

North Humberside Motor Club Ltd



Warren Philliskirk / Eurig Evans Winner North Humberside Forest Rally 2000

Picture Writtle Photographic 01384 296464

Magazine

April 2000

Welcome to the April Magazine, it contains mostly stuff about the Forest Rally, Ian James has done a article on the history and the future of the event, I have split it into two parts, second part in the next mag. I have also done a quick review of our members fared. Sorry if you're not really interested in the event, but it is our main event of the year.

Its really great to see so many members, ex-members, friends of members, friends of ex-members etc, etc in fact anyone who could be persuaded to help with the Rally, out on the day. Anyway , now that is over, I am now getting going with the John Overend Memorial Rally, remember the date, **Saturday 10th June**, lots of help required as usual.

Thanks also to Richard Wood who has supplied me with a Austin Healey Article, courtesy of Rev Counter Magazine

LARKSPEED LEAGUE 2000

Well done our Autotesters!

The first round of this years competition was held in a car park at Elland Road Football ground in Leeds organised by Sporting Escort Owners Club. Our club was represented by Rob White, Dave Short, John Taylor and Richard Wood

Twenty one tests were completed on a Spring like day.

Our team had an excellent Day, Rob winning a class of 15, Dave coming a very creditable second in the mini class out of 9 starters, John and Richard followed with 3rd and 4th respectively in the same class. Howard Everingham representing Beverley won the class, so he did us a good turn by keeping the West Riding Clubs out of the top 4. At the end of the day we were just pipped by Ilkley by only 12 points..

First Round Results (Top 10)

Ilkley & DMC	280.2
North Humberside	267.8
Sporting Escort Owners	230.0
York	183.8
Sheffield & Hallam	169.0
Airedale & Pennine	167.8
YSCC	145.5
Huddersfield	138.5
Alwoodley	114.3
Beverley	98.9

So a great Start, Next Event

Trackrod Motor Club's **Lookout Stages Rally. Sunday 16th April**

Several members have said they will compete. Next Autotest **YSCC 30th April**

I am hoping to do the Larkspeed League PCT's this year, anyone else fancy a go !

Robert Newlove

MEMBERSHIP

If you have not renewed your Club membership, this is the last magazine you will receive, membership Fee's £ 10 single, £11. Joint, should be sent to

John Dixon, Church garage, Church lane, Skirlaugh, East Yorkshire
Telephone 01964 562001

John also attends most club nights.



NORTH HUMBERSIDE MOTOR CLUB

MARSHAL NEWS

Well that's another Forest Stages Rally over, its seems to have been a most successful event , with an extremely good entry. Many thanks to all who helped in anyway, at the moment it looks as though around 400 people signed on in an official capacity of some sort or other, together with 150 competitors, service crews etc means the event involves quite a lot of people. Below are details of lots more events wanting help, please give me a ring if you can help.

I am contacting more and more people by e mail if if you would like me to contact you via e mail address please send me a message
john.newlove@btinternet .com

Sat/Sun 8th/9th April Tour Of Lincs Stages Rally.

Matthew Atkinson from Beverley & Dist has been asked to run a stage on the above event and has asked us for help. He is running run the Ludford Stages on this year's event . The stage, which is located about 5 miles east of Market Rasen, is running three times in total. One run is on Saturday afternoon, with two stages at once on 30 seconds, one on Saturday evening, with one stage only, but in the darkness, and one run on Sunday about lunchtime again with two 30 second stages.

The venue is a fairly large ex-airfield, with very narrow tracks compared to most airfields, and fairly broken concrete, so it should be an interesting place to marshal. I would be interested in anyone who could marshal or man a radio for any or all of the three runs. Approximate timings are Saturday 8th April 4pm to 7:45pm, then 7:45pm to 10:30pm; Sunday 9th April is 11:30am until 3:30pm latest.

Sunday 16th April LOOKOUT STAGES RALLY

Again on Melbourne Airfield near York, I expect signing on will be around 07.30, the event usually finishes around 17:00

Sat/Sun 6th/7th May PIRELLI INTERNATIONAL

Wakefield Dist Motorsports club are again running a stage on this years event stage commander being Sue Rylatt. The stages are 6th May "Kershope" which is 17.2 miles and 7th May "Ashpark" which is 5.11 miles ,I think are both in Cumbria, so if you want a weekend away I will put you in touch.

10th June John Overend Memorial Stages Rally on Manby

North Humberside's next event, we will want setting up crews for the Sunday before and on the Friday , marshals for the Saturday and helpers to pack up on the Sunday, accommodation can be arranged, helpers please contact Robert newlove, 01377270888 gin@btinternet.com marshals contact Graham Hardwick 01759 306706 graham.hardwick@tinyworld.co.uk

WE ARE NOT ALONE

A FEW issues ago – way back in the last century – I suggested that clubs should get closer to the one-make ones so that we present a united front when lobbying councils and funding agencies. I'm even more convinced of this after going to a Clubs Conference run at Beaulieu by the Federation of British Historic Vehicle Clubs.

There were a few of 'our' clubs present – the VSCC in particular made a sparkling presentation – but, in the main, the clubs were one-makes with no motorsport involvement. But their concerns were exactly the same as ours.

Lord Montagu kicked off by saying that running a club now is more demanding than it has ever been. No argument with that I guess. The point was reinforced by someone who said that whereas their club's insurance form once contained 15 questions, it now had 92!

An early speaker talked about the pros and cons of being incorporated – and got rapt attention by mentioning that one club published information on how to do engine repairs... and failed to mention that you should replace the sump plug. Someone damaged an engine... sued... and won.

Clubs that had incorporated said that the feared extra costs of accountancy had not been crippling. The most difficult part

seemed to have been in laying down the ground rules because you never know what a club might want to do in the future – 'include property development' was advised for instance.

As an aside, many motorsport clubs have a few thousand in the bank (some, for more than a few); have a group of them considered pooling their money and buying a piece of disused airfield or whatever as a venue... and then applying for Lottery funding? My hunch is that as more Lottery backed theatre and museum projects hit problems, motorsport may be looked on more kindly.

The discussion next turned to setting subscriptions. The advice here was don't dream, don't overestimate revenue from events or sales of clothing, but do keep an eye on what other social groups in the area are charging. The classic fault – and I suspect it applies to many clubs – seems to be to charge too little. The message was: be realistic.

As an extreme example, if you usually sell advertising space in the club mag and you 'give' a page to promote the club clothing you sell, do you 'charge' the clothing account with the lost revenue? I doubt if one club in a thousand does, if that, but if you are being really realistic, you should.

Incidentally, there were many nods at the comment that the last thing to cut is the quality of the club magazine because it is still all that a high percentage of club members get for their money. Much support too for the view that regular contact with members – via at least 11 issues per year – is beneficial.

And even more support for the comment that if you need to cut costs on events, such as club displays, don't skimp on toilets because that's what people will remember when all other impressions have faded!

At this point one club official pondered that with the professional approach being urged, "When does a club stop being a club? Well, a valid concern I guess if a club gets so obsessed with selling spares or whatever that it forgets its original aim in life. But perhaps not a huge concern if the club spirit on show at Beaulieu was anything to go by.

There was lots more, for which there isn't space here. The day left me convinced the two arms of motor clubs need to stay close because we share the same problems. And it left me equally convinced that such a day could be repeated within our club world, perhaps with a get together where one club in a Regional Association talks about magazines, another about the sale of clothing etc. All followed by plenty of time for discussion.

Stuart Turner

Facts about...

BTCC 2000

• Extended calendar for 2000 will include: first ever BTCC visit to Mondello Park; return to Brands GP circuit; full highlights coverage of every round on BBC Grandstand.

