyd Walker has volunteered to conduct a time-keeping seminar at the Black Horse on a club night.

It will be held early in the evening as not to disrupt the meeting later in the evening.

If you are interested, contact Gavin Heseltine or any committee member for more information .

(Lloyd Walker is currently a timekeeper on the RAC Rally)

SUNDAY 30th AUGUST 1992

ALEX E. CARR AUTOTEST

Marshals required for this ANCC, AMEMC championship.

As much help as possible please;

Contact ; Jane Sturdy 0482 813287



3-5 Holderness Road
HULL HU8 7NA

TEL: (0482) 25361/210672
Or Mobile: (0831) 135688

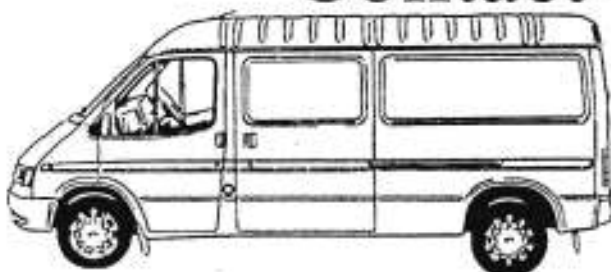
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Contact Mike or Gavin



*J E R E M Y
CLARKSON,
presenter of BBC-
TV's motoring
programme, Top
Gear, gives a be-
hind-the-scenes
account of this
popular series.*

I find myself wondering why people like to talk about cars when they don't often talk about, say, tables.

You can't expect someone else to be interested in what kind of deal you got on a new table at MFI, or how many people you managed to sit round it last Saturday, or how the gate leg system works. But with cars you can drone on and on for hours and people will lap it up.

Having an audience of two is one thing... ..but imagine you had an audience in excess of eight million. That's 80 times the capacity of Wembley Stadium.

When a Top Gear presenter starts to talk, that's how many people are sitting at home, watching and listening. It's one gigantic ego trip. The hard part is making sure those eight million people salivate at the prospect of the following week's programme and that eight million of their friends tune in as well.

In order to do that you need to make the cars as interesting as possible, which is why days, and sometimes even weeks, are spent preparing each six-minute piece.

Take the Lamborghini item which we screened in the last series. Those who saw it may recall it featured a Miura from 1967, a 1973 Countach, a 1988 Countach, a brand new Diablo and a Golf GTi.

We spent two minutes talking about the history of the Lamborghini, two minutes saying how awful the Countach was and two minutes explaining just how astonishingly fast the Diablo is by staging a traffic-light grand prix with the Golf.

Judging by the programme's mailbag, some viewers thought the item in general, and the race in particular, was the best thing they'd ever seen on television. Mind you, an equal number thought my reference to the Nissan Micra as the only car in the world I'd like to own less than Countach was a little OTT!

Most of all, though, viewers asked why they couldn't have that kind of road test every week. Simple - there is only one Lamborghini Diablo and to give it just coverage you need lots and lots of money. And time is money. Early on in the planning we felt the best way to demonstrate the power of a Diablo was to find a race track which we would need free of charge and all to ourselves for ten hours. Castle Coombe obliged.

Having failed to find a car which could be compared to the Diablo, we set about looking for a Robinson R22 helicopter, knowing we could argue that it is just about the only other internally-engined means of transportation that could match the Lambo in a race from A to B. Organising props to be in the right place on the right day also takes time. Then there's the insurance - nice though it would have been to film all four cars together, we just couldn't afford the £2,400 bill.

After a 12-hour day we finally went back to base with four hours of tape. Two days of editing spelled the doom-bin for all but six minutes of that material. A further day was spent adding the words and music. So, that six-minute piece involved a staggering 22 man days. In terms of cost, even excluding the freebies, it ran into thousands, and that's without things going wrong. For the spanner to get well and truly stuck in the works, you need to have a location which turns out to be the end of Birmingham Airport's main runway and filming coincides with peak flying times; or your mini camera is fixed to the side of the one motorcycle in the race that crashes; or your presenter gets a mental block. I once needed 26 goes to say 'Jaguar instrumentation'.

Take for instance, the trouble we had filming a classic car feature. One of the cars was stopped and started a number of times in order to get the shot absolutely right. It developed a flat battery. So we took it out onto the road to film it whizzing past the camera. While waiting for an empty piece of road the plugs fouled up and the thing stalled. Because the battery was flat,

the crew had to trudge down the road to give me a push. They got it going, trudged back up the road and it stalled again, So they trudged down the road again and pushed it again and trudged back up the road again. And then it stalled again. 1

What you saw eventually was a wonderful black car gliding gracefully across the screen. What you didn't see was the red faced, exhausted camera crew or the angry man behind the wheel.

Filming abroad is another sure way of ensuring snail-style progress. In England, you only need mention the BBC and people bend over backwards to help. Abroad, the BBC counts for little, and nothing at all when you're faced with a customs officer who wants a detailed history of every piece of equipment you're carrying. One of my worst blunders was while filming a four-wheel drive off-roader. I had just explained that it had a four-litre diesel engine. Then in a brief break from filming, I nipped down to the local village and filled it up with £40 offour star.

By the time I'd drained the tank, we could no longer film as the light had gone. Did I feel stupid!

So please, next time you're at home on Thursday watching Top Gear, Dont think we threw it together that afternoon.

Jeremy.

GET A SWEAT ON

As mentioned in the last magazine, Robert Newlove is taking orders for club sweaters, sport shirts, Sweatshirts and zipped jackets with the Clubs badge on and on some items, your own name.

Sweaters(pure new wool)	£19	Sweaters(acrylic)	£13
Cotton Sportsshirts (short sleeved)	£14.50		
Sweatshirts, Crew neck	£12.50	Sweatshirt,striped with collar	
			£16.00
Zipped jacket with hood,fleecy lined	£20.00		

If you are interested let Robert have your order as soon as possible, You can find him at the club most Thursdays or ring him on 0377 70888

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NIGHT OF THE NAVIGATOR

A panic on the Thursday before the event, (the Jim Clark Memorial Rally) to bring the service crew upto full strength after two last minute drop outs, was solved at the Club meeting. Catherine Nolan for letting Bernie (Husband) and Steve (Son) join us. I somehow got the impression she was quite pleased of the chance of a 'quiet' weekend without them.

So Friday lunch-time saw the five (Neil Fewlass, Gavin Heseltine, Nick Blake, Bernie and Steve Nolan,) depart the premisses of Unit 1 Motorsport at Beverley for the trek to Kelso. With a scheduled scrutineering time of 18.22 hours we arrived at the trailer park and noise check at Kelso Racecourse at 16.30 hrs and as no-one was present, departed to our hotel in Kelso Town centre.

We later returned to noise and scrutineering to complete the formalities without problem. The service crew who had accompanied us to scrutineering spent most of the time inspecting a shortened (i.e, 3 door) Rover SD1 !!

