

N O R T H H U M B E R S I D E

M O T O R C L U B

M A G A Z I N E

A U G U S T 1 9 8 1

NHMC CLUB OFFICIALS

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EDITORS' FOREWORD

It has taken some time this month to get a magazine together as there has been very little happening in the way of competitions, but September/October Mag. promises to be full due to the large number of rallies in that period, including our own "Crystal Stages". Reports for the magazine would be appreciated.

The Chief Marshall has expressed some doubts about whether we can assist in the events in September/October, so if you can spare the time to help, please see Roger Stonely.

Apologies to those of you who haven't got a magazine cover this month but we are still trying to organise advertising for the Club Mag. Instead we have printed the new Committee's names and addresses, for your information, on the inside page.

IAN & LINDA

SOUTH BANK STAGES

Early in April an entry was placed for the 1981 South Bank Stages rally. This was a closed co-promote rally and the first stages event organised by the South Bank Motor Club.

Unfortunately, by the end of April my driver, Ian Carr, had neatly folded his Escort into a little ball. Work started immediately on the car but as there was so much to do and so little time I had a vision of myself leaning out of the window on the way to scrutineering putting the final coat of paint on.

Scrutineering was held on the evening of Saturday, 30th May, the car passed with no problems. We were then invited to the South Bank M.C. club house for rally films and heavy refreshments -- very pleasant.

The rally was on the Sunday. Ian was supposed to pick me up at 6.20 a.m. By 6.40 he had not arrived so I decided to call him. After I had apologised for waking him at such an unearthly hour, I asked him if he could possibly pop round - if it wasn't too much trouble - and, if he was really quick, we could even get there in time to start the rally.

Ian arrived complete with guilt complex and hangover and with what he described as a mouthful of budgies. We set off to Scunthorpe, with the service crew following half an hour later - this was so they could pick up the bits that had fallen off the car on the drive down. The service crew consisted of Mike 'God I'm starving' Wilde and three girls. Hopefully Mike's first priority was to service the car and not the girls!!!

Arriving late at the start lead to a hectic plotting session which was just finished before we set off. Our start time was 8.53 a.m. and we were running at car no. 23. After a slight detour around Scunthorpe, with the excuse that I thought an aunt of mine used to live round here, I found our way back on route and to SSL. An airfield, consisting of two laps, then on to service. Only a tyre change was needed.

Stages 2 and 3 were both short farm tracks. At the beginning of 3 the organisers had arranged refreshments. We were already 10 minutes late whilst waiting to enter stage 4. This was a very tight quarry with a hard bed and comprised one 8 minute slalom. Although my driver didn't enjoy the stage, as a navigator it was marvellous - first sliding sideways left, then sideways right, then left again and so on and so on

Then into service and another thrash to stage 5. We were now getting desperately close to OTL. After completing the farm track stage 5 we rushed into service again but our crew was nowhere to be seen. Obviously Mike in the end had found

himself bored with servicing and decided to sort the three women out, or at least that's what Ian thought only he said it a different way. We finally discovered they had returned to a previous service point to collect a jack they had left.

By now the event had changed from a stages rally into a road rally. To keep on time we were travelling down twisty country roads at 80, 90 and even 100 mph.

The final two stages in the morning were a repeat of the first airfield stage and the slalom quarry. With no service between we had to do the quarry on racers. The strange thing was we beat the time set in the morning.

We arrived at halfway 4 minutes before OTL. A ploughman's lunch then away north from Scunthorpe to do stages 11,12, 14 and 15 (stage 13 had been cancelled). These were all short farm tracks made worse by the heavy showers suffered during the afternoon.