• Rounds

1&2 25/26 March Donington Park (Ntl)
3&4 8/9 Apr Brands Hatch (Grand Prix)*
5&6 30 Apr/1 May Thruxton
7&8 13/14 May Knockhill
9&10 28/29 May Oulton Park (Island)
11&12 10/11 June Silverstone (Ntl)
13&14 24/25 June Croft
15&16 8 July Snetterton**
17&18 29/30 July Donington Park (Grand Prix)*

19&20 12/13 Aug Mondello Park***
21&22 27/28 Aug Brands Hatch (Indy)
23&24 9/10 Sept Oulton Park (Island)*
25&26 16 Sept Silverstone (Ntl)**

* BBC TV live coverage;

** Night race meeting;

*** Subject to completion of works

• Sporting regulations:

– Three cars (rather than two) will count points in the manufacturers' championship.
– A complete ban on testing from 1 March 2000 to cut costs.

– The introduction of success ballast will see cars that finish on the podium carry a weight penalty for the duration of the following weekend.

– A complete ban on specially-prepared qualifying engines.

– The use of replacement cars has also been banned.

– Michelin has been nominated as the exclusive tyre supplier for the next three seasons.

• Major boost for independents' category: increased start and prize money fund. TOCA fees abolished.

• BTCC 2001: 28 components to be common to all cars, reducing cost by 40%.

AUTO SCENE

REVIEWS FROM

Motoring News

Build your own sports car for as little as £250 – and race it. Published by Haynes Publishing and written by Ron Champion, priced at £14.99.

Been watching the F1 on TV and found yourself dreaming about all the girls, glamour and money? Ever fancied taking to the circuits but feel you can't afford a tank of petrol, let alone a racing car?

If you are in this predicament but still feel you've got what it takes to win, then help is at hand. A new book from Haynes Publishing has been released in conjunction with a new motorsport series that will enable drivers to build their own cars and then go and race them. All right, you'll still have to dream about F1, but at least you'll be racing – at an affordable price as well. This book will enable you to build your own ultra light and powerful racing car for as little as £250.

The book traces all stages of

manufacture in an informative and understandable manner giving detailed descriptions of where to get parts from and then how to assemble them in the correct order. You don't even have to be the best engineer in the world to build this car as it's been specially designed to be built by novices with all manner of experience.

The text is accompanied by black and white photographs taken during the building of the prototype vehicle and copies of drawing board designs, illustrating the production process highlighting component dimensions and specifications.

Should you decide to take the initiative and build your own racing car, you will be able to race it in the Haynes Lecest 2000 race series, which will be applying for official championship status next year.

Motor racing has never been a cheap sport and unless you've got a substantial amount of disposable cash you're never

likely to get a look in. This is a great book designed to get people involved.

The Sound and the Fury by Neil Randon. Available from Factor Publishing, PO Box 354, Redhill, Surrey RH1 2YW, priced at £12.50 plus £2.10 p&p per book.

Stock car racing has always unjustly suffered from a poor image, but this well-presented and well-written book will help redress the balance.

The first offering from *Motoring News* Editor Neil Randon, *The Sound and the Fury* profiles nine of the BriSCA F1's most prominent figures.

There's also a full-colour section on the '99 BriSCA F1 World Final – believed by many to be the greatest stock car race ever – but the on-track exploits take a back seat here. The book is about the drivers and what they are like away from the track.

It's fascinating stuff – from Paul Harrison's habit of daydreaming during races to John Lund and his dairy cows, all the drivers featured here have plenty to say about stock car racing and life in general.

The best parts of the book are those concerning the rivalries between drivers. Andy Smith, Frankie Wainman Jr and John Lund all talk candidly about each other, which makes riveting reading, while Ian Higgins recalls the exploits of Bobby Burns, one of F1's toughest drivers.

The Sound and the Fury is easily the best book about stock car racing ever produced and, with more efforts like this, the sport could finally gain the respect and recognition it deserves.

COD FILLET QUIZ



1. Who is the 1999 British Production Car Trial (PCT) Champion?
2. Which F1 engine did Jordan use in 1992?
3. The Mobile 2000 British Rally Championship for Manufacturers will be open to which type of cars?
4. A Renault Turbo won the '79 GP at Long Beach. Who drove the Renault to it's final GP win in 1986?

ANSWERS ON PAGE 8

Rally safety review

The Motor Sports Association has formed a working group to review all aspects of safety in British rallying.

The group will be chaired by Tim Stock (Chairman of the Motorsport Safety Fund and Chairman of the BRSCC); other members will be Stuart Turner (former head of European Motorsport at Ford), John Richardson (Chairman of the Motor Sports Council Rallyes Committee), Tony Newsam (MSA Rallyes Executive) and John Symes (MSA Safety Executive).

MSA Chief Executive John Quenby said: "A number of safety issues occurred with spectators on our own Network Q Rally of Great Britain last November, and further problems were encountered on this year's Monte Carlo Rally.

"When these international problems are considered alongside recent incidents on domestic rallies, it seems clear that the time has come for some fresh thinking.

"For this reason, I am particularly pleased that Tim Stock has agreed to chair the group; he has extensive experience of safety in motor sport, but does not come from a rally background. Thus, I believe he is very well placed to consider fresh approaches to these vital issues."

The new working group will examine every aspect of rally safety, including vehicle regulations, organising rules, and protection of spectators, officials and competitors.

World Rally Cars for British Championship

Next year's British Rally Championship will be open to all cars homologated by the international governing body (FIA), including World Rally Cars.

The MSA announcement signals the end

of a six-year commitment to two-litre, two-wheel drive cars and promises a return to the UK championship of the spectacular four-wheel drive, turbocharged cars seen on the FIA World Rally Championship.

MSA Director of Major Events & Marketing Jonathan Ashman, said: "The two-litre era has been tremendously successful, attracting nine manufacturers at one time or another. However, there now seems to be a very limited future for the formula.

"World Rally Cars, on the other hand, are appearing in increasing number on the international scene: no fewer than eight manufacturers have homologated cars and several others are in the pipeline. We naturally expect to attract a representative selection of these supercars to what is, after all, the world's leading national rally championship.

"The British series will offer an excellent opportunity for World Championship manufacturers to try out young drivers or new cars, with the added bonus of top-class television coverage."

New structure for Rally of Great Britain

Management of the Network Q Rally of Great Britain has undergone major change.

The Motor Sports Association has separated rally management into two distinct areas, under the overall control of MSA Director of Major Events and Marketing Jonathan Ashman.

Andrew Kellitt has been appointed the Sporting Manager, while commercial matters will be handled by a newly-appointed Commercial Manager (see below).

Jonathan Ashman explained: "We faced a problem born out of success. The Network Q Rally of Great Britain has simply become too large for a single-tier structure.

"We have decided, therefore, to adopt an approach becoming prevalent in other major sporting events, including many F1 Grand Prix, by which commercial and sporting responsibilities are separately managed.

"We are confident that our new structure

will enable the Network Q Rally to enjoy further growth as one of this country's most popular spectator events, while continuing to evolve in accordance with FIA World Championship requirements."

Previous Rally Manager Malcolm Neill has been appointed Classic & Historic Events Manager, with responsibility for the four MSA classic car runs, the London to Brighton Veteran Car Run and the new British Championship MSA Rally.

He will continue as the MSA's Deputy Director of Major Events & Marketing.

Malcolm Neill said: "After 14 years in charge of Britain's round of the FIA World Rally Championship, it is time to move on to other things. I look forward to the challenge of getting involved in a wider range of events..."

MSA commercial manager

The MSA is pleased to announce that Tim Foster joined as Commercial Manager on 1 March.

Tim was Special Projects Manager at Network Q, where his responsibilities included Network Q's sponsorship of the Rally of Great Britain.

Tim's career began in dentistry, but he "quickly concluded that this was not for me" and moved into car sales, working for various dealerships before becoming a full-time consultant in 1990. Having worked with Vauxhall, ERF, Iveco Ford and Mercedes, he became Operations Manager for Network Q in 1992.

Tim Foster said: "Working for a national sports governing body will be a completely new challenge for me. I'm really looking forward to it."

Forestry charges

In accordance with the current agreement between the Motor Sports Association and the Forestry Commission, new charges will apply for the use of forest roads for special stage rallying.

With effect from 1 April 2000 until 31 March 2001, the charges are as follows: primary use £378 (the old charge was

£357); secondary and subsequent use £279 (the old charge was £264).

