

North Humberside Motor Club



Magazine

June 1997

EDITOR'S BIT

I'm afraid you have got me as temporary editor again ,Colin is slowly on the mend but it will take some time before he is mobile enough to do the mag.

I have got a picture of Rob Wilson's Escort on the cover, if you have a good pic, please let me borrow it for the next mag.

Robert Newlove

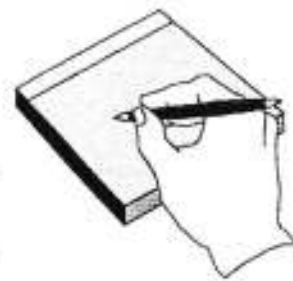
LARKSPEED LEAGUE

The John Overend memorial Stages Rally was the 4th round of this years league, our team managed to gain the highest score on the day, although we scored no points on the 3rd round a road rally.

Scores after round 4 are;

ILKLEY & DMC	987.8 (They gained 250 points on the road rally, no one else entered !)
KEIGHLEY & DMC	743.1
TRACKROD M.C.	618.7
Y.S.C.C	532.9
SPORTING ESCORT OWNERS	520.1
N.H.M.C	510.6
AIREDALE & PENNINE	417
SELBY	410.8
SHEFFIELD & HALLAMSHIRE	363.0
YORK	330.2

CLUB CAPTAIN'S RALLY REPORT



Round two of this year's Larkspeed League, the Lookout Stages Rally on Melbourne Airfield, saw several club entries.

Gavin Ruler, Co Driven by Steve Darvell lead the NHMC crews, getting used to his 16 valve, 2.0 litre escort, as the day progressed, finally missing third place by just one second.

Rob Wilson/Mike Kitchen were immediately in the groove, setting a quick Stage 1 time, but Stage 2 saw retirement with a blown head gasket. Dave (Olly) Smith with Dave Watkins Co driving had various problems from the steering developing a mind of its own, to engine oil breathing from every orifice!, but they made it to the finish. Rob Pattison with Jane Sturdy in the hot seat had a more serious oil spillage when the Oil Filter came loose!, but they managed a finish with a stage maximum. Phil and Mick Galagher who were our team's secret weapon, retired early with mechanical problems.

The same day, Tony Dickenson/Gav Heseltine continued on the BTRDA Silver Star trail with a visit to the Plains Rally, their MK 1 1600 Escort going well to finish 3rd in class, 64th overall, despite a severed brake pipe seeing Retardation lacking for a while and Power being down on the engine.

The Bloodhound Stages at Swinderby Nr Lincoln gave Dave Smith and Gav Heseltine further problems with the oil system, The service crew, Ken Sturdy (maybe it should be service person), trying rerouting of breather pipes, but with little effect, a steady run gained them 29th O/A, 8th in class. Dave Everard rode with Beverley's Dave Twilton in the mini, the drive of the event giving them 8th O/A and 1st in class, from a full entry including many 4x4, Turbo's etc.

JOHN OVEREND MEMORIAL STAGES RALLY

The event ran on Manby on 7th June after various setbacks in the run up to the event including entries slow to appear and what now appears to be the obligatory persistent rain the night before,, the event was well received and ran well throughout the day. Thanks go to all those people involved in the running of the rally before, during and after the event. Thanks to the Newlove's for the pre event efforts even if they did scive off on holiday **before** the rally, to the people setting up and clearing up, good to see some new faces. And to all Marshals and officials on the day.

North Humberside crews turned in some good results in this the 4th Round of the LARKSPEED league.

Gavin Ruler/Steve Darvell did well against the 4x4s to finish 4th O/A, 1st in class. Dave Smith/Dave Watkins gave the rear wheel drive Fiesta, a good run to 9th O/A 3rd in class. A return to wet sump lubrication making the car a SMOKE FREE ZONE.!

Martin Tinker/Linden Poskitt finished a troubled 40 O/A, 7th in class. Mark

Scott/Antony Burden 19th O/A, 6th in class in their Peugeot.

Finally thanks must go to Rob Pattison and Ken Hailstone for course car duties and sorting things out at the finish venue.

The Dukeries rally 21st June saw another outing for "Team Dirt" Tony Dickenson, Gav Heseltine, the run upto the event being rather fraught due to the engine blowing up during a drive on the A63, and the subsequent sourcing of replacement parts meaning work being carried out until midnight before the event., however despite intermittent brake loss and permanent loss of reverse gear, a steady run on the waterlogged and very rutted stages, netted more Silver Star points with 71st O/A, 8th in class. Mark Nicholson/Dave Everard gave the Staki's Casino sponsored, now 1900cc Peugeot 205 a good run to 18th O/A 3rd in class.

John Dixon



Wheels

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

SOME HAVE GREATNESS...

At a club forum a few weeks ago, Paddy Hopkirk and I fielded the inevitable question about how drivers today compare with those of yesteryear. We gave the equally inevitable answer that the truly greats would compare very well if they could travel backwards and forwards in time. For instance, does anyone doubt whether Jim Clark would be winning today? Of course not.

Stirling Moss is another who'd be on the podium – no one threw brickbats when he was on the move (a rolling Moss gathered no stones) and we sometimes forget that he had a rally career many would kill for. As today's F1 stars frequently fail to get round the first corner safely it does make you wonder how many of them would cope with Kielder.