Stages 16 and 17 were repeats of stages done in the morning. Stage 18 another quarry, this time at Melon Ross. Halfway into the stage a caution board for bumps - we slowed down, they didn't seem that bad so we accelerated away through the gears. Then 'BANG' we went over a drop in the track which could not be seen and landed nose first. It was like diving into an empty swimming pool. Talking to Barry Hodge later he was convinced the drop was about 7 ft. deep. The impact had caused a loosening of the exhaust and on the next jump the front end of the system came away and the car pole vaulted on the exhaust wrapping itself around the axle. This had the effect of making the car loud, in fact, very loud. Fortunately service was only a mile and a half away and the problem was sorted out with a big hammer. The rear box though could not be saved and was left with the service crew.

The final two stages were the slalom quarry and the lapping airfield yet again. These completed, we went to the finish and arrived well within OTL.

Our final position was 20th overall which we were pleased with, as our only intention was to check the car after its accident.

As a rally the event was let down by the lack of quality and shortness of the stages, but this was more than made up for by the enthusiasm of the organising club.

NIGEL PATERSON.

FOR SALE - FOR SALE - FOR SALE

Pair twin 40 Dellorto's, less manifold
Jetted twin cam/Mexico £60.

Contact: Mike Carroll, 35 Kirkstone Road, Hull. Tel: 509126
or any Club Night.

KEN HAILSTONE - THIS IS YOUR LIFE.

Ken has recently been elected to the position of Club Captain to help promote the image of the Club and give guidance to other club members. He is no stranger to the Committee because he has offered his services before.

He joined the Club in 1972 when he was introduced by John Wiley, Mark Thompson and Paul Simpson. The then owner of a Larcher bodied Sprite, Ken started his competition activities by Auto-testing. The Sprite gave way to a Cooper S and then a Lotus Cortina Mk I in his search for more awards. Ken remembers well the number of club members who turned up for the autotests as near 60 people - it's a bit different from today. A Dateon Sunny was his next mount and he was always either 1st or 2nd in class with this car. Amidst all this auto-testing and car swapping Ken used to service for Mike Jackson.

The car most people will associate with Ken is his old Mk I Escort. Purchased from a Scottish gentleman, the car had had a twin cam engine fitted and was well prepared. The car's history was of competitions of every sort in the Scottish Championships and was sold to Ken for £400 after having changed hands numerous times, as well as being laid up for three years as a rolling shell.

Ken kept a record of everything he spent on the car and in three years of rallying, etc. it cost him only £300!!! He'd never had an accident with that car, unless you count the time Mr. Pallier's service crew decided to modify the bodywork with their van, and he's finished every event.

Looking back over the years Ken recalled one of the funniest happenings of his rallying career. He was supposed to be doing the Calderford Trophy rally with Ian Sadofsky but, due to a fire at the warehouse, he couldn't make it. Hurriedly an alternative navigator had to be found. They rang everybody and at the eleventh hour came up lucky. A chap named Roger Stoneley said he would show Ken the way round the lanes, and promptly showed him round a few fields as well. By not telling Ken about a 90° right over blind brow, when going flat out, they were launched into space. Having extricated themselves from the field, Roger quickly re-directed Ken onto the route and arrived at a time control. At this control Roger discovered he'd rubbed out a TC and some of the route with his sweaty mitts whilst Ken was performing aerobatics. Deciding that experience counts, they continued to the finish and came 30th overall - not bad with 1 fail - but would have come 18th otherwise.

His best result to date was first novice with Mick Blythe on the Moonraker.

The Mk I Escort has now been sold and the Newlove's old Mk 2 purchased with a view to some more years of competition. The car was completely stripped down, strengthened and turreted, Bilsteins and a Limited slip added and then rebuilt from the ground up with the help of John Dixon. So far the car has proved favourable but he's had one or two problems with the engine, which he has cured now.

The Hailstone Motor Stable also consists of a Chevette, Capri, Mini-van, Moggie 1000 and an E type, which, Ken says, was the fulfilment of a dream. Being the Club Champion 1980 and ably assisted by his wife Jackie, who once won an award for bravery for navigating for Ken on a Crystal rally, we have an experienced leader in our Club Captain so, any problems or queries about rallying, see Ken, he'll help.

