

# North Humberside Motor Club



**Magazine**  
**April 1997**

## TEMPORARY EDITOR'S BIT

I have to report that Colin is well on the way to recovery (rumour has it he's training for the Winter Olympics!), but is not upto typing the mag yet, so I'm afraid it is me again. Well the Forest rally is over again, so I thought a bit of a rest is in order, but I forgot its time to get the organisation underway for the John Overend Memorial Rally on the 7th June, regulations out very soon.

The first order of the new club Rally

Jackets has arrived, we need some more orders so if you want to see one, come to club on a Thursday night, a order form is enclosed somewhere in this magazine.



Most of you will have heard of the tragic death of Martin Robinson whilst competing on a rally at Snetterton, Martin and his brother David were regular competitors on our clubs rallies, at the family's request we have made a donation to the St. John's Ambulance in his memory.

Quote of the month must go to our club captain John Dixon, as one of the setting up crews on the day of the Forest rally, he was heard to say, "This rally is like a swan on a lake, it looks smooth and calm on the surface, but underneath it's paddling like Hell!"

Robert Newlove.

## COVER PICTURE

Ken and Jane Sturdy in their trusty escort. (Scanned by Gilbert Graphics)

If you would like your picture on the club mag, please let me have a copy.



# Wheels

A SUPPLEMENT FOR MOTOR CLUB MAGAZINES PRODUCED BY THE RAC MOTOR SPORTS ASSOCIATION

## GYM'LL FIX IT

**W**Henever I read about a top driver's fitness regime, I am immediately motivated ... to relax with a bottle of red and a good book (at the moment I am much enjoying *Budgie the Helicopter*, the pop-up edition of course). But if you hope to get to the top nowadays I suppose you have to take this fitness lark seriously because although over the years sportsmen (and women) have won in many disciplines, not just driving, while being hefty and/or unfit, times have changed and competition has sharpened. And sadly for all we couch potatoes, there is evidence that if you improve fitness, your brain functions better which in turn leads to improved levels of concentration. And that means for instance that a rally driver can stay much closer to his optimum performance over a special stage.

But before you start bobbing up and down like this, it's worth having a medical check and then having a fitness programme tailored to your needs - one for a Sumo wrestler would perhaps not be entirely appropriate for a single seater driver. Race and rally drivers may even need different exercise programmes, the latter perhaps needing better powers of recovery because they have to keep lifting themselves for stages throughout a day. Whatever the driving discipline,

the stronger your upper body is, the less tense you will be. And, the less tense you are, the more you will have a feel and a finesse so that your driving will 'flow' rather than be jerky.

Diet? Well, food that requires the body to work hard to digest it (this parkin is delicious) will take energy and stamina away from the brain and body, resulting in loss of performance. Hence the recommended intake of pasta, chocolate and light snacks during the day. On a long rally, white meat and fish are apparently recommended during night breaks with (ye gods this is a sorry tale) definitely no fried food.

One thing puzzles me. Vegetarians all seem to suffer from flatulence. So in the search to save thousands of a second, why aren't all F1 drivers vegetarian with the results funnelled to produce a jet effect? I suppose it's because that would further deplete the ozone layer and alert the environmentalists. (I have this recurring dream in which the Grand Prix is just about to start at Silverstone when a hatch opens on the track and Swampy pops up, waving to the crowd. The camera shot I want to see is of Bernie's face when he realises *Swampy hasn't got the right pass*.)

But to continue. If diet is so important, what about vitamins?

These should only really be necessary if your doctor finds there is an imbalance in your metabolism. Mind you, I think that the mental condition has to be considered here and if you are convinced that eating sunflower seeds, or green Smarties for that matter, makes you quicker than chew away my friend.

If people stop smoking they tend to put on weight. So does it follow that drivers should smoke to keep weight off? No, no and thrice no. Quite apart from the effect on your stamina and general health, smoking glazes your eyes and also leaves a deposit inside windscreens.

Finally, if a driver is to perform, he needs to be well rested. Obviously it's a personal thing but if wine, taken in moderation, helps you have a good night's sleep then it must improve performance. The same applies to sex before an event although not of course if it means keeping the scrutineers waiting (you know how tetchy they can get).

All in all, if you really want to hit the heights as a driver, you've got to take fitness seriously because if you aren't fit and your competitors are then away they'll go.

So it's down to the gym lad. But if you go down to the gym today, you're sure of a big surprise. You'll find it full of women. Nubile women. In close fitting leotards.

No offence Budgie ... but pass the Yellow Pages.

Stuart Turner

## Facts about... THE MRSF

- The Motor Racing Safety Fund is a registered charity, no. 296802.
- The MRSF was set up originally as the Roger Williamson Fund, following his death in the Dutch Grand Prix at Zandvoort in 1974. Initially, the aim of the Fund was to educate marshals on fire fighting and rescue techniques.
- It was reconstituted as the Motor Racing Safety Fund in 1985, and given a wider scope to assist in financing the provision of equipment for specialised rescue units, improve emergency communications, train marshals, undertake research and generally aid improvements in the standards of safety. Today, the Fund is primarily concerned with helping to finance the purchase of rescue equipment as stipulated in the RACMSA Blue Book.
- Although initially set up by the BRSCC, the MRSF will consider claims from all RACMSA recognised clubs organising licensed competitive events, and all RACMSA licensed rescue vehicles and services. Claims will not be accepted from individuals or racing/trial teams. All grants are awarded retrospectively and claims must be made on the official MRSF form and be supported by receipts and invoices. Claims forms are available from the address below.
- From this season, the MRSF, in conjunction with the RACMSA, will be publishing a bi-annual newsletter called 'Race & Resuscitation', available in March and September.
- During 1996, the MRSF awarded grants against the purchase of such diverse items as fire proof underwear, trolley jacks, radios and resuscitation equipment.
- Personal donations represent a significant part of the Fund's annual income. If you would like to make a contribution, please send a cheque, made payable to the MRSF, to the address below. A complete list of grants awarded will be available upon request at the end of the the 1997 season.