Documentation proved to be extremely expensive as the rally organisers and North East Rally Maps between them relieved us of £61.00. This covered 2 memberships of Berwick Motor Club (£16), a set of large scale forest maps (£31) and all the necessary labels, stickers etc for carrying fuel (£14). Attempting to cut his losses, Neil tried to get some Esso Scottish Championship stickers out of co-ordinator John Fife. After initial difficulties (those Scottish have a funny accent) he was eventually successful. A quick check of the pack contents and notice board and it was back to the hotel (100yds on foot) to dump the gear and out on the town for something to eat.

After some food and a tour of a few different pubs we happened across the Red Lion. PARADISE, A Scottish pub with draught Tetley Bitter which met with the satisfaction of myself and Nick plus various exotic bottled lagers, in particular one called Orangeboom which Neil had become partial to on the Zuider Zee Rally in Holand earlier in the year

....over

Suitably encamped on stools at the bar we watched the comings and goings of Kelso's 'Party Animals' at what appeared to be 'The ' place. As best as I can recall at some point the Landlord stopped selling pints and would only serve 'nips' (shorts to you and me). This seemed a suitable point to switch to Green Pints which caused quite a stir amongst the locals.

The next morning we all assembled for breakfast at about 8.15. The main topic of conversation was how I had come to have a series of cuts and bruises about my head and nose. This was a mystery to me, I had woken up with them but had no recollection of even leaving the pub. Everyone then tried to piece together our movements of the previous night. Bernie and Steve had left the pub early (Honest Catherine) whilst Nick, Neil and myself had been finally thrown out about 00.45hrs. We had all returned to the hotel and I had apparantly gone back out in search of food! Neil remembered me waking him up when coming to bed at about 4.30am.

The gap in the middle was a mystery.!

After breakfast, whilst the lads stuck the numbers and rally plates on the car, I went to check our start time and any last minute alterations on the notice board at rally HQ. Due to the re-seeding of some last minute entries higher up the order, we were to run on the road at 68 although we were car 62. This meant a start time of 13.08 still some 4 hours away.

Whilst upstairs in the hotel room plotting the route, I heard a commotion outside in the street. Looking out of the window at what appeared like a scene out of Cinderella with the Hotel Landlady offering not a glass slipper, but one of MY trainers to Neil, who was laughing and pointing to me hanging out of the window. I went outside to find out what was going on.

Apparantly the land-lord had found me asleep on the staircase at around 4.30 am that morning, he had woken me and I had gone to my room leaving the trainers behind.

Another piece of the jigsaw of the nights activities fell into place.

We all assembled in the town square to watch the first cars away and listened to the interviews with each crew on the start line. Neil and I left about 30 minutes before our due start time to go to the holding area and collect our time cards.

On the start line, Neil advised the commentator that this was his FIRST time in Keilder and that a steady run for a finish was our intended tactics. Then we were off on a 54 minute road section. Apart from my customary 'Wrong Slot' on the first road section, Stage 1, Wauchope East, was reached without further incident. By this time it had started to rain fairly heavily. The 7.10 mile stage was described by the organisers as "Loose and Twisty", what he forgot to say was "F####g slippery" The first couple of miles proved to be quite 'Sphincter nipping' as we almost had several offs, (Quite a few others had achieved this). With the track raised up like a railway embankment, the middle of the road was the place to be although staying there was not easy.

After a couple of miles, Neil seemed to get over his 'death wish' and we settled down to a steady rhythm. 49th out of 80 who came out of the stage, 8 didn't, was the net result and glad to have survived. We had an 8 mile run to stage 2 via a roadside service. A quick check that nothing had fallen off (it had been very rough in parts) and a fuel top-up was all that was necessary.

Stage 2 (6.06 miles) and 3 (6.36 miles), Ogre Hill East and West, shared a common route for 2.38 miles to a split junction. it was now raining so hard that even with the wipers on fast we had to back off twice as we couldn't see for water on the screen. Others must have had the same problems as these two stages accounted for 16 retirements. Unfortunately for us, 10 of those retirements were behind us so we only moved up 6 places, despite a half spin on stage 2. After SS3 we were lying 43rd out of 65 still running and 5th out of 10 in class.

Another 10 minute service on the playing field in Byrness for a spanner check and fuel (still raining) followed by an 18 mile run to stage 4, Falstone(15.33 miles).Falstone was described by the organisers as a "good fast stage" and 0.30miles in we arrived too fast at a tightening right-hander into a bridge.

Realising we would not make the corner, Neil straightened out the angle of departure and avoided a roll, nevertheless we were now off about 6-8 feet below the road in an area free from trees on the outside of a bend. A quick shunt about and we were lined up at an angle to the road and with 'Bags of Revs.' we attacked the embankment and much to my surprise, leapt up it and landed on the top. Another quick shunt around to get pointed in the right direction and we were away again. The next mile or so was covered fairly steadily whilst Neil established everything was still working and by the first chicane at 1.23 miles we were 'back at it'.

As no one had caught us or went past whilst we were off, I estimate we only lost about 40 seconds. I think we were very lucky but Neil puts it down to all the time spent at Steve Herds 4X4 centre. Despite the off we were 35th quickest out of 54 who completed the stage and were now lying 33rd out of 54 and leading our class by 42 seconds from a Nova GTE with another Nova 5½ minutes back in third place. Half a mile after the end of stage 4 and we had to stop to change a puncture (it was still raining). A 17 mile road section with roadside emergency service available led to the final 8.20 mile stage, Wauchope West.

After service for fuel and repairs to a strut mount and tie bar all damaged in the off, we successfully completed the last stage with no further incidents. A quick re-route on the run back to Kelso due to a road traffic accident blocking the intended route and we booked in for a most welcome FINISH!.

After a trip to our hotel to get washed and changed (and dried out) the lads went for a meal whilst I alternated between Rally H.Q. and the restaurant to keep an eye on the results. After being provisional for almost 90 minutes, due to a protest, we eventually were confirmed as winners of class 9 (8&9 amalgamated) and unexpectedly, First Group N, winning the Provost Of Kelso Cup and 33rd overall out of 51 finishers. SUITABLY IMPRESSED, despite John Fife refusing to take our photograph, we dropped the trophies off at the hotel and returned to the Red Lion, the scene of the previous nights festivities.

It was during the evenings post rally celebrations that light was thrown on the missing hours of earlier that day as various individuals approached me with tales of the activities in Kelso square between 01.00hrs and 03.30hrs of which apparently I was one of the ring leaders. Personally, I think they were winding me up, and I deny everything.

Another late night ensued but we were all up for breakfast by 8.15 and having loaded up, left Kelso for home very happy after an excellent weekends socialising and rallying.

Hopefully we will be back next year. Kelso beware.

Many thanks to Neil, Nick, Bernie and Steve, Mr & Mrs Galbraith (Border Hotel), the event organisers and the residents of Kelso for a most memorable (probably) event.