And on the rally front of course a Colin McRae would have won in the '80s just as a Timo Mäkinen would be up there today. Study Timo's times when he won the Monte back in '65 and you may agree that the way he destroyed the competition made it probably the greatest single rally drive of all time.

Of more immediate concern for our sport may not be how the stars compare within it but how they are viewed against other sportsmen because as motorsport inevitably loses its ashcash we will increasingly

be in beauty contests with other sports for the remaining sponsors' support.

So who is the greatest sportsman of them all? Yes, sportsman – don't bother sending round the Political Correctness Squad because I just can't think of a woman who qualifies.

In my book, you can dismiss snooker and darts because there's not enough physical stretch involved other than a steady eye or arm.

Soccer and cricket? If some of the top players can get into bar room scrapes with such regularity, their sports can't be all that demanding can they? Out they go.

Athletics? My own discipline of catching the javelin required nerve and skill but less so than, say, running a marathon. So is a marathon runner the best sportsman in the world? Arguably so but marathon running isn't exactly a major sport in world terms so I think we must look further.

Tennis? Too boring.

Golf? Getting closer I feel. You certainly need similar nerves to motorsport because with every round a star plays there are 70 or so 'moments of tension' as they hit the ball. And they do so in full public view not huddled anonymously inside a race or rally car, which must be nerve wracking. But golf isn't dangerous? It is when I'm on the course.

The problem in comparing our sport with others is that we're so dependant on equipment and technology, with champions going from one end of the grid to the other with a car change. I've never seen a soccer match held up while they change to a wet weather ball and does anyone know or care what balls or clubs they use in golf?

So does that make Tiger Woods the greatest individual sportsman in the world today? Better than Michael Schumacher? We'll never know, we can only wonder, which is why such discussions are so splendid and endless – a bit like arguing about who is the most fanciable Spice Girl.

At which point I'd better stop because I know the committee of Cod Fillet have to go and lie down if anyone mentions the Spice Girls, they're at a very vulnerable age.

Mind you, I'm feeling a bit vulnerable myself right now. I got so carried away by the Norwich Union that I went out and bought a Dellow and when I asked a friend if this showed virility or senility, he said that buying one indicated virility but actually knowing what one was, was a sign of senility. Then someone sent a fax pointing out that Wogan recently said on Radio 2 that "the male menopause is not complete without the little two seater sports car".

True perhaps. But so cruel.

Stuart Turner

Facts about... MOTORSPORT INSURANCE

• The RACMSA effects Master Insurance Policies in respect of: 1) Public Liability; 2) Personal Accident for Officials; 3) Personal Accident for Competition Licence Holders.

• The operative time for the Insurance Programme is for any event held under Permit or for which a Certificate of Exemption is granted.

• **Legal Liability:** any person injuring another or damaging another's property as a result of acting negligently may have an action for compensation brought against them. The policies protect an organising or promoting club and its Officials for their potential Legal Liability following an accident arising from the holding of an event.

• **Contractual Liability:** is the term used to indicate an obligation between contracting parties which goes beyond the position that would exist under Common Law. It is usual for landowners to make it a condition of a Club's use of their land that any damage will be made good. The RACMSA Master Policy may cover this risk but details must be advised to RACMSA for approval prior to the Event.

• **Landowners** are indemnified in respect of their potential Legal Liability to Third Parties following an accident in connection with an Event for which they have allowed the use of their land.

• There are two elements to the Personal Accident part of the Programme: a) **Officials:** All signed on Officials are covered. Cover is extended to include setting up or taking down an Event provided the individual will be a signed on Official at the Event. b) **Competition Licence Holders:** All Competition Licence Holders receive a level of Personal Accident cover for when they are competing. Levels of benefit for both Public Liability and

Cont'd on page 11

AUTOSCENE

AUTOSPORT REVIEWS FROM **CLASSIC**

LE MANS, THE JAGUAR YEARS 1949-1957, Various authors, Brooklands Books, £12.95
Making a change from the usual Brooklands format of concentrating on a single model, *Le Mans, The Jaguar Years 1949-1957*, strings together a number of race reports from *Autosport*, *Autocar*, *Motor*, *Motor Sport* and *Road & Track*, with additions such as previews and epilogues – and there are summaries of annual results, with tables, by British Motor Heritage historian Anders Clausager. If you want to know what made Jaguar famous, it's all in here.

THE RENAULT 5 TURBO
Peter Meany, ISBN 185847 800 6, P&P Publications, £36.00
A spiral-bound history of the mid-engined, rally-winning mini-supercar from Billancourt, this book covers both the original and the later Turbo 2. It's a slim, colourful book that is part owners manual, part technical specs and part competition pedigree. It's

mainly straightforward and factual – there's not much lighthearted banter in it. The major plus point is the multitude of colour plates, the minus is that the majority aren't captioned.

INTERNATIONAL CLASSIC CAR YEAR 1996-1997, Various authors, XL Communications Ltd, £22.00
Hopefully the first edition of a series of annuals, this is very much along the lines of *Automobile Year* but with a fully British production company behind it. It covers the major classic car events throughout the world but, as the editor says, it never claims to be comprehensive. Like *Automobile Year*, it's packed with colour photographs and relatively few words apart from special chapters such as the one on Chris Rea talking about the 'sharknose' Ferraris. Picture quality, however, depends very much on the weather, so some are brilliant, some not so, which makes it a variable feast for what is basically a photo album.