Cont'd on page 11

## AUTOSCENE

**AUTOSPORT** REVIEWS FROM **CLASSIC**

### LONDON TO BRIGHTON CENTENARY RUN

Edited by Malcolm Jeal, Consortium Publishers (available from I. to B Books, 53 Oak Lane, Easterton, Devizes, Wiltshire SN 10 4PD), ISBN 0 9529467 0 X, £21.00

A delightful book, this history of the London to Brighton Run is no heavy-weight nor a sound-bite scrap-book, but a readable and visually entertaining *tour de force* about the annual 'Motor Car Tour to Brighton'. Chapters include the restart with the 1927 Emancipation Run, veteran finds and discoveries, a personal view of over 60 years by Bill Boddy, and the story of the movie *Genevieve*. Contributors include Nick Georgano, Mike Worthington Williams, Stewart Skillbeck and Malcolm Jeal, and it's packed with fascinating photos of imposing pioneers in decidedly tall and upright horseless carriages which, when in motion, are inevitably surrounded by gawking on-lookers.

### CARS IN THE UK Volume 2: 1971 to 1996, Graham Robson, Motor Racing Publications, ISBN 1 899 870164, £19.95

*Cars in the UK Vol 2* takes Robson's massive survey of British-built and imported cars from 1971 to date. Like *Vol 1* it's all figures and statistics, with notes on new models, industrial and technical developments and a few other pertinent facts per year, but nary a picture in sight, which means it's invaluable to entrants in quiz nights and journalists.

**HOT ROD  
Memorabilia & Collectibles,**  
David Fetherston, ISBN 0 7603  
0131 X, Motorbooks International  
from Haynes Publishing, £15.95

As the title suggests, *Hot Rod Memorabilia and Collectibles* is full of models, posters, books, magazines, programmes and other bric-a-brac usually found in autojumbles. But this book is

all-American, so there's much of particular appeal to lovers of Americana. Comics, trading cards, decals, pins and dash plaques have not really caught on here among 'our' sort of crowd, though the club jackets could become fashionable and make a comeback. But the record sleeves are hilariously vulgar and crass, which could also be said of the movie posters for B-rated films (and that includes *Rebel Without a Cause*) which also were - unintentionally - superbly funny. It's a whole new scene, guys - but hugely entertaining and, not surprisingly, it's garishly colourful as well.

**VOLKSWAGEN PEOPLE'S CAR  
A BIOS Report, ISBN 011 290555 2,  
The Stationary Office, £19.99**

*Volkswagen People's Car* is the reprint of the famous report on the Beetle by the BIOS (British Intelligence Objectives Subcommittee) in which at least one sentence condemns it - "We do not consider that the design represents any special brilliance ... and it is not to be regarded as an example of first class modern design", said Humber - although there were good points - "The road-holding quality

is excellent", said AC Cars, and "steering was positive at all speeds ... the suspension was good under all road/speed conditions", said Singer. Partly printed as a typewritten report, and with some fine sketches and drawings, *People's Car* is an absorbing if rather grey look at what we thought of the Beetle. But then the Germans only had the Beetle, and look what they did with it! The introduction is by Karl Ludvigsen, who puts it all into context.

## COD FILLET QUIZ



1. In which World Championship F1 race was the greatest winning margin achieved?
2. By what name was the Nissan Fairlady sold in the UK?
3. The 1957 'Race of Two Worlds' was won by an American known as the 'Arizona Cowboy'. Who?
4. Who was the 1996 British Formula 2 Single Seater Champion?

ANSWERS ON PAGE 8

# NEWS FROM THE RACMSA

## Officials required

The RACMSA has identified that there will be a shortage of officials in certain disciplines and geographic areas by the end of the century. Potential shortages are particularly marked in karting and in Scotland, Wales and southwest England, but applications are sought from all areas.

Clubs and the events which they organise depend for their success on the availability of teams of willing, experienced officials whose wide-ranging responsibilities include administration, marshalling, event management and technical affairs.

If you think you are the sort who could become a licensed official, now would be a good time to start.

There are organised programmes of training for candidates, who are expected to show a commitment to the work, and to motor sport in general. A knowledge of motor sport is desirable but not essential. Basic numeracy and literacy are essential and you must be able to work and communicate with others; potential scrutineers should have an empathy for technical matters.

If you would like to learn more about these possibilities, your first contact should be in writing to the Training Co-ordinator at Motor Sports House, or by fax on (01753) 682938.

## Reduced noise levels for car races in 1998

At the request of the Association of Motor Racing Circuit Owners, the RAC Motor Sports Council (who represents 14 permanent race circuits in Britain and Ireland) has approved new noise limits to apply from 1 January 1998.

The 1998 noise limits for single-seat and sports-racing cars will be lowered from 110 dBA to 108 dBA. For saloon

*Facts about... Contd from page 1*  
• To receive a claim form or a copy of 'Race & Resuscitation' please send a large SAE to: The MRSF, PO Box 781, Longfield, Kent, DA3 8ZZ.

cars and sports cars, the limit will drop from 110 dBA to 105 dBA.

The Council also approved tougher penalties on competitors who fail noise tests, especially those failing on more than one occasion.

The RACMSA will appoint and train additional Noise Officials and each circuit will have a small panel of officials to carry out noise tests at all meetings at that circuit.