A GOOD THRASH - COURTESY OF RECKITT'S MOTOR CLUB.

The Cossack Rally, as most members will know, was another 99% tarmac One Day Single Venue with the blessing of the Ministry of Defence. After competing on the Mintex, the Dukeries, the Welsh, etc. I felt that my service crew chief, Steve Padgett, deserved a bonus (take it which way you will!), so we entered for the event and the RAC were contacted for Steve's licence. The day dawned and we arrived without any major dramas, the car being reasonably fit after the Welsh. We merely lowered the car a couple of inches from Forest settings. The first drama unveiled when I could not find my insurance certificate. The Clerk of the Course, with the backing of the RAC Steward, Mr. Saddington, duly excluded us from competing. After much fraught activity the certificate was found in the service van after all! The first lap was our downfall as we attempted it on Formula Ford Racers by courtesy of John Tyzack. His Formula Ford was being rested and, therefore, I was allowed to use the more worn variety. Unfortunately, a 90 right on the first fast bend caught us out and we overshot and lost 30 seconds. We continued but suffered an obvious poor time.

The second lap we changed tyres, to some old tread 60's I had acquired, and whilst they were very good on the loose, we hadn't given them sufficient time to bed in and, therefore, braking was not as good as might have been expected.

We were dicing with my navigator of the Welsh, Howard Paterson, who had Brian Svenson for the day. Unfortunately, Brian was driving the car like a motorcycle during the day and giving Howard a 'bird's eye view' on occasions.

It was not until the final stage where Steve and I really got to grips with the opposition and managed to put up a reasonably good time on our favourite Klebers. We thoroughly enjoyed the day and I feel Steve now has a little more insight as to why the car comes back in the state that it does! The car only suffered a lack of power in the last half mile of the final stage - eventually traced to a fuel blockage. We were very grateful this had not occurred on the Welsh for obvious reasons.

Once again Reckitt's Motor Club organised a good rally and we hope to compete again next year.

TERRY LUCAS

Any club members with technical queries about building rally cars can have their questions answered by a panel of engineers.

Please contact the Club Editors.

Answers will be printed in the Club Mag.

LIGHT THE TOUCH PAPER AND -----

Fire is one thing most rally people prepare for. Whether it be fitting extinguishers, fire-proofing bulk-heads or wearing protective clothing, you don't really know how effective it's going to be until you have a fire. It may only then become apparent that what you have done is inadequate.

So, with a member of the Fire Brigade and the organisational qualities of John Overend and Harry Hannah, we had a fire fighting demonstration on some land out at North Cave, where some useful information was obtained.

The first thing that became apparent was that the Fire Officer was wearing his official uniform and you could liken that to your rally kit. Crash helmet - keep it on your head, it may well protect you from flames or anything that explodes. Overalls - obviously the best to go for, and probably the most expensive, are Nomex. Designed to allow you those few extra seconds to get out of the car if it's on fire. Footwear - good sturdy shoes, that won't burst into flames and melt when covered in petrol. Gloves - to protect the hands in case you have to handle anything hot.

OK. So we all carry our BCF extinguishers in the car, but what happens if the fire is in an inaccessible place? Always carry a jemmy, crowbar or tyre lever in the car to give help. (Comes in useful, if you have had a roll or a smack in the side, for unbending panels, etc.). Make sure that the extinguishers are easily accessible, full, and are not taped or wired up to stop them falling out of their carriers. (If you need one, every second counts). The RAC insist on BCF or BTM (the American equivalent) and is very clean and relatively harmless. When the trigger is pulled BCF is issued forth in liquid form which, when in contact with a body, turns to a gas to 'smother' the fire by restricting oxygen. At the same time it reduces the temperature of the surface to reduce the possibility of re-ignition. The BCF gas tends to hang low surrounding the 'fired' area due to its density. Surprisingly, one 2.5 Kg extinguisher only lasts about 30 seconds of continuous use at the most so you have to make sure you get it right the first time.