FERRARISSIMA

Various artists, *Automobilia*, £37.95
Though labelled No 1, this is actually the first of a new series of this Italian publication, following on from the previous series which started in 1984. Apart from stuff on the current Ferraris, there's a chapter from Peter Briggs and Antoine Prunet sorting out which Ferrari 1955 is the actual 1950 MM winner, and a review of Mauro Forghieri's engines from 1969 to 1979. It's beautifully produced, though the English can be odd at times.

THE MOTORING CENTURY, The Story of the Royal Automobile Club
Piers Brendon, ISBN 0 7475 3034 3, Bloomsbury, £25.00

The subtitle says it all: this hefty volume is an all-in portrait of the RAC from its early days to the present, covered in well over 400 pages. It's not just a simple review of the day-to-day workings of the Club, but a warts-and-all political overview as well. There are the people, for example, such as Commander Francis Armstrong (1923-1941), who ruled the club with a rod of iron, as well as the longest serving chairman, Wilfred Andrews (1945-1972), who aroused fierce passions among both detractors and supporters.

Both of whom could dominate matters totally. The various sub-divisions over which it had and has control such as motor racing, the 'get-you-home' service, the travel side and the clubhouse are all covered in-depth, eruditely and amusingly. The text is interspersed with a multiplicity of photos which tell the story of the car as well as the institution, gathered from many sources, which again go to prove that *The Motoring Century* is a look at life in Britain over 100 years. It's a beautifully-written story with a drama to end each chapter. Highly recommended.

COD FILLET QUIZ



1. What were acknowledged as the "three A's" of the early UK Motor manufacturers and what did they have in common?
2. Which engine powers the Lotus Elise?
3. Who styled the 1958 BMC A40?
4. Where did Derek Warwick contest his first Grand Prix?

ANSWERS ON PAGE 8

NEWS FROM THE RACMSA

Government backs motor sport database

Britain's motor sport industry has been praised for its global role by the President of the Board of Trade, who outlined Government support of the sector, which comprises almost 1,000 companies, employs over 50,000 people and has an annual turnover exceeding \$1 billion, of which exports account for 60 per cent.

The UK's pre-eminent position was highlighted during the 1996 Formula One season, when all but four of the cars on every starting grid were designed, developed and built in Britain.

Said the President: "British motor sport takes the chequered flag for its leading role in the global motor sport industry - and we want it to stay that way."

"From Formula One to Indycar and rallying, British expertise is predominant in the design, development and manufacture of racing cars, motor sport components and sophisticated services."

"The industry's phenomenal success is due entirely to its own skills and efforts. But there is a role for Government in working alongside the industry, to help it build further on its success."

"We have recently taken a number of steps to help British industry make the most of this success. This includes promoting technology transfer and exports. The recent publication of 'Britain's Motorsport Industry' endorses the industry's success and provides a tangible compilation of the sector's achievements."

The Government has granted \$50,000 to the Motorsport Industry Association to develop the first comprehensive database detailing the

size and structure of the British motor sport industry. This will enable the sector to promote its products and services overseas and is expected to be completed by autumn.

Don't forget the marshals

Many competitors and spectators are unaware that the marshals seen at every event are unpaid volunteers, who do the job because they enjoy involvement with motor sport.

The vast majority of marshals and officials, from trainees to clerks of the course and RACMSA stewards, are volunteers. Only a very small number of senior officials are actually employed by organising clubs.

It takes between 100 and 500 marshals to man a circuit for a race meeting, with marshals often on duty from 08.30 to 18.30, with a 30-minute break at lunch time if they are lucky.

The timetable for a rally marshal often begins days before the actual event, when stages are laid out, safety matters agreed, communications put in place and the myriad of tasks needed to allow a rally to take place are progressed.

On the event itself, marshals attend well before the cars are due and spend many hours returning the stages to their natural state once the event is finished. Often this is all done in the dead of night, when their reward is the sight of headlights as the competitors speed past! Another little-appreciated fact is that, on most rallies, marshals provide all their own equipment, including safety gear and radios.

British marshals are probably the best in the world. This is due to their dedication, not just in attending events, but in their training. Marshals attend training sessions at their own expense and provide their own overalls and protective equipment. Such days are subsidised by the RACMSA Training Trust, without which it would be impossible to provide this much-needed training.

All circuit marshals are registered with the RACMSA, who keep a record of grades and proficiency. There are over 4,000 registered marshals, belonging to clubs throughout the country. The scheme is based on one developed by the British Motor Racing Marshals Club (BMRMC) and enables marshals

in all disciplines to progress from novice to observer and beyond, at the speed they wish, gaining skills as they go.

A national grading scheme has been agreed for rally marshals and will be implemented by regional associations over the next two years. This is a rather more difficult task, as many rally marshals are not registered at present and their volunteering methods differ markedly from the more organised ones used for circuit-based events.

Although most organising clubs have their own marshals, many are members of the world's largest marshalling organisation, the BMRMC, which was established in 1957. The BMRMC trains and provides marshals and officials for all organising clubs in this country, and their members cover every discipline of motor sport. The club offers extra insurance for members officiating at events, from leaving home at the start of the event to returning at the end.