Dennis Carter, Chairman of the Association of Motor Racing Circuit Owners, said: "We at the AMRCO remain committed to the firm control and reduction of noise emissions. With the assistance of our colleagues at the RACMSA, we are pleased to be able to make these significant reductions for the 1998 season."

For the 1997 season, AMRCO members have invested in improved facilities for noise testing, including noise meters of identical specification and dedicated test compounds. They also plan to apply the same noise limits at general test days as would apply for equivalent race days.

The new regulations will have no effect on FIA championships (such as Formula 1). The RACMSA will continue to offer waivers for the British Formula 3000 and Formula 3 Championships, and for the BRDC GTs when these race at the same meetings or at FIA meetings. Waivers for historic racing will continue at the discretion of the RACMSA.

## British Touring Cars quality for FIA World Cup

The RAC Motor Sports Association is delighted to announce that results from the Auto Trader RAC Touring Car Championship will count towards the 1997 FIA Touring Car World Cup.

The new FIA series combines results from 11 independent national and regional championships run to Super Touring regulations. The 1997 World Cup will be open only to manufacturers.

RACMSA Chief Executive John Quenby said: "I am really delighted that the British Championship, whose success under the stewardship of TOCA is a source of pride to us all, will be included in this FIA initiative."

"The Super Touring formula has achieved world-wide prominence and it is very satisfying to see the FIA supporting national championships in this way."

## REGIONAL COMMITTEE REVIEW

This is the first of an occasional column giving some idea of what we discuss around 'the big table' at Motor Sports House three times a year.

Our first 1997 meeting heard of two 'pilot' Clubcross events offering a chance to combine aspects of autocross, grass autotests, speed events and even autotest. The report on our Break-Out Day was discussed and three groups of five Associations were allocated a topic for further deliberation: How can Regional Associations be marketed to non-member clubs; maintenance and improvement of relations with existing member clubs; and their external role within a region. Ask your local Association representative if you want to comment on your topic!

Colin Hilton, in John Quenby's absence, was reprieved in sock-cloth to give an explanation of the 'Fixture List issue' (or non-issue perhaps). Suffice to say the MSA saved money but failed to satisfy some of their customers. The late publication picked up many alterations but that was wasted on those who have not got one! Communications had failed and the MSA recognised it. Club Development Fund news, details of Club Seminars this Autumn, feedback from Officials Seminars, information on Sport Councils World Ranking and performance initiative, updates on Clubmans events, certain Club Championships, speed event log books as previously reported in Club Bulletin concluded the 'Items for Chief Executive'.

1997 Inter Association events were noted. A comprehensive report from the WSA Navigational Rally championship two year experiment concluded with Bill Troughear being asked to take our proposed extension of a Clubmans licence to cover National B status Navigational Rallies to Council. We also asked if there is a regional variation in the take up of Clubman licences.

Bob Milroy

# TECHNICAL TIPS

SUPPLIED BY  CARBS  
THE CAR CONVERSIONS

## Electrifying news

**T**HE subject of sparking plug gaps comes up from time to time and it's a difficult one to answer with a simple yes, or no. Large gaps do sometimes give a power increase, but not every time. Let's consider what we are altering.

For a given ignition system there is only so much energy available. The amount of energy is dictated by the switching system and the coil type. A coil will have an ideal coil soak time and the ideal switching system will charge the coil by this amount. The problem is: as the engine revs vary the time available to charge the coil varies with it. Modern electronic ignition systems have an intelligent switching system which keeps pace with the engine speed to ensure the optimum coil soak time regardless of engine speed.

The gap at the spark plug will determine two things: the duration of the spark and the peak firing voltage. A big gap will require the firing voltage to build up before the gap is jumped. But the duration of the spark is then reduced. Close down the gap and the firing voltage required to jump the gap is less and the duration increases.

The standard ignition system, plug type and gap will be determined by the compression in the cylinder. More cylinder pressure requires a higher firing voltage since the pressure tends to hold up the spark. Raise the compression ratio, fit a bigger cam and then increase the plug gap and it might all prove too much for the standard ignition. But if you richen the mixture the spark forms more easily than with a weak mixture. There are so many swings and roundabouts that experimentation is the only answer for any given engine which has been modified.

With modern engines fitted with higher energy electronic ignition systems you will find that the firing voltage is relatively high - to combat weaker mixtures which reduce emissions. This means that better insulated ignition leads are required and most cars now have 8mm diameter leads instead of the 7mm which were common a few years back.

For a competition engine, a high energy system is the way to go, but do remember that we are dealing with a potentially lethal electrical device here; very high firing voltages will not be so welcome if the spark is jumping between your ears instead of the plug electrodes ...

## QUIZ ANSWERS

1. 1958 Portuguesa GP - S. Moss (Vanwall) beat M. Hawthorne (Ferrari) by 5m 12.8s.
2. Datsun 240Z.
3. Jimmy Bryan
4. Gertie Ross (Reynard 95D).

<still the>

**FASTEST MAGAZINE**  
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THE CAR CONVERSIONS

£2.70 EVERY MONTH



## **COMPETITION SECRETARY'S BIT.**



### **MAIL BAG**

Jane as secretary or myself, as well as receiving our own junk mail, we get the motor clubs junk mail as well, here are a couple of items that may interest you.

CHAMELON Television is researching sports stories for the Tonight programme, they are interested in special characters, families, disabled people or any one interesting, taking part in Motorsport.

Contact Katherine Edwards or Pippa Mole on 01132 444486/ 01132244 2153

The Lancer Turbo Register are having a Track Day at Cadwell Park, on Friday 27th June, the cost is £65 per car and driver for the day,(its cheaper to go Rallying!).