Dry powder extinguishers were also demonstrated with a similar degree of effectiveness, but the biggest disadvantage is that it's rather messy. If it enters the engine via the carbs, the motor will have to be stripped and parts washed. Obviously, BCF is best.

Another thing which it is advisable to carry in the car is a fire blanket. Asbestos used to be issued but, due to the asbestosis scare, special glass fibre mats are now used. Not only are they invaluable if your clothing is alight, but they can also be used to smother a fire on the car.

When a fire has been extinguished wait for a while to make sure there is no re-ignition and then remove the battery earth lead or turn off at the master switch. This will reduce the possibility of an electrical fire occurring.

The majority of fires start in the engine bay and the point rammed home about tackling a fire here was NEVER LIFT THE BONNET - this only serves to feed oxygen to the flames. Fire the extinguisher through the radiator grill, the BCF will penetrate the radiator core, or up through the wheel arches. Only after the fire has been put out is it safe to lift the bonnet to inspect the damage.

COMPETITION SECRETARY'S REPORT

Not a lot to say this month as I am quite busy with the Holderness and the Crystal Stages creeping up on us quite fast. Also I am trying to get our Restricted Autotest organised for November but I am having problems with a venue. In fact, it's getting to be a rather busy time for a lot of our members - not only competing, but marshalling as well. There is the Holderness rally, then the 62 Car Club Sunrise Road rally, followed by the Lindholme Working Stages, Crystal Stages, Elcar Stages Rally, organised by David Brown, on a Saturday, followed by the Bridlington Single Venue on the Sunday. Two weeks after that is the Trackrod Forest Stages Rally and, if all that is not enough, we have, of course, the RAC Rally in November.

Stages Rally Championship

The Trackrod Stages Rally on 24th October is now going to be run as a National Status Rally so I will have to take it out of the Championship as we only have rallies of restricted status in the championship.

Road Rallies

In our club we sometimes think that road rallies are dead, but if you had attended a recent rally dates meeting for allocating the maps for road rallies in 1982 you would have been surprised. With the statutory gap of six weeks between any two events using the same road, it is now virtually impossible to find a date on any map that does not clash with another event.

At another ANCC meeting the proposals put forward by the National Rallies Committee were discussed in great detail and nearly all of them were rejected by the ANCC. Some of the major proposals were: to ban Targa Timing on road rallies; to curtail sponsorship of road rally championships, road rallies and even advertising on rally cars. No information to be given out prior to the start of an event.

There were also discussions on noise of rally cars and Trevor Williams gave details of tests he had conducted on some recent night events with a very accurate industrial noise meter. On some events it showed the noise meter being used on that particular event to be miles out. It also showed some rally cars on full power to be exceeding 100 dba. Several ways of making noise checks more accurate were discussed, but no real conclusions were reached.

I go to quite a variety of meetings, such as ANCC, Humberside Motor Sport Group and, possibly, I hope to attend an ANEMMC meeting also. If any members would be interested in going along to any of these meetings, please contact me.

Mike Emmitt Wolds Rally

I have accepted an invitation from Mablethorpe & Dist. Motor Club to the Mike Emmitt Wolds Rally which is a Stage Rally to be held on 17th October, although it does clash a bit with the 62 CC Stages Rally on 18th October.

Film Show

Some films have been organised at the Club Night on 22nd October and, due to them costing £20, we may have to pass the hat round on the night.