Contacts

- British Motor Racing Marshals Club. Mr Peter Roberts, 22 Adlington Drive, Sandbach CW11 0DX. Tel 01270 768796.
- British Rally Marshals Club. Mr A Baker, Upper Flat, 28 High Street, Shepton Mallett BA4 5AN. Tel 01749 345633 (h).
- Scottish Motorsport Marshals Club. Mr Mike Gascoigne, 15 Atholl Crescent, Edinburgh EH3 8HA. Tel 01875 870522 (h).
- Prospective scrutineers please contact Mr John Taylor, 12 Brownlow Street, Weymouth DT4 7HW. Tel 01305 208939 (h) or 01305 779965 (w).
- Prospective timekeepers please contact Mr Maitland Cook, Treetops, 1 St Nicholas Drive, Prestbury, Cheltenham GL50 4RY. Tel 01242 513142 (h) or 01242 238661 (w).

In brief...

- Network Q has extended its sponsorship of the RAC Rally until the end of 2002. The partnership between the UK's foremost name in used-car retailing and Britain's largest annual sporting event began in 1993, since when the Network Q dealer chain has grown from 245 to over 400.
- RACMSA Officials Seminars, with doctors and rescue crews invited for the first time, resulted in a record attendance of 700 at six venues.

TECHNICAL TIPS

SUPPLIED BY  CARSA
and CAR CONVERSIONS

Damp Spring!

WE often get letters about dampers and damper settings. Questions range from "Do I need uprated dampers with heavier springs, and why?" to "Can I uprate the dampers with standard springs?"

On a basic level, the damper is there to control the spring, not the suspension action. Try driving a car without dampers fitted and you will find it wallows all over the place, rocking across the diagonal and pitching about ... and that's only going in a straight line!

The spring should allow the wheel to move away from a bump in the road (deflection) without upsetting the chassis, which tracks straight and level. The initial deflection passes to the car eventually, because compressed spring energy has to go somewhere. That energy starts to lift the car chassis, so just as the wheel passes down the other side of the bump the chassis is moving upwards. The spring is then stretched beyond its normal ride height, encouraging the chassis to come back down and compress the spring just a bit more than the normal spring compression height. This cycle continues until the thing sorts itself out, or finds another bump in the road. This natural spring cycle is what you witness when you see an old MoT failure progressing down the road like a nodding dog, we need a spring damper (shock absorber really isn't the right descriptive term at all) to dampen all that uncontrolled motion.

You need to match the damper action to the spring rate, but it's not that simple. You also need to take into account the motion ratio of the suspension (i.e. how much the damper compresses for each inch of wheel movement), the unsprung weight of the suspension (including the wheel and tyre) and even the ratio of spring to unsprung weight.

Too little damping is when the car hits a bump and tends to 'leap in the air'. The spring takes the initial impact, on bouncing back the damper offers no control, and the car tends to catapult off the ground by the compressed springs as they rebound. What you need here is more damper control.

Conversely, too much damper control and you have the effect of the damper acting as a semi-solid suspension device which prevents the spring from doing its job. In certain categories of competition, where standard springs are mandatory, you may want to use the damper to achieve just that, but this is exceptional and should be avoided.

Active suspension is the answer, but Formula One had that, and the Powers That Be have just banned it!

QUIZ ANSWERS

1. Arrol-Johnson, Albion and Argyll - all built in Scotland.
2. Rover K-Series.
3. Pinin Farina.
4. Las Vegas GP 1981, Toleman Hart Turbo.

Facts about... Cont'd from page 1

Personal Accident are as outlined in Appendix W of the current Bluebook.
• All claims need to be notified to RACMSA as soon as possible.

FOR THE BEST WEEKLY COVERAGE OF MOTORSPORT

DON'T MISS THE

NEW LOOK

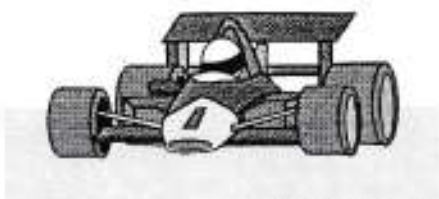
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COMPETITION SECRETARYS BIT

Well I've been on my holidays, just got back in time to see that the John Overend Stages Rally managed to run without me or our lad, although we did a little bit before we went away. On arriving home and sorting the mail (We get our own junk mail and the motor club's junk mail!), I realised that next years dates had to be sent in, the PCT had to be sorted and the Blyton Rally had to be put in motion., I should have stayed on holiday.

FORTHCOMING ATTRACTIONS



DALTON PARK CLASSIC EVENT. SUNDAY 6TH JULY. DALTON HOLME NEAR BEVRLEY.

Our annual very popular event organised by the classic section, i.e. Ken Hailstone, Dennis Webster, Steve Varey to name just a few.

The event consists of a treasure hunt and a touring assembly (like a rally but much slower). Also at the venue, near the church is a summer fete and small steam Rally. If you have a classic car or just want to come and look, please support this event.(Or Marshal). Entries please contact Steve Vary, Marshals contact Ken Hailstone or Robert Newlove.