G.T.N



WANTED

**TWO
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In 1992 **FIRST TIME RACING** will again be running the Auto Windscreens scholarship, a nationwide competition to find novice racing and rally drivers. It offers complete novices the opportunity both to win a fully sponsored drive and through our own excellent test days, learn to drive a rally racing car.

The Auto Windscreens scholarship is open to anyone 17 and over who can drive. Previous experience is not required. *So stop dreaming and send a stamped addressed envelope for details. Include your name and address, stating racing or rallying and quoting ref:- NHMC MAGAZINE*

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Telephone: 0430 441903

COMPETITION

RESULTS OF TABLE TOP No.1

issue 2 April/May 1992

Everyone loves a cleaver s**t don't they, 'DENNIS'.
Less than 24 hours after the last competition went to the membership, Hightower Robinson is on the phone with the answers, so quick was Dennis, that I had only set the questions and not found the answers myself.

Then there is cleaver s**t number 2, isn't there 'Neil'!
At the club the following Thursday, tractor pilot Fewlass is convinced that question one was a trick question, you only pass under one powerline, (it's the same one right across the map). Thankyou Neil.

This does, however show that two people had a go.
John Dixon made a complaint though, due to an error at the printers, his copy of the magazine was missing pages 13,14, 27 and 28, yet Martin Goodmans copy had those 4 pages extra.

Anyway to the answers;

1. You passed under 'a' powerline 4 times.
2. 86,128,138,44,44,46,39,71.
3. Newbald Wold.
4. Moneypot farm was on the left, you were travelling North so you passed to the East of the farm.
5. B1248
6. Bishop Burton
7. Fishpond (wood)
8. Twice.

FOR THOSE WHO HAVE NO NEED FOR A MAP 106, PLEASE EGNORE THESE COMMENTS.

It took me the best part of 4 hours work just to produce the last table top rally, 3 people responded to it.

Sorry, no rally competition this time, no space, see next mag.

Ed.

COMPETITION SECRETARYS PAGE

Things are rather quiet on the club front at the moment,our annual PCT had only ten entries and the last Autotest at Hotham Carrs only six.

A major change from the RAC is the introduction of a Registration scheme for non competition licence holders.This has been brought about by the new road traffic Act which enables the Police to prosecute a driver for reckless driving even on private land,i.e if on a Autotest the rear wheels don't follow the front wheels you can be done.Therefore if you compete in the events listed and you do not have a competition licence then you need to register,you can register on the day of the event,the fee for the rest of this year is £5.We actually get paid 50p of this for handling the scheme.Listed oposite are all the events that you will have to register for;

Club nights

Remember if you have any video's (No ! not that sort!) we have a video and television behind the bar for our use,so please bring them along.

Larkspeed league

So far so good,our Autotesters have done us proud,but believe it or not we won Round 6,Beverleys Rally on Leconfield ,thanks to Wayne Smith and Nicky Robinson for entering the team,well done the rest of the teem Phil Duffill/Phil Shepherd,Andrew Grindrod/Andrew Twiddle,Dave(Ollie)Smith/Neil Scott,and last minute members Maggie Peers and Sarah Etherington.

Positions after Round Six

Keighley	1292.8	Shipley	443.5
Ilkley	1258.3	York	442.6
NHMC	990.8	Beverley	250.5
Trackrod	913.4	Otley	148.2
A and P	771.1	Huddersfield	126.3
YSCC	737.6	Sheffield	55.3
Alwoodley	628.6	D.Brown	35.0
Slaithwaite	493.5		

Dalton Hall Classic

I was fortunate enough to be able to compete in this event(more details elsewhere I hope !),many thanks to Ken,Dennis,Dennis,Roy and Steve for a very enjoyable day.

COMPETITION SECRETARYS PAGE

Competition Driver Registration Scheme

A number of questions have been raised in respect of the new Competition Driver Registration Scheme. The most common, with answers, are detailed below:

1. Registration is only required by anyone who intends to drive competitively in an event. Officials do not need to register.
2. The five free registrations offered to club officials (paragraph 2.9 in the letter dated 13 April) are intended for club officials who perhaps compete in only one event a year.
3. A pad of 50 application forms for registration will initially be sent to each Club Secretary. In addition, a similar pad will be sent to the Secretary of each appropriate meeting together with that event's Permit note.
4. Returns from clubs should be made on a special form, which will also be provided with each registration pad.
5. The holder of any type of Competition Licence is automatically registered and therefore may participate in events where no Competition Licence is required, provided that he or she is also a member of the organising club or (where relevant) of one of the invited clubs.
6. The following disciplines require Competition Licences for all events, irrespective of status: Autocross, Minicross, Circuit Race, Drag Race, Hill Climb, Historic Race, Kart Race, Rallycross, Sand Race, Sprint, and Truck Race.
7. The existing Club Membership card will not be valid as a Competition Licence for drivers from 1 July 1992 and will be replaced for that purpose by the Registration Certificate. New membership cards are being printed and will soon be available for clubs to purchase.

The table below shows the minimum qualification applicable to each particular discipline. The table also shows the highest status at which an event may be run without any participant requiring a Competition Licence.

TYPE OF EVENT	STATUS	DRIVER	PASSENGER(S)
12-Car Navigation Rally.....	Closed.....	RAC MSA Register.....	Club Member
Navigation Scatter.....	Clubman.....	RAC MSA Register.....	Club Member
Road Rally.....	Closed.....	RAC MSA Register.....	Club Member
Navigation Rally.....	Closed.....	RAC MSA Register.....	Club Member
Historic Rally.....	Closed.....	RAC MSA Register.....	Club Member
Veteran Rally.....	Closed.....	RAC MSA Register.....	Club Member
Special Stage Rally.....	Closed.....	RAC MSA Register.....	Club Member
Autotest.....	Clubman.....	RAC MSA Register.....	Not applicable
Cross Country Trial.....	Clubman.....	RAC MSA Register.....	Signed-on (see Note)
Production Car Trial.....	Clubman.....	RAC MSA Register.....	Signed-on (see Note)
Classic Trial.....	Clubman.....	RAC MSA Register.....	Signed-on (see Note)
Sporting Trial.....	Clubman.....	RAC MSA Register.....	Signed-on (see Note)
Cross Country Events:			
Safari.....	Clubman.....	RAC MSA Register.....	Club Member
Hill Rally.....	Clubman.....	RAC MSA Register.....	Club Member
Point to Point.....	Clubman.....	RAC MSA Register.....	Club Member
Orienteering.....	Clubman.....	RAC MSA Register.....	Club Member
Team/Winch Recovery.....	Clubman.....	RAC MSA Register.....	Club Member
Timed Trial.....	Clubman.....	RAC MSA Register.....	Club Member

Drivers in the following events, which run under a Certificate of Exemption, do not need to be Registered with the RAC MSA. It should be noted, however, that Regulation B-5.1 can allow for the public to participate, but not to officiate.

