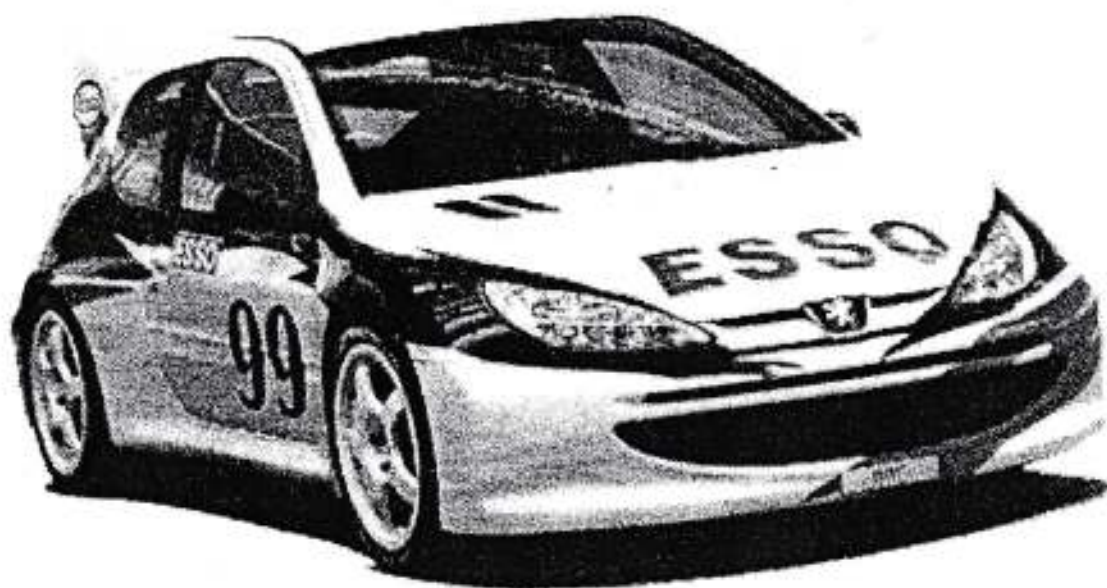


# **NORTH HUMBERSIDE MOTOR CLUB**



## **MAGAZINE**

**January 1999**

Welcome to 1999, It seems that I am still doing the magazine. In this issue I have enclosed four pages of the Wheels Supplements written by Stuart Turner, I have also included a report by the North East Midlands and The East Midlands Association on the future of Rally marshals and the way forward.

### Autotest Championship Results

These are the final results, after checking my previous calculations the results are now as follows.

John Taylor	194
Glen Simpson	180
Dave Short	179
Ken Sturdy	174
Howard Everingham	152
Rob White	114
Roy Heath	79
Les watson	67

I am sorry there are lots of dates and results but it is that time of year. There are details of three Association championships in this magazine, if you are a competitor please look at them, more details from me.

Robert Newlove

**Thursday Club Nights**, we are still hoping to have a bit of a quiz on the first Thursday in the month, just filling in a answer sheet, that type of thing. It has also become a bring the wife night! But I'm not sure if that is politically correct these days.

I was amused to see a sticker in the rear window of a young lady's car, it read " Men come in three sizes SMALL, MEDIUM and Oh!, My God !. (well I thought is was funny). A little joke from Russel, Two companies Wurlitzer and Xerox are to merge, the new company will produce reproductive Organs!.

**MOTORSPORT DINNER** The Yorkshire motorsport dinner is going to be held again, on February 27<sup>th</sup> at the Moat House International Hotel Harrogate. Details from Robert Newlove

### A.N.E.M.M.C

#### PHOENIX AWARDS STAGE RALLY CHAMPIONSHIP

7 <sup>TH</sup> Feb	Eastwood	Phoenix Stages	Swinderby
21 <sup>st</sup> Feb	Delacy	Kall Kwik	Yorkshire
7 <sup>th</sup> Mar	Lindholme	Robin Hood	Notts
27 <sup>th</sup> Mar	N.H.M.C	North Humberside	Yorkshire
		Forest Rally	
10/11 <sup>th</sup> Apr	Linc Louth	Tour of Lincs	
25 <sup>th</sup> Apr	Trackrod	Lookout Stages	Melbourne
30 <sup>th</sup> May	Lincoln/Grimsby	Bloodhound	Swinderby
12 <sup>th</sup> June	N.H.M.C	John Overend	Manby
19 <sup>th</sup> June	Dukeries	Dukeries rally	Notts
18 <sup>th</sup> July	Beverley	Armstrong Massey	Yorkshire
24 <sup>th</sup> July	Slaithwaite	Opposite Lock	Manby
21 <sup>st</sup> Aug	Carlton	Wolds Rally	Manby
5 <sup>th</sup> Sep	Lincs Louth	Mad video	Swinderby
25 <sup>th</sup> Sep	Tracrod	Forest Rally	Yorkshire
2 <sup>nd</sup> Oct	Eastwood	October Stages	Fulbeck
24 <sup>th</sup> Oct	Dukeries	Premier	Notts
7 <sup>th</sup> Nov	Kings Lynn	Lynn Stages	Snetterton

Co-ordinator John Hickling 16 Philip Avenue, Nuthill Nottingham 0115 9384601

## CALENDAR 1999

7 <sup>th</sup> February	Riponian Stages Rally	North Yorkshire Forests
14 <sup>th</sup> February	North Humberside Autotest	Brandsburton
21 <sup>st</sup> February	Delacy KallKwik Stages Rally	North Yorkshire Forests
<b>7<sup>th</sup> March</b>	<b>Sporting Escort Owners. Autotest</b>	
7 <sup>th</sup> March	Robin Hood Stages Rally	Clipstone
<b>20/21<sup>st</sup> March</b>	<b>Alwoodley Road Rally</b>	
27 <sup>th</sup> March	North Humberside Forest Stages	North Yorkshire Forests
10/11 <sup>th</sup> April	Tour of Lincs Lincs - Louth MC	
25 <sup>th</sup> April	Trackrod Lookout Stages Rally	Melbourne
<b>9<sup>th</sup> May</b>	<b>Sheffield &amp; Hallamshire Sprint</b>	
<b>23<sup>rd</sup> May</b>	<b>Airedale &amp; Pennine PCT</b>	
30 May	Bloodhound Stages Rally	Swinderby
<b>12<sup>th</sup> June</b>	<b>John Overend Memorial Stages Rally</b>	<b>Manby</b>
19 <sup>th</sup> June	Dukeries rally	
<b>20<sup>th</sup> June</b>	<b>Huddersfield M.C Autotest</b>	
4 <sup>th</sup> July	N.H.M.C Dalton Holme Classic	
<b>18<sup>th</sup> July</b>	<b>Armstrong Massey Stages Rally</b>	
24 <sup>th</sup> July	Opposite Lock Rally	Manby
<b>25<sup>th</sup> July</b>	<b>Ilkley M.C PCT</b>	
<b>8<sup>th</sup> August</b>	<b>Y.S.C.C Autotest</b>	
29 <sup>th</sup> August	N.H.M.C Autotestt	
5 <sup>th</sup> September	Mad Video Stages Rally	Swinderby
25 <sup>th</sup> September	Trackrod Forest Rally	North Yorkshire Forests
24 <sup>th</sup> October	Premier Stage Rally	Nottinghamshire
7 <sup>th</sup> November	N.H.M.C. Autotest	
<u>NOTE</u>	Sledmere PCT date to be announced.	
	<b>Larkspeed Events in bold</b>	