SUNDAY 6TH JULY Sheffield & Hallamshire,Sprint at Curborough
Larkspeed League

SUNDAY 13TH JULY Beverley & DMC Viking Tour.

SUNDAY 20TH JULY N.H.M.C SLEDMERE PCT.

We are trying to run a dual permit event, so come and do the closed permit event, non damaging, all you need is a standard car with a MOT.Bring a Picnic.

SUNDAY 27TH JULY ILKLEY & DMC PRODUCTION CAR TRIAL

Larkspeed league round, any volunteers ?

SATURDAY 2ND AUGUST DALTON M.C BLVINGTON

SATURDAY 9TH AUGUST N.H.M.C RALLY DRIVE STAGES RALLY

We are throwing caution to the wind and running this event at Blyton again, it will be aimed at beginners and novice's, although experienced crews are also welcome. We need lots of help on the day.

SUNDAY 10 TH AUGUST Y.S.C.C

Autotest - Larkspeed League.

MARSHALS NEWS



Many thanks to everyone who helped on the Trackrod event at Melbourne and Grimsby's Bloodhound Rally. Listed below are a few events we need a little help on. Please contact John Newlove on 01904 608524 if you can help.

SUNDAY 6TH JULY DALTON PARK CLASSIC



See details in Competition Secretarys Bit.

SUNDAY 13TH JULY Beverley Motor Clubs Viking Tour, a multi venue event with three venues, the rally being based on Melbourne Airfield. We have been asked to help on Melbourne. Further details from Robert Newlove

SUNDAY 20TH JULY.

Our own Production Car Trial, at Sledmere Grange near Drifffield, many marshals required, or do you fancy having a go. Contact Robert Newlove.

SATURDAY 26TH JULY OPPOSITE LOCK RALLY.

At Manby organised by Slaithwaite and Mablethorpe Clubs, Chief Marshal is Gerry Blythe on 01507 606981, or contact John Newlove.

SATURDAY 9TH AUGUST.

NORTH HUMBERSIDE M.C RALLY DRIVE STAGES RALLY

Lots of help required with our event at Bulletin near Gaisnborough, just over the Humber Bridge.

A DATE FOR YOUR DIARY

TRACKROD FOREST STAGES RALLY 27 SEPTEMBER.

We are running a stage in Dalby Forest.

1997 NETWORK Q RAC RALLY

Details of this event are elsewhere in this magazine, as it is not coming up'ere, or using Clumber Park, we can go to Silverstone or anywhere you like !. I think I may stay at Home and watch it on Telly.

STOP PRESS. ON THE LIST OF STAGES FOR THE RAC SHOWN ELSEWERE IN THE MAGAZINE, SILVERSTONE IS SHOWN AS FULL, WE ARE ALREADY INCLUDED ON THIS VENUE, DETAILS LATER.

Signographic Stages Rally Saturday 19th April 1997

Crew: Dave "Ollie" Smith / Gavin Heseltine
Vehicle : Ford Fiesta (RWD), 1998cc, Q113 JCP

On the Wednesday before the Tour of Lincs whilst discussing the final instructions, entry list etc., Dave mentioned the two events coming up at Twyford later in the month and mused about the possibility of doing one of them. Regs were obtained the following night at the Club meeting and an entry duly arranged for the weekend after the Tour of Lincs on Keighley Motor Clubs Larkspeed League Round.

For those of you that aren't familiar with Twyford, it is located about 8 miles south of Grantham and less than a mile from the A1. The venue is marked on the OS map as "Twyford Woods" but actually comprises a disused airfield around which some one planted trees about twenty years ago. The result is a predominantly sealed surface forest rally i.e. Lots of "blind" corners as you can't see through the trees and a premium on keeping tidy lines (lots of trees to hit). All in all very challenging stages.

Having been advised by Robert Newlove that Rob & Linda White were doing the event and had visited the venue a few weeks earlier on a previous rally, I rang Whitey for his thoughts on tyre choice. The event "Regs" permitted uncut tyres but the general view was that an intermediate would be a better choice due to some "loose" sections. We decided that Daves faithful Dunlop A2's would again be the ideal tyre.

The event being a Saturday (and following only 6 days after the Tour of Lincs) the rest of the R.J.W. Motorsport contingent had to work and so Steve Darvell kindly/foolishly volunteered for the 5am start from Hull.

The pre-event Noise Test was the most amazing I have ever seen with the only official siting 3 metres away from the car with the meter, I walked over to him with my process card and the following happened. Official to me. "Tell him to rev it to 5". Which I did and after holding 5000RPM for about 5 seconds Dave let it return to idle. Official to me. "Why's he stopped". Me "I thought you'd got it". Official to me. "Tell him to do it again". Which I did and after holding 5000RPM for about 10 seconds the Official indicated to stop. "Go and ask him how many revs he was doing" he requested of me. I returned and told him 5000 at which point he requested the whole procedure be repeated again. Once he was happy with the reading he then asked me "What is it". I pointed out our number on the process sheet in front of him and told him car 27. He wanted to know what make/model it was, he couldn't recognise a Ford Fiesta from 3 metres. All of this took place without him getting out of his seat and with no one checking the rev counter.

