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TERRY LUCAS

OR BODYSHIELD DIRECT

QUOTE NORTH HUMBERSIDE MOTOR CLUB!

THE POOR LITTLE SPARROW.

ONCE UPON A TIME THERE WAS A NON-CONFORMIST SPARROW WHO DECIDED NOT TO FLY SOUTH FOR THE WINTER. HOWEVER, SOON THE WEATHER TURNED SO COLD THAT HE RELUCTANTLY STARTED TO FLY SOUTH.

IN A SHORT TIME ICE BEGAN TO FORM ON HIS WINGS AND HE FELL TO THE EARTH IN A BARN YARD ALMOST FROZEN. PRESENTLY A COW PASSES BY AND CRAPPED ON THE LITTLE FELLOW. THE SPARROW THOUGHT IT WAS THE END, BUT THE MANURE WARMED HIM AND DEFROSTED HIS WINGS.

WARM AND HAPPY AND ABLE TO BREATHE THE SPARROW BEGAN TO SING. JUST THEN A LARGE CAT CAME BY AND UPON HEARING THE CHIRPING CAME TO INVESTIGATE. THE CAT CLEARED AWAY THE MANURE FOUND THE SPARROW, AND ATE HIM.

THREE LOGICAL CONCLUSIONS AT WHICH YOU ARRIVE AT:

1. ANYONE WHO SHITS ON YOU ISN'T NECESSARILY YOUR ENEMY.
2. ANYONE WHO GETS YOU OUT OF THE SHIT ISN'T NECESSARILY YOUR FRIEND.
3. IF YOU'RE WARM AND HAPPY IN A PILE OF SHIT, KEEP YOUR MOUTH SHUT.

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After servicing for Webbo on the Welsh a couple of times and always enjoying the smooth stoges there I asked my Mintex driver to consider me if he entered. No such luck so I rang Peter Ripley and offered my Rent-a-Nav services. After agreeing terms (I paid him-he didn't pay me) the Road book duly arrived and I plotted all on Routemaster and O.S. Maps.

The Monday before the event I went and met service crew and driver and checked out final details before leaving Huddersfield on the Thursday noon for Cardiff.

Peters car is a Group 2 1600c.c. Toyota Corolla with many stage miles behind it but was built and is maintained by John and Paul who (apologies to various other gentlemen) are undoubtedly the best service crew I have ever had the pleasure of working with.

We scrutineeered, signed on and retired to the Team Toyota Hotel for free ale and films.

Friday morning dawned with bright sunlight and a nice breeze to dispense the dirt on the stages.

We were at 31 and Mike Jacksons Navigator, Lyn Jenkins was with David Grainger at 30. Peter warned me that the steering was a bit weird and muttered something about recirculating balls-who or what he was talking about I didn't know!

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## MOORES

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**CLARENCE STREET  
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The first six stages were all dusty but smooth and took us up to Machynlleth and the third service area. We were placed in the forties and fifth in class before going further north but now in the dark.

This is where our good start number gave us an advantage over the later numbers. All the leaders were taking two and three minutes at the start of stages waiting for the dust to clear and we did likewise. The later numbers were made to go on the minute because the rally was "stretching" and this gave them a bad dust problem.

By daylight we were back at Machynlleth for our first break - 55mins for service and rest after 15 hours of continuous rallying.

We were by then 18th on the road, 28th overall but still 5th in class.

Six more stages found us in Builth Wells for another 1 hour break before starting the Epynt tarmac stages.

After the first two stages our service crew were missing and just as we were putting Alan Carters spares on our car they arrived having had a puncture on a tight road section.

We passed Stig Blomquist on Stage 26 and Roger Clark on Stage 33 needless to say their cars had expired.

During the day I was allowed to steer occasionally on road sections and due to a fixed seat and Peter being 6ft plus we had a few missed gears but I was able to experience the rubber band steering which was magnified as we were on racers.

Before Epynt we were approximately 4½ mins behind the class leader and slowly we crept up until final results showed 1min 31 secs difference. As our total penalties were 256mins 46secs we were close but not close enough. Ari Vatanen, who won, had total penalties of 217 - 47 so we were quite a bit behind.

An overall position of 20th and 2nd in Class was accepted by myself but Peter was less happy - he was 18th and 1st in Class last year.