TYPE OF EVENT	DRIVER	PASSENGER(S)
Gymkhana.....	Club Member.....	Signed-on
Treasure Hunt.....	Club Member.....	Signed-on
Touring Assembly.....	Club Member.....	Signed-on
Road Safety Event.....	Club Member.....	Signed-on
Procession for Historic Purposes.....	Club Member.....	Signed-on
Procession for Charitable Purposes.....	Club Member.....	Signed-on
Concours d'Elegance or de Confort.....	Club Member.....	Signed-on

Note. At Trials, any passenger need not be a member of a recognised Motor Club, but (subject to Regulation M-3.2.8) he or she must sign-on. For Veteran Rallies, only the 'navigator' must be a club member.

EVENTS

Forthcoming Events

- | | | |
|-----|-----------|---|
| 1/2 | August | Trackrod MC Costa Road Rally |
| 15 | August | Carlton DMC Sutton Rally Spares Stages MANBY |
| 23 | August | YORK MC Autotest Tockwith Larkspeed League |
| 30 | August | North Humberside Alex E.Carr Autotest
Round of the ANCC and EMAC Championships
Sutton Fields Ind, Estate Details elsewhere. |
| 6 | September | Autotest Border MC AT Scunthorpe |
| 26 | September | Trackrod Rally Car Forest Stages(BARKSTON)
We will be marshalling a Stage, details later from
Robert Newlove or Ian James. |

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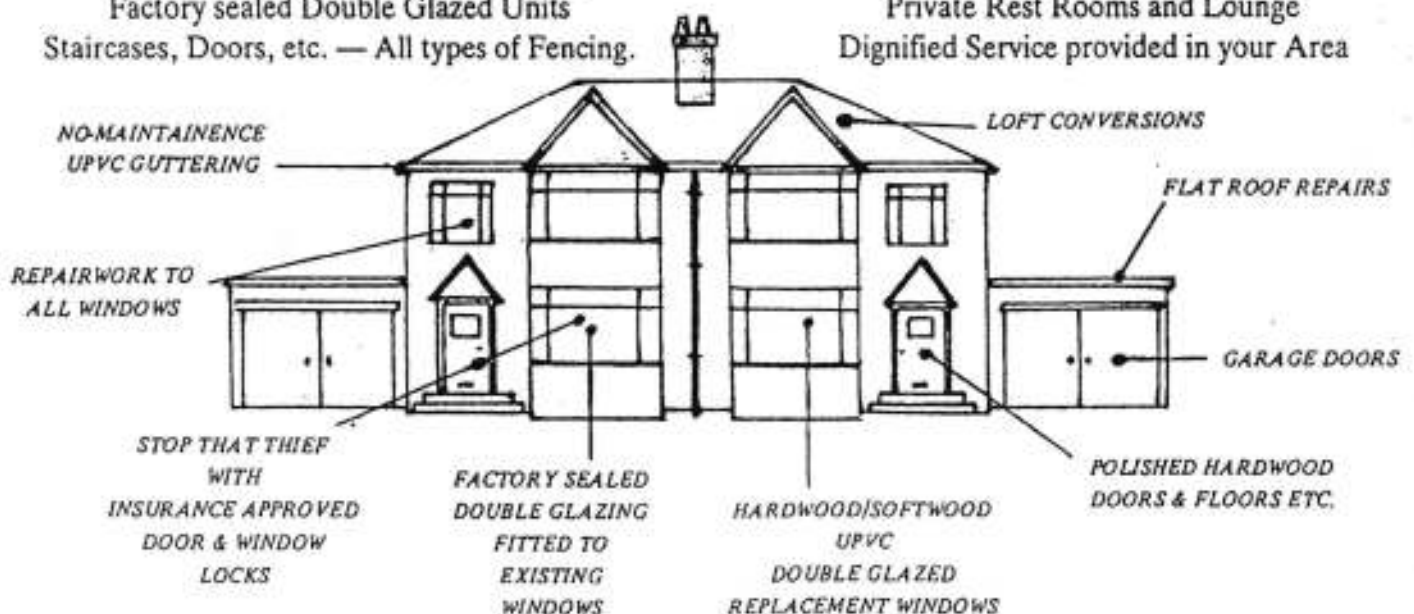
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ESTIMATES WITH PLEASURE

STAGE RALLY CHAMPIONSHIP

POSSITIONS TO 31st JULY

<u>DRIVER</u>		<u>NAVIGATOR/CO DRIVER</u>	
Wayne Smith	169	Nicky Robinson	169
Gavin Ruler	151	Steve Darvell	151
Kev Scott	66	Tim Rodgers	66
Neil Fewlass	60	Gav. Heseltine	60
Graham Smart	50	Ron Smart	50
		Fred	52
Andrew Grindrod	40	Andrew Twiddle	40
Brian Svenson	40		
Tim Maitland	37	Phil Broom	37
Richard Watson	37	Mike Norton	37
Andrew Carter	36		
Andrew Howard	36	Paul Harris	36
Rob Pattison	32		
Nigel Etherington	20	Kevin Straker	20
Howard Wright	20	Tim Winter	20
Shaun Moss	20	Stephen Preece	20

It would seem that many competitors are still reluctant to send in results ! Why ? What is wrong with you all ? Poverty ? Apathy ? Get your fingers out you lot- any results within 4 weeks of the event counts(you even score if you don't finish)

For goodness sake, Send me some POST !!!

Jane Sturdy
60 Hall Road
Sproatley
Hull
HULL 4PZ.

Lombard Rally

THE ADVENTURES OF TEAM BEANO

(Part 1.)

1979

Service Crew Report.

The Rally started for me 10 days before the event with the nod that I was to navigate the service crew of John Beadle/Ian North on this years event, I had secured a weeks holiday but the vast number of maps that had to be used took some finding, However, I managed to obtain the 55 or so maps from my own stock, loans from friends and local shops.

Onto those maps I had to plot the whole route from the road book which was handed to me 7 days before the event, everything had to be checked and double checked, all stage starts and finishes plus exits, passage controls, time controls, service areas and fuel stops had to be plotted in record time. Then I had to devise routes for the service barge to cover every possible eventuality. Which hills the van couldn't climb, which towns wouldn't want the rally going through and and the shortest route between every service area had to be plotted.

4 days before the event we held the team brief, this consisted of John Beadle and Ian North in the car, Kelvin Brown, Phil Tomlinson, Terry Lucas and myself, Lloyd Walker in the barge, and Cass (tony) Clayton in the management chase car. It was layed out who was to do what and when and as time was getting on the van was collected by Kelvin and he loaded it with; air bottles, pneumatic tools, welders, generator, tools, half shafts, gearbox, 14 tyres, box of spares, 25 gallons of petrol, 5 gallons of water, gas stove and bottle, lights, two trolley jacks and the food. At 6.30am on Sunday 18th November we set of for the historic town of Chester.