Having completed Scrutineering and Documentation we returned to the Service area, where we had parked next to Rob & Linda, and spent the next 85 minutes until stage 1 started watching the efforts of Paul Cooper (Carl) to coax his DAM4100(6R4 derivative) into life. All efforts towing it failed to get it to start.

Stage 1 (Lapper covering 7 miles)

Started about 20 minutes late and like all the others was at 30 second starts. Whilst queuing for the start we were able to see cars arrive at the finish in the following order 2, 3, 10, 4, 12, 5, 6, 7 etc. Already 2 crews had maximums for doing only 1 lap!

On our first lap we passed car 14 stopped with the bonnet up and car 13 off in the trees, on our second lap we caught and followed car 36 for about 3/4 mile it being too narrow to try and pass. Following a double 90 right car 36 moved left and appeared to make room for us to pass but as we drew half way alongside moved back into the middle causing us to take out a long line of sand filled plastic 5 litre drums. At the next 90 left the car would not turn in at all causing us to think the steering had been damaged. We continued at a reduced pace for a couple more junctions only for the steering to suddenly return to normal. (Dave thinks one of the plastic drums must have been wedged underneath for a while causing the problem). We increased our pace and again caught car 36 following it the last 1/2 mile to the split were they went straight on for lap 2 and we went right for the finish.

Service (25 Minutes)

As we came off the stage we were given a due time for the next arrival control (the same system we use on Manby) resulting in us having 25 minutes for service. Steve and Dave removed the sump guard and checked for damage to the steering, finding a sheared bolt (which was replaced) and a loose bush. The work was completed with 5 minutes to spare and we proceeded to the arrival control.

About five/ten minutes after the entry to the stage of the last competitor, Car 1 (the DAM4100 of Paul Cooper having finally been persuaded to start and completed pre event formalities) was allowed to start stage 1. Another 15 minutes or so was lost waiting for him to come out of the stage - he never did having lost a wheel).

Stage 2 (Lapper covering 7 miles - Rerun of stage2)

Started about 35 minutes late. A good clean run this time getting out at the merge just in front of Rob & Linda (Car18) and catching car 26 (Nova) half way through lap 2 (who very kindly pulled over to let us by as soon as we caught him) and by the end of lap 2 we were catching car 35 (Mini) before leaving him at the split. We had improved by 54 seconds over our first run.

Service (25 Minutes)

As we came off the stage we were again given a due time for the next arrival control resulting in us having 25 minutes for service. This was the same as the gap between the previous two stages despite the delays already accrued and the fact that changes had to be made before Stage 3 was ready to run. Instead of giving us more time in service we would once again have to book into the arrival control and then wait about with nothing to do for 45 minutes.

Stage 3 (Lapper covering 6.2 miles)

Started about 45 minutes late. having walked down the queue at the arrival control to get my time and listened to the Officials

complaints about some crews not appreciating how things worked and not walking for their times I suggested the move the arrival control further away from the start so they had enough room to queue competitors after the control, once they had booked in on time. This would also have prevented navigators walking in for a time whilst the car was still in service, thus gaining up to 30 minutes additional service time - as some did. The reply to my suggestion was that it was not within her power to move the control.

Again a good clean run with no one close at the merge, we had started behind car 25 (RWD Mk3 Escort) this time and a third way through lap 2 were closing in on him and a Mini (Car 31) that he was catching. At a suitable point the Mini pulled over to let car 25 by but did not realise we were also there and rejoined in front of us. After about 1/3 mile the Mini was able to pull over to let us through and we proceeded to almost catch Car 25 into the finish.

Whilst sitting on the stop line Dave advised me that he had lost all his gears except fifth with which we limped into service.

Service (25 Minutes)

Steve & Dave removed/checked the gear-stick hoping that was all the problem was but unfortunately nothing was wrong there. The gearbox was then removed (by which time we were OTL) and the problem found to be a sheared peg in the selector mechanism (If that doesn't sound right ask Dave or Steve. I only read clocks & maps!

A quick check of results showed us 7th overall and 1st in class B (up to 1600). I had told the organisers at documentation that we were 1998 not 1598 and therefore class C not B but they didn't seem to have advised the results team.

VERDICT

Excellent venue and stages.

Organisers did not use the system of issuing due times at stage finishes to their advantage to reduce perceived delays by keeping people in service instead of queuing at a start control.

Re-siting arrival control further away from start control would have meant everyone could have presented the car on due time and then queued between start and arrival (parc-ferme) rather than being able to get your time without the car being anywhere near the control (much fairer on everyone).

Lots of marshals in "pre-start" area only seemed to be there to talk to crews they knew, instead of improving queuing to clear arrival control.

There should be no delays between first & second running of a stage (unless a big accident causes a stoppage), letting in "stragglers" who are already OTL delays everyone.

Recovery of vehicles should only occur if it does not affect the readiness of the stage to run on time.

Allowing recovered crews to rejoin later should be looked at re effect on extending delays i.e. waiting for last man in who may already be limping to clear the stage.

Thanks to Steve Darvell for getting up so early and Dave for a quick and controlled drive.

GTN
Gav the Nav.



June, 1997 / Edition 1

Welcome to the first edition of Network Q RAC Rally News, a newsletter intended to keep everybody involved in the event up to date on the planning for the 1997 rally.