Any event which is cancelled within ten weeks of its intended date will forfeit £2,000 for an international rally, or £1,000 for any other rally (unless force majeure can be proved).

The Motor Sports Association gains no financial benefit whatsoever from the use of Forestry Commission roads by rallies. The MSA simply administers the charges on behalf of the Commission and passes those charges directly to registered clubs.

TECHNICAL TIPS

SUPPLIED BY  CARBS AND CAR COMMISSIONS

Depressing thoughts!

Nothing to do with Valium or Prozac, the man wants to know about test depression when quoting cylinder head flow figures. This isn't difficult to understand... just difficult to explain. First picture a cylinder head on the flow bench with the fans sucking air through the open inlet valve. Fairly obviously the harder you suck the more air will flow through a given hole. Therefore what we do is pick a test depression, which is our amount of 'suck' and stick to it as we open the valve and make the hole larger.

Opening the valve reduces the depression on the test bench, so you increase the depression back to your required standard and measure the flow again.

Compared to a running engine it is artificial, to a large extent, but you have to do it somehow.

If your test depression is 10in, this refers to the pressure required to support a column of water at 10in, except that most flow benches now use a light machine oil, but we still call it water because that's the standard everyone refers to. If given cylinder head flow 120cfm (cubic feet per minute) at 10in you can get a much bigger flow by sucking harder, say at 25in, but what does this mean? Not a lot actually, - since engines generally do not generate such high depressions, especially race engines running on full throttle. You can convert any flow figure to any pressure mathematically and when you check it on the bench it's pretty much spot-on as far as the accuracy of the bench goes at any rate.

QUIZ ANSWERS

1. Barrie Parker
2. Yamaha
3. Two-litre, two-wheel-drive
4. J-P Jabouille (79) and F Stöck (106)

It could happen to you!

A new video designed to show newcomers how to enjoy safe motorsport.

It runs for 11 min 44 secs and is available at £12.00 inc. p&p.

From:



Motorsport Safety Fund
PO Box 239, West Malling,
Kent ME19 4BL



Healey History

Story first published in 'Safety Fast', October 1961 Compiled by John Mead

MARATHON!

by Tony Ambrose

The Belgian organisers call it 'Le Marathon de la Route'. It used to be known as the Liège-Rome-Liège Rally, but this year it went to Sofia in Bulgaria. During four days and nights, with no proper food or sleep, Europe's crack rally crews tackled the 3,400-mile route, travelling over appalling roads at near-impossible average speeds. Out of 85 starters only 8 crews completed the course in the time allowed. Here, Tony Ambrose, who navigated David Seigle-Morris into sixth place with an Austin-Healey 3000 — the highest-placed all-British *équipe* to finish — tells the story of this shattering rally

SO you've "done" the Dolomites and Austria, and you feel like going a bit farther afield for your holiday next year. Yugoslavia? Not a bad idea. There's plenty of sun, and the Adriatic coastline is certainly very attractive. What are the roads like? Well, they vary from fast, smooth tarmac to diabolical unsurfaced mule-tracks with rock outcrops that tear at your tyres and punish your suspension mercilessly. What if you stick to the roads that are shown as wide red lines on your map—surely they are all quite reasonable? Chum, if you set off with that impression you are in for a big surprise.

That was the conversation I had with a friend of mine who thought he might like to spend his holiday in Yugoslavia next year. His inability to appreciate conditions out there was understandable, for I was guilty of similar optimism before leaving on, not my first, but my *fourth* trip to that country, when I went to 'recce' the route for this year's Marathon de la Route—the Liège-Sofia-Liège Rally. My first two visits, when competing in the 'Liège' of 1956 and 1960, had involved motoring on minor roads, but always within 100 miles of the Italian frontier, in the north-western part of the country. My third, during the Acropolis Rally last year, had taken me from Trieste along the main road through

Zagreb, Belgrade and Skopje to Greece. So there was still plenty of motoring to be done on unknown roads when Don Grimshaw and I started on the recce for the 1961 'Liège', the return route of which lay across-country from Sofia to the Albanian frontier, which was followed along its northern limits, then up the Dalmatian coast through Dubrovnik and Split to the fishing village of Novi—all brand-new rally country. From there back to Liège was familiar enough, but the time schedules imposed commanded respect. Nor could we forget the fact that this year's Marathon was to be a marathon indeed, its 5,500-kilometre route entailing some four days without proper sleep or food, so that the crew might well be in poor shape when they reached what looked like the toughest section of all. The report that we sent back to Abingdon was not notable for its unrelieved gaiety.

Tony Ambrose — grimy, hungry, dust-parched and indescribably tired, gratefully clasps a glass of champagne at the end of the rally. Four days and nights on the road have left their mark, but victory over a near-impossible task can be truly exhilarating





Typical conditions on the Liège-Sofia-Liège, seen as David Hiam and Derek Astle scurry down a mountain pass in Yugoslavia. Hundreds of miles of unmade, pot-holed roads filled every car — and crew — with choking grey dust and hammered the suspension unmercifully. After putting up an amazing performance, the Hiam Astle Mini eventually ran out of time when the worst of the rally was over

Austria and Italy, trying hard to be polite without dropping any time. This is always a strain for British competitors; Europeans tend to show less consideration for tourists, and one has to resist the temptation to be sucked along at a speed which is a bit too high. Indeed, there were two nasty accidents involving rally cars and tourists. In one of these the tourist was certainly to blame, but the fact that a car with rally plates and numbers on its doors was involved does tend to aggravate an already delicate situation.

OUR FIRST — AND LAST — MEAL

Our aim while crossing Austria was to eat. We achieved this at Landeck, and, as we pushed down the last few mouthfuls of an early lunch, wondered where our next meal would be eaten. I think we both had a sneaking suspicion that it would be at Liège, some three and a half days later — and that suspicion proved to be well-founded.

Some gentle motoring through the Dolomites followed, and then we reached Canazei, the last control in Italy. From here we made our first tactical effort to gain an advantage over our rivals. This entailed clocking in at Canazei at the earliest possible moment, and then going really hard for some 200 kilometres to the next control at the Yugoslav frontier. The effort was slightly complicated by the fact that we had a B.M.C. service crew waiting for us at Tarvisio, the last village before the frontier, where we thought it wise to call for some adjustments to a troublesome throttle linkage. As Marcus Chambers has pointed out in a previous *SAFETY FAST* article, organised assistance on a rally of this calibre is not regarded as cheating by the organisers or other competitors; nor is it confined to works teams, for many private owners avail themselves of these facilities.

After a brief servicing stop, we dashed to the frontier control and the first really difficult section of the rally. The reason for our haste was to ensure that we completed this tricky part in daylight, but unfortunately plenty of other competitors had the same idea, and our hectic journey over the passes of Predil and Moistrocca involved overtaking eight other cars. Admittedly, though, the joy of driving a

FOUR AUSTIN-HEALEYS

This year the B.M.C. works team consisted of four Austin-Healey 3000's crewed by Pat Moss/Ann Wisdom (last year's winners), John Gott/Bill Shepherd, Don Grimshaw/Rupert Jones, and David Seigle-Morris and myself. At the start, although confident that the cars were well-prepared and among the strongest in the entry, we were not at all certain that the course could be covered in the time allowed. Our recce was responsible for these misgivings, since we had been able to tell a tale only of the difficulties dreaded by all rally-drivers: we had encountered very heavy traffic in Germany, Austria and Northern Italy; unco-operative officials when crossing the Bulgarian border; and mile after mile of rough, dusty tracks covered in temperatures as high as 105 degrees in the shade. Nevertheless, all our crews set off from Spa (where the real start took place) grimly determined to do battle with the cream of Europe's rally crews.

