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After the Welsh with Peter Ripley on a one off basis, I was surprised when a fortnight before the Scottish he asked if I was interested as the co-driver who had arranged to do it with him had fallen out.

The Road Book arrived on the Tuesday before the event and plotting became a little rushed. All was finished in time and at 5.45 p.m. on Saturday 7th June, No. 45 started from Blytheswood Square, Glasgow.

This time the Haida was spot on and after a long run out we started the Stages. Stage 2 gave us a puncture which we changed after the Stage. The same happened on Stage 4 but we reached Service for the service crew to change it.

The night progressed well and breakfast found us in Edinburgh, still going strong but being blown into the weeds by Teruo Katsute in a Toyota Sprinter.

Sunday saw us working our way North, via the dreaded Drummond Hill. This is rocky stage with long drops - usually the co-drivers side. Following the actions of my "dad", John "Evergreen" Beadle, who says the longest stages are the most important, I suggested a little effort should be put in and we were 20th fastest overall. Not bad for 1600 cc.

Erochty, the next stage, gave us a puncture half way and we drove through without losing the tyre.

And so to Aviemore for a nights rest.

Monday morning saw us 26th and 1st in Class, by 7 mins. 39 secs., but the first Stage gave us a strong smell of oil. We diverted to Service and changed the gearbox, spending 25 mins. doing this and so lost 44 mins. of our lateness, with a penalty of 44 secs. We were then down amongst the Land Rovers with the corresponding rough roads.

Two Stages later another gearbox problem arrived and a bolt was replaced with a carved wooden substitute.

We all decided that was enough for one day but this was not to be. After the Cublin Stage a cracked chassis leg was discovered, but that could wait until the night halt.

Then on the run in to Aviemore the engine ceased to function - fuel starvation was diagnosed and after hitting the filter we faltered in to Parc Ferme and staggered to the hotel loaded with worries for the last leg on Tuesday.

Next morning we went straight in to the first garage where our Service crew was set up ready to weld the chassis. Peter welded it whilst the fuel filter was changed and I investigated a disturbance behind the garage. The disturbance was Mick Jones (for the uninformed Mick is FOMOCO's No. 1. Spanner Man) and seven mechanics rebuilding George Forbes Fiesta.

He was 2nd in our Class, but 9 mins. 45 secs. behind so unless we had unlimited disasters we were clear.

The Stage before the last major service at Keith, we again smelled oil and at Service found the diff. had come loose and drained itself of oil. The lads tightened it up and refilled it, but on the next Stage it was noisier so we decided to change it.

It took 35 mins. to do this and the two girls in the Works Fiesta pulled in to the same lay-by to service. They told us Forbes had rolled his Fiesta and had gone home so they were 2nd in Class but still 10 mins. behind us. We dropped 22 mins of road time with the corresponding 22 secs. penalty and went in to the penultimate Stage, a 12.9 mile long stage, still with fingers crossed.

After two miles Peter asked "How far". When I told him 11 miles he said "Puncture" so whilst travelling I took off my belt, undid the jack, jack handle and wheelbrace, and we then stopped and changed a wheel.

A few minutes after re-starting noises came from the back axle so we stopped and checked but nothing appeared to be wrong. We pulled in to the Service area before the last Stage and when the N/S rear brake drum was removed a broken part was found and replaced.

Whilst the car was jacked up the final blow was struck - the gearbox was leaking very badly. The gear lever sleeve and gear lever were removed and just before we left for the last Stage, 3 pints gear oil were added and gear lever replaced. All our supply of gear oil and 2 galls. engine oil were in the car ready for use.

The last Stage Arrival Control saw us warning other drivers of our predicament and in between this control and the Stage start we had two minutes. This was stretched considerably whilst I had great difficulty in understanding a route amendment. By the time I had signed for the alteration Peter had added a further 2 pints and replaced the gear lever.

This last Stage altered Peter's rally programme for the rest of the year. If we had finished the last Stage in the Class order we had started it, he could go to the Manx Rally just for fun, but _____

The two girls in the Works Fiesta (2nd in Class) pulled a drive shaft out on a steep hill leaving a ford. This blocked the Stage and held up the Sunbeam that was 3rd in Class and let the Escort (4th in Class) get a faster time, putting him up to 2nd in Class (comprende ?) The Escort driver therefore gained enough Sedan points to make Peter's Sedan lead narrower than expected.