## NORTH HUMBERSIDE MOTOR CLUB

# MARSHAL NEWS

**W**elcome to the 1st edition of marshal's news for 1999, the year got off to a could start with a good turn out for the Measham Trophy rally up at Beadale, although I understand things didn't exactly go to plan. Nice to hear that Colin Wright managed to turn out ,many thanks for all who helped.

As usual we are looking for help on many events this year, I have already spoken to most of the regulars about the next two events which are both on Sundays but welcome any other volunteers details below.

### SUNDAY

**7th FEBRUARY RIPONIAN STAGES**  
Organised by Ripon Motorsport Club



We are helping Huddersfield M.C. on the Waterloo Stage between Helmsley and Sutton Bank, signing on 10.30am. First car 12.06, second run at 14.00. Ref 100/584815

**North Humberside  
Forest Rally**

**27th March 1998**

**BTRDA Rally Series**

This years events will be upon us very soon, if you can help in anyway please contact John Newlove.

### Other Events in the Year

- 7th March Robin Hood stages Lindholme Motor Club, we have been asked to help on Blidworth & Birklands in Clipston. Birklands 120/585663 sign on 10.30am.
- 20/21st March Road Rally Alwoodley Motor Club
- 10/11th April Tour of Lincs Lincs-Louth Motor Club
- 19th June Dukeries Rally Dukeries Motor Club
- 18th July Armstrong Massey Stage Rally Beverley & Dist/Buccaneer Motor Club
- 14th August Wolds Rally Mablethorpe Motor Club

### SUNDAY

**21ST FEBRUARY KALL KWIK  
FOREST RALLY ORGANISED BY  
DELACY MOTOR CLUB**



We are helping Wakefield run Staindale Signing on is 09.15am.  
Mapr ref. 101/878902

**NORTH HUMBERSIDE MOTOR  
JOHN OVEREND  
MEMORIAL STAGES RALLY**

**Saturday 12th June**

1999  
DINNER AND AWARDS PRESENTATION EVENING  
SATURDAY 13<sup>TH</sup> MARCH FERGUSON FAWSITT ARMS  
WALKINGTON

Speaker  
**STUART TURNER**  
7.0PM for 7.30PM

Stuart Turner now works for the RACMSA, but us older generation types will remember him as competition manager for BMC at Abingdon, (Monte Carlo Mini Days) and Competition manager at Ford with the likes of Roger Clark, Timo Makinen etc. He is also a past winner of the RAC Rally (When it was a proper rally!) with Eric Carlson.

To cater for all tastes we have decided to try a Carvery type meal, menu below.

**Starters**

Chefs Homemade Soup of the Day

\*

Prawn Cocktail

\*

Melon Wedge with Kiwi Fruit

**Main Course**

Served from the Carvery by our Chef

Prime Roast Topside of Beef

\*

Roast Turkey

\*

Roast Pork

\*

Vegetarian Choice of the Day

All served with seasonal vegetables and potatoes

**Desserts**

A fine selection from our Homemade Desserts

\*

Coffee & Mints

£15.99

Disco and Raffle

Numbers are limited so please apply early, send the form below to Jane Sturdy

.....

Name.....Address.....

.....

Please send me ..... Tickets, I enclose a cheque for £..... (Payable to NHMC Ltd)

Send to Jane Sturdy, 60 Hall Road, Sproatley, Hull. HU11 4PZ



# Roadrunner

## Stage Rally Championship

Both the Sponsor and Co-ordinator  
welcome you to the BEST  
Regional Stage Rally Championship

The EMAMC Stage Rally Championship  
has been designed by clubmen, for clubmen,  
by choosing these well organised local events:

Feb. 21	Kall Kwik	Delacy MC
Mar. 7	Robin Hood	Lindholme MSC
Mar. 27	Nth. Humberside	Nth. Humberside MC
April 10/11	Tour of Lincs.	Lincs. Louth MC
May 23	Newtown	Newtown MC
June 19	Dukeries	Dukeries MC
July 18	Armstrong Massey	Beverley DMC
Sept. 25	Trackrod Trophy	Trackrod MC
Oct. 25	Premier	Dukeries MC

Best seven scores to count

To appeal to all Competitors and following successful Championships  
in previous years, the format remains unchanged, with a mixture of  
demanding Forest and Loose surface Rallies.

Regulations are available from :

**Roadrunner**  
379 Nuthall Road  
Aspley  
Nottingham NG8 5BU  
☎ 0115 978 1173

**Donna Bradley**  
2, The Cottage, Shire Lane  
Sutton Scarsdale  
Chesterfield S44 5SX  
☎ 01246 854636

or

See us at signing on

## T. I. RALLY SCHOOL

### NORTHERN STAGE RALLY CHAMPIONSHIP

#### Sponsored by AUTOFOCUS DIGITAL

Promoted by the

ASSOCIATION OF NORTHERN CAR CLUBS

#### 1999 CHAMPIONSHIP PROGRAMME

DATE	EVENT	CLUB	LOCATION	TYPE
10 Jun	Oak Leat Stages	Ecure	Floockburgh	SV
07 Feb	Riponian Stages	Royal Oak	North Yorkshire	MV
21 Feb	Kall Kwik	De Lacy	North York	MV
7 March	Robin Hood Forest	Lindholme	Moor's Forests	MV
10/11	Stages	Lincs Louth	North Yorkshire	MV
April	Chernders Tour of Lincs	Trackrod	Melbourne	SV
25 April	12 days!	Lincoln /	Swindery	SV
23 May	Lookout Stages	Grimby	Ty Cross	SV
19 June	Bloodhour	Stockport	Mansby	SV
24 July	SNC Stages (2 days)	Stallwalle	Gusburn Forest	MV
14 Aug	Opposite Lock	Cilberoe /		
25 Sept	Siva Stages	Furness	North York	MV
17 Oct	Trackrod Chrmas Forest	Trackrod	Moor's Forests	SV
25 Oct	Autumn's Stages	High Moor	Three Sisters	MV/R
4 Dec	*Premier Stages	Dukeries	Nottinghamshire	MV
27 Dec	Grazdale Stages	Furness /	Grazdale Forest	MV
	* Neil Howard Memorial	Cilberoe		
		Bolton Le	Park Hall	SV-R
		Moor's		

Overall Championship - 13 rounds, best 8 to count.  
Multi-Venue Challenge - 7 rounds, best 5 to count.  
Single-Venue Challenge - 6 rounds, best 4 rounds to count.  
Events marked "M" are Multi-Venue Challenge qualifying rounds.  
Events marked "S" are Single-Venue Challenge qualifying rounds.  
Events marked "R" are reserve rounds.