Contact Darin 01761 417602.

### **EAST YORKSHIRE MOTOR FAIR BEVERLEY RACECOURSE**

17TH AND 18TH MAY.

Guest celebrity is Derek Bell, all kinds of cars are required for display.

Contact A S Promotions, 134 Keldgate Beverley HU17 8JD 01482 862543

### **FORTHCOMING EVENTS**

Springhill Car Club Saturday 10th May ,  
PRO DRIVER STAGES RALLY, Blyton Airfield.

GrimsbyM.C and Lincoln Motor Cycle and Car Club  
Sunday 25th May BLOOD HOUND STAGES RALLY  
Swinderby

### **JOHN OVEREND MEMORIAL STAGES RALLY SATURDAY 7TH JUNE**

Regulations should be out shortly for our main single venue rally on Manby.

As some of the organizers are on holiday for the event, we could do with some new faces on organising team, any volunteers ?

As usual we will need lots of marshals, please contact John Newlove or Graham Hardwick (Note Graham's new number.)

Dukeries Motor Club  
DUKERIES RALLY Saturday 21 st June

### **DALTON HOLME CLASSIC**

Have you a classic vehicle, then lets see you there.

Regulations available from Steve Varey or Robert Newlove.

# MARSHALS NEWS

## **North Humberside Forest Rally**

Many thanks to everyone who helped on the Event, especially the not so glamorous jobs such as car parking, service area's scrutineering etc, if we include servicing, competing and all the other jobs associated with the rally, just about every club member was involved in some way and we also got lots of help from friends of club members as well, many thanks to every one for their support.



## **MARSHALS REQUIRED FOR THE FOLLOWING EVENTS**

Springhill Car Club Saturday 10th May ,  
PRO DRIVER STAGES RALLY, Blyton Airfield.  
Sign On between 6.0 & 8.0 AM

Grimsby M.C and Lincoln Motor Cycle and Car Club  
Sunday 25th May  
BLOOD HOUND STAGES RALLY

RAF Swinderby, South of Lincoln Map. Ref. 121/886614  
Signing On between 6.30 and 7.30 AM.

Dukeries Motor Club  
DUKERIES RALLY  
Saturday 21 st June  
Several Stages in the Sherwood Forest Area.

Details for the above from John Newlove 01904 608524.

# North Humberside Motor Club

## CLOTHING OFFER

ALL CLOTHING COMES WITH THE CLUB'S BADGE EMBROIDERED  
ON THE FRONT LEFT BREAST  
(EXCEPT TEE SHIRTS)

### ***RALLY JACKETS***

Custom made M, L, XL & XXL

**£ 50.00**

### ***FOREST JACKETS***

Custom made M, L, XL & XXL

**£ 60.00**

Rally and Forest jackets are unique to NHMC and come with an excellent club badge embroidered on the front left breast. At no extra cost you can have North Humberside Motor Club screen printed on the back and your name embroidered on the front ( max. two words)

**Please use the order form for these two items.**

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<b>SWEATSHIRTS Long sleeve ( Any Colour)</b>	<b>£ 15.00</b>
<b>PILOT SHIRTS Long sleeve (light blue or white)</b>	<b>£ 16.00</b>
<b>PILOT SHIRTS Short sleeve (light blue or white)</b>	<b>£ 15.00</b>
<b>POLO SHIRTS Short sleeve ( Any Colour)</b>	<b>£ 12.50</b>
<b>LAMBSWOOL SWEATER 'V' NECK ( Any Colour)</b>	<b>£ 25.00</b>
<b>LAMBSWOOL SWEATER CREW NECK ( Any Colour)</b>	<b>£ 25.00</b>

**COLOURS: ANY COLOUR YOU SPECIFY**

**EMBROIDERED NAME: ( MAX. TWO WORDS) £ 5.00**

**SIZES: S. M. L. XL. XXL**

**Pilot shirt specify collar size**

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**TEE SHIRTS** White only, screen printed with North Humberside Motor Club on the back and a smaller version on the front left breast. ( Sorry, embroidery not available on this item)

**SIZES: S. M. L. XL. XXL. £ 8.00**

**ORDER FROM: Dave Cogan, 01482 631963**

**SAMPLES OF THE RALLY JACKET, POLO SHIRT AND SWEAT SHIRT ARE AVAILABLE AT MOST CLUB NIGHTS.**

**SAMPLES OF OTHER GARMENTS ARE AT THE REQUEST OF THEIR OWNERS.**

# North Humberside Motor Club

## RALLY JACKET OFFER

ORDER FORM (1 form per jacket please)  
PAYMENT WITH ORDER

NHMC or their agents accept no responsibility for incorrect orders

Clearly print your name here if you wish it to be embroidered on the front

First Name (BLOCK CAPITALS)

Second Name (BLOCK CAPITALS)

STYLE	Name embroidered Yes or No	North Humberside Motor Club printed on back Yes or No	PRICE
RALLY (short)			£ 50.00
FOREST (long)			£ 60.00

Your order will be delivered to Club on a Thursday Night Free.  
If you require your jacket posting, please add postage & packing

£ 5.00

CHEQUES PAYABLE TO  
D. A. COGAN

TOTAL

£

### SIZE & STYLE

YOUR HEIGHT in feet and inches	CHEST SIZE in inches	Your normal size M, L, or XL	STYLE OF JACKET

Please note that only 3 sizes are available, M, L, XL, the supplier will supply the best fit to your sizes

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NUMBER.....

SIGNATURE.....