CHELTENHAM

The base for the event this year and for the next two years will be Cheltenham. The Rally HQ will be located at the Racecourse which is sited on the north side of the town.

The Racecourse will be the venue for a special stage which will be used twice on Sunday and as the final stage of the event on Tuesday.

The Rally Show will be held at the racecourse on Saturday 22 November.

ROUTE FORMAT

After last year's Saturday start the rally returns to a three day format starting on Sunday.

On Sunday the rally visits spectator stages at a number of venues not used in recent years including Blenheim, Silverstone, Millbrook Proving Ground and Woburn. At Silverstone there will be a double run in the morning of a special stage using parts of the racetrack and the infield roads whilst in the afternoon the rally will use the newly constructed rallysprint course at the venue. This will allow 2 cars to compete side by side against each other on a figure of eight course.

On Monday the route will include 7 special stages in the forests of Mid Wales with Hafren being visited twice and familiar stages in Dyfi used in the middle of the day.

Tuesday is a new departure for the event with the whole day's route taking place in the South Wales forests. 7

1997 PROVISIONAL TIMETABLE

Monday 17 November
Start of Reconnaissance

Thursday 20 November
End of Reconnaissance

Saturday 22 November
Rally Show & Scrutineering

Sunday 23 November
Cheltenham Start 07.25
Cheltenham Overnight Halt 19.40

Monday 24 November
Cheltenham Re-start 05.00
Cheltenham Halt 21.00

Tuesday 25 November
Cheltenham Re-start 05.00
Cheltenham Finish & Prizegiving 16.05

stages will be run including the longest of the event, 27 miles in Resolfen. The final stage will be at Cheltenham Racecourse immediately before the cars arrive at the Finish Ramp.

SERVICING

The layout and operation of service areas will be radically different this year.

During the last two years the quality of service areas has become almost as important as the special stages to the image of an event. The other events in the World Championship are putting a great deal of effort into their operation.

This year we have selected larger areas for use by the rally and a number of the locations will be used twice on one day. To ensure that these areas are properly managed a large increase in manpower will be required with up to 60 marshals needed at each location.

Specific sites will again be marked out for the leading teams and marshals will be appointed to look after each of these teams to escort the cars to their location and liaise with them. It is

intended that we offer a much more personal and helpful service to all competitors in these areas.

Interim results will be issued at each of these areas and will be distributed to teams in the area as well as to the crews at the Time Control.

Only Service vehicles will be permitted access to these areas with the Media and Management vehicles parking in a separate but adjacent area.

STAFFING

On the reverse of this page you will find a schedule of all the rally locations together with information about whether marshals are required or not. Details of the relevant Staffing Officers are also shown. If you are able to help at one, or more, of these locations please contact the Staffing Officer concerned as soon as possible.

When the Staffing Officer allocates you to a marshalling location you will be sent an acknowledgement slip confirming the details that have been agreed.

1997 NETWORK Q RAC RALLY

WHERE MARSHALS ARE REQUIRED

Venue		Day	Approx. Times	Marshals Required	Contact Staffing Officer
Cheltenham		Saturday	06.00 - 16.00	Yes	A
Cheltenham		Sunday	03.30 - 23.30	Yes	A
Cheltenham		Monday	03.00 - 00.30	Yes	A
Cheltenham		Tuesday	03.00 - 20.30	Yes	A
Stage 2	Blenheim	Sunday	05.00 - 15.00	Yes	B
Stage 3 / 4 / 8	Silverstone	Sunday	06.00 - 17.30	Full	C
Service A / B	Milton Keynes	Sunday	09.00 - 17.00	Yes	B
Stage 5 / 6	Millbrook	Sunday	08.00 - 15.30	Yes	B
Stage 7	Woburn	Sunday	08.00 - 16.00	Yes	B
Service C	Loughborough	Sunday	14.00 - 19.30	Full	C
Stage 9 / 10	Donington	Sunday	12.30 - 20.30	Full	C
Service E	Hereford	Monday	04.00 - 09.30	Yes	D
Stage 12	Radnor	Monday	03.30 - 10.30	Yes	D
Service F / I	Builth Wells	Monday	06.30 - 22.00	Yes	D
Stage 13 / 17	Hafren	Monday	06.00 - 19.00	Yes	D
Service G / H	Dolgellau	Monday	09.30 - 18.00	Yes	D
Stage 14	Pantperthog	Monday	08.30 - 15.30	Yes	D
Stage 15	Dyfi	Monday	09.00 - 16.00	Yes	D
Stage 16	Gartheiniog	Monday	09.30 - 16.30	Yes	D
Stage 18	Myherin	Monday	12.30 - 20.00	Yes	D
Service J	Treforest	Tuesday	04.30 - 09.30	Yes	E
Stage 19	St.Gwynno	Tuesday	03.00 - 10.00	Yes	E
Stage 20	Tyle	Tuesday	03.30 - 10.30	Yes	E
Stage 21	Rhondda	Tuesday	04.00 - 11.00	Yes	E
Service K / L	Resolfen	Tuesday	07.00 - 14.30	Yes	E
Stage 22	Resolfen	Tuesday	06.00 - 13.00	Yes	E
Stage 23	Rheola	Tuesday	07.30 - 14.30	Yes	E
Stage 24	Argoed	Tuesday	09.00 - 16.00	Yes	E
Stage 25	Margam	Tuesday	09.00 - 16.30	Yes	E
Service M	Stormy Down	Tuesday	12.00 - 17.30	Yes	E