As we arrived at about 9am the big boys were being cheered off in the opposite direction, after making sure that John and Ian's car would start we met them on the other side of the start line in a petrol station on route to SS1. After checking the car over we left them to SS1 and we went onto the first sevice area and had breakfast or was it dinner. It was about 12.30pm in the Burton wood Services on the M62, Kel, Phil and Terry rearranged the van while I cooked the meal. Bacon Banjo's.

After that lot we headed to SS2, Hem Heath Colliery and onto SS3, Alton Towers where we waited for John And Ian to pass through. With nothing to report we set off again to SS4 Sutton Park and in a lay-by near Tamworth, just past the stage we set up camp once more.

Terry entertained some of the other crews with a sign attached to a farmers notice board, Bacon Banjo's For Sale, 25p each. We soon had two customers, John and Ian, but do you know, they never payed for them.

On the road again, this time heading towards Donnington(SS5) we heard on the radio that there was alot of heavy traffic ahead so with a quick re-plot we made our way around the jam, across country. On arrival at the service area we heard on the VHF, Crystal 3 to Crystal 4, where are you? (John/Ian3 us 4) After finding each other in the crowds we re-fueled the car and we were off again. Thankfully upto now the car only needed fuel and a quick check over. From here, I could relax as we were now on our way to Malton with only a stop at SS6, Bramham park, to see if things were all OK. We met up with John and Ian at the Hazelbush petrol station, no problems so we all motored to the first rest halt at Flamingo Park in North Yorkshire.

By now we had really got the hang of this rally lark, Ian would call us up on the VHF before he entered a service area and let the lads know what was needed which saved a great deal of time. Kel, Phil and Terry could get the bits out of the van, ready to go. Upto now this had only been fuel and Banjo's.

We left John and Ian awaiting their start time while we sped off to Dalby fire tower in the heart of Dalby Forest, stopping briefly at Thornton Dale for some fish and chips. We dumped Kel off at Allerston to make sure the car was OK coming out of the forest before it could get to us and after it did, we re-fueled and on our way to Kirbymoorside, collected Kel from the road side. After the Yorkshire stages the car was re-fueled again on a garage forecourt in Thirsk and it was straight off again, this time to Scotch Corner on the A1. With nothing to do there, we met up again after SS16 Hamsterley. Here we made a very thorough check of the car as it was about to enter, Killer Keilder.

Here we encountered our first taste of winter, icy roads , skid marks and plenty of broken fences. The crew had to encounter SS17 and 18 before getting to us at the next service at Plashetts and each of those stages were 24 miles long. To our relief as dawn was breaking, Crystal 3 to Crystal 4 came over the VHF, "we made it". After yet more fuel and bacon they , and us were off again. Ian informed us that SS21's finish has been moved because of flooding so we didn't know the new exit point and because of road works to get to the next service area we were diverted through the forest.

What happened next was to be the toughest part of the event for us, little did we know what lie ahead, we'd been travelling for 26 hours with little or no sleep, and there was still along way to go.

On entering the service area, the fuse blew on the fuel pump but it was soon fixed and we managed to get un-packed in the middle of a large grass field ready for the car to arrive. Soon after all that, a faint voice was heard over the VHF, Crystal 3 to Crystal 4 "We're off !" "End of last stage before service". Without hesitation, Terry was on the radio, I was into the maps and Kel and Phil loaded the van.

Phil jumped into the driving seat but we were going nowhere, the van had sunk to its axles in the mud with all the weight.

After a lot of pushing from other service crews we were in hot pursuit of that faint call for help. The next problem was that the end of the last stage was the one that had to be moved and so I had to take a gamble as to where it was because that is where John and Ian were. After a short while we came upon a car flashing it lights at us, it was Ian in a spectators car coming in the opposite direction. We found the car only to find that the 'off' had broken the half shaft and bent the back plate. Temporary repairs were made and the car headed into SS22 and we headed to a lay-by alongside the Catcleugh Reservoir on the A6088 near Hawick.

It was here that we met up with Cass, who previously had seen us at the last service halt but had lost us when we sped off in search of the break down. After SS22 John and Ian arrived at the lay-by with stories of a possible good time on that stage as they had no brakes, the car went up in the air and the back plate was removed and heated to try and get it into shape. We were soon joined by the last car on the road, Roy Webster, who also had been off in Keilder.

Terry and Phil managed to get the car mobile again but were we OTL, we passed Terry over to Cass's car and they shot off to find a back plate from somewhere while the rest of us were left to pack the van and catch up.

We rejoined them in Hawick where we made plans for Cass to visit all the local Ford dealers and we replenished our stock of brake fluid from Roy Websters service crew. By now, with all this going on , John and Ian were way ahead of us so we had to catch up as quickly as we could , stopping off at stage exits where ever possible.

Eventually we made radio contact at Lockerbie and planned to meet up at the

next service area after the rest halt in Carlisle. This gave us time to re-organise the van yet again and try and find that new back plate. We met up with Cass again on the A66 after the Greystoke stage, he had found a back plate but it was at Chester, so off he went, back to Chester.

By now we had parked up in a lay-by east of Keswick where we found we could keep in radio contact with John and Ian through stages 27 to 30 when the back plate that Cass was chasing after just drove into our lay-by. Roy Webster had arrived and informed us that he had gone OTL so without further-a-do, Roy's car was up in the air and the part removed and Phil and Terry had the thing off before Roy had the chance to say yes or no.

Ian called on the VHF to say all was OK out of SS30 and the back plate replacement was discussed and it was decided to replace it at Newby Bridge where we met up with Twiddle and party. We set up the lights and stuff at the service area in Newby and I set about tea for all six of us. John and Ian soon arrived and within half an hour they were back on the road again with only three stages that day to complete before the over night halt at Chester. The only worry was the fact that they had about one minute to spare before they would go OTL. They made it, Arriving back in Chester, re-joining Cass, saying goodbye to Terry and hello to Richard (a neighbour of Johns) and after a drink and a meal it was off to bed at around 1.30am Tuesday, the first sleep since 6am Sunday.

We woke at 7.30 the following morning, had breakfast, Cass decided to stay with us and act as runner using Kel or Richard if needed and it was all go again, this time heading south to Telford and onto Shrewsbury where I made a few wrong slots to find a much needed.... chip shop, then we travelled onto Newtown where we discovered that one of our team, Dick Newsam from Lincolnshire had retired, eventually we ended up in Llandrindrod Wells where we set up camp for about 1½ hours, trying to loose Cass by sending out for food but he soon found us. Everything was OK with the car as we headed even further south to hoards of spectators at Brecon cattle market at around 10.30. It was the usual fuel only and the car was off again into darkest Wales and us heading for the next stop on the A 40 near Llanwrda. The car visited SS 42,43,44,45 while we had a late, late tea, or early breakfast (it was now about 1am Wednesday). It was here that ace chef, Kel, left the frying pan as we were once again back on the road to Devils Bridge.