Our only mechanical problems had been an expanding water hose, a hole in the floor under my seat and the total collapse of my seat. Petrol, oil, water and new tyres were added but otherwise no problems. We hit no cafés and only had one slight "off".

Geronimo.

N.H.M.C. AUTOTEST CHAMPIONSHIP

Six members ventured out to Bingley for the Y.S.C.C. (Shell League) Autotest. This enabled the club to enter a full team of five, Alan Carvell, Stan Smolen, Nick Thompson, Rob White, myself and Sue Paterson in reserve. John Newlove was also there in an advisory capacity.

The total entry for the meeting was 57. Starting at 10.30 a.m and finishing at 6.30 p.m. the event consisted of 25 very fast tests, which played very hard on driver and car and resulted in one mini rolling, Rob White's diff. failing, two wash outs for Stan, one for Nick, the breakage and removal of Sue's gear stick (two tests were completed using molegrips for a stick), and yours truly hit three bollards. (Alan Carvell is becoming super smooth, nothing much went wrong for him).

John Newlove will be reporting on the Shell League positions.

Final results were as follows:

Howard Paterson	3rd	in class of 11-1ST NOVICE!
Alan Carvell	4th	" " " " " "
Sue Paterson	9th	" " " " " "
Stan Smolen	10th	" " " " " "
Nick Thompson	12th	" " " " " "

Rob White was 3rd in class of 18 up to retirement with only 3 tests left to do.

After this event the championship positions are as follows:-

Howard Paterson	281.6
Stan Smolen	204.4
Neil Hartley	181.9
Joan Newlove	160.6
Ken Hailstone	156.7

Cont'd/...

Rob Newlove	149.5
Berni Nolan	137.8
Alan Carvell	133.6
Sue Paterson	112.7
Rob White	105
Roger Stonley	80
Terry Lucas	70
Nick Thompson	43.3

The next Autotest Chamionship event will be on the 7th June, Reckitts Cottingham Show Autotest  
29th June, Track Rod M.C. (Shell League) Autotest

N.H.M.C. Autotest - Planned for the 1st June has been cancelled due to lack of a venue.

The next North Humberside Autotest will be on the 20th July, which will be on grass at Newport. A social event is being organised for the evening which will include a video show of the days autotest, and hopefully several home movies and slides taken by club members.

If you do have films or slides please contact The Social Organiser, Nigel Johnson (Work 20800; Home 652611) to help him put on a really good show

HOWARD PATERSON

**N.B. HOWARD WON THE 1ST NOVICE AWARD - HANG ON IN THERE BABY!**

OH DEAR!

No doubt Nigs will have written his usual epistle on the Plains and this time will have shown his displeasure because of the aerobatics of his crew.

Our side of the story is a follows:-

Mikes Chevette was finished, including painting and lettering well before this second round of the Senior B.T.R.D.A. Championship.

We loaded it on the trailer and set off at 4pm for Wales. At 9pm we arrived at Scrutineering and 45mins later were in the pub having a pint and lining up the birds for the service crew (we were accompanied by our Ladies.)

At 11.15 the service crew arrived and we retired to bed.

Saturday dawned fine and bright and after breakfast we checked the car and barge before our start time of 10.50am.

The first stage seemed to go well and the finish marshal had to have a second look at the clock. We were 9th fastest and two seconds slower than Brother Steve.

Off we went to stage 2 - the first of many to be run at 30secs. intervals and here we could see the start of the dust problem.

We were 8th fastest on this stage as the previous car was 1min in front and even beat Brother Steve by two seconds (he must have been off)

Then around to the start again for Stage 3 starting 30secs behind a 1600cc R.W.D. Fiesta. We caught him before the stage split and dropped a few seconds because of the dust.

#### N.H.M.C. CLUBMANS CHAMPIONSHIP

There have been no more events since the Moonraker Rally and therefore the points remain the same. The next event in the Championship will be the Holderness Trophy Rally (single venue stage event) on 22nd June at Melbourne Airfield.

Ken Hailstone should be able to improve his present four point lead over Roger Stonley, who will be a non-competing driver along with Howard Paterson, Alan Carvell, Berni Nolan and Sue Paterson. Competitors in a position to improve are 4th place man Neil Hartley (Escort Mexico), 5th place man Steve Varey (RS2000), 10th man John Walker (Colt), 11th Nick Pack (Opel Kadett), and 13th Adrian Hannah (Escort 1300), all of which have stage prepared cars. With only 49 points separating Ken and Steve, if Ken should fail (?) to finish Steve is in a position to take the lead with a win in class.

