

North Humberside Motor Club Magazine



NOVEMBER 2004

Welcome to the November offering of the Magazine, there are one or two long articles to read, thanks to everyone for the contributions.

John Dixon brought me a bit of a report from Classic car magazine. It reports that the government could be imposing a Tax on stored Classic Cars, by charging a fee of £4.40 for each transaction with the DVLA . This would mean that when you had to file an annual SORN declaration or apply for a VED Tax disc renewal for pre 1973 vehicles, you would have to pay this fee. i.e invisible tax. The magazine says that it has taken the matter up with Parliamentary Historic Vehicles Club, I didn't know there was such a thing.

DATES

A few dates for 2005 which may be of interest.

2nd January New Years Autotest

5th February Awards Night

2nd April NHMC Forest rally

15th May John Overend Memorial Stages Rally

Cover Picture

Dave Watkins/Neil Duncan on Rally Yorkshire

Larkspeed
performance zone

League 2004

Only one round to go and we are in 5th Place, we have only had one entry in the last two Autotests, but there are so many events and other things on, that everyone has trouble fitting them in. I have printed a full set of the league scores on another page.

The Larkspeed Awards evening is at Cleckheaton Rugby Club on Saturday 4th December, have we any volunteers to attend, as I am rather busy. Please contact Robert Newlove

2005

AWARDS PRESENTATION EVENING

**SATURDAY 5th FEBRUARY
FERGY FAWSSITT ARMS**

Speaker Mike Broad

Make a note in your diary

Congratulations to John Dixon on finishing the Rallitrak Premier Stages Historic event, John has had a very trying year, but seems to have got the car sorted, he even won a pot (First in Class)

Marshals Wanted

Roger Albert Clark Rally 20th – 24th November

If this event runs there are opportunities to marshal on a number of stages

The event starts in Sheffield on Saturday 20th November with the first stage at Rother valley, then overnight halt and Rother valley again.

Rother Valley Saturday & Sunday 20/21 November

John Binns from Buccaneer Motor Club is running these two stages

Entry 120 / 460½ 830

Sign On (Prov) Sat: 12:30 to 13:10, First Car (Prov) Sat: 14:54, Close 17:00

Sign On (Prov) Sun: 06:00 to 06:40 First car (Prov) 08:24 Close (Prov) Sun: 10:30

Kershope Monday & Tuesday 22/23/November

Ted Collins from Huddersfield Motor Club is running Kershope twice, which I think is in Keilder

Kershope Monday 22nd November 1630ish and Tuesday 23rd November 0600ish. Should be finished by 0730 depending on numbers

Bewshaugh Tuesday 23rd November

Again in Kielder, Ed Norton from Hartlepool is running this one on Tuesday 23rd November, a very early start with first car at 07:00. He has booked the Youth Hostel in Kielder village for the Monday night and may have some places available.

Croft Tuesday 23rd November

Bob Wright from British rally marshals is running Croft again on Tuesday 23rd November, around 4 miles on tarmac.

Sign on from 1100hrs. Till 1145ish

Anybody interested please let me know.

Lombard Revival Rally Thursday 25th November

Ian Sadofsky has been asked to run a test at Scarborough on Thursday 25th November, he will need around a dozen marshals, more details from me.

Maple Garage Beaver Road rally 27th/28th November

Beverley & Dist annual road rally using maps 100.106 & 107 starts at maple garage Sproatley and finishes at the Gateway to York Hotel at Kexby near York. Chief marshal is Matthew Atkinson, on 01482 876400

Malton Motor Club Forest Rally 12th December

Malton's annual forest rally on Sunday 12th December using Cropton & Gale Rigg, not more details yet, but please let me know if you are available

Contact John Newlove 01904608524 e mail:john.newlove@btinternet.com

MARSHALS NEWS

John keeps our regular marshals updated via E mail, if you would like to be put on the list, please E mail him, john.newlove@btinternet.com, tel 01904 608524, if you are not on E mail, he could possibly post you a copy.