We, or should I say John and Ian were doing so well that it meant that we were in the service areas at the same time as the big boys which gave us some entertainment while we waited for our car.

Moving on yet again, this time to Machynlleth, arriving at 5 am to find thousands of spectators and no space in the service area, well, not until Cass decided that a spectator car could be moved to make space. This we did by man-handling it and we set up shop ready for John and Ian.

I've never seen a service area like it, the whole town had been taken over by the rally with all the food stalls sold out, marshals out numbered and people everywhere.

The only way for us to get John and Ian to the barge was for Richard, Kel and Cass to walk out of the service area to find them and for me to guide them with the radio until we all made contact.

The car was given it's usual drink of 4 star and a good going over while John and Ian tried to get some much needed sleep. While this was going on, I popped up the road to see who else in our class had booked in. We soon had the car up and running again and we packed up and got back on the road for the last day taking us to Dolgellau, Ffestiniog, Betws-y-coed, Llanrwst and Llandudno whilst Cass and Richard went from Betws-y-coed to Caernarfon, Bangor and Llandudno. After the Great Orme stage, SS56, we travelled to Bryneglwys service area which covered the two Clocaenog stages SS57 and 58.

John and Ian advised us of their arrival and the fact that they had finished the 1979 RAC Rally.

We tried to follow them back to Chester where we arrived at 5.30pm, after a wash, a drink and a meal we ended up back in Hull at 12.30 am Thursday after enjoying a memorable RAC Rally.

Lloyd Walker 1979.

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RALLY REPORT
ARMSTRONG MASSEY STAGES RALLY

Staying in bed until quarter to seven on the morning of a rally was anew experience for us all, and meant I could attend to all of my cosmetics before we got to the venue. I knew this had to be a good omen and sure enough we were found to be leading the event after three stages. Needless to say, this attracted a lot of attention from those who feared their expensive tackle couldn't compete with the awesome power of the MK1. Unfortunately, however, they soon sussed out that I hadn't in fact had any 'OUT OF RALLYING RELATIONSHIPS' with the time keepers and instead was nothing but a timing error, which when corrected saw us in eighth place. By the end of stage 4 our front tyres were 'jaked' and I made the fatal mistake of bringing my cheque book with me so ..once again, I waved goodbye to £140.

Stage 5 brought further mishaps when the hydraulic handbrake jammed solid. Having done this on the last rally, I came prepared with a spanner down the side of my seat. But trying to navigate and slacken the brake pipe was not easy. Within half a lap the brakes were free and we were in business again only to get a rear puncture with 4 miles to go. All of this dropped us to 12th after loosing about 30 seconds.

Stage 6 went well and saw us back to seventh place, the last stage started well until we ground to a halt about 5 miles into the stage. We soon figured out that on turning the electric fan, ON, the fuel pump was accidentally switched OFF. Luckily we only lost about 30 seconds and managed to finish the rally in 9th place and awarded first mixed crew.

This was our first time at Leconfield and the venue lived upto all of our expectations, proving it to be a rally well worth waiting for.

Wayne Smith
Nicky Robinson

Nicky Robinson

Rally Report

ARMSTRONG MASSEY 92.

Driver; Maggie Peers.
Navigator; Sarah Etherington.

Car 69 where are you ?. This was the question being asked by us, the service crew, as we attempted the Beverley M.C. event on 12th July. This was our first event under the N.H.M.C. banner and it seems that the Beaver gremlins were out for revenge.

The car sailed through noise and scrutineering on Saturday evening and we returned lock stock and barrel to Leconfield at 7am Sunday morning. The car was off-loaded and we staked out claim in the service area. Trusty TB20s were fitted, and a final fluid check was made, before we wandered off to the start to see the big boys away. By the time the girls were ready for the off, the track, as far as we could see, had dried a fair bit. We thought of slicks, but decided to take the cautious approach and stuck with the TBs

Up to the startline for stage 1, and a fairly good get-away from the line and no problems as the car sped off into the distance. The next sight of the car, was as it went through the split/merge, the car went through and again went out of sight without problems. With confidence I wandered off to chat to the stage finish crew and keep an eye out on the other 1300 runners times as they came in. Then shock-horror, I was told that our car was stopped on corner 5. So off ran Rich, Mark and me to give assistance if at all possible. When we arrived the bonnet was up, and marshals heads stuck inside the engine bay, pushing things, prodding things, but with no idea of rectifying the problem, (just trying to impress the babes I guess). After playing about with the wiring the electric fuel pump struck up and the car was bumped off only to stop some 200 yards further on. The problem turned out to be a totally flat battery, due to alternator failure. The battery was that flat that it couldn't run the fuel pump and the electronic ignition at the same time.

Due to the running of the rally, we had to wait for stage 2 to be run and take 2 stage maximums. With the alteranator replaced and the battery on charge, the girls were set to have another crack. Unfortunately on the very next stage, it went from bad to worse as the gearbox gave up the ghost causing instant retirement. All that was left, was an early lunch, and to watch big Nige do the buisness at Silverstone on the portable.

Never mind, as they say, "cest la vie".

Wayne.

P.S.

Did anyone else, like me, have to wear Wellingtons to go to the mens toilets by the end of the day.

P.P.S.

How did the front running yellow Cosworth, get through scrutineering with no crosspins through his safety harnesses ?.

Lindholme Motor Sports Club



R.A.C. REGISTRATION No.1044

Member of:
Association of Eastern Motor Clubs.
Association of Midlands Motor Clubs.
Association of North East Midlands Motor Clubs.
Association of Northern Car Clubs.
East Midlands Association of Motor Clubs.
London Counties Association of Motor Clubs.



16 Athersley Gardens
Owlthorpe
Sheffield
S19 6RW

26th May 1992

Chief Marshal North Humberstone MC,

As Chief

Marshal for the recent Dunfabb Danum Road Rally
I would like to thank you and your members
for your help.

The feedback from competitors was
that the marshalling was of a high standard
and this was a major part in providing a well-run
evening's sport.

Please try and thank everyone on
behalf of Lindholme Motor Sports Club and do not
hesitate to contact us in the future for help on
your own event.

Yours Sincerely

Nicola Early.

HG Hallgate Garage

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SNIPPET

What collective object had a value in excess of £5 million, an insurance premium of approx £253500, and a road fund value of £74360, 676 road contacting wheels with tyres alone estimated at £84500 to replace, a fuel value of approx £155480 and in the space of 15 minutes used possibly £150 worth of petrol.

This is obviously a cavalcade of cars, but what type. The common number is 9.

There were 169 of them seen at Donnington on Sunday 26th July during the meeting of the British thunder-saloon championships. Some had 24, some 44, some 11, some 59, and some had 28, got it yet.

If you are that thick, look on the back page.

FORD RALLY NEWS

Ford's competition rally department has good reason to sit back and take things easy. After all, its latest offspring the Sierra RS Cosworth 4X4, has just won the World Championship for Group N showroom models.