The week after this event will be the production car trial held at Sledmere Grange (29th June), this year organised by the Gin Twins allowing the two old favourites of Eon Sadofsky and Tony Carmichael to come out of retirement and show the usual daft lads how it's done Rosedale style (ballast usually being about six pints and a blow-up tent).

P.S. Don't forget awards go to the top five in this Championship.

HOWARD PATERSON

Congrats to John and Claire on their recent marriage.  
They've both joined the gardening club!!!

-----  
Howard Paterson has just finished a course in Concreting and will be more than pleased to assist anybody with any problems. Unfortunately he won't be available in June as he's representing Yorkshire in the National Concreting Challenge!

-----  
Mr. Autotest is organising an autotest in July and has enlisted the help of Nigs to arrange a social night and prize giving afterwards. One idea that came up was to have "our own" film night, i.e. slides, home movies, things of general interest to all members. Unfortunately we had to ban one home movie "Whims of schoolgirls" which wasn't quite suitable; I've watched it 8 times and still can't work out where that horse came in!!!

-----  
Myra Webster and Enid Beadle are organising a great medieval night out in October - so get your money out and book a place as there are only 60 seats available.

-----  
More Snippets and B.T.R.D.A. news next month.

BRADLEY

\* E X T R A \* E X T R A \* E X T R A \*

Howard Paterson's Autotest will be FILMED by MIKE BENNETT on VIDEO, and replayed the same night at THE GRAN G E.  
So all the Paul Newmans and Roger Clarks get out there onto the Silver Screen.

\* E X T R A \* E X T R A \* E X T R A \*

Stage 4 & 5 were also at 30sec intervals and after a good run on 4 (6 secs down on the fastest) we started 5th with a faltering Sunbeam 1 min in front.

After 1 mile we were negotiating a fast left downhill corner when - OH DEAR! We landed on our wheels halfway across the track, got out and I ran along the stage to slow down the next car - no chance - the car came the other way!

After throwing everything in the car (not before a competitor had run over my Blue Book) we crawled off the stage and I hitched a lift in a Czechoslovakian Watch to the same area where Phil and Nigs were sunbathing.

Nigs should have recounted their side of the story so that's it. (no jokes from me)

Gerónimo.....

## ROAD RALLY CHAMPIONSHIP

### Production Car Trial

Our annual Production Car Trial will be held on the 29th June at our usual venue at Sledmere Grange, this is just the event for beginners to have a go all you need is a standard production car more details from Robert Newlove at a Club Night or on Driffield 43942.

### Marshals Training Night

The R.A.C. in conjunction with Ford Motor Co. are organising a Marshals Training Session throughout the Country. The nearest one to us is at Tate of Leeds, at 7.30 p.m. on the 26th June. We are trying to organise a bus, if you are interested please contact Harry Hannah or John Newlove.

### Special Offer

The Manufacturers of "Mucklooks", those fancy boots which are good for wearing in Forests, etc., are offering discount prices to Motor Club, if you are interested contact Angela Alsop on a club night.

After the Barrett Oak Rally, positions are as follows:

<u>Drivers</u>		<u>Navigators</u>	
Steve Varey	320	Geoff Gill	320
Chris Green	222	Geoff Craven	222
Ian Carr	213	Nigel Patterson	213
Rod Leonard	154	Dave Jobling	159
Pete Macdonald	149	Pete Woodley	154
John Newlove	120	Bill Barr	149
Johnny Walker	108	Robert Newlove	120
Graham Burton	97	Chris Walker	108

The next event is the Calderford Trophy on 26th/27th July, Remember it's the best six events to count.

### Stage Rally Championship

Well it finally got under way with the tour of Lincs and the Uniband Stages. After two rounds positions were as follows:

<u>Drivers</u>		<u>Navigators</u>	
M. Stephenson	197	D. Howell	197
D. Webster	93	H. Paterson	81
J. Walker	58	D. Haynes	93

I have not yet got a copy of the Uniband results, so I have presumed there were 90 starters.

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## Shell League

After 5 rounds our results are a little disappointing and we have dropped down to 7th place.

There were 3 rounds in May, the first a Productions Car Trial at Ilkley. We only managed to get a team of four, me and our lad in my escort, and John Law, Neil Hartley in Neil's Chevette.