## ACCELERATING TO 2000

**A**LTHOUGH I could do without the M25, I always enjoy a visit to the MSA in Colnbrook because Motor Sports House is on the Heathrow flightpath and planes come over so low that you can actually see the whites of the passenger's knuckles. In fact after my last visit I found marks off the tailwheel of a 747 on the roof of my car.

Clutching my plane-spotters guide, I'd called to see John Quenby, the Chief Executive, to put a few questions to him for *Wheels* as we stagger towards the new millennium.

First, I asked what effect, if any, the sell-off of the RAC will have on our sport. He confirmed that there will be no effect.

Next, everyone seems to be bleating about the millennium bug – is it likely to harm our sport? He can't see any situations where it should (but I bet that like me he'll be careful not to be in one of the aforementioned planes at the turn of the year).

Incidentally, no special projects are planned to celebrate on 31st December because the MSA thinks most enthusiasts will have other plans. Quite right too – I see from some club magazines that one or two clubs are trying to put on events, and I know the founder members of Ecurie Cod Fillet are hoping to recapture the spirit of their own early days (with a Steam Rally) but in the

main I reckon the country will be buzzing enough.

Moving on, John said he was reasonably satisfied with the Sky TV project in 1998 and it will be repeated with "some modifications", running from March through to October-ish this year.

More controversially perhaps, I mentioned that at one or two club meetings recently I'd heard comments that membership of specialist committees was a bit of a stitch-up and "you lose your place if you speak out of turn". We don't want Westminster style politics in our sport so if anyone feels strongly about this they should respond through their club when the annual call for committee nominations comes – preferably submissions should be endorsed by the appropriate Regional Association.

John feels that we are just about holding our own over environmental pressures on motorsport and the MSA is working closely with government officials to ensure we enjoy a place in the "Access to the Countryside" legislation.

I've been guilty (like many others in the sport I suspect) of glibly fending off environmental critics by saying that we only use as much fuel as one Jumbo flying to New York, but people have never been very convinced (even less so when I try to maintain that total consumption is equal to just one pleasure flight round Morecambe Bay).

No case is helped by over-statement so I was intrigued to see a more careful analysis recently. This calculated that some 150,000 cars start motorsport events per year in the UK and together use just over half a million gallons of fuel; this assumes 1 gallon for an autotest, 5 for a race and so on. I gather that the fuel used by a 747 to New York is 24,000 gallons; as New Zealand is about three times as far let's say a trip there takes 72,000. Maths has never been my strong point but I reckon that means motorsport in the UK uses less fuel than four return trips to New Zealand in a 747. Considering the pleasure given to people through motorsport, I reckon you can safely put that in the environmental critic's pipe and let him or her smoke it.

Landing back on earth, I asked John Quenby where he thinks the sport will be by 2020, a 20/20 vision if you like. Despite his optimism about the countryside access legislation, he suspects that most, if not all, motorsport will eventually happen in controlled venues as with horse racing and eventing.

But all that's way ahead in the future. In the meantime his closing comment was to send best wishes to all *Wheels* readers for a happy 1999 with some enjoyable motorsport. That goes for everyone connected with *Wheels* too.

Stuart Turner

## Facts about... THE LAND'S END TRIAL

- The Land's End Trial has been run annually since 1908, except when war, petrol rationing or foot and mouth disease prevented it.

- The Trial is run by the MotorCycling Club – Britain's oldest sporting motor club for motorcycles and cars. It was formed in 1901.

- The event is always held on the Easter weekend, starting from several different places on Good Friday evening, and finishing at Penzance in Cornwall nearly 24 hours and 400 miles later.

- The event caters for 350 competitors, and entries are eagerly sought after.

- The route includes hills that have been used for many years – Beggars Roost, Darracott, Crackington, Bluehills Mine etc.

- Some of the cars first competed more than 60 years ago and some of the drivers more than 30 years ago. There are classes to cater for almost all types of two-wheel-drive road-going cars as well as motorcycles and three-wheelers.

- MCC events are aimed at "grass-roots" competitors – no sponsorship is allowed and there are no financial awards.

- Competitors aim to earn a "gold" medal for "cleaning" the course – i.e. climbing all the hills and completing the tie-deciding tests correctly, as well as keeping to a time schedule which is generous but which does not allow for too many mechanical or other problems.

- The MCC organises two other long distance trials, one ending up in Devon and the other in Derbyshire, as well as a number of other, less demanding events.

- "Clean sheets" on all three of the long distance trials in any one year entitles the driver or rider to a Triple award, a handmade three-armed signpost, based on one at Meridan, Britain's geographical centre.

Cont'd on page 11

## AUTOSCENE

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

### UNBEATABLE BMW

Jeremy Walton, Robert Bentley Inc, ISBN 0 8376 0206 8, imported by Menoshire, £59.95

*Unbeatable BMW* was first published in 1979, and looked at the preceding 20 years of BMW racing. This new edition covers 1917-1977. There's a new layout, lots of new pictures including rallying and F1, and a section on the McLaren F1. Chapters start with 'quick facts' and there are spec tables in the back. The body type is easy to read – the only niggle is that some of it is over-large – and the repro is pretty good. The definitive book on the subject, Walton should be proud.

**HELL DRIVERS**, Lucky Lee Lott, ISBN 0 8 7938 858 7, Motorbooks International, £11.95

This is a case of crash, bang, wallop. Lee began his hell driving in 1935, and gave up in 1955, aged 40. But he had a helluva life in between. Head-on thumps, brick wall bashing, bus

jumping, ski jumping, lake leaping and barrel crashing were meat and grist to Lee and his mates, with only relatively few more dangerous stunts, which Lucky glosses over in lighter vein. Lee has a nice sense of humour, which is just as well. There are spectacular pictures too in this black-and-white softback, which makes you remember that seat belts, flame-proof overalls and roll cages were unknown in the early days. To finish the story, there's a glossary of hilarious 'daredevil speak'.