However, the boys from Boreham aren't sitting back sipping champagne and lapping up the Essex air. Far from it. The team is currently off around the globe campaigning a couple of more powerful Group A Sierras at the forefront of the 1992 World Championship; one for the French hot-shot Francois Delecour, the other for ex-champ Miki Biasion. But Ford isn't just focusing its efforts on this years series; it has one eye firmly fixed on the future. And the future is based on the company's latest Escort creation- the four-wheel drive RS Cosworth.

In order to gain a head start on the opposition, the exciting new Escort rally programme started many months ago. Indeed, the winged-wondercar has already tasted victory - last year it won the gruelling Talavera Rally in dusty Spain. And to continue this ongoing development and prepare the car for its inaugural World Championship debut (planned for next January's Monte Carlo Rally), Ford has formed a special project team to oversee progress throughout this season.

And, as there's no substitute for experience, the new car will be competing in all rounds of this year's Spanish gravel road championship and in selected rounds of our own Mobil 1 British Open Championship. Malcolm Wilson, the only man to have won our national rally crown twice, will be responsible for much of the development work here in Britain.

The Escort RS carries over many of the mechanicals which have been well proven in the victorious Sierra. The turbocharged 2-litre engine is basically unchanged although the Escort's power plant boasts a bigger turbo and twin intercoolers- one air-to-air, one water-to-air.(?)The cooler the air entering the engine, the greater the power. That said, it's in the chassis department that the new car really benefits.

Although the RS appears to be a similar size to normal Escort, it is in fact a very different beast. Ford has started with a clean piece of paper to create what is in effect an all-new car. For starters, it has a far longer wheelbase than the standard model. This produces an ideal weight distribution and thus the ultimate handling balance. Says the company's motorsport spokesman, Barry Reynolds: "The Escort is smaller, more agile and easier to drive than the current Sierra. We've done several back-to-back tests with both cars and the new one always takes a second less to cover a kilometer". In today's hyper-competitive world of international rallying, a second is an age.

The Escort RS has many other innovative features too. For one, it bears a very special bodyshell.

"We've done a tremendous amount of work on the aerodynamics", says Reynolds.

"As far as we are aware, the production car with its huge rear wing will have more downforce than any other current car". And, in rallying terms, downforce means grip.

Jet aircraft-style, electro-luminescent instrumentation, which provides perfect clarity so essential during fast night driving, is yet another automotive first. But before this high-tech futuristic rally contender can start competing in the World Championship, Ford has to build a minimum of 2,500 examples. Hence, road going versions of this very special Escort RS Cosworth will soon be gracing our highways and byways



From Issue 17 of Talkback
Ford's magazine for company
car drivers.

It was brought to the attention of the editor that when the new insurance groups come into effect in September, a 'bog standard' Sierra Sapphire Cosworth will be group 20, the highest there is, so what the hell will they do with a pocket rocket such as the Escort.

7 - 11 SEPTEMBER 1992

MANX International RALLY

SCRUTINEERING: TUESDAY 8TH SEPTEMBER 1992
RALLY: WEDNESDAY 9TH - FRIDAY 11TH SEPTEMBER 1992

38 BALDRINE PARK
BALDRINE
ISLE OF MAN

Dear Secretary

I am writing to let you know that Marshals are required to assist with the running of the 1992 Manx International Rally, a European Co-Efficient 20 Event and the penultimate round of the Mobil 1/Top Gear British Rally Championship.

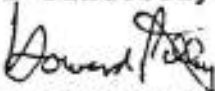
After last year's success, we anticipate there should be an even better entry of top European Drivers.

* A subsidised package deal has been arranged to enable helpers to come to the Isle of Man at reasonable cost, and I have pleasure in enclosing a number of brochures which advise the details. I would be very much obliged if you would be good enough to make these available to your members in the hope that they will be interested in helping us. You will see from the brochures that the package provides a number of benefits which include free admission to the Prize Presentation, Programme, free Hospitality at Rothmans Rally Stop for post Stage refreshment, free admission to Scrutineering and free transport to and from the Stages (if needed). There will also be a forum and firework display on the Thursday evening.

If any of your members have any questions or queries after having studied the brochure, I will be more than pleased to advise them. (My address and telephone number can be found on the Application Form in the brochure).

Thank you in anticipation of your kind assistance.

Yours sincerely


HOWARD PILLEY
CHIEF MARSHAL

Please contact NHMC's Chief Marshal
John Overend on 0430 440251 for
more information.

* Early application is recommended - limited spaces available!
Final closing date for receipt of Booking Forms 31 July 1992.



page 36



fact that there was four of us in the car certainly helped us to find the clues and solve the puzzles.

We got back safely to the Park for the Barbeque lunch which was laid on , the Stag performed superbly and sounded 'the Business'. We could visibly see the fuel gauge going down! The 1½ hour lunch halt was spent eating and talking and the afternoon run of 50 miles commenced at 2pm.

This was a super journey through some of the loveliest parts of North Humberside and the most difficult part was keeping to the average speed limit required of 25mph.

We returned to Dalton Park at what I calculated was the correct time and we awaited the results with baited breath. The results were finally announced and it appeared that we had won the morning run and Rosemary duly collected the car cleaning kit.

Many thanks to the Organisers, Marshals, Sponsors and Lord Hotham for the use of his land. We look forward to next years event.

Ian Sadelsky

SNIPPET

Ian James had is car nicked last month and you should have heard the excusses as to why it dissapeared. What rubbish.

There are those among us who can see that loosing your car has some great tax advantages.

For more details, see Ian James, Club treasurer.

JIM CLARK MEMORIAL
RALLY 1992

After a four and a half hour journey we arrived in the sprawling metropolis of KELSO ! The digs were found, the trailer dumped and off we went to noise and scruteneering. With no problems we then went on to signing on where John Fife told me that my Scottish accent was crap. Gavin shot off and spent £30 on 1:50,000 maps only to find that his highlighter pens would not write on them. Nobody in Kelso sold the right pens.

With our start time being 13.08, a Steady night was called for! After having a good meal we found a(Happening) pub and settled in for the night. Come midnight everybody was in full swing, Gavin was impressing everybody in the pub with his green drinks, (1 pint of lager, 1 Malibu, 1 vodka, 1 dark rum, 1 blue bols and 1 Baileys Irish Cream) !!!!! This thick lumpy green liquid was the talk of the pub. At about lam we were thrown out so we all retired to the hotel.

Saturday morning arrived to the sound of a road sweeper at 6am. They have very clean streets in Kelso.! While we were killing time on the morning the Land lady of our hotel quizzed us about a pair of boots she had found. These turned out to be Gavin's, he had left them there when he was found asleep on the staircase at 4.30am by the Landlord. The afore mentioned co-driver not remembering a thing about this or how he got the bruises and grazes to his forehead either.