Well we didn't do so bad, we finished halfway up the class, but Neil had clutch problems and this dropped him down the class, I aren't surprised he had 400lb of lead in the boot! The event was an Autotest at Bingley which was well supported.

Howard Paterson and Alan Carvell were 3rd and 4th in class, a good result considering the opposition. Stan Smolen and Nick Thompson had problems but they still scored valuable Shell League points. Our disaster of the day was Rob White who was third in class until his diff broke on the second from last test, there were some kind words spoken about that. The fifth round was yet another P.C.T. at Sheffield, we only started off with a team of three, all the other clubs managed to get five.

It was a lovely sunny day when our team arrived consisting of 'Me and our lad' and Roger Stonely complete with family and kitchen sink ( he called it ballest)

Disaster struck straight away when Roger's exhaust fell off on the way to the first test. Anyway he managed to repair it and carry on. George Ellis and Chris Fishwick from York were doing well in a Lada complete with Massey ferguson wheel weights in the

boot.

During a short break we had a chance to study the opposition. Now there is a middle aged gentleman who competes in all the P.C.T.'s and always wins. it just so happens he had his bonnet up so we decided to have a look, how he does wo well.

The first noticable thing was that his engine was painted yellow, (we didn't know why but if it works for him why not us?) The most ingenious thing was the weber carburettor was tuned round on the manifold so the float chamber was on the back, this stopping it flooding going up hills. Then there was a very small bore pipe soldered into the ventri to allow any excess petrol into a bottle under the bonnet.

The third tweek was to use tyres on the rear that had never been used on tarmac, this gives a considerable advantage on wet grass. There's no wonder we don't do very well with guys like that about.

Anyway disaster struck when our clutch release bearing decided to seize up and gradually wear its way through the clutch pressure plate, we even had clutch slip on the Ouse Bridge coming home, mind you we had a hundred weight of gravel in the boot. Roger managed to finish o.k. so we gained a few points. The next round is an Autotest at Acaster Malbiss near York, any volunteers?

Robert Newlove.

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Comp Secs Report.

Change of Dates.

The Elcar Trophy Rally will now be held on the 27th of September. The Bridlington Wolds Rally organised by Bridlington and District has been cancelled due to their sponsor with-drawing. They will however be running another Special Stage practise day at Ulrome on September 28th.

We have several members taking interest in the ANCC outotest Champoinship and are doing quite well, this helps promote our club and as most of the events are also Shell League events we gain points in that also. I went along to the second round at Bingley, members from our club taking part where, Howard and Sue Paterson, Stan Smolen and Nick Thompson in the Speed Sares Mini, Alan (knock em down) Carvell and Rob White in yet another Mini. Nick got off to a slow start on the first round, but Rob and Stan got off

to a good start being placed third and forth in class respectively after the first round, Howard also was third in his class after the first round. Their were four tests laid out but the same layout was used for a different set of tests making 24 tests in all followed by one big test. The competition was quite good, just knocking a bollard down put you a long way behind. Howard continued to do well, unfortunately Stan got a washout on one test putting him out of the running. Nick was improving all the time, Sue was putting up a consistent performance not that far behind Howard and Alan was not knocking as many bollards down as usual probably because the tarmac was so dry he couldn't go waltzing all over the car park in his usual fashion. Rob White was still in third position when his gearbox casing decided to fall apart ending what could have been a good run. At the end of the day we had moved up a position in the overall Shell League table.

#### Humberside County Council Motorsport Championship

This is again being run this year, the first round was the Cottinghamnow autotest organised by Reckitt's Motor Club, the next round is a Road Rally organised by Grimsby Motor Club on the 16/17 August, I would be interested to hear from competitors who would like do this event, the third event was to have been Bridlington's Rally but this is now been cancelled although they are hoping to put on this Production car trial instead, probably on the 6th of July.

The final round will be Beverley and District Autotest on the 12th October.

#### Crystal Stages Rally

The organisers of this event have started to sort things out, Clerk of the course will be Dave Shipley Chief Marshall Roger Stonely, Secretary Alan Carvell and entries Secretary John Law. It is hoped to off load some of the work onto Stage Co-ordinators appointed to look after individual stages, we would like to hear from members who are willing to put some work into the event to make it the success it has been in the past.