The cars left Spa in groups of three, at three-minute intervals, starting at 10 p.m. on the night of Wednesday, 30 August. In order to create immediate interest, a test over closed roads was held within a few kilometres of the start, but we were quite

sure that nobody would be fooled into straining either crew or car on this, when so much difficult motoring lay ahead. However, the Japanese entry, which had attracted much advance publicity and had reputedly spent a month practising beforehand, ended their rally at this early stage by hitting a rock face and damaging the car too badly to continue. We settled for being third fastest of the field, 20 seconds behind Oreiller's Alfa-Romeo.

We wound our way through the Black Forest without much difficulty, and Thursday's dawn saw us making up time along the German autobahns. I should explain that, while this year's regulations did not inflict cumulative penalties for lateness, the time-schedule was tightened by means of a peculiar twist. Competitors were in fact compelled to average much higher speeds than those required for zero penalty — simply by severely restricting the period for which each control was open. As the secretary of the organising club gleefully pointed out to us, it was possible for a competitor to arrive with zero penalty at the halfway point, Sofia, only to be excluded because the control had already closed!

So it was that Thursday found us threading our way through the traffic in

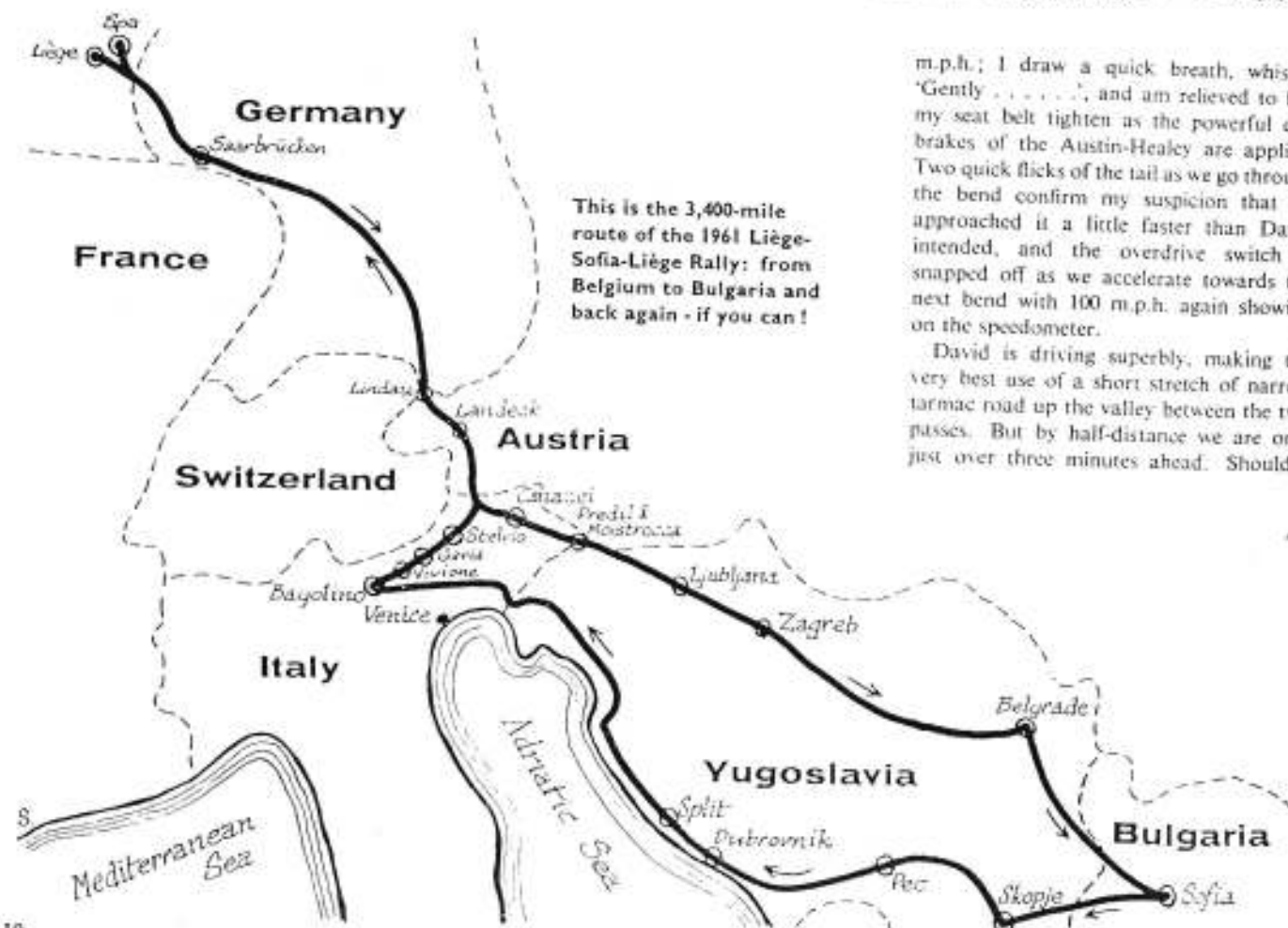
The Seigle-Morris/Ambrose Austin-Healey crosses the frontier into Yugoslavia. For many hundreds of miles ahead, metalled roads were to be a rare luxury

car like the Austin-Healey, which is obviously very fast, is that other competitors respect its performance and quickly move to one side to let you by.

Now, on a section like this the navigator must not only keep his driver on the correct route, but tell him whether he can afford to slacken off and save his energy and his car for a subsequent tough section. I had calculated that we must be 6½ minutes ahead of schedule before starting to ascend the Moistrocca Pass—and if you have ever been in that neck of the woods, you will understand why I am profoundly glad to have something to do other than watch the road and the speedometer on such occasions!

OVER THE MOISTROCCA

Even in the midst of my calculations, though, I have time to look up and see a blind bend rushing towards us at an alarming rate. A glance at the speedometer shows that we are doing no less than 110



This is the 3,400-mile route of the 1961 Liège-Sofia-Liège Rally: from Belgium to Bulgaria and back again - if you can!

m.p.h.; I draw a quick breath, whisper 'Gently . . .', and am relieved to feel my seat belt tighten as the powerful disc brakes of the Austin-Healey are applied. Two quick flicks of the tail as we go through the bend confirm my suspicion that we approached it a little faster than David intended, and the overdrive switch is snapped off as we accelerate towards the next bend with 100 m.p.h. again showing on the speedometer.

David is driving superbly, making the very best use of a short stretch of narrow tarmac road up the valley between the two passes. But by half-distance we are only just over three minutes ahead. Should I