Send this form with your cheque to:-

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East Yorkshire  
HU14 3DJ  
01482 631963

In the event of not enough orders being made, you will get a full refund

KALL KWIK HARROGATE FOREST STAGES SUNDAY 23RD FEBRUARY 1997

PART I (Rob Wilson)

Preparation for the event began during Christmas 1996 with the engine and gearbox being removed, cracks in the bulkhead etc being welded up and the engine bay being repainted. The gearbox was rebuilt with the help of John Dixon. Before replacing the engine I changed the starter ring at which point I noticed that the crankshaft had lateral movement.

The engine was stripped, new crank, bearings and oil pump were purchased and the whole lot was re-assembled, with the help of Bernie Nolan BOTH re-built units were put in place awaiting the big start up. Magic ! It started and ran straight away. Drove it around for about 100 miles after changing oil & filter and everything felt OK. Also during this time all electrical faults were rectified by Bernie.

**Wednesday 19th February.** The car was taken to the Rolling Road Centre for a tinkering with, I went to pick it up and was told "the horse-power was well below it's usual figure due to the fact that the engine was a bit tight with being new". I took it away and drove it around the local industrial estate and realised it didn't feel right.

**Thursday 20th February.** It was discussed in depth at the Motor Club Meeting and it was agreed it should go back for another session on the rolling road.

**Friday 21st February.** I dropped the car off at the Rolling Road Centre early doors and went to work, during the day I had a job in Hull to do so I picked up Bernie on the way to drive the rally car back to his house. Arrived at the rolling road centre to find the car still on the rollers. The chap explained that he had got the engine producing an excitable 135bhp with a couple of adjustments left to do. I went and left Bernie in charge of bringing it home. I was driving down Beverley Road, on my way back to work, thinking that for a change everything was done and no last minute jobs needed doing, seconds later the mobile rang. A very subdued Bernie was saying we had a major problem (I initially thought he had run out of petrol) - but he said a very major problem (Oh no he has had an accident in the rally car). If only. No, the engine had let go on the rolling road ! Very major to say the least.

I went back to work and after about 30 phone calls it was decided we couldn't cancel due to the fact we wouldn't get any money back. I rang Ollie (Dave Smith) and he offered his old engine to us that was still sat in his car. With lack of funds, his option of take now pay later was very appealing, so we went for it.

Bernie rang Pauline (Dave's wife) at work explaining our dilemma so she went home to let Bernie and Steve (Nolan) into the garage to extract the engine from Ollies car. I picked up my car (and heap of scrap under the bonnet) from the Rolling Road Centre and took it home. Rich, Dan (my sons) and me removed the knackered engine and stripped it down, removing clutch, flywheel etc.

Bernie and Steve brought Ollies engine to us whereupon John Dixon and Mike Kitchen arrived to help fit the "new" engine. I soon realised that the oil pump and oil cooler had taken a battering when the engine grenaded. Knowing Ollie had a spare one i thought I would ring him and ask him to drop it off when he got home. "Have you decided what you are doing about the engine yet" he asked. "Yes, its in my car" I replied. Ollie was fairly bemused by the fact that he was at work with his garage and all its contents under lock and key, yet somehow we had managed to spirit away his engine. How we had managed this was a mystery to him until he got home. About six hours later I took it for a drive, everything seemed OK, and everyone left about midnight.

**Saturday 22nd February.** I had a bit of a tidy up and took about two dozen empty coffee mugs back into the house courtesy of Joanie (the wife) who was by now well pissed off with me due to the fact that every night for the past two months I had been in my workshop, even worse the money she had given me for the engine was laid in a pool of oil on the floor with a scrap value of £1.50. Worse was to come when I reminded her of the fact that it was a quarter to one and I hadn't had any tea, the look said it all !! Begrudgingly she made me a sandwich & a bag of crisps. Went to bed minus a bath but was awake at 4.15 so I got up took the car for a drive, petrolled up, came home and loaded the van and at 7.45 went to work until 12.00.

Got home from work, loaded the car onto the trailer, Rich, Dan and me picked up Gav at Gilberdyke and went on our merry way to Harrogate. Got Srutineered, Signed on, Pissed in someones pocket (a mix up at the Majestic Hotel over the difference between Gentlemens Cloakroom and Toilet), and came home.

#### PART II (Gav Heseltine)

**Sunday 23rd February.** Following all the problems leading up to the event which Rob has detailed above we were very relieved (and in Robs case quite tired) to find ourselves at the pre-start holding control. With a start number of 48 we left the first control at 09.02 for :-

Stage 1 Hutton 1 (2.47 miles) Mixed surface "farm track" type stage. The stage was reminiscent of old Tour of Lincs or Uniband events with lots of heavy farm machinery lurking in the undergrowth and a not very accurate diagram. We almost drowned out in an unmarked "pond" across the stage and dropped about 20 seconds until the engine picked up, stage already cutting up badly and quite rough (44th O/A 11th Class).

Stage 2 Waterloo 1 (3.50 miles) and the first "proper" forest stage. No problems apart from holding back a little on the revs due to concern over the "low" oil pressure (39th O/A 11th Class).

Stage 3 Roppa 1 (3.00 miles) Encountered frantic activity with Marshals leaping up and down at J6 (a deceptive downhill right, left, over narrow bridge, right complex) but no sign of a car off. Stop line Marshals asked us if we had seen Car 47 as it had not arrived !! I assume they were well off at J6 (32nd O/A 11th Class).

Stage 4 Riccal Dale 1 (4.11 miles) Completed the second half of the stage stuck in fourth gear, dropped about 20 seconds. Managed to get all the gears back on the next road section but gear change "stiff and difficult" (34th O/A 11th Class).

Service 1 (20 minutes less time to get from/to controls) Only time to check oil level in gearbox which was OK. Rob still concerned about the oil pressure as oil light comes on as soon as he lifts off at the end of the stage. Tickover revs increased.