### TOO FAST TO RACE

Duke Video (01624 623634), £10.99

The Group B rally cars were undoubtedly the most awesome machines ever on the cross-country scene, on tarmac, forest and gravel, with four-wheel-drive and 600-plus horsepower. They were fabulously fast, and that was their problem – they were eventually deemed too dangerous and were banned – but, while they were running, they were amazing. This

video covers the main protagonists, with stunning action sequences. Commentary is by Ian Norris with the Group B Car Club providing the cars.

### THRUST THROUGH THE SOUND

BARRIER, Richard Noble and David Tremayne with Andy Green, Partridge, ISBN 1 85 225 268 5, £20

This book is really Richard Noble's autobiography. As you read his speed quest from a childhood sighting of Cobb's Crusader on Loch Ness to his reflections on life after Thrust SSC's achievement, you can't help but hear Noble's voice. The book is packed with technical insight into Thrust 2 and Thrust SSC which is broken up by contributions from key figures.

### AUTOSPORT GRAND PRIX REVIEW

'98, Haymarket Specialist Publications, available now in all good newsagents, £4.95

As usual, the *Autosport Grand Prix Review* covers all the stories from another exciting F1 season. However, the emphasis is on analysis rather than straight race-by-race reporting.

Included is Martin Brundle's judgement on this year's crop of cockpit talent. The F1 driver-turned-

commentator pulls no punches and gives incisive opinions on the best and the worst pedallers in the premier category. It makes good, controversial reading, and it's exclusive to *Autosport*.

The ITV microphone man is joined by some of the best motorsport journalists in the world for the biggest *Autosport* review ever. The words are superb, and the pictures aren't bad, either. Where else can you get hold of the best F1 photographs in the world for such a reasonable price?

## COD FILLET QUIZ



1. Who, in 1951, won the last major Formula libre race at Gurnon, Notts?
2. Which car had 'the ultimate space frame chassis'?
3. What do the initials NASCAR stand for?
4. In the BTCC September 1999 meeting at Oulton which circuit will they use?

ANSWERS ON PAGE 11

## New image for MSA

The Royal Automobile Club Motor Sports Association Limited has revealed its new logo, confirming its new name and its new status as the FIA's recognised body for UK motor sport. It will be known for day-to-day purposes as the Motor Sports Association, or MSA.

Below is simplified description of the relationship between the various bodies and their connections with motor sport. Federation Internationale de l'Automobile (Paris, France)



The governing body of world motor sport.

*Involvement in motor sport:* Organiser of the Formula 1 World Championship, the World Rally Championship, the Formula 3000 International Championship and many other international championships and cups.

The Royal Automobile Club Motor Sports Association Ltd (MSA)



The governing body of UK four-wheeled motor sport.

*Involvement in motor sport:* Recognised by the FIA as the national sporting authority (the ASN) for the UK. Organiser of the Network Q Rally of Great Britain, the RAC British Grand Prix, the British championships and many major events.

Facts about... *Contd from page 1*

\* Information about the MCC can be obtained by sending an A5-sized SAE to the General Secretary: Mike Furze, 405 Chartridge Lane, Chartridge, Chesham, Bucks HP5 2SL

The Royal Automobile Club



Private members' club operating in Pall Mall, London, and at Woodcote Park, Surrey. One of the national clubs which founded the AIACR in 1922 (this became the FIA in 1947).

*Involvement in motor sport:* The Stewards of The Royal Automobile Club act as the final level of the national motor sport judicial procedure. The Royal Automobile Club also appoints three directors to the Board of the MSA and three members of the Motor Sports Council.

RAC Motoring Services Ltd



Owners of the "RAC" brand. The members of The Royal Automobile Club have agreed to sell this company.

*Involvement in motor sport:* Commercial sponsors of the Formula 1 British Grand Prix at Silverstone.

## Touring Car news

With the 1998 *Auto Trader* British Touring Car Championship breaking attendance records and attracting a growing number of television viewers worldwide, TOCA has announced the calendar for 1999.

This year's BTCC again features 26 races: four each at Brands Hatch, Donington Park, Silverstone, Thruxton and Oulton Park, and twin races at Croft, Knockhill and Snetterton. The season kicks off at Donington Park on Easter Monday 5 April and BBC *Grandstand* will again cover every round, with six races transmitted live.

Oulton on 12 September marks the championship's first use of the 2.4-mile Island track, replacing the shorter Fosters circuit.

Both the Brands meetings will use the short Indy circuit, rather than the 2.6-mile Grand Prix track.

Night racing will be a special feature of the mid-July meeting at Snetterton. This will be a floodlit fantastic, with BTCC cars contesting after-dark Sprint and Feature races, plus a full programme of evening racing.

TOCA's Alan Gow is enthusiastic: "This is an idea we've been toying with for several years. It will add a whole range of new elements to the BTCC - sparks flying, headlights blazing, brake lights glowing - and there will be Le Mans-style funfairs and a real family night out atmosphere. It's never been done before in the BTCC, and I know it's going to be very popular with spectators, TV audiences and teams and drivers."

Snetterton used to host Britain's only 24-hour race and is an ideal venue for the BTCC's big night out. The format will include test sessions the previous night, daylight qualifying in the afternoon and racing from around 19.30.

The single seaters (with no headlights) will be first on the bill, followed by supporting saloon events and the two BTCC races. All corners and marshalling posts will be floodlit, as will the pits area for the mandatory Feature Race tyre change activity.

TOCA's announcements come at a time when the *Auto Trader* series is enjoying massive media coverage and spectator attendance. Circuits report spectator figures up by an average of 20% over 1997, while UK television viewers increased by 10% and the worldwide TV audience rocketed by 78%.

"These figures are proof of the increasing appeal of BTCC around the world," said Gow. "As an example, the UK viewership figures for the live races from Donington Park eclipsed every other major international televised sporting event shown in Britain during that week."

"Our figures were better than 'Match of the Day', the pre-Wimbledon tennis tournament from Queen's and the England Test cricket. The World Cup was the only event to out-point the BTCC..."

A UK radio audience of nearly 125 million listened to BTCC news and live reports, with airtime increased by 35%.

**1999 calendar:** Apr 4/5 at Donington Park, Apr 17/18 at Silverstone, May 2/3 at Thruxton, May 15/16 at Brands Hatch, May 30/31 at Oulton Park, June 19/20 at Donington Park, July 3/4 at Croft, July 17/18 at Snetterton, July 31/Aug 1 at Thruxton, Aug 14/15 at Knockhill, Aug 29/30 at Brands Hatch, Sep 11/12 at Oulton Park, Sep 18/19 at Silverstone.