Continued on Page 24

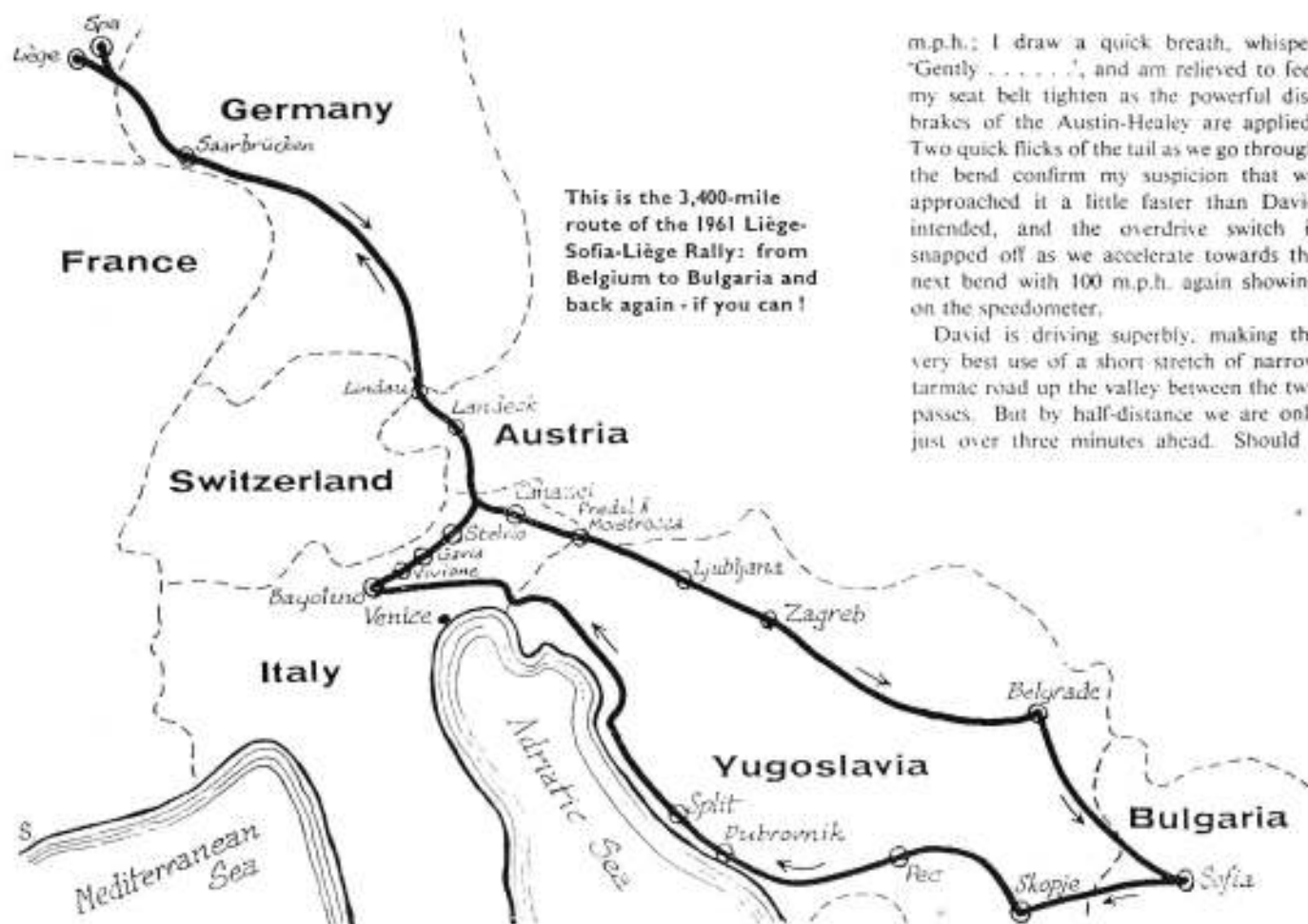
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David is driving superbly, making the very best use of a short stretch of narrow tarmac road up the valley between the two passes. But by half-distance we are only just over three minutes ahead. Should I

tell David, who seems to be driving just about at the limit on such a road? I decide that he is sufficiently strong-minded not to attempt to exceed his limit, so I tell him. Just then the road becomes a little less twisty, and the loose grit which we have encountered on several bends is no longer apparent. We overtake three more cars and reach the beginning of the Moistroeca ascent—with exactly 6 minutes 32 seconds in hand. If our calculations are correct, we should make it!

The tarmac has now given way to a loose, dusty surface. Hairpins come upon us one after another, and the gradient is about 1 in 4½. It doesn't matter whether we use first or second gear—we can't accelerate quickly out of hairpins because of the loose surface, so as the wheels spin we joke about it and agree that tank-tracks should be offered as optional extras for Austin-Healeys. We try going into the hairpins more quickly, but again the loose surface takes command and we rush straight on towards the edge with full lock applied; that is obviously not a good idea. Anyway, we are now in a cloud of dust, so we are catching someone. The dust gets thicker—in the middle of it I see a kilometre stone straight ahead and yell 'Hairpin'. David copes with it, mutters 'Thanks', and I glance across at him to see if he looks as frightened as I feel. If he is, he doesn't show it, as he is concentrating on catching whoever is responsible for this dust. The dust-cloud becomes thicker, but no longer blocks our vision completely, and we can see that the car in front is a Citroën; it is only 20 yards away now, and from the number we see that it is Roger de Lageneste, the French champion. We decide that we must be going quite well, for although the Citroën has less power its independent suspension gives it better traction. I sound the horn, using my special foot-operated switch, and de Lageneste moves over to let us through.

A few more hairpins loom up, and I tell David that we are now only 2½ minutes ahead of schedule; obviously we are rapidly losing our time in hand. As we approach the summit we enter another

dust-cloud, this time made by a Porsche. We close on him. As we cross the brow the dust thickens, and, a bit hopefully, David ploughs straight on into it. Fortunately I remember from the recce that the road swings right just after the summit, and yell to David, who sees this for himself a moment later and locks hard over. The car slews and slows, stopping just a couple of feet from the edge. Mercifully, the dust-cloud is too thick for us to see just how far we might have fallen.

We descend with rather more caution, but passing three more cars, including the Porsche. Two hairpins to go. I tell David we are only 10 seconds ahead of schedule. This is obviously 'touch and go', and we rush down the last kilometre, which is on tarmac.

Heavens above! The control is farther away than the road-book says—we must be late! My seat belt is already unfastened, the road-book in my hand. As the car slides to a halt at the control I bale out, yelling in both French and German the time at which I would like to be booked in (this is pure 'rallymanship', in case the clock is just on the turn of the minute). The controller calmly consults his chronometer and enters in the time, which indicates zero penalty, while he congratulates me in faultless English. I run back to the car, which the experienced David has moved well past the control out of the way of other competitors—he knows they will be arriving in a panic. There is just time to take the covers off the lights and we are away on the next section, mentioning to each other the dangers of over-relaxing now that the going is easier. We are on good road, though, and likely to be for the whole of the night, so we spend a few minutes discussing how to divide the driving so that we can both get some rest.

ON TO BULGARIA

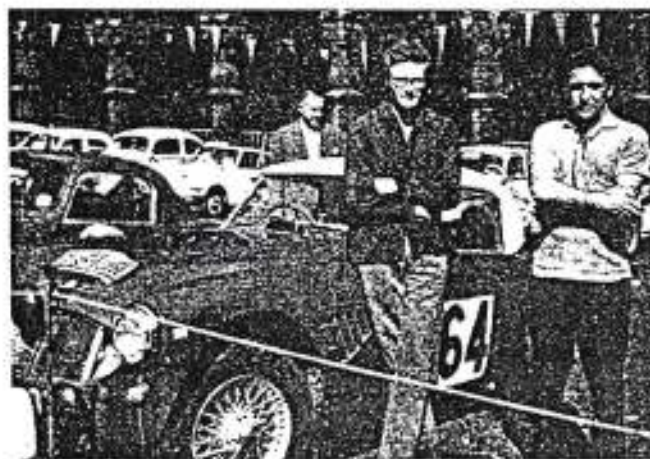
After that the tempo eased, and we both managed to get plenty of rest as we continued the long drive through Yugoslavia, passing the controls at Ljubljana and Zagreb. In the small hours of Friday morning, taking my second stint at the wheel, I was tempted to wake David (who is an architect) to show him the brilliantly-illuminated modern building used for meetings of the Non-Committed Nations at Belgrade. But I drove on south and east to Kragujevac (where Doug Hamblin was calmly welding up the chassis of Pat Moss's car, half-an-inch away from a petrol tank containing 20 gallons of fuel) and to Nis, where Marcus Chambers was waiting with hot soup.

The road became rougher up to the Bulgarian frontier, which this time was crossed without delay. And so on to Sofia in the lightening dawn, with the inhabitants of many villages turning out in force to watch the rally cars go by. We had hoped that at Sofia we might learn our position in the rally, but we were disappointed (we were even more disappointed when we later discovered that we had, in fact, been leading the entire entry at that stage!).

Four hours' rest in an arm-chair was the best we could manage in the Hotel Balkan, and then we were off again, with 20 cars leaving together at the drop of a flag. Can you imagine that happening in London or New York? But the populace loved it, and waved and cheered madly. The police didn't seem to mind, either. Soon we were crossing back into Yugoslavia, but this time there was a little trouble at the frontier; somebody had been rude to a Customs officer, and he decided to 'work to rule'. Fortunately we were among the first cars through, so avoided any delay.