Stage 5 Cropton (8.14 miles) A stage we both really enjoy and know well (despite our Crystal 1994 off!!). We seemed to be flying and the engine was been worked to the full. The car in front was in sight approaching the chicane between High Muffles and the finish when the gearbox problem reappeared. Sat in the chicane we had a box full of neutrals and seemed to sit there for an age before Rob managed to select third which got us the remaining 1.16 miles to the stop line. Dropped about 30 seconds (29th O/A 10th Class).

Stage 6 Pickering - AKA Gale Rigg - (5.20 miles) The gearbox was OK on the road section and seemed to cause problems the hotter it got. We decided to press on but back off early just in case we lost all gears into a corner. Some new pieces of road had been included in this stage for the first time and appeared to have caught a number of people out. The surface was made up of largish stones with a very pronounced camber and deep gullies at either side. Despite trying to take things steady we had our biggest moment so far travelling quite some distance sideways with the drivers side rear in one of these gullies. Keeping power on we eventually scabbled clear (23rd O/A 9th Class).

Service 2 (20 minutes less time to get from/to controls) Again only time to check oil level in gearbox which was topped up for good measure. Rob (Pat) Pattison/Jane Sturdy plus service crew (John Dixon, Graham Hardwick and Ollie "where's my engine" Smith) were waiting for us in service having retired with battery problems on Stage 1.

Stage 7 Riccal Dale 2 (4.11 miles) A re-run of stage 4, despite taking things steady to try and nurse the gearbox we were still 15 seconds quicker than our earlier time (23rd O/A 9th Class).

Stage 8 Middleheads (1.87 miles) A re-route and amended diagram had been issued resulting in the stage being shortened from 2.60 miles and being run backwards from the stop line. This stage suited us best of all as there were no bends/junction tighter than about 60 degrees so the gearbox did not particularly hamper us, it was just a bottle job through a series of narrow gate with posts on sweeping bends. Particularly spectacular was the ford which I delayed calling until... after it! Pleased to be tenth quickest on this stage (22nd O/A 9th class).

Stage 9 Waterloo 2 (3.50 miles) As stage 2 but the other way around. Again nursed the gearbox on this hairpin strewn stage despite seeing the gathered ranks of RJW Motosport jackets urging us on at the right-hander between J's 9 & 10 (20th O/A 7th class).

We were very happy to be issued with an amendment at the end of the stage advising that stage 10 (A re-run of stage 1) had been cancelled because it was too rough. All we had to do now was get the car the 30 or so miles back to Harrogate for the final control.

Thanks are due to many people for giving up their time and making available equipment to get the car firstly to the event and then to the finish. So in no particular order thanks to the following Joanie, Rich, Dan & Sarah Wilson, Bernie, Steve & Claire Nolan, John Dixon, Ollie and Pauline Smith, Mike and Michelle Kitchen and anyone else I have forgotten.

(Rob)

All of the above and Rob.

(Gav)

ALL N.H.M.C CREWS ON 1997 KALL KWIK HARROGATE FOREST RALLY

O/A	Cls	Driver	Navigator	Car	Cls
6	1	MARK NICHOLSON	Andy Rowe	Peugeot 205	B6
20	7	ROB WILSON	GAV HESELTINE	Escort Mk II	B7
28	10	Mark Dickinson	DAVE EVERARD	Peugeot 205	A4
Retired		ROB PATTISON	JANE STURDY	Escort Mk II	B6

Rob Wilson & Gav Heseltine

## CLUB CAPTAIN'S RALLY REPORT

Quite a few events since the last mag, Tony Dickenson/Gav Heseltine's campaign in the BTRDA Silver Star championship, suffered a set back on the Somerset Stages when a broken half shaft halted their progress on Stage 3.

Gavin was hoping for better luck on The Robin Hood Stages Co-Driving for Mark Nicholson in his Peugeot 205 1600cc. But damage sustained during a light roll on an early stage later caused irreparable radiator and Oil Cooler leaks. However Dave Everard- Driving 1, his 1300 Nova had a trouble free debut event with brother John Co-Driving. his first efforts behind the controls were rewarded with 38 o/a 6th in class.

Our own premier event "THE FOREST RALLY" saw many club members involved in one way or another, Congratulations to the organising team on another successful event. Club competitors had mixed fortunes, special mention to Derrick and Carl Briggs on finishing the event trouble free, after a major rebuild of the car needed after a massive off on the Grizdale Stages.

The Tour of Lincs appears to be getting back to the format of 15 - 20 years ago, 23 stages with many good farm tracks. Dave "olly" Smith had Gavin Heseltine riding shotgun and was running a new all singing & Dancing 1999 Pinto in his RWD Fiesta, but beaching the car on a lorry tyre on Manby with only a marshalling Robert "Gin Twin" to assist left the 3 minute deficit impossible to pull back, 37 o/a the outcome. Dave Everard cadged a ride in a Escort Cosworth but several problems left them OTL.

The following weekend saw the ubiquitous Gavin Heseltine on his 100th event, again out with olly, hoping for better things on the first round of the Larkspeed league, the Keighley Rally at Twford Wood. Rob and Linda White brought out there Escort to score the club LARKSPEED points. Gearbox problems curtailed the Fiesta's day whilst inside the top ten, but the White's upheld NHMC honours with a excellent 13th o/a 6th in class.

John Dixon

## LARKSPEED LEAGUE

The scores on the doors after the first round are as follows

Ilkley	272.5
Keighley	212.8
Y.S.C.C.	164.5
TrackRod	150.7
Sporting Escort	
Owners Club	129.8
Airedale & Pennine	91.8
North Humberside	81.7
Selby	71.9
Sheffiel & Hallam	48.3

Round 2 is Trackrod's Lookout Rally on Melbourne, on May 4th.