SUPPLIED BY **CARBARS**  
and CARBOWELLINGTON

## Mind the gap!

**W**E keep getting asked about different plug types and how multiple-earth electrodes alter the way the combustion process takes place. The answer is: it doesn't.

Plug manufacturers have started to produce plugs with two, or three, earth electrodes simply to combat the higher service intervals now demanded by the car manufacturers. Earth electrodes wear as the miles clock up and, with anything up to 12 months between services, the standard plug types are beginning to struggle to maintain a small enough gap.

Electronic ignition systems are more tolerant of larger gaps but, with mixtures now running near a constant ratio, thanks to closed-loop systems needed with a catalytic converter, too large a gap will alter the performance of the system.

You only have so much energy in the coil and when the primary windings are switched off, the voltage rise in the secondary continues to build until the voltage (pressure) is high enough to jump the plug gap (or a dodgy lead/dizzy cap) to earth. Larger plug gaps therefore cause higher-firing voltages which you might think is a good thing, but the duration of the spark is reduced. Think of the coil providing a bucket of electricity. A high-pressure outlet will empty the bucket pretty quickly, while a low pressure outlet will deliver the same amount of electricity, but over a longer time period (it takes longer to empty the bucket).

As to what is best for the engine, it's hard to say. At low engine rpm with weak mixtures, a longer duration spark has a better chance of starting the fire you want inside the combustion chamber. At high rpm/cylinder pressure on wide open throttle, you might welcome that higher-firing voltage of a big plug gap. Basically, you get on the rolling road and experiment.

## QUIZ ANSWERS

1. Roy Parnell, 2 hr ERA R40c.
2. Maserati Tipo, 60/61, Birdcage.
3. National Association of Stock Car Auto Racing.
4. The Island circuit.

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# **RALLY MARSHALLING THE WAY FORWARD October 1998**

The East Midlands Association Of Motor Clubs and the Association Of North East Midland Motor Clubs jointly produced a report into Rally Marshalling in June 1998, following a comprehensive survey of local events and marshals earlier in the year. In September 1998 the two Associations again combined forces to hold a seminar on this important topic, the seminar was kindly hosted by Dukeries Motor Club Ltd. That seminar considered the survey results and the report written about them. Following that seminar and the views raised there, this document has been produced to set out a series of recommendations for the two Associations to endorse as "The Way Forward"



**East Midlands Association  
of Motor Clubs**



**ASSOCIATION OF NORTH EAST  
MIDLAND MOTOR CLUBS**



*Anthony B Northcote, BNC, Dip Planning, Dip URP, MA, MRTPI*

*E.M.A.M.C Regional Training Co-ordinator & Marshals Co-ordinator And  
A.N.E.M.M.C Regional Training Co-ordinator & Marshals Co-ordinator*

*16 Hounsfield Way, Sutton - on - Trent, Newark, Nottinghamshire, NG23 6PX  
Tel & Fax 01636 822528 (H). Mobile 0850 564647. Tel 01427 615411 ext. 265 (B)*

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*A.N.E.M.M.C Regional Training Co-ordinator & Marshals Co-ordinator*

*16 Hounsfeld Way, Sutton - on - Trent, Newark, Nottinghamshire, NG23 6PX*

*Tel & Fax 01636 822528 (H). Mobile 0850 564647. Tel 01427 615411 ext. 265 (B)*

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## Recommendations To Motor Clubs Organising Rallies In The EMAMC & ANEMMC Areas, Including Association Championship Rounds

- ☑ All events should publicise their events need for marshals, direct to Club Chief Marshals at least 2 months prior to the rally and preferably nearer 3 to 4 months prior to the rally. Road Rallies may consider contacting potential marshals direct as this has been shown to be effective, if this occurs, should still be sent to Club Chief Marshals also. Clubs should publicise their forthcoming event at events using flyers to aid publicity.
- ☑ All clubs and events should actively seek new marshals.
- ☑ Clubs should actively consider co-promotion to help limit the competition between events for marshals.
- ☑ Clubs should seek to avoid clashing with any other rally within the same marshalling catchment area (say between 50 and 100 miles depending upon the type/status of event). Clashes constitute more than one rally in a weekend.
- ☑ Any new event should try to pick 'free' dates and not choose popular dates and times of the year when marshalling resources are already thinly spread.
- ☑ All clubs should attempt to persuade competitors not to spectate but to marshal instead when they are not competing.
- ☑ All events should provide the following information to all marshals as a minimum:-
  - Detailed marshal signing on instructions 2 to 3 weeks before the rally;
  - Full marshals instructions written specifically for the event;
  - Full entry list (as up to date as possible);
  - Marshalling location plan;
  - Full stage plans (for stage rallies only);
  - Plans showing the necessary stage alterations (for multi use rallies)
  - Time Control instructions for all control personnel;
  - Copy of the Timecard for all control personnel;
  - Radio operator instructions and check sheets for all radios;
  - An invite to the event finish;
  - A letter of thanks and a copy of the results to all groups of marshals (or if possible all marshals) within 2 weeks.
- ☑ All events should keep signing on to between 1 and 1½ hours before the first car. More effort should be put into pre planning the deployment of marshals. Road rallies should consider pre control allocation to avoid the need for signing on at the start venue and be done at the actual controls, or make signing on later say around 10pm. Consideration should also be given to making signing on a more social affair as well.
- ☑ All events should take special care to welcome new marshals by immediately nominating an experienced marshal to look after new marshals during the event.
- ☑ All events should build money for marshals rewards into event budgets and once set they should remain fixed. A figure of between 3% and 5% of the total event costs are recommended as being appropriate.
- ☑ All events should provide as a minimum for all marshals:-
  1. Marshals Stickers / Identification Badges.
  2. A souvenir Memento either a Year Badge, Pen or Mug etc. or some form of memento.

- ☑ All multi venue rallies should provide Stage Commanders with a full operations manual or full set of paperwork at least 1 week prior to the rally, with sufficient information for pre planning at least 6 to 8 weeks before the event.
- ☑ All events should look carefully to see whether they can increase their 'social' aspects for marshals.
- ☑ All events should carefully consider whether Saturdays or Sundays are more appropriate for their marshals.
- ☑ All events should look at their time management, avoiding delays during the day as far as possible. On multi use rallies organisers should consider the opportunities offered by running 2 separate stages in reducing delays and the length of the day. Organisers should also encourage marshals to assist in altering stage layouts where necessary to help involve such marshals. Where stage alterations take place, events should consider the potential for moving marshals around the stage to add interest for those marshalling.
- ☑ All multi venue rallies should consider reducing the number of stage venues to reduce the number of marshals required, including running venues more than once if necessary. Events should consider the appropriateness of asking marshals to travel considerable distances for only 1 stage run once, if stages are only to be run once then organisers should consider making routes more suitable for marshals to move onto another stage.
- ☑ All events should consider starting later to allow marshals who are travelling considerable distances to avoid the dawn start which is a major hurdle in getting young people into the sport.