#### A Word Of Warning

From what we read in the motoring press the Police activity seems to be on the increase on Rallies, even stage events so if you are doing a stage event remember you should not have to speed on the Public Roads between stages, if you have you should complain to the organisers, this also applies to service crew as well as Competitors.

B.T.R.D.A. NEWS

N.H.M.C. were once again represented on the 3rd B.T.R.D.A. round, the South West Stages.

Unfortunately only Steve Reed could make the long trip. Brother Mike still repairing the Miton Plant Chevette and Roy Webster deciding that it was too far to go.

Well Steve Reed certainly made his mark on this event (Co driven by none other than Alan Simpson) mixing it all day long with joint Championship Leader Malcolm Patrick, and 3rd in Championship Trevor (ex Rallycross) Smith. After a long days rallying he finished 2nd <sup>o</sup>/<sub>a</sub> but not before he'd replaced his clutch release bearing and modified his exhaust system!

So now M. Patrick leads the series with Steve 2nd and Trevor Smith 3rd, and the next event is the Centurion May 31st in Killer Keilder.

Hopefully Mike and Ian will be all fettle for this event and spies inform us that Roy might take his Group 4, 4AJ0 for this event.

QUICK SNIPPET

PHIL TOMLINSON is nearing completion of his Escort 1300 for stage events, his first outing will be the 62cc single venue, followed by our own Crystal Stages.

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5. I left my Austin 7 outside, but when I came out later to my amazement there was an Austin 12.
6. To avoid collision I ran into the other car.
7. There was plenty of on lookers, but no witnesses.
8. The water in my radiator accidently froze on 12 midnight.
9. Car had to turn sharper than was necessary owing to an invisible lorry.
10. I was scraping my nearside on the bank when the accident happened.
11. After the accident a working gentleman offered to be a witness in my favour.
12. I collided with a stationary tree.
13. There was no damage done to the car as the gatepost will testify.
14. Accident was due to road bending.

29. I misjudged a lady crossing the street.
30. Coming home I drove into the wrong house and collided with a tree I haven't got.
31. Three women were all talking to each other and when she stepped forward I had to have an accident.
32. I can't give details of the accident as I was somewhat concussed at the time.
33. Wilful damage was done to the upholstery by rats.
34. A pedestrian hit and went underneath my car.
35. I blew my horn but it wouldn't work as it was stolen.
36. A lamp post bumped into my car and damaged it in two places.
37. My car was stolen and I set up a human cry but it was not recovered.
38. The car in front stopped suddenly and I crashed gently into his luggage grid.
39. I left my car unattended to a minute, and whether my accident or design it ran away.
40. The other car collided with me, without giving warning of his intention.
41. I unfortunately ran over a pedestrian and the old gentleman was taken to hospital much regretting his circumstances.
42. On entering Wales I blew my horn at the left hand corner.
43. I thought the side window was down but it was up as I found out when I put my hand through it.

15. The witness gave his occupation as a gentleman, but it would be more correct to call him a Garage Proprietor.
16. The other man altered his mind and I had to run in to him.
17. Ice on road applied brakes causing skid.
18. I told the idiot that he was mad and went on.
19. My wheel went into the ditch. My feet jumped from the brakes to the accelerator pedal, leapt across the road, to the other side and jumped into the trunk of the tree.
20. I remember nothing after passing the Crown Hotel until I came too and saw P.C. Brown.
21. A cow wandered into my car, I was afterwards informed that the cow was half-witted.
22. A bull was standing nearby when a fly must have tickled him because he gared my car.
23. She suddenly saw me, lost her head and we met.
24. I was taking a friend home and keeping two yards from the lamp post which were in a straight line. Unfortunately there was a bend in the road bringing the right hand lamp post in line with the other and of course I landed in the ditch.
25. If the other drives and stopped a few yards behind himself it would not have happened.
26. I bumped into the lamp post which was obscured by human beings.
27. I bumped into a shop window and sustained injuries to my wife.
28. I heard a horn blow and was struck violently in the back. Evidently a lady was trying to pass me.

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44. I consider neither vehicles was to blame but if either was to blame it was the other one.

45. I was proceeding along a road at a moderate speed, when another car rushed out of a side turning and turned upsidedown in the ditch. It was his fault he said.

From the aforementioned contents it would appear that alot of the applications can be related to Rallying as,well do we have any other comments?

Editor.



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