We crawled out of the last Stage and found the Service crew waiting. They followed us to the Service area where we washed the car and put in 3 more pints of gear oil before the run in to Aviemore.

After the finish we watched a rapidly spreading pool of oil appear under the car in Parc Ferme and next day had to tow the car away.

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We had finished 26th overall and 1st in Class by 10 mins. 16 secs. and won the Manufacturer's Team Prize, but more drama followed.

When I went back to Rally H.Q. after a meal the provisional results showed 25th overall and no Team Prize.

Last minute negotiations by the TOYOTA G.B. Competition Manager failed to reverse a decision to exclude one of our team and we lost that prize, but £150 for 1st in Class and various trade bonuses were received.

That was my First Scottish.

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LOMBARD R.A.C. RALLY 1980

Once again North Humberside Motor Club has been asked to run a stage on the above rally and this will be in Cropton Forest on Sunday 16th November 1st car at 22.00 hours.

Each year there are less stages on this event, the trend is towards fewer but longer stages and we as a club should be proud to be asked again to run a stage on our own, as many larger and older clubs are only assisting this year.

Obviously it is impossible to have too many marshals and as speeds increase the number of marshals is critical to run a stage efficiently and safely and this is why I must have volunteers now so that I can see whether we need help from other clubs to run this stage. A lot of people only venture out on the R.A.C. Rally to see the top cars and drivers in the world and I therefore ask you to please pass the word around and let me have as many volunteers as possible as early as possible.

Ian Sadofsky (Stage Commander Cropton)
9 Aston Hall Drive,
North Ferriby,
North Humberside.

Telephone: Hull 24379 Work

Hull 634149 Home

Competition Secretary's Report

At the time of writing I have been unable to find anyone to represent North Humberside in the third round of the HCC Motorsport Championship the Road Rally organised by Grimsby Motor Club so it looks as though we have thrown the Championship away as although we were winning Grimsby who have a full team in the event were very close behind, I hope we get a strong entry in the final round of the Championship which is an Autotest organised by Beverley and District, as this is the final round we are hoping to organise some kind of social event for the award presentation.

SPEND SPEND SPEND SPEND SPEND

The club has been spending money again, we have purchased two brand new banners to promote the club name at our events.

We have also purchased another two radio's bringing the total to five sets which should give adequate cover for most of our events..

DISCOUNT DISCOUNT DISCOUNT DISCOUNT

The club have acquired some trade Discount Cards from Humber Frictions of Hull this gives a 30% discount on Brake Linings, clutch etc. They are also stockists of DS11 Brake Pads. These cards are available on Loan from me on a club night.

HELP WANTED HELP WANTED HELP WANTED HELP WANTED

There are lots of events coming up which require our members help.

- 21st September Working stages Rally we are running a stage for Lindholme Motorsport Club please contact stage Commanders John and Robert Newlove.
- 14th September Marshals wanted for Beverleys Autocross at Roos Grasstrack Circuit.
- 6/7th September Marshalls needed for 62 CC Sunrise Rally please contact Harry Hannah
- 5th October Crystal Stages Rally, lots of help needed here from stage co-ordinators to Results Runner, please contact Roger Stonely or any committee member.

FORTHCOMING EVENTS:

- 6/7th September 62 Car Clun Sunrise Rally
- 21st September Lindholme Motorsport Club Working Stages Rally
- 27th September Elcar Stages Rally (postponed from April)
- 28th September Bridlington and District Motor Club Practice Special Stage Event at Ulrome.
- 5th October Crystal Stages Rally
- 12th October Beverley and District Autotest final round of H.C.C. Motorsport Championship.

RALLY CHAMPIONSHIPS

- 12th October Shell League Production Car Trial organised by Ripon Motorsport Club
- 19th October Shell League Autotest organised by Wakefield and District Motor Club
- 25th October Leeds Crest Forest Stages Rally organised by Trackrod Motor Club
- 26th October North Humberstone Annual Restricted Autotest a round of the ANCC Autotest Championship to be held on the Status Car Park, Clough Road, HULL.

I've just managed to get the Gin Twins computer and calculate some positions,

Road rallies

Out three outstanding drivers at the moment seem to be Steve Varey, Ian Carr and Chris Green, although Steve Varey and Geoff Gill are storming ahead helped by Ian Carrs retirement on the Calderford Rally. Leading positions after the Calderford are:

DRIVERS

- S. Varey 396
- C. Green 302
- I. Carr 213
- R. Leonard 154
- P. McDonald 149
- J. Newlove

NAVIGATORS

- G. Gill 396
- G. Craven 302
- N. Patterson 213
- D. Jobling 159
- P. Woodley 154
- B. Barr 149

Competition Secretary's Report Cont.....