#### **E.M.A.M.C & A.N.E.M.M.C Action**

- ◆ All championship co-ordinators should make all reasonable efforts to avoid date clashes between any type of rally, any event which declines to avoid clashing with other events should have their championship status reviewed. The EMAMC & ANEMMC must work with adjacent Associations to try and avoid date clashes also. The aim being to have no more than 1 rally per weekend.
- ◆ Both Associations should continue to have a Marshals Co-ordinator / Training Co-ordinator to promote marshalling issues generally.
- ◆ The EMAMC & ANEMMC should raise the profile of marshalling at all opportunities. Whether it be at outside shows or events when publicising championship or in its own publicity material. The EMAMC Bulletin & the ANEMMC Association News should include marshalling news.
- ◆ The EMAMC & ANEMMC should continue to operate marshals training and financially support and run the joint voluntary Regional Marshals Registration Scheme.
- ◆ The two Associations should assist Road Rallies by maintaining a database of road rally marshals that clubs can request, and contact directly as this is proving the most suitable method of recruitment.
- ◆ The EMAMC should continue its Annual Marshals Award, however its profile should be raised. The ANEMMC should introduce an Annual Marshals Award to be awarded for the first time in 1999.
- ◆ The EMAMC have already resolved to put financial resources into marshalling activities. Each year the EMAMC will put £500 into a marshals fund. Outside sponsorship will be offered the opportunity to buy stickers which indicate that they support East Midlands Marshals. All of these funds will be put into

supporting and rewarding marshals on all of the EMAMC championship events. Decisions on how this will happen will be decided by a sub committee led by the Marshals Co-ordinator.

- ◆ The two Associations should request the MSA through the Regional Committee to consider the issues raised in this document and to take appropriate action.
- ◆ The ANEMMC have decided to attempt to introduce a social element into local marshalling by wishing to organise an annual marshalling trip abroad, starting in 1999 under the leadership of the Marshals Co-ordinator. The ANEMMC should consider financial support for this activity and/or seek sponsorship for this trip.

### Recommendations To The Motor Sports Association

- ☑ The MSA should continue to support marshals training, both financially and with practical support. The 'Red Book' should be amended to include greater information on marshals training, including details of the MSA Training Instructors or at least Regional Training Co-ordinators.
- ☑ The MSA should encourage all Regional Associations to take up or continue the Rally Marshals Registration Scheme, all Regional Associations should also be encouraged to appoint a Marshals Co-ordinator.
- ☑ Marshalling news and issues should be publicised in all MSA publications.
- ☑ The MSA should urgently consider the difficulties associated with their being too many rallies currently competing for marshals, and how this could be overcome without inhibiting clubs legitimate rights to stage events.
- ☑ The MSA should publicise and raise the profile of the Marshal of the Year Award, nominations should be sought directly from all clubs.
- ☑ The MSA should consider whether it is necessary to remind all rallies of the 'Blue Book' requirements for marshal stickers/identification.
- ☑ The MSA initiative to allow marshals under 16 to shadow event officials is to be welcomed, as we need to harness the interest of young people before they become involved in other pastimes.
- ☑ The MSA should work with Haymarket Publications to attempt to publicise marshalling issues in the specialist motorsport press to help raise the profile and to try and inject an element of 'glamour' into marshalling. The MSA should consider financially supporting such an article if necessary.
- ☑ The MSA initiative to produce a video on marshalling is to be welcomed, this should be distributed to all motor clubs and also be used as a publicity tool at all available opportunities.
- ☑ The MSA through its co-ordination of the British Rally Championship should consider the marshalling implications of the series particularly holding these events on weekdays and Saturdays.

## TAKE YOUR SEAT



Jackie Stewart, Rebecca Gleave of the Lear Corporation (designers of the extractable seat in conjunction with Stewart Grand Prix) and Prof. Sid Watkins.

**Y**OUR starter for ten: how many people do you know who can hold an audience for an hour without high-tech visual aids? Not many? Well, add Jackie Stewart to your list because he did just that when giving the Motor Racing Safety Fund's Watkins Lecture during Autosport International.

His theme, not surprisingly, was safety and he graphically described the struggle to get the subject taken seriously in the sixties and seventies. If you meet him, don't waste time asking for an autograph or pit pass - ask him instead to tell you about his crash at Spa and three nuns trying to put his overalls on while Graham Hill was trying to take them off (because they were soaked in fuel). Hilarious but also scary because there were no

ambulances or emergency people to be seen.

The nuns clearly left a lasting impression on him but so did the realisation that accidents can happen to you, they're not just things that happen to someone else.

The full face helmet was an important step in safety but JYS made the point that some drivers, foolishly, still don't wear proper protective clothing. Quote: "Marshals risk their lives to help drivers - they in turn should be responsible about the equipment they use". Stewart believes there should be legislation on the minimum level of clothing to be worn.

He also believes there should be more driver education so that they understand the effects of an accident - shouting for your mum or a Marmite

sandwich may not be the most constructive way to help marshals if you crash.

He ended an absorbing lecture by talking about the new extractable seat, compulsory in F1 from this year. With this, it will be possible to extract a driver in his seat and leave him in it from the car to the ambulance to the helicopter and to the hospital. All without risk of further injury through unnecessary movement. As costs come down he believes the seat will be used in all branches of the sport.

Jackie made the point that it doesn't take much for public opinion to swing against a sport so it behoves us to take safety seriously. It was perhaps appropriate therefore that on the same day as the Watkins Lecture, the Health and Safety Executive announced a new guide on health and safety in motorsport, focussing on the safety of competitors and spectators, and event management. The booklet highlights the key safety issues of pre-event planning, track or course design, safe storage and use of fuel (JYS made some pungent comments about F1 refuelling) and first aid provision. Health and safety of both employees and volunteers is covered with advice on noise control measures, best methods of manual handling and dealing with hazardous substances. The booklet is called *Health and safety at motor sport events - a Guide for employers and organisers* and costs £10 from HSE Books, PO Box 1999, Sudbury, Suffolk CO10 6FS.

You'd expect such a publication to be as dry as dust. It isn't. It's clearly laid out and even I could understand it. Invaluable.