At the next control, at Skopje, Marcus

Before . . .
(right)



. . . and After! Seen before the start (above), Tony Ambrose and David Seigle-Morris are spruce and fit. Four days and nights later (left) the Marathon de la Route has taken its toll!

continued

Chambers was again in attendance with his mechanics. Here we had our horns secured, since they had fallen off and refused to function. This repair was absolutely vital, as without horns it was quite impossible to overtake, for any driver looking in his mirror could see only his own cloud of dust. Off again the moment the control opened, and we found ourselves on a very rough section leading to Pec, close to the Albanian border. This section started with some of the roughest road which we were called upon to cover in the entire rally, but a short cut which we had found on the recce reduced the required average speed to 30 m.p.h.

It was here that we passed a memorial stone which we treated as an ominous warning. On the parapet of a gorge, it featured a steering wheel and a gear-lever. The fact that the inscription was in a language we could not have understood, even if we had stopped to read it, was of no importance, for the bold figures '25' told of the magnitude of the disaster.

FRIDAY EVENING

Refuelling at Pec was primitive. It was effected at a cylindrical tank near the railway sidings, where we waited rather impatiently for a disinterested Yugoslav to pump in, by hand, a fuel of dubious quality, the quantity being calculated from the number of times he rocked the handle. The start from Pec was a desperate affair, with seven cars leaving together and each driver determined to be the first to exit from the tarmac square onto the dusty track that led over the mountains to the new town of Titograd. We didn't win this little race. In fact we were fourth in the procession, which was led by Trautmann in his Citroën, followed by Pat Moss's Austin-Healey and Oreiller's Alfa-Romeo Zagato. We knew that this was a really vital section and tried to better our position, but there was too much dust and very soon we were driving completely blind, just aiming at the centre of the dust-cloud. Remembering our lucky escape at the top of the Moistrocca, I suggested to David that we should hang back a bit, as Oreiller was likely to go almost as quickly as we could. No sooner had I spoken than the tail of the Alfa-Romeo appeared through the mark; the front was wedged firmly against a rock face! The fact that we were almost immediately at the tail of Pat's dust-cloud indicates that Oreiller was, in all probability, aiming for the centre of it when the cliff face intervened.

The next 100 miles were a nightmare, for it took us just that distance—100 miles—to get close enough to Pat even to let her know that we would like to come past.

Meanwhile, out of her dust-cloud appeared 'buses and lorries with locked wheels, male trains with animals still frightened by Pat's meteoric arrival, and peasants to whom this track was the sole means of communication with the outside world—and who were justifiably irate. All this time the steering wheel kicked viciously in David's hands, the suspension bottomed, and sump and fuel tank, both heavily reinforced, crashed with deafening thunder against rock outcrops and loose boulders. Why the car did not just break in half I will never understand; we could not have complained had it done so in such appalling conditions.

DITCHED

When we did eventually overtake Pat we knew that we were going to be late at the end of the section, but nevertheless reckoned that we must lose more time by refuelling at Titograd that night. This was a tactical error, as Pat managed to reach the next pump, 150 miles further on, without stopping. While we were taking on fuel, Pat swept past, so that when we restarted we were determined to get past her again before the dust made this once more impossible. In striving too hard for this end, David entered a left-hand bend a bit too quickly and we ended up against the rock face, with both front and rear offside wheels in a steep-sided ditch. Our final impact had been quite gentle, so damage was slight, being confined to broken lamps and a dented wing, but try as we might we could not get the car out of the ditch. Fortunately, after about a quarter of an hour, team-mates Don Grimshaw and Rupert Jones arrived on the scene and very sportingly gave us a tow out. I fear that our minor accident disheartened us greatly, for we were very tired, this being our third night out of bed, and we had been denied the 'lift' of knowing how well placed we were at Sofia. Our progress was slow but sure, as it had to be, for our lights had suffered in the crash and our tired eyes were not able to compensate for this.

At Dubrovnik we were again greeted by new 'boss' Stuart Turner and Doug Hamblin, who had had a little rally of their own to get there from Kragujevac. Their practical and moral support did a great deal to hearten us, helped in my case by my first 'wakey-wakey' pill, and the information that we were only the sixth car through gave us fresh hopes. David and I were just able to summon the energy to discuss the situation as we bumped our way up the Adriatic coast on Saturday morning. From there on, our resolve was to finish rather than to win, for we were quite sure there would be very few survivors, and one could even visualise a tragic state of affairs in which the last remaining car in the rally finally ground itself to a standstill on the outskirts of Spa.

With talk of such absurdities we amused ourselves through those last weary miles in Yugoslavia, from time to time passing competitors' cars abandoned by the roadside. The last of these to be encountered was the Healey of Pat Moss and Ann Wisdom, with a broken front suspension. We shed a silent tear for them.

SATURDAY NIGHT AND SUNDAY MORNING

Across the frontier and into Italy, we came once more onto tarmac roads. These, after Yugoslavia, felt so unfamiliar that at first we imagined all kinds of odd things to be wrong with the steering and suspension of the car. We battled on, hardly able to keep awake, through the fourth night. We survived two punctures and a wheel reluctant to slide off the splines until, on the final testing section over the famed Gavia and Stelvio passes, a fearful screeching noise from the rear of the car and a strong smell of burning paint told us that the rear wheels were rubbing against the wings. It soon became apparent that the rear axle had moved and many of our spring leaves had broken into several pieces. Fate was kind to us, however, for at the foot of the Stelvio we were met by our Swedish friends, Erik Carlsson and Mario Pavoni, who had retired from the rally on the first night. They had spent two nights in bed since then, and it was their cheerful encouragement and practical help that enabled us to struggle to the finish—still some 600 miles away.

Shortly after we left, a blue Morris Mini-Minor arrived breathless at the control at the foot of the Stelvio, one of only 10 cars left running by that time. Fate was not so kind to those two very gallant rallyists, David Hiam and Derek Astle, who struggled so nobly for 90 hours—only to find that the control had closed two minutes previously

When David Seigle-Morris and I reached the Spa final control that Sunday evening, we were filthy from head to foot, our eyes burned in their sockets, and we were tired beyond description. But we knew that, of 85 starters, only eight crews had completed the 5,500-kilometre course—and we were among them. We had won our class, we had been placed sixth overall, and we had finished, which gave each of us a greater sense of achievement than any previous rally result.

The following night—clean, shaved, dinner-jacketed, and with the grime of Yugoslavia shampooed out of our hair—we sat at the official banquet in Liège, gazed at our small array of trophies, and swore that not for untold wealth would we do it again. But time is a great healer. Despite the scorching sun, the choking dust and the endless jarring of the spine, we are now only too eager to compete again next year in the toughest rally of them all—Liège-Sofia-Liège.

Crystal Stages Rally / North Humberside Forest Rally - Then and Now!

My thanks to Ian North, Ian Sadofsky, David James, Gavin Heseltine, Ken Sturdy, Steve Darvell, Alan Carvell and all the other people who have helped make the North Humberside Forest Rally what it now is. The people specifically named above are those in the plot from the word go, and or those who have on numerous occasions burnt the 2am oil in the weeks before the events have run.

The story starts in 1985 and follows the behind the scenes work that has taken place. You may think so why write this article now? Well, it is because change is once again with us. Uncertainty rules again. Pressure from the BTRDA (British Trials and Rally Drivers Association) and competitors has seen the event move its base from the Royal Hotel, Hull to the Jarvis International at Willerby. This is to avoid the worst of the Saturday traffic, which was the cause of most competitor complaints.

The decision by Trackrod MC in November 1998 to withdraw the Trackrod Rally of Yorkshire from the Association of National Championship Rally Organisers (ANCRO) championship has been the catalyst that ultimately led to the formation of two championships at the same level for 2000. These are the ANCRO and the Mintex series. As they are offering similar classes to a relatively small number of competitors, in my opinion, there is every chance they could mutually self destruct. Not everyone agrees with that analysis. Some Mintex rounds are national permit events on the back of British Rally Championship (BRC) rounds. However, no event is a round of both ANCRO and Mintex and no event is a round of both BTRDA and Mintex. This means that the new Mintex events (eg De Lacy) are additions to the major championships.