After watching the top 10 away from the clean streets of Kelso, we made our way to the holding control and awaited our start time. A 30 mile road section preceeded the first stage. Rain had been persistantly falling since midday and stage conditions were extremly slippery, less than 1 mile into the first stage and we found Dom Buckly JNR's Mazda parked backwards up a tree. At least another 5 cars were off on this stage.

Stage 2 was a split stage, the same story of slippery conditions and cars going off everywhere. After a quick service we headed for the longest stage of the day, 15 miles of falstone. About 2miles into the stage our only near moment of the event took place. The road book said Bridge caution, it looked like a K right into sweep left, over bridge and away left. Unfortunately it was a 90 right into sweep left and over bridge. We didn't make the 90 right, I decided to try and drive down the bank on the outside, when we stopped we were about 15 ft down ,off the road. The car seemed to be OK, so manouvering it around, I pointed it towards the right direction and took a run at it, We launched the car back onto the stage loosing about 30 seconds. By the end of this stage we had also gained a rear puncture, but with all that we only lost 2 seconds to our nearest rival in our class.

The last stage was a 7 miler in Warcup, with no drama's here, it looked like we had survived Keilder so it came as hell of a supprise to learn that we had won our class and group N outright. (33 overall) With our trophies collected, without getting our photo taken because we were the only crew to win an award that wasn't Scotish, we headed for the pub.

Gavin was so supprised when all these Scotish youths came up to him exclaiming: 'It's him from last night'!

What had Gavin been doing the night before ?

He had only been dancing in the town square at 2.45am singing that old favorite 'On Ilkley Moor-ba-tat.

What an excellent weekend with a good result.

Thanks to, Nick, Bernie, Steve and of course Gavin Heseltine

Neil Fewlass 1992.

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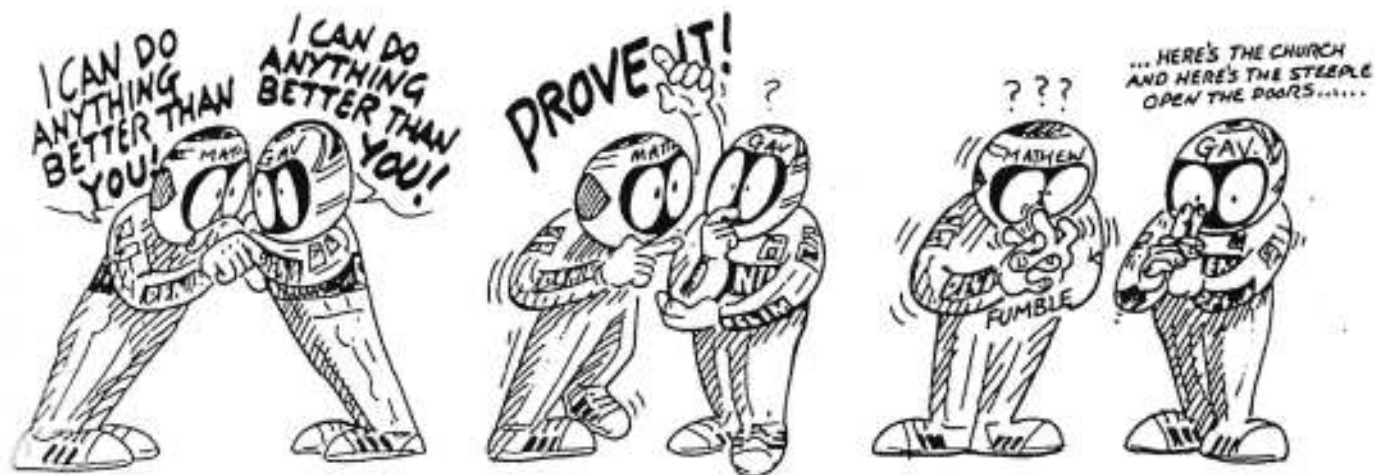
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THE BACK PAGE



Here we see two Motor Club Officials, one from BDMC and the other from NHMC both trying to out-whit the other.

Russells Joke Corner.

What is the difference between stoats and weasels ?

Ans, Weasels are weasliy wecognised and stoats are stotally different.

A man was having trouble with rats, so he went ito the shop and said "Do you sell rat poison?" "No" said the shopkeeper "Have you tried Boots?" "Look" said the man, "I want to poison them, not kick them to death."

A friend of mine found a barn owl at the side of the road, dead. She took it home, had it stuffed and mounted in a glass case. A few months later a visitor commented on how elegant the barn owl looked on his perch in the case. "Yes" said the owner, "we were very lucky to have him, we found it at the side of the road one night near Beverley". "You were very lucky" said the visitor "The glass could have been broken so easily"

The answer to the snippet puzzle with all the 9's is of course Porsche. 169 of them nose to tail all the way around Donningtons famous curcuit.

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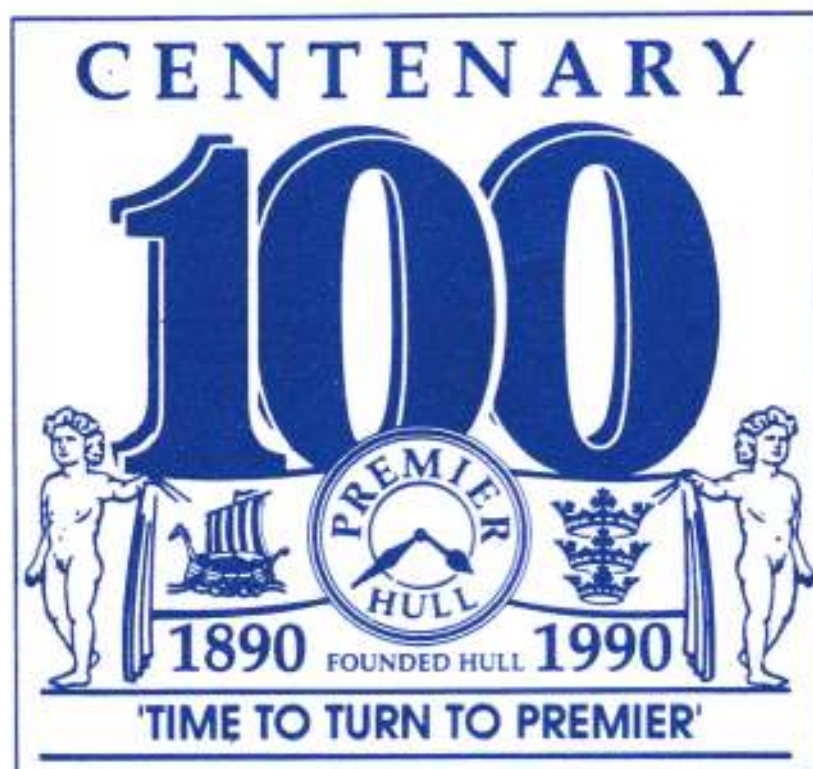
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