Stuart Turner

## Facts about... STEWARDS OF THE MEETING

- It is the responsibility of the Stewards to ensure that a meeting is conducted to the requirements of the MSA as per the current Year Book and event Regulations. The Stewards of the Meeting should be available to hear protests and/or appeals at any time during the meeting and until the last time for any appeal has expired.
- The Stewards of the Meeting comprise a team of up to three Stewards. There may be an MSA appointed Steward who is the senior Steward, and there are always two Club Stewards.
- Where appointed, the MSA Steward is responsible for ensuring that all necessary documentation is in order and for event safety. If no MSA Steward is appointed, Club Stewards assume these responsibilities.
- The two Club Stewards must have no other official duties whatsoever during the meeting, and be available for their duties at all times.
- Club Stewards should have experience in running events and a sound understanding of the current Year Book and event Regulations.
- The following points may help Clubs establish a proper relationship with the MSA Steward, where appointed:
  - Make telephone or letter contact well before the event. Advise any last minute details; finding the venue, parking, food arrangements etc.
  - Provide all the necessary paperwork in advance - Supplementary Regulations, Final Instructions, entry list, passes etc.
  - Invite the Stewards to inspect the course well before the start of practice and the event itself.
  - Ask the Stewards to tell you where they will be throughout the meeting, and ensure that there is an area available, preferably quiet, should there be the need for a Stewards' Meeting.

Contd on page 11

## AUTOSCENE

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

**FERRARI 250 GTO, LANDMARKS**  
ISBN 1 901432 15 7, Keith Bluemel with Jess G Pourret, Bay View Books, £24.95

In a market of highly exclusive, specialist books, this excellent publication on the legendary Ferrari 250 GTO is marvellous value. This is the first in a new series and has chapters on design/development/evolution, individual histories on each chassis, owners' views and historic photographs within its packed 190 pages. Any book involving Ferrari authority Jess Pourret is worth having and the chapter on his memories of a 20-year relationship with 3607 GT is a highlight. Keith Bluemel's text lacks the flair and passion of Pourret but it is packed with detail. Other features are tables on GTO competition history, reproduction of original homologation papers and Tony Matthew's superb cutaway artwork of Nick Mason's 3757 GT. Great value and we look forward to more in this series.

**BRITISH TRIAL DRIVERS**  
ISBN 1 85825 107 9, Donald Cowbourne, Smith Settle, £30  
This bumper work covers the period from 1925-1939 documenting all the drivers and cars that competed in the major British trials, plus those who took part in the International Alpine Trials, and quite a lot more.

Today, most of the entrants are long dead, so it's of interest mainly as a historical record. There are a considerable number of photographs, all black and white, most of which are from the Brunell Collection. Old they may be, but they're clear and full of action. The majority of the book is professional and heavy going, though the pictures more than make up for it.

**RALLY, Reinhard Klein, Published by Konemann, £19.99**  
This book is heavy, 392 pages of high-quality pictures that capture the spirit of the World Rally Championship from its early days to the present; from the

wild, staring eyes of the mechanic straining under a car to the mile-long dust trails across the Kenyan Rift Valley.

Words are almost an irrelevance, hence they are used sparingly, although with great insight (and in three languages, thanks to David Williams, Michel Lizin and Helmut Diemel). You should find it in all good bookshops. If you can't, call Konemann on 0171 495 4343 for your nearest supplier. Don't try mail order, though, unless you're willing to pay a packet in postage.

**CHRISTIE'S WORLD OF AUTOMOTIVE TOYS, Mike and Sue Richardson, ISBN 1 86205 084 8, Pavilion Books, £20**

As this work has been sponsored by Christie's, it's not surprising that the majority of the pages cover early tinplate toys, pedal cars, and later those glorious enamelled Japanese plastic or tinplate creations, rather than hi-tech hand-made modern resin or metal models. But it's easy to see the attraction: you can make out the leather seats, rubber tyres, opening doors, gorgeous paintwork and, invariably, drivers and passengers in high-fashion clothing, which makes them stunningly decorative and

colourful. Naive, maybe, rustic certainly, simple for sure, but who can resist them? The colour plates match the elegant words too, so this is a *tour de force* of the model field.

**1998 LE MANS 24 HOURS - The Official ACO Yearbook, Distributed by Grand Prix models, £39.95**  
Stunning photography marks every moment of this classic event. The book begins as the engines fire up for pre-qualifying a month before the great race. It ends as the circuit cleaners sweep away the debris of 200,000 visitors.

### COD FILLET QUIZ



1. Where was the Fairwood racing circuit?
2. Who designed the Jaguar E type and the XJ13?
3. Which driver had the nickname 'Pedrogo' - the unlucky one?
4. Who was 'The Flying Gel'?

ANSWERS ON PAGE 8

## Woolbridge is Club of Year

Woolbridge Motor Club have won the 1998 Bradstock Motor Club of the Year Award. Club officials were presented with a cheque for £1,000 and the Bradstock Motor Club of the Year Trophy at the Motor Sports Association's 'Night of Champions' awards evening, where the club shared centre stage with the winners of every British motor sport championship.

The revised format of the 1998 competition attracted entries from a wider range of clubs than ever before, and the winners were the best of many well presented and well researched applications.

Allan Dean-Lewis, MSA Training & Development Executive, commented: "The panel of judges found that Woolbridge MC was a very well respected club, offering a wide choice of events for its members, all run by a relatively young committee.

"The club publicises its activities efficiently and is closely involved in the local community, a good example of which was a recent charity trial, which raised a significant amount in aid of a local hospital scanner appeal."

**Results:** Overall Winner, Woolbridge Motor Club (£1,000). Best One-Make Club, Opel Manta Owners Club (£250). Best 4x4 Club, East Northants Land Rover Owners Club (£250). Best Kart Club, Buckmore Park Kart Club (£250). Highly commended: Rochester Motor Club and Amman & District Motor Club.

### Facts about... Contd from page 1

• The MSA Steward will be trying to establish a friendly relationship. Respond accordingly, and if a problem develops discuss it informally with him first. Many problems can be solved in this way!

## Scottish Rally news

The dates for this year's RSAC Scottish Rally - Scotland's biggest annual motor sport event - have been confirmed as Friday and Saturday 11-12 June.

For the third year running, the event will be based in Dumfries. The route will include some 135 miles of competitive motoring, mainly on forest roads in Dumfries and Galloway.

With financial and operational support from Dumfries & Galloway Council, the Scottish Rally will again be a counter to the Mobil 1 British Rally Championship.