Round 3 Alwoodley Road Rally on May 10th/11th.

Round 4 John Overend Memorial Stages Rally, 7th June

Round 5 Huddersfield Autotest. 29th June.



Malcolm Wilson Rally Saturday 1st March 1997

Crew: Tony Dickinson / Gavin Heseltine  
Vehicle : Ford Escort Mk I, 1600cc, XWA 189G

We (Tony, Gavin and Carl Briggs) left Hull with the Van and Car about 11.00AM to travel to Cockermouth via Penrith Truckstop (1996 RAC Rally Service Area) for dinner. Despite strong winds we made good progress and arrived in Cockermouth about 4.00PM.

Following completion of the pre-event formalities Tony realised he had lost his wage packet and what was left of the contents (Circa £180). Despite checking everywhere we had been in Cockermouth it could not be found and so Tony went in the van to the last place he remembered having seen it, Penrith Truck Stop.

Tony got back about 8.15PM and after a quick wash and change we went to the pub in our new Team D.I.R.T. designer tee-shirts, the rest of the Service/Management crew arrived about 9.30PM having left Hull by car after work on Friday night. A late bar was found in Rally H.Q. which conveniently was only three hundred yards from our digs.

At breakfast the next morning Tony managed to put his foot in it. The "landlady" was cooking breakfast in the kitchen next to the dining room and a little old lady was serving. We had decided she was hard of hearing as when Tony had asked earlier for an ashtray she had brought him some more toast. Anyway, I digress, the "Landlady" had the radio on in the kitchen and was singing along rather loudly to the Vic Reeves version of Dizzy. She stopped singing and the little old lady came out of the kitchen with some more tea or something, Tony said to her "I was enjoying that singing lets have some more of your dizzy bit". She did not respond and returned to the kitchen to reappear moments later to challenge Tony and accuse him of calling her a dizzy bitch. He tried to explain (without success) whilst the rest of us fell about.

One new departure was the use of Route (Pace) Notes for the event which had been supplied by the organisers to every crew. They had been made by Brian Patterson using the descriptive system. Tony had never used notes before but I had used the Brian Patterson numbered system with Mark Nicholson twice last year.

We presented ourselves to the pre-start holding control in what was the Gold Star Service area (Due to flooding the Service Area for the rest of us had to be moved to the Lakeland Sheep & Wool Centre on the outskirts of Cockermouth) before departing the Start, over the ramp in the Main Street at 10.52AM.

RS 1 - 3.40 Miles (7 Mins).

SS 1 - Setmurthy - 1.75 Miles (3 Retirements)

First Line of Notes : 40 Lg KL + MR → ! FR FL/Jmp  
Dont Cut Thru Gate  
To be read as " Forty Long Kay Left and medium Right Dont Cut  
Into Caution Fast Medium Right Fast Left Over Jump Through Gate"  
This description covered approximately 275 Yards of stage and

represented 1 of 5 lines on an A4 page. The stage was covered by 17 lines on 4 pages.

No problems apart from getting used to the notes. Tony felt they were slowing us down as he concentrated more on deciphering the notes than driving.

Fastest Silver Star	1.58	S 5 Alistair Tough	Galant VR4
Fastest Gold Star	2.05	G 7 Peter Littler	Astra Gsi
Us	2.30	S48 96th O/A	7th Class

RS 2 - 12.50 Miles (25 Mins).

Just beyond the Stage stop we were stopped by some bloke telling us all cars had been re-routed to Stage 2 due to a tree blocking the original route. He had no paperwork, no identification and no idea of any amended time. He explained the re-route and that was it. We stopped to tell the Management car waiting at the end of the stage of a change of route and then went like hell on the next section in an effort to catch the car in front (we had seen him stopped by this bloke) to see if he went the original way or the alleged re-route. He must have had the same idea as us as we couldn't catch him.

SS 2 - Hobcarton 1 - 2.20 Miles (3 Retirements)

First Line of Notes : 100 !C → MR 80 ↓  
The stage was covered by 17 lines on 4 pages. Notes getting better towards the end of the stage as we reach an understanding. Rather than reading to far ahead I am holding back on the delivery and working on the next bend only.

Fastest Silver Star	2.34	S 5 Alistair Tough	Galant VR4
Fastest Gold Star	2.44	G 1 Neil Wearden	HondaCivic
Us	3.13	S48 95th O/A	7th Class

RS 3 - 1.25 Miles (4 Mins).

Management car at end of stage, didn't stop as section too tight.

SS 3 - Comb 1 - 5.40 Miles (7 Retirements)  
Straight

First Line of Notes : 40 SmC → C jmp + !C → MR  
The stage was covered by 43 lines on 9 pages. Very exposed with car being buffeted by the wind whilst stationery in the arrival control. Surface very slippery with series of tight hairpins towards the end of the stage.

Fastest Silver Star	6.46	S 3 Bob Green	Escort Cos
Fastest Gold Star	7.09	G 1 Neil Wearden	HondaCivic
Us	8.13	S48 85th O/A	6th Class

RS 4 - 2.35 Miles (6 Mins).

Met management car at the end of the stage, didn't stop as section again too tight.

SS 4 - Wythop 1 - 3.15 Miles (0 Retirements)  
Stay R

First Line of Notes : 100 EL 60 C jmp → ER  
The stage was covered by 24 lines on 5 pages. Uphill start followed by a couple of hairpins, very fast straight section (the

big dipper) with huge drops off right hand side.