Area Staffing Officers		Telephone Numbers
A	Ian & Colette Winterburn	0151 348 1146
B	Mark & Jane Colston	0121 604 1311
C	Anthony Northcote	01636 822528
D	Chris & Leslie Fieldhouse	01543 684331
E	Marie DuCroc Slip	01222 569785

N.H.M.C HAVE BEEN ASKED TO HELP ON SILVERSTONE

*Slaithwaite Motor Club
Mablethorpe & District Motor Club*
OPPOSITE LOCK RALLY
Manby Showground - 26th July 1997

MARSHALS



WANTED

PLEASE CONTACT:

Gerry Blythe
'Lekeburn'
27 Kenwick Road
LOUTH
Lincs LN11 8EH

OR

John Bennett
Jesmond House
190 Halifax Road
Heckmondwike
West Yorkshire

TEL: 01507 606981

01924 405322

SS 2 - Timberscombe 1	-	1.35 Miles	(Retirements)
Fastest Silver Star	1.21	S 1 Derek Cossey	Metro 6R4
Fastest Gold Star	1.28	G 2 Peter Littler	AstraSport
Us	1.38	S54 49th O/A 3rd Class	

Almost a mile flat and bumpy downhill to a bend right into a 90 left and 400 yards to a narrow muddy 90 right, very quick stage but hardly worth the effort.

RS 3 - 0.15 Miles (4 Mins).

SS 3 - Croyden 1	-	5.40 Miles	(Retirements)
Fastest Silver Star	5.40	S 4 Steve Winter	Metro 6R4
Fastest Gold Star	6.07	G13 Ricky Evans	Peugeot
Us	Retired	S54	

I can only describe the first 187 yards as having snapped a half shaft leaving the start line, that was as far as we got.

After the course closing car had gone through a Landrover towed us back through the start to the public road where we started removing the wheel ready to change the half-shaft. The service crew, who had been out in a car spectating, arrived first and completed the removal of the damaged shaft which had broken leaving the short end in the diff. As this could not be removed the trailer was sent for and Andy Carter towed it back to the Service Area with his car.

We left for home with interim results only showing all "Gold Star" crews and the first 50 "Silver Star" crews for the first three stages but a quick calculation showed us lying 49th O/A, 3rd Class and 2nd BTRDA competitor.

A round trip of 600 miles for 4.31 miles of stages, or 5 minutes and 3 seconds of competition !! Still - the Guinness was good.

Many Thanks to the following :

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

GTN
Gav The Nav.

The Gliddons Garage Somerset Stages Rally Sunday 23rd March 1997

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

Following the fitting of a new engine since the last round (The Malcolm Wilson Rally) the Rally Car was booked in for a session on John Noble Engines Rolling Road near Chesterfield at 08.45 hours on the Saturday morning. This meant an early start for Tony, Colin Briggs and myself (07.00 hours) with the rest of the team travelling down in two cars choosing to set off from Hull around mid-day.

Following a longer than expected session on the rolling road we eventually left Chesterfield at 12.30 for the long trek to Minehead. The service/management crew travelling in two cars passed us on the M5 just south of Gloucester.

Following a very sociable Scrutineering at the Sponsors premises (including a cup of tea/coffee and a biscuit served in a cup with a saucer! for each crew member) in Wiliton we made our way to our digs in Minehead (via Documentation).

The advantage of a joint service/management/supporters team of 8 people arriving in the host town some two/three hours before us is that they have had time to hopefully find the best pub(s). On this occasion they did us proud, even arranging for Mike Atkinson to "casualty" test the local hospital to have a foreign object removed from his eye. A pleasant evening was spent in a very lively pub followed by a full to bursting night club.

With a start time of 09.44 we were able to take a leisurely breakfast before reporting to the pre-event holding control.

RS 1 - 7.80 Miles (24 Mins).

SS 1 - Monkham Hill 1	-	2.85 Miles	(Retirements)
Fastest Silver Star	2.44	S 4 Steve Winter	Metro GR4
Fastest Gold Star	2.58	G 2 Peter Littler	AstraSport
Us	3.25	S54 54th O/A	5th Class

Approach to the stage on a very rough uphill track had us worried as we had been told by a "local" on the Wyedean that the event had a reputation as being a car breaker and if the stages were going to be like this we could see why. Our fears were unfounded as the stage surface proved to be generally smooth and hard with a fast downhill pot-holed section particularly causing the car to "wander about". Our verdict at the end of the stage was that the engine was much better, revving a lot cleaner and having more "grunt" on the uphill bits, we were not as impressed with our first try with Maxsport tyres - the car gave the impression of moving about underneath us - and we decided to go back to Colways at first service after Stage 3.

RS 2 - 0.30 Miles (5 Mins).

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MAGAZINE EDITOR	COLIN WRIGHT, 42 STONEDALE, SUTTON PARK, HULL 01482 820992
SOCIAL SECRETARY	

COMMITTEE MEMBERS

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TONY WHITE	01482 652043

PLEASE DO NOT PHONE THESE OFFICIALS AFTER 10 PM THANK YOU

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