Also the Trackrod event has been successfully observed for upgrading to international status, although it is not a BRC round in 2000 at the time of writing. This means that the major rally championships and events are fluid for the first time in five years. Last time it was just BTRDA, as detailed below. Now it is all the nationally based forest championships. Furthermore, because of the way dates are allocated, explained below, the Motoring News tarmac championship may also be effected by any date changes. As I write, I do not know what 2001 will hold for forest rallying but I think it could be very different from 1999 & 2000. Those differences may well affect the North Humberside Forest Rally. There has been wide scale speculation about events transferring from one championship to another, date changes, possible event casualties and possible event mergers. The Yorkshire forest events feature prominently in this speculation. For this reason the management committee of the North Humberside Forest Rally, primarily the Clerk of the Course, the Deputy Clerk and the Secretary of the Meeting must be able to move quickly in making decisions that could determine the future existence of the event.

But back to the beginning. Over the passage of time I may have some of the events described below slightly out of chronological order. However, here goes. At a committee meeting in late 1984, or early 1985, our then committee vice chairman, the late Harry Hannah dropped a bombshell. He announced that David Shipley the Clerk of the Course for the Crystal Stages and himself the Deputy Clerk were both resigning. Their resignations were because they felt

that they had been doing the job for long enough.

At that time the club also ran two single venue stages events. The first was the Holderness on Driffield, of which Rob White was the long serving clerk, and Ian Sadofsky the long serving Secretary of the Meeting. The second was the Moonraker (Moonlight) Rally on Leconfield of which I had been one of the instigators, becoming joint Clerk in 1983 as an understudy/training role to Mike Read (then competition secretary). If I remember correctly this event first ran on Leconfield in 1983. The Moonraker team were with the exception of Mike, virgin organisers and the other key members were Dave Hawkins, Secretary of the Meeting & entries secretary (also at that time the club secretary), Mick Blythe, Chief Timekeeper (also at that time the club membership secretary) and I believe we were joined shortly afterwards by a young lad called Ken Sturdy!

The Moonraker single venue stages rally had been an event born of necessity, after the demise of the club's road events care of the local constabulary and some hair dryer like pieces of kit. Myself as club treasurer, Dave as secretary and Mick as membership secretary kept complaining that there were insufficient subscriptions coming in to club funds at the beginning of the calendar year and that some people did not join NHMC until they needed a clubcard for the Holderness in August or the Crystal in September. The committee suggested we might think what could be done to bring these subscriptions in earlier. The solution that we came up with was to run another stages rally. This rally would be at a similar date to the old Moonraker road rally. Mike Read was the clerk of the course in 1983. In 1985 the event ran over the Easter weekend and Mike Read and erstwhile steward Ian North were skiing when it ran. I had very quickly completed my training and become sole clerk of course of a restricted status stages rally. Mick Blythe had also declined to be involved in 1985, due to work commitments. So, brother, David James who was then working and living in London, an MSA Group 3 timekeeper under the old classification system and also Clerk of the Course on the Mid Thames Car Club Sort Out Stages, a Salisbury Plain event, was chief timekeeper. Ken Hailstone was deputy clerk of the course.

Following Harry's announcement the Crystal Stages Rally had a huge staffing hole to fill in 1985. Then Secretary of the Meeting Rob Newlove set about finding a new clerk and deputy. Captain Dennis Robinson volunteered to be the clerk. No deputy was forthcoming, and Rob suggested Rob White and myself as Assistant Clerks. As it happened a return to sea for Dennis saw Rob White and myself promoted to Joint Clerks before the event ran. This was to be the first of many rallies on which we were joint clerks. Few of the Moonraker team had gone with me, although David was Chief Timekeeper and that young lad Ken Sturdy was Chief Marshal. For the moment I was still Clerk of the Course for the Moonraker too.

About this time 62 Car Club's efforts to resurrect their forest rally to run in October folded. I felt that they had been poorly organised and believed that only issuing regulations about five weeks beforehand for an event that had few championships running on it, had not helped. Also at this time I was a regular BTRDA clubman championship competitor and was sure that forest stages would make the Crystal a better event for the competitor. My experience was that whilst the Crystal entry fee was much cheaper than a forest event the stages were not as good and also rougher. This meant that ultimately they were likely to do more damage to the

car shell. In short, a false economy lower entry fees and higher preparation costs against higher entry fees. People will pay more for quality stages. One has to bear in mind too that farmers do not like the more high powered modern day rally cars on their farm tracks - they tend to destroy the tracks. Today, stubble fields remain stubble feeds for much less time too. To my layman's eye, many appear to be ploughed, prepared and re-seeded less than a month after harvest. These factors make it less easy to run the old style Crystal stages type rally today. Furthermore, there had been a widespread belief in the late 1970s amongst NHMC members that the club should have a forest stages event.

I contacted Ian North, then club president and committee chairman and suggested that in my opinion there would be a forest allocation available in Yorkshire if we moved quickly, because of the non start for the 62CC event. He was not convinced and suggested further research. David James, who was still living in London at that time, was then Secretary of the Eastern Association of Motor Clubs and a member of the RAC Motor Sports Association (MSA) Regional Committee. This seemed the way to go for further information. His information confirmed my feelings. There was a vacancy for a 30 stage mile forest event in Yorkshire. By now Ian Sadofsky was also in the small group. Ian's contacts and good standing with the late Gordon Forster "MR RALLYING YORKSHIRE" were to prove invaluable. All four of us were agreed that there was potential for this proposed forest event, but that we must at this stage keep it to ourselves. Any leak might make other clubs rethink the commonly held belief that forest events were uneconomic. The 62CC debacle supported that belief. Our aim was to be the only applicant for the vacant slot so that there was no question of the ANCC ranking applications for a forest allocation in which case we would have no guarantee of being first choice. In any case from my research, I was sure that the name of the game as far as running a forest event economically was concerned was championships, championships, championships. That is still my view today, only more so. The club's experience with the John Overend Memorial suggests that championships are now a necessity to make any stages rally economic.

Ian North was concerned that if we should obtain a forest allocation, we should then hold a meeting of all interested NHMC members as soon as possible. I was concerned that we were not going to have an allocation in time to go forest in 1986. In the event that proved to be correct. Ian Sadofsky had half-convinced Gordon Forster that we could run a forest rally. He was the last hurdle, as the Forestry Liaison Officer for North Yorkshire (FLO), the Rally Liaison Officer for North Yorkshire (RLO), the chairman of the Association of Northern Car Clubs (ANCC) and that Association's representative on the MSA Regional committee. His yes or no made or broke the idea of a North Humberside Motor Club forest rally.

Gordon Forster requested that Ian Sadofsky, who had suggested that he would be Secretary of the Meeting for the event, and myself, whom Ian had suggested would be the Clerk, attend Gordon's home at Alwoodley to be checked for suitability. Gordon had some lingering doubts about our technical capabilities of running the event. Ian Sadofsky carefully dropped into the conversation that I was David James' brother, whom he would know from the fact they were both members of the MSA Regional Committee. Gordon asked what David's involvement was to be, as he still lived in London. Ian replied he was our technical adviser for regulations, results, operations and the event's chief timekeeper. Gordon, we discovered was one of

David's fans, heaping hugely praises on David's part on an ad hoc MSA committee and in the rewriting of a part of the timing section of the bluebook, concluding with a comment something along the lines of "... on the basis of this discussion gentlemen I shall instruct the Secretary of the Regional Association to sign your forestry allocation application and you will have a forest rally in 1987". This meeting would have been in either 1985 or 1986, I cannot recall which. Any further recollections of this meeting are definitely hazy, my drink is whisky and I remember Gordon pouring a large amount into a half pint tumbler. I can't remember what Ian was drinking, but I do remember him commenting on the way home he was glad we were in my car and he didn't have to drive.