Fastest Silver Star	3.20	S 2 Nigel Worswick	Sierra Cos
Fastest Gold Star	3.35	G 1 Neil Wearden	HondaCivic
Us	4.16	S48 84th O/A	5th Class

RS 5 - 19.80 Miles (40 Mins).

Management car at end of stage, checked tyres, fluid levels and topped up with fuel.

SS 5 - Lowther - 3.40 Miles (10 Retirements)

First Line of Notes : → FR + FMR + FR → L 40

The stage was covered by 25 lines on 5 pages. Soft sandy stage very rough in places, particularly three consecutive downhill hairpins towards the end which pulled the wheel from Tony's grasp.

Fastest Silver Star	4.11	S 5 Alistair Tough	Galant VR4
Fastest Gold Star	4.22	G 1 Neil Wearden	HondaCivic
Us	5.15	S48 80th O/A	5th Class

RS 6a - 22.60 Miles (60 Mins), including SERVICE 1 at Lakeland Sheep & Wool Centre within the road section.

An official re-route with a new page of tulips was issued at the end of the stage thanks to another fallen tree (the wind again). No due time into/out of service meant we pushed on a bit up the road section to get more time in service.

Nothing to do just generally check things over and complain to the service crew who did not have the kettle on. Left service and proceeded to the control at the original service site in Cockermonth.

RS 6b - 12.45 Miles (25 Mins).

Road section via the start ramp in Cockermonth Main Street again to the first of the re-run stages.

SS 6 - Hobcarton 2 - 2.20 Miles (9 Retirements)

As Stage 2. The surface was now much slipperier following the rain and despite the notes now working well we were slower on our second run, as were the majority of the field.

Fastest Silver Star	2.36	S 5 Alistair Tough	Galant VR4
Fastest Gold Star	2.46	G 1 Neil Wearden	HondaCivic
Us	3.29	S48 74th O/A	5th Class

RS 7 - 1.25 Miles (4 Mins).

Management car at end of stage, didn't stop as section too tight.

SS 7 - Comb 2 - 5.40 Miles (1 Retirement)

As stage 3. Part way into the stage Tony complained that something was in his footwell and interfering with the pedals. He spent most of the stage doing an impression of a demented "Riverdancer", alternating between operating the controls and trying to kick the offending item clear. This little drama coupled with the worsening conditions saw us drop about 30 secs.

The "foreign body" turned out to be a rigid pipe for the screen ventilation system which had become dislodged from behind the dashboard.

Fastest Silver Star	6.43	S 2 Nigel Worswick	Sierra Cos
Fastest Gold Star	7.04	G 1 Neil Wearden	HondaCivic
Us	8.37	S48 75th O/A	5th Class

RS 8 - 2.35 Miles (6 Mins).

Met management car at the end of the stage, didn't stop as section again too tight.

SS 8 - Wythop 2 - 3.15 Miles (3 Retirements)

As stage 4. Driving rain on this stage caused us to lift off as the wipers were unable to keep up and visibility was severely reduced.

Fastest Silver Star	3.22	S 3 Bob Green	Escort Cos
Fastest Gold Star	3.38	G 1 Neil Wearden	HondaCivic
Us	4.25	S48 72nd O/A	5th Class

RS9 - 36.60 Miles (78 Mins), including SERVICE 2 at Portinscale Layby within the road section.

Management car escorted us from the stage finish into another un-timed service. As well as refuelling the spot lights were fitted (after some hasty rewiring) whilst Tony and I sought shelter in the van for a cup of tea. We left service together with the management car with 49 minutes to cover the 30.35 miles to the last stage. Despite driving quite rapidly we still dropped two minutes having got snarled up in traffic in the narrow roads near the stage.

SS 9 - Grizedale - 17.00 Miles (12 Retirements)

Logs

First Line of Notes : 40 L + LqR/C> + L/SmC → FMR

The stage was covered by 131 lines on 27 pages. With 39% of the total mileage in this one stage we had decided to try and go for a clean run without taking any chances. About four miles in Tony started to complain that the instrument binnacle within the dash was falling out. He kept pushing it back in but eventually it fell out completely and jammed the steering wheel. We pulled off the stage whilst Tony attempted to remove the offending item, eventually getting it over the top of the wheel and letting it dangle down the side of the steering wheel. We set off into the stage again but after a couple of miles the wipers packed up (probably a loose wire!). Shortly after this the engine cut out all together. After another couple of minutes parked up Tony managed to reconnect the correct wires and we were on our way again. During all this excitement I lost my place in the notes and reverted to the 1:25000 laminated map for the second half of the stage. In total we dropped at least 4 minutes but managed to complete the stage.

Fastest Silver Star	20.23	S 4 Warren Philliskirk	Metro 6R4
Fastest Gold Star	21.13	G27 Peter Bainbridge	Astra Gsi
Us	27.18	S48 69th O/A	7th Class

RS10 - 39.75 Miles (80 Mins) We met up with the management car on the run back to the finish (the nearest they could come to the stage being 10 miles away), and replaced a few fuses and made temporary repairs before returning to the finish in Cockermonth.

A few pints in the bar and a meal at Penrith on the way home and that was it for what turned out to be a very eventful weekend. Next round the Somerset Stages on Sunday 23rd March 1997.

Final positions 69th O/A - 7th Class - 4th Registered BTRDA  
Championship Position - Joint Second in Class

Many Thanks to the following :

Service Crew : Mike Atkinson, Carl Briggs, and Andy Carter.  
Management Crew : Colin Briggs and John Meacock.  
Sponsor : Derrick Briggs Auto Electrical (Hull).  
Loan of Trailer : John Dixon Church Road Garage (Skirlaugh).

GTN  
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