Forthcoming Events

- 20th August A Thursday night Club Autotest to be held at Walkington. It will be arrowed from Walkington Village. Start approx. 7 p.m. The surface is pea stubble.
- 23rd August The Alex E. Carr Holderness Trophy Rally at Alamein Barracks, Driffild. There are no spectators, so if you want to Marshall, see Harry Hannah.
- 30th August A Production Car Trial organised by Grimsby Motor Club - a round of the HCC Motorsport Championship. } CANCELLED
- 5/6 September 62 Car Club Sunrise Rally.
- 6th September Autocross organised by Whitby & Dist. Motor Club at Denby, near Whitby.
- 20th September Norking Stages Rally organised by Lindholme Motorsport Club, starts Doncaster.
- 27th September Crystal Stages Rally.
- 3rd October Tour of Hamsterly, organised by Teesside Motorsport Group.
- 3rd October Elcar Stages Rally, organised by David Brown Motor Club.
- 4th October Single Venue Stage Rally, organised by Bridlington & Dist. Motor Club at Ulrome.
- 11th October An Autotest organised by John Overend and John Butler at Sandholme near Gilberdyke.
- 17th October Mike Emmitt Wolds Rally, organised by Mablethorpe & Dist. Motor Club.
- 18th October 62 Car Club Stages Rally.
- 24/25 October Highwayman Road Rally, organised by CSRA.
- 24th October Trackrod Motor Club National Stages Rally.
- 1st November Restricted Autotest, organised by NHMC.

The following note appears at the express wish of the RAC.

CITIZENS BAND RADIOS AND SPECIAL STAGE RALLYING

Mike Summerfield of Norton Hall Communications kindly offered to write some guidelines for this newsletter concerning the current position over Citizen Band radios and they are printed below.

Organisers, competitors, marshals and spectators are reminded that the use of Citizen Band radios is still against the law. Until it is made legal they must not be used for any purpose for the following reasons:

1. They are illegal.
2. Their use could lead to the loss of the legal frequencies held by the RAC MSA Ltd.
3. Under certain circumstances they interfere with the legal frequencies and other equipment being used on events.
4. Monitoring of CB frequency has already proved that (a) false messages have been passed on events; (b) use of CB has increased spectator problems.
5. It is not possible because of local use and/or 'Skip' to guarantee sole use of any one channel.

Once CB is made legal competitors should find great use from the system. Organisers must not consider its use for safety purposes for the reasons given in 4 and 5 above.

We wish to make it quite clear, however, that the above is specifically aimed at Special Stage Rallying and that the situation over the use of CB as regards Road Rallying and the competitors is very different.

AUTOTEST - 2ND AUGUST

The M.G. Car Club organised an Autotest on Full Sutton Airfield. The event was a 'co-promoted', but, as I was the only Club member to have entered, there isn't a great deal to say about the other competitors, as I didn't know any of them.

Except those MIDGETS (no, not dwarfs) are bloody quick and with all the right gear.

The tests, with a lot of reversing and long fast runs, seemed very suited to the Midgets. Going flat out in an open top Midget through a slalom in reverse is a lot easier than in a Datsun Coupe.

Still, I kept the flag flying (solo that is) and finished second in class. Have no idea of overall position as the results had not been checked when I left to come home.

I thoroughly enjoyed the event, especially as it was a tarmac event. It was also the first tarmac autotest I had done in the Datsun. It also seemed to go faster with my new paint job (well it felt quicker).

Those Midgets are quick. The one that took FTD is currently lying second in the BTRDA Autotest Championship.

Finally, thanks to M.G. Car Club for a good event and hopefully there will be a few more of our club members represented next time.

J. WILLSON

RAC RALLY

The Lombard RAC Rally is using Chester this year for its base. Starting on Saturday, 21st November and finishing on Thursday, 26th November.

The route will consist of 1,700 miles, 450 of which will be competitive, forming 70 stages. All but 30 miles of this will be on Forestry Commission land (imagine what they'll be making!).

Scrutineering takes place on Saturday (21st November) at Northgate Arena, Chester, between 0900 and 1800. Start will be on Sunday (22nd November) at 08.30 from Eastgate Street, then moving to visit Whitchurch, Birmingham, Stoke-on-Trent, Liverpool, Keswick, Carlisle (Crest Hotel Rest Halt) - Monday, Hawick, Hexham, Washington (Post House Rest Halt), Darlington, Pickering, and then back to Chester at 21.30 on Monday (23rd November) for an overnight rest halt.