Help wanted

25th September Leeds Crest Forest Rally marshals wanted to run a stage please contact stage commanders John Beadle or Chris Fewlass.

26th September Marshalls wanted for Autotest at Status, Clough Road, HULL.

Stage Rallies

In order to make it more interesting we have decided to include the Cossack and the Holderness single venue rallies in the championship. After the Northalerton Ziebart stages rally, Mike Stephenson and Dave Howell still hold a commanding lead, although Terry Lucas has been having some good results in the high speed Stardrop, but the geriatrics Dennis Webster and Dennis Haynes still hold second place.

DRIVERS

- M. Stephenson 311
- D. Webster 206
- T. Lucas 189
- R. White 135
- J. Walker 124
- C. Green 100

NAVIGATORS

- D. Howell 248
- D. Haynes 206
- H. Patterson 200
- S. Patterson 189
- N. Patterson 115
- G. Gill 88

Where have all these Pattersons come from?

Next event in the road championship should be Leeds M.C. on 5/6th September but we don't think its on, so next event is the Highwayman on 25/26th October.

Stage rallies

20th September Leeds Crest

21st September Norking Stages (Lindholme)

5th October Crystal Stages.

Just a little item of interest. A colleague at work recently purchased a very original 1951 Wolsley 1500 in excellent condition. The old lady who sold it, had kept it from new and had also kept all the paperwork connected with it. The most interesting thing was a scale of charges for Wolsley dealers, issued in 1960 and remember this is only 20 years ago.

Engine complete, remove and refit £4 11s 6d

Clutch renew £4 9s 12d

Front suspension remove and refit including bleeding brakes and tracking £1 18s 2d

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On the cover was a note saying these prices would be increased by 5% WOW !!

GIN TWIN

C L U B M A N ' S

C H A M P I O N S H I P

Ken Hailstone	282
Howard Paterson	274
Neil Hartley	252
Alan Carvell	220
Steve Varey	204
John Walker	200
John Law	190
Sue Paterson	183
John Newlove	171
Roger Stonely	165
Andy Brown	134
Robert Newlove	131
Mike Peck	124
Steve Herd	116
Nick Pack	108
Adrian Hannah	91
Malcolm Mumby	91
Margaret Varey	88
Bernie Nolan	88
Phil Craven	84

The next round will be the Manx International rally 12th/13th Sept. (only kidding Mick Wood, Ray Pallier, and Roy Webster are going and there is a room for you for only £56 all in for 4 days. Contact Howard Paterson 04302 3069.

A U T O T E S T

C H A M P I O N S H I P

Howard Paterson	517.0
Stan Smolen	366.9
Ken Hailstone	309.1
Neil Hartley	298.3
Rob White	295.8
Alan Carvell	274.7
John Newlove	258.0
Sue Paterson	233.5
Andy Brown	227.3
Steve Varey	211.8
Robert Newlove	202.4
Mike Wood	197.4
Dave Hawkins	194.3
Nick Thompson	191.1
John Law	183.5
Steve Herd	181.9
John Beadle	180.3
Terry Lucas	165.7
Bernie Nolan	137.8
Mike Peck	128.6

The next round will be a Shell League entrent in 19th October organised by Wakefield and District Motor Club.

CRYSTAL STAGES RALLY SUNDAY 5th OCTOBER 1980

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CLUBMANS AND AUTOTEST CHAMPIONSHIPS

This report follows the Autotest held on Stubble at Sandholme. Although Tony Carmichael was taken ill and Ian Sadofsky was unable to attend due to pressure of work, North Humberstone Members pulled together a round Ken Hailstone. To put on a great fun event in very wet conditions. Once again Mick Wood showed us all the way home but towards the end of the day was under great pressure for Dave Hawkins and Steve Herd. For the F.I.D. award. In the front wheel drive class Rob White crunched his way through the event to take 1st class closely followed by Andy Brown and Dave Walker (John's Brother).