Three supporting events will run over the same weekend: the RSAC Scottish Historic Rally - for rally cars of the 1960s and 70s - will run ahead of the main rally on Friday 11 June; the Formula 1400 Rally, also on Friday; and the Scottish National Rally with the main event on Saturday 12 June.

"Dumfries continues to prove popular with competitors," said clerk of the course Jonathan Lord. "It is easily reached from most of the UK and the forest roads in Dumfries and Galloway are well liked, because they are long and challenging.

"A particular bonus is the enthusiastic support we receive from Dumfries & Galloway Council and the local community. The warm welcome in the past two years made the event particularly special.

"This year, the route will be even more compact as we are not using the stages in the Tweed Valley. This has allowed us to reduce the road mileage even further.

"We took the decision not to include the Tweed Valley, because speeds in these forests were becoming too high and it was becoming difficult to find service areas of the size needed for this scale of rally.

"We are adopting world championship-style servicing for 1999. That means there will be timed servicing after every two or three stages. On the Friday section, service crews will not have to move from a central servicing area in Dumfries."

The rally will start from Dumfries on the morning of Friday 11 June (after scrutineering on Thursday 10 June). After an overnight halt, the second leg starts from Dumfries on the morning of Saturday 12 June.

Competitors will be able to carry out route reconnaissance the weekend before, or during the week of the rally. The first session is on Saturday and Sunday 5/6 June, with the second on Wednesday and Thursday 9/10 June.

The organisers are looking at adding a bit of spice to the rally, with a kart race for competitors at Dumfries Ice Bowl on Thursday 10 June.

With more than 180 competing crews, last year's RSAC Scottish Rally continued to prove its popularity. Recent estimates put the number of spectators on the event at 250,000.

Further information from the Royal Scottish Automobile Club (Motor Sport) Ltd, 11 Blythswood Square, Glasgow G2 4AG. Telephone 0141 204 4999. Fax 0141 204 4949. E-mail rsac\_motorsport@compuserve.com. Entries open in April.

## Wheelbase Club

The first seven programmes of the Motor Sports Association's Wheelbase Club television programmes were seen by a total of 660,000 people on Sky Sports 1, 2 and 3. The programme was frequently the third most popular on the satellite channel, beaten only by football and golf.

A compilation of all ten broadcast programmes is available on a VHS tape from Motor Sports House. The tape is free to affiliated clubs. Details from Sporting Services on 01753 681736.

## Red Nose Day

Motor clubs, regional associations and companies involved in motor sport are reminded that the next Red Nose Day - raising funds for Comic Relief - is on 12 March 1999. To obtain a fundraising pack, call 0891 900 000. Since it started in 1986, Comic Relief has raised £139 million.

# TECHNICAL TIPS

SUPPLIED BY  **CARSA**  
THE CAR CONVERSIONS

## Balancing act!

**W**E'VE had a query about balancing connecting rods using the 'end-over-end' method.

The theory here is that you balance your rods in sets so that they all weigh the same. However, you might find that the weight is not evenly distributed along every rod. Some may have heavier big-ends with a lighter little-end, making the total weight the same.

If you balance the rods so that each big-end weighs the same and then make the little ends the same, you should end up with a matching set. At least that's the theory. The practicalities are something different again. To weigh rods end-over-end you can balance the rod horizontally, support one end, and weigh the other. Or you can suspend the rod from both ends on a pair of spring balances and note the readings at either end.

Personally I think there is a large element of techno-baffle in either method. All I do is weigh the big-end caps and balance them as a set. Then I do the same for the rods and match them by removing material from the small ends. It may not be theoretically correct but it works in the real world, which to me is all that matters.

## Do you have a car that is 20 years old?

If you do, then it is eligible for the three classic runs organised by the Motor Sports Association



For Regulations contact  
Major Events Department,  
The Motorsports Association,  
Motorsports House,  
Colnbrook, SL3 0HG  
Tel: 01753 681736  
Fax: 01753 682938

### The Haynes Publishing Two-Day Classic 9/10/11 April 1999

Starts in Sparkford, Somerset - Overnight Halts at Oxford and Warwick - Finish at Castle Combe Race Circuit.

### The Guardian Insurance Classic 30 May 1999

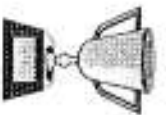
This is the biggest event of its type in Europe with a choice of 11 starts including Edinburgh, Harrogate, Lincoln, Lytham St Annes, Ipswich, Chester, Cheltenham, Bath, Millbrook, Brooklands and Goodwood. The event will finish at Millbrook Test Track where all participants will be able to drive on the High Speed Bowl as well as the demanding Hill Circuit.

### The Euroclassic 5-9 September 1999

Provisional outline - Start in Brussels - Overnight Halts - Stuttgart - Lake Constance - Merano/Innsbruck - Finish in Salzburg. All participants will have the opportunity of driving round Spa and the old Nurburgring.

## QUIZ ANSWERS

1. Fairwood Common - an old airfield near Swarson used 1952-54.
2. Malcolm Sayer.
3. Manfred von Brauchitsch.
4. John Godfrey Parry Thomas, died 1927, Pendine Sands.



### CLUB RALLY CHAMPIONSHIP RESULTS 1998

DRIVERS	Kall Kwik	Riponian	NHMC Forest Rally	John Overend	Somerset	Midwales	Lookout	Viking Tour	Dukeries	Quinton	Opposite Lock	Wydean	Plains	Xmas stages	TOTAL	Position
Tony Dickenson					50	42			50	43		52	38		275	1
Rob Wilson	44		20	33			44	47						44	232	2
Gavin Ruler	55		20						20		65			66	226	3
Rob Pattison	20		34	37			37	38							166	4
Dave Watkins		20						55							75	5
<b>CO-DRIVERS</b>																
Gavin Heselbine	44	#20		#33	50	#42	44	47	50	#43		52	#38	44	287	1
Steve Darvell	55		20						20		65			66	226	2
Rob Overend	20		34	37			37	38							166	3
Jane Sturdy								55							55	4
Linda White								20							20	=5
Dave Smith			20												20	=5

# Dropped Scores Events are not in Chronological order (That means not in date order !)

## CLUB MEMBERSHIP RENEWAL

Club membership is renewable from the 1<sup>st</sup> January 1999, this is the last magazine or newsletter you will receive until your membership is renewed.

Membership Fee's

Single £10.00

Joint £11.00

Payable to John Dixon

John is at most club nights or you can sent it to

Church Lane Garage

Skirlaugh

East Yorkshire

HU11 5AE

### Club Rally Championship

At the time of going to press the committee are considering ways of improving the Rally championship, details later.

North Humberside M.C Web Site

<http://freespace.virgin.net/alan.gilbert/>