(Mr. Sadofsky will be preparing an article for the next Club Mag. giving details of NHMC's stage. Alright, Ian?)

The re-start is from Northgate Arena at 10.30 on Tuesday (24th November), then via Whitchurch, Ludlow, Brecon (rest halt), Llandovery, Mackynlleth, Dolgellau, Llandudno (Risboro rest halt), Betws-y-coed and back to the finish at Chester at about 15.00 on Wednesday, 25th November. Prizegiving will be at 11.30 on Thursday at Northgate Arena. The rally office will be in the Queen Hotel, Chester.

Only 150 entries are being accepted this year and the charges for private entrants will be £365 until 9th October, when the price goes up to £465 until closing date on 19th October. Trade entrants are £495 and £595 respectively. Copies of the Regs. are available from:-

RAC MSA Ltd.,
31 Belgrave Square,
London,
SW1 6QH

EDITORS' "MIDDLE WORD"

At a recent Committee Meeting, one or two points were raised which should be of interest to Club Members.

Mal Munby is organising some sponsorship for certain crews on the Crystal Stages Rally. The proceeds are to go to disabled children to support the Year of the Disabled and, hopefully, Dave Hawkins will be one of the sponsored drivers, and there is a possibility that we may get some coverage on Yorkshire Television. More details nearer the date of the rally.

Membership of the Club stands at around 150, which is quite small compared with some previous years, so bring your friends along to the new club venue and persuade them to join our ranks.

Unfortunately, due to Linda and I going away on courses for work in September, the magazine will be slightly late out. Please bear with us.

Winter nights are approaching and the Entertainments and Social Secretary is looking for new ideas to help keep the interest up. One or two things have been discussed for the Thursday nights, so any ideas, contact the Committee.

Work is well in hand with the erecting of a notice board and trophy display cabinet at the Club, so if you have any cherished trophies to display, contact the Committee.

Finally, we are short of stage commanders for events. If you are interested in being trained in this highly responsible position, please contact one of the following people, who will show you the ropes:

Ian Sadofsky, J. Beadle, C. Fawless, J. Newlove, R. Newlove, D. Shipley, or Roger Stoneley.

FOR SALE - FOR SALE - FOR SALE

RS Bits

Bilstein Back Shockers - Non turret	£15 pair.
RS 2000 ex manifold	£15
RS 2000 Steering rack	£20
RS 2000 Steering column	£ 5
MkI Magard quick release spot lamp brkts.	£ 5
2000E Gearbox	£30
Various twin cam head bits.	

MG Midget bits

Engine 1275 good	£50
Reclining seats	£30
4 wheels and tyres	£35 (pre rostyle)
Midget rack, calipers and odds and ends - cheap.	
Capri discs skimmed	£ 5 pair.
Dean Smith & Grace lathe (mint) 55" centres	£650
Black & Decker heavy duty drill, will take 3/4" chuck	£40

K. HAILSTONE (tel: 0482 862954)

SHELL LEAGUE

Well, we don't appear to be doing too well up to pres. as we are out of the top ten. But I understand we had a team of three in the travelling about Autotest at Ripon - it consisted of Phil Cherry, Dave Hawkins and Mick Wood and I understand they did quite well, but I have not had any Shell League positions yet.

The final round is an Autotest in Wakefield sometime in October.

RALLY CHAMPIONSHIP

Apologies to Mike Stephenson for missing his Cossack result off the Rally Championship. He scored 47 points, which puts him in 4th place. I still haven't got any results for the Uniband Rally or the events on Hamswell Airfield.

I M P O R T A N T - CRYSTAL STAGES RALLY

We are still short of stage co-ordinators for our major rally. Volunteers please ring Robert Newlove (0377 43942) or contact Dave Shipley or Harry Hannah.

We also require marshals for various tasks on the day. Please volunteer to John Overend or John Newlove (0377 70745).