HIGHLIGHTS OF THE DAY

Ever efficient N.H.M.C. had arrowed the venue. From the A63 all the way to the field. Also coming off the A63 but going to Howden Roundabout was a Hull Thursday Road Club Cycle race and yes you've guessed one poor wet and very tired peddler. Unfortunately followed our arrows instead of their marshals which resulted in one cyclist being as sick as a chip in the middle of nowhere. After reading Paddy Hopkins life story Rob White has now decided the easiest way to service a mini is just to roll it on its side. Which he did at Sandholme to the horror of many spectators.

Dave Hawkins managed to put his RS 2000 well up on 2 wheels.

Joh Law decided to change cars half way through the event and go Auto (some said he was tired of changing gear)

Neil Hartley once again started the event with forward and reverse gears but only finished with forward. Myself and Jane Willingham nearly had a very big meeting while on separate tests!

A certain yellow car (with big bumpers) took us all by surprise on the organisers chase. (please ask for a test drive) Chris Green and Geoff Craven has a multitude of problems to over come but eventually finished the event and the mini.

Mike Peck once again drove well but without Toyota reliability expired with Imp transmission. Sue Paterson did extremely well and didn't end up in the dyke.

SANDHOLME RESULTS

F. D. T. Nick Wood 7694 sec

F. W. D. Class

1st	Rob White	855.9
2nd	Andy Brown	872.8
3rd	Dave Walker	879.2
4th	John Walker	893.3
5th	Geoff Craven	960.2
6th	Chris Green	1039.9

R. W. D. Class

1st	Steve Herd	779.1
2nd	Dave Hawkins	784.2
3rd	Howard Paterson	852.6
4th	Sue Paterson	869.1
5th	Mike Peck	887.3
6th	John Newlove	905.5
7th	Alan Talbot	914.8
8th	Neil Hartley	924.8
9th	Alan Carvell	928.7
10th	Jane Willingham	961.6
11th	John Law	1005.5

Many thanks must go to John Overend for the use of his land and providing us with straw to hit.

HOWARD PATERSON.

HOLDERNESS TROPHY RALLY

This the first venture into a single venue stage event for North Humberside Motor Club proved to be a very successful and well organised event. The entry list only has to be glanced at to see the competition would be fierce. Mike Jackson, Dick Roland, Steve Reed and YuK Hodgson made up the first few places. Roy Webster Pete Smith, Dennis Webster and Rob White made up the top ten. All the other regular local competitors were present with North Humberside being well represented. The rally consisted of five well set out special stages. The first four were all varied slightly after each run and finally a longer stage was made up by means of a lapping system.

After the first stage Mike Jackson and Dick Roland were fastest with Steve Reed running at No. 43 not too far behind Steve had arrived late after a long night drive back from Wales and took over his fathers entry. Terry Lucas set the pace on class two along with Ray Pallier and the Simpsons from Warthill. After this run most of the competitors seemed to be surprised at the amount of **loose** on the stage but everybody had enjoyed it.

The stage was changed for the second run, but again the same pattern emerged with Mike Jackson fastest but still being pressed by Dick Roland and Steve Reed. Further down the field private contests were developing, the RS2000 men, Ian Carr, Chris Green and Steve Varey were all going well, Ian Carr setting the pace. After the event Steve Howard the steward for the day, suggested the running of a Class for their RS2000's, giving them the possibility of an award, as a two litre B.D.A. against a R.S.2is hardly a fair match.

Brent and I were also having an enjoyable day. Although Lucas and other were well ahead in our class we were having a good contest with Rob White this continuing from the Cossack the previous weekend.

cont.....

We had been dead level over the stages on the Cossack but Rob beat us by 1 second over the last stage so I was out for revenge. Over the first few stages on the Holderness he had a slight lead. For the final runs the stages were changed again keeping the route interesting, but the positions overall were remaining the same. Steve Reed however was getting quicker, Mike Jackson was still in the lead Terry Lucas was still leading class but was now challenged by a Sunbeam and Ray Pallier. The final long stage was run and Steve Reed won the event from Mike taking an amazing 13 sec off Mikes time. Mike therefore came in second after leading all day setting constant times.

Finally we must say what a well organised event this proved to be. Waiting between stages was kept to a minimum and the stages were well layed out and kept interesting, making use of what was available. The results service was also well organised and easy to understand even for the drivers, everybody I talked to certainly enjoyed themselves. So on behalf of al the competitors we'd like to say well done and thanks to all the organisers and Marshals for the hard work that was put into the event we look forward to the next one.

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