The ball was now back in Ian North's court. The surreptitious work had been done. The club had a forest allocation. The meeting for all interested members had to be called, and it was. For the most part there was some satisfaction that the club had received an allocation. Some amusing suggestions for those in the know, were made by those in the dark as to why we had received the forestry allocation! There was apparently some dissatisfaction that some positions within the organising team had already been filled. There were more doubts expressed as to the capabilities of the senior organisers to deliver the goods. Well, now the story has at last been told. The event has run in the forests for the last 13 years with most of the core organisers having done many years in their posts. For example there have only been two Chief Marshals and one Entries Secretary in 13 years. Over the years we have lost some people notably Geoff Allen, Ian Sadofsky, Ken Sturdy, Steve Darvell and latterly Gavin Heseltine although Ian Sadofsky has returned to his original job as Secretary of the Meeting. Sadly we have also lost Harry Hannah and John Overend who together with David Shipley and Gavin Heseltine formed our original PR team. Equally well some new faces have joined us, and some others notably David Shipley and Ken Hailstone have increased their involvement over the years.

So you may judge for yourselves whether the original secrecy was a price worth paying. It should be borne in mind however, that many clubs without a forestry allocation including Malton and York both with forestry event experience would dearly like to have a full-blown rally in the forests. Not to mention Wakefield, and Ripon who would like more mileage and...

Wakefield Steve Smith the current ANCC Secretary has also floated the idea that the richer clubs, which by his definition includes all clubs running forest rallies, should share their event profits with the clubs that marshal for them. His argument is no marshals no event. He also believes that it was just luck that led those clubs to be running forest events in the first place (probably partly true) and luck that they are still running them (rubbish). He didn't seem to like my comment that in bad years the losses should also be shared. But this view is just a further indicator of how much the clubs that don't have forest rallies would like one.

Back to the plot. That meeting decided the team needed strengthening, Rob Newlove did a straight job swap with Ian Sadofsky, Rob taking on the Secretary's job on the Holderness. I don't quite remember how but somewhere about this time Alan Carvell came up as the Entries Secretary having a trial run on the Holderness before covering the forest Crystal. Ken Sturdy was confirmed as chief marshal, and Rob White remained as joint Clerk of Course.

Below are listed some training events run by the two associations, unfortunately the venues are in Lincolnshire, some of you may be interested.

ANEMMC & EMAMC TRAINING EVENINGS FOR 2000-

APRIL 19TH

TOPIC Road Rallying Marshalling

VENUE Wheatley Hotel, Thorne Road, Doncaster OS ref 111 601054

TIME 8.00 pm

An informal evening with instruction and discussion on the topic of Road Rally marshalling. This evening will concentrate on marshalling, not organising or competing. Come along and find out what it takes to be a Road Rally marshal, you might be surprised

MAY 7TH

TOPIC How to help Rescue and Recovery/Incident Management

VENUE Manby Showground, Louth, Lincs. OS ref 113 380869

TIME 10.00 am onwards

A practical demonstration by Register Recovery and Lincs Rescue. There will be two demonstrations throughout the day by both Rescue and Recovery. You must produce a valid club card to gain entry to this event which will be within a motoring orientated show.

MAY 20TH/21ST

TOPIC Rally Stage Marshalling and associate duties

VENUE Newark Showground OS ref 121 825568

TIME 10 am onwards both days

Try your hand at all the duties relating to a stages rally. It is your weekend to participate in whatever way appeals to you. There will be a stage set up with cars giving rally rides. Be it radio or recovery, start or set up there will be something for everyone.

MAY 24TH

TOPIC Radio Training and the role of the Association within motorsport

VENUE The Fosse Way, A46 Lincoln – Newark road OS 121 932661

TIME 8.00 pm

Learn about the MSA and the role of the Association within motorsport. Find out where your club fits into the structure. Also top up on your radio know how. This will be a radio training session (not communications) learn how to use your radio correctly.

MAY 31ST

TOPIC Table Top Rally and navigational training evening

VENUE The Haywain Motel, Ulceby Cross OS ref 122 413738

TIME 8.00 pm

Learn how to use an OS map and try your hand at road rally navigation. You may like to bring pencils, rubber, and a roamer if you have one and maps 122 and 113.

Further details on any of the above events available from Avril Clarke (H) 01724 342821
(M) 0797 9288716 Email:Superavril@aol.com

ROBIN HOOD STAGES RALLY - SUNDAY 5th MARCH 2000

Car 110 Gavin Ruler/Steve Darvell Escort MkIII RWD Class 3
Car 127 John Coates/Bill Thomas Subaru Impreza Class 5
Car 135 Rob Wilson/Gavin Heseltine Escort MkII Class 3

This was our first event in Rob's new car, a Mk II Escort complete with Astra valve power, purchased last month from Steve Magson of Pickering. Apart from a new colour scheme (RJW Motorsports traditional Red/White/Blue livery) and the fitting of trip meter and the car was presented for scrutineering exactly as purchased.

As the event was running a 75 car historic rally at the front of the field it meant a late start for the "modern" cars. Plenty of time for the usual banter, wind-ups and excuses with fellow NHMC crews.

SS1 Blidworth 1 2.96 miles

The new intercom performed very well, allowing me to hear *u!k-0g h*!! coming from the driver throughout the stage. He explained this after the stage as an expression of surprise and delight at how quick and responsive his new purchase.

Car 127 3.24 11th class 14th overall

Car 110 3.28 6th = class 20th = overall

Car 135 3.28 6th = class 20th = overall

SS2 Clipstone South 1 5.70 miles

The long straights on this stage caught us out as we found ourselves arriving faster than expected at some corners, resulting in a spin costing around 10 secs.

Car 127 5.59 (9.23) 10th class 11th overall

Car 110 6.04 (9.32) 3rd class 16th overall

Car 135 6.15 (9.43) 8th class 22nd overall

SS3 Birklands 1 3.61 miles

Car 127 3.34 (12.57) 10th class 11th overall

Car 135 3.39 (13.22) 7th class 21st overall

Car 110 3.40 (13.12) 3rd class 16th overall

SS4 Clipstone North 1 6.84 miles

Disaster as the car would not rev above about 3500 revs, crawled through the long stage the rally at about 40 mph, caught and passed by three cars, costing almost 4 minutes.

Car 110 7.00 (20.12) 3rd class 14th overall

Car 127 7.01 (19.58) 9th class 10th overall

Car 135 10.54 (24.06) 17th class 52nd overall

Service 1

Resolved the problem with the engine, car running fine again. Out of contention for the result but at least more mileage for familiarisation purposes.

SS5 Thieves Wood 1.49 miles

These stages are not really long enough as no sooner do you get going than you are at the finish, still car felt really good in this stage.

Car 127 1.49 (21.47) 9th class 10th overall

Car 110 1.52 (22.04) 3rd class 14th overall

Car 135 1.52 (25.58) 17th class 52nd overall

SS6 Harlow Wood 1.56 miles

Car 127 1.38 (23.25) 9th class 10th overall

Car 110 1.39 (23.43) 3rd class 14th overall

Car 135 1.41 (27.39) 16th class 50th overall

The above short report was done by **Gavin Heseltine**, it was reproduced from the Club Web Page www.northhumbersidemotorclub.co.uk. If you have anything interesting to put on it, or even a car to sell, please contact Alan Gilbert.

The little snippet below came from the internet.

I'm tired !!! Yes, I'm tired. For several years I have been blaming it on middle age, poor blood, lack of vitamins, air pollution, obesity, dieting, saccharin, under arm odour, yellow wax build up and a dozen other maladies that make you wonder if life is really worth living. But I've now found out that it's none of those - I'm tired **BECAUSE I'm OVER WORKED !!!**

The population of this country is 51 million. 21 million are retired, so that leaves 30 million to do the work.

There are 19 million in school - that leaves 11 million to do the work.

Two million are unemployed, and 4 million are employed by the Government - that leaves 5 million to do the work.

One million are in the Armed Forces, that leaves 4 million. 3 million are employed by Local and Borough Councils leaving one million to do the work. There are 620,000 people in hospital and 379,998 in prison ---

That leaves two people to do the work and here YOU ARE sitting here on your bum **READING THIS ---- No Wonder I'm BLOODY TIRED !!!!!**

NORTH HUMBERSIDE MOTOR CLUB LTD
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