The Autotest Circus moved out to Broomfleet for its venue on 16th August. Admirably organised by Howard Paterson and Mick Blythe, competitors were given two runs of 12 tests on grass. With 10 competitors, only two classes were run - front wheel drive and rear wheel drive.

John Willson appeared with his Rix-sponsored Datsun getting better with every outing. Rob White, with his Mini Jam now converted to a full drop head coupé was also there.

From early on it became obvious that Rob White, John Willson, Neil Hartley and Graham Glew were all determined to get fastest time of the day. Rob White succumbed to a broken fuel pump and Graham Glew had two washouts, which unfortunately ruined his chances. This left John Willson and Neil Hartley to battle for the honours. With Neil turning on the power he eventually took FTD and John Willson 1st in class 1. Mick Wood came 1st in class 2 (RWD).

The following is an official Ford news release:-

FORD WORKS ESCORT BEING DEVELOPED FOR 1982 INTERNATIONAL RALLYING DEBUT-New Escort RS

Ford is to return to international rallying in 1982 with a team of totally new works prepared Escorts.

The new Escort RS (Rallye Sport) model has been designed and developed to compete under the new Group B regulations that will come into use in 1982. Limited numbers of the new model will be offered for sale in both road going and competition forms through Ford's European network of Rallye Sport dealers.

The new Escort RS is powered by a front-mounted fuel-injected turbo-charged 1.7 litre four cylinder engine. The twin overhead camshaft, 16 valve unit is based on the famous BDA engine and drives the rear wheels through a five speed combined gearbox and final drive transaxle.

Utilising the three-door, four seat bodyshell of the Escort XR3, the new rally car incorporates a number of additional aerodynamic aids, including an integral rear wing. Other body modifications accommodate larger wheels and tyres, the transaxle, and the cooling ducts for the brakes and turbocharger. Suspension is the same type as that of the standard Escort, independent front and rear with coil springs and struts.

Ford Competitions Manager, Peter Ashcroft, said that "The record of successes by the previous Escort makes it an extremely difficult act to follow. However, we are sure that this new rally car has the potential to be a winner and a worthy successor.

"The new Group B regulations permit our designers and engineers considerable scope for innovation. Since our Boreham-based works team withdrew from international rallies at the end of 1979, competition has become even tougher.

"With the emergence of a new generation of four-wheel drive and mid-engined vehicles, we have spent the past two years researching and evaluating a wide range of different layouts.

"We knew that power outputs above 160 horse power could not be used effectively in front-wheel drive form. Obviously to be competitive we need a minimum of 300 horse power, and in order to fully utilise this power we are developing this particular front engine rear wheel drive configuration."

The first examples of the new rally car have now been completed and testing of vehicles and components is under way in both Britain and Germany. Following a satisfactory conclusion to this rally test programme, further announcements will be made and a decision taken as to where and when the new works Escorts will make their rally debut.

ends

Unfortunately, not being geared up for the reproducing of photographs at the moment we cannot put them in the Club Magazine. If you would like to see the official photographs, contact the Magazine Editors.

This letter appeared in a recent motoring safety journal and I thought it made interesting reading - R. Nawlova.

REPRODUCED BY KIND PERMISSION OF "ROUNDABOUT" MAGAZINE.

"The other side.

My, My, My, your article on lady - sorry, female - drivers must put Roundabout in the running for the Women's Lib Pink Pig of the Year Award: Pat (rick or ricia?) must surely have hit some very raw nerve ends with this piece.

However, it had me reflecting on some of the male counterparts I meet (avoid) on my daily thirteen mile journey into Bristol. There is the suave sales rep in his W reg Cortina, hopping in and out of the sedate caravan of commuters moving at a mere 40mph towards Bristol. This is far too slow for this Casanova of the road who always has an early appointment and, having lingered in bed with his lady-love finds it necessary to drive one handed whilst wielding an electric shaver in his free (?) hand.

Then we have the hirsute warrior who, clad in dirty overalls, hurtles his fifteen year old banger down the third lane he has created for himself in a two lane traffic system. His car is souped-up to the ears and painted in psychedelic imitation flame patterns.

Next, we have the elderly Volvo owner who bought his car this year prior to retirement and has already willed it to his descendants. He drives at a very cautious 29mph firmly in the middle of the lane and NOBODY is going to intimidate him.

We even have a Kojak type who always seems to have a telephone handset tucked firmly between shoulder and chin. He's a very busy man and has important calls to make at 7.50 am. He tends to drive a Granada and forgets where his foot brake is until the very last moment. Oh, and I mustn't forget the young Lotherio who drives his MG whilst conducting research for Dr Kinsey with the nubile blonde strapped in the passenger seat. Where does he get the energy at that time in the morning?

Then there's the music lover who tends to drive a Cortina that has been fitted out like a mobile disco. The whole body flexes to the beat. And with an excess of 100 watts per channel through his six strategically spaced speakers, he must be heading for a perforated ear drum, if not a hernia.

Not many men obstruct their vision with floral hats, but there are a goodly percentage who have covered every available inch of window space with stickers and dangling miniature football boots.

Finally there's the man teaching his wife to drive. She isn't actually in the driving seat but huddled in the corner on the passenger side like a small furry dormouse unsure as to whether she really wants to drive. Especially if she has to gain a command of the flowery language that issues from her spouse's lips as he circumnavigates every other useless B..... on the road giving a flowing account of their shortcomings. He drives with the window open and makes extensive use of hand signals none of which are in any way respectable highway code. He also has a working knowledge of morse which he proudly displays with the dipper switch.

I don't meet any women drivers at that time in the morning...

D.H. WOOD, Telephone House, Bristol."

MINTEX ANNOUNCE RANGE OF COMPETITION PADS

A new range of disc brake pads for heavy duty and competition use has been announced by Mintex. Initial output will consist of just seven part numbers to cover the more popular rallying applications in the U.K., but it is intended to expand the range as soon as possible.

The new pads are mainly in M171 friction material, which has been developed and carefully proved over several years. M171 has a medium friction level, good wear properties under heavy duty conditions and its performance is good over the temperature range - from ambient temperatures to those achieved in competition use. These combined characteristics result in good, responsive and effective braking.

Moreover, a unique feature is that although designed for competition use, M171 is perfectly satisfactory in normal road usage.

During their development period, the new pads were used successfully in several major motor sport events; they were fitted to the winning Talbot Sunbeam Lotus in the 1980 Lombard-RAC Rally and to five of the first ten cars in the 1981 Mintex International Rally, including the overall winner, Pentti Airikkala's Rothmans Escort RS. Considerable experience has, therefore, been gained by Mintex in the application of this material and it already enjoys a high reputation in motor sport circles.

Information on the availability of the new pads can be obtained by contacting any of the 23 Mintex Service Depots in the U.K. or by writing direct to the Sales Manager, Mintex Limited, Replacement Division, P.O. Box 18, Cleckheaton, West Yorkshire, BD19 3UJ.



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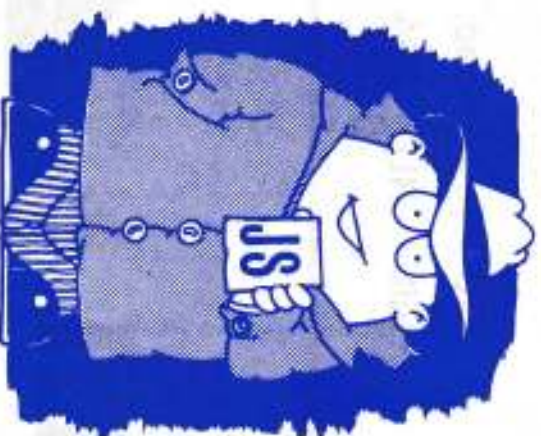


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