JOHN OVEREND MEMORIAL STAGES RALLY 2005

If we are to be able run our annual single venue stage event next year we need some help. Firstly we need a secretary and an entries secretary, all that is needed is preferably access to A PC , some time and enthusiasm. There is plenty of support Available to help people get started. We also need a Clerk of the Course , although most of the paperwork etc is sorted, its mainly a Clerk of the Course for the day!!

Secondly we need a team of people to set up the stages, run the event and then clear up afterwards. The more people we can muster the easy it is for everyone..

I am looking for people to help set up the weekend before the event, and on the Friday and Saturday before the event. We then need people to act as sector marshals/stage builders on the day of the event. Finally people to clear up immediately after the event and on the **Monday**. I would not expect people to be available for every day as if we can get a large team we need only do a few days each.

If we can get some volunteers now it will help us plan well in advance and enable us to make a decision on whether we can run the event or not.

If you can help in any way please contact John Newlove or any committee member.

Please don't leave it till next year.

Rallying on a Pension – the Trackrod Historic 2004

For the last two seasons I have been riding with Dave Watkins, in his immaculate ex works "Safari" Escort RS1600. Both Dave and I have taken early retirement from work – hence the rallying pensioners, which is appropriate as we compete in the Armajaro British Historic Rally Championship. Our championship outings this year in XPU 219L have been limited to the Robin Hood and Astra Stages as Dave is working on the re-build of works twin cam FEV 5H ready for next year. The Trackrod is however a must for us each year, so Timo Makinen's old banger was to be wheeled out again. Last year the car went well, setting 9th quickest time on Housedale, before cooking the head gasket on the next 16 mile Givendale stage.

The Yorkshire Forests are familiar to me as a loonie mountain biker but Dave can never remember any of the stages! I therefore invested an extra £20 on the in car video which Brian Patterson provides with his route notes in the faint hope that the driver might remember at least some of the dodgy bits. After running through the video with the notes we both thought it was a useful exercise – but he still does not know where the hell he is !!! It's amazing what is picked up on the video leading up to the event – especially a certain stage commander joyriding in his Discovery through the quarry in Dalby!

The entry list for the Historics was stuffed with quality cars and drivers. How many people can say they competed against Stig Blomquist, a former Le Mans winner, a former British Touring Cars Champion and a British Truck Drivers Champion. Dave does not seem to be able to get a decent seeding on this event. Last year we were at 326 behind a guy doing his first forest event in a hired escort. Under International timing every time we caught and passed him we had to let him go in front again at the next stage. This year we are slightly better at 320 with the old stagers Dixon/Heseltine behind us at 328, but can they finish? Rumour has it a lot of the quick boys will be putting on new soft compound tyres after each stage, not something us pensioners can afford to do.

The Trackrod also marked the return to competition for XPU's sister Safari car XPU 216L which blew its engine on the 2002 Trackrod, driven by Mike Brown from Harrogate. Classic Ford Magazine had been wanting to do an article on Dave's car for some time and the added bonus of the car driven by Roger Clark on the 1973 Safari was an excellent photo opportunity on the Trackrod. The Magazine commissioned Mike Hally to write the article and to take photographs of the two cars at

scrutineering and through the stages. Mike spent three hours before scrutineering taking detailed shots of the exterior and interior of the cars, even down to the cubby hole where I keep my Snickers bars. The article may be published at Christmas/New Year. If you cannot get hold of a copy no doubt Watkins will have some autographed copies for sale – at a price!



In the best traditions of historic rallying we drove the car to the start, not like these flash modern guys with their scooby doos tucked away in some enclosed aerodynamic trailer. Our start time was 7.44 am so whilst the residents of Beverley were snoring away, the peace was broken by the throaty crackle of a two litre BDA at 6.00 am. Unfortunately I made things worse by catching the horn push in the foot well as I clambered over the chicken bar in the dark – sorry Wendy! (Mrs Watkins).

Waiting in the queue for the start in the Square we contemplated the weather forecast and our tactics. As Dave had a prospective buyer for the car lined up we did not want to chuck it off into the trees, so it would be a cautious approach. Overnight rain would make the tracks very slippery so we opted to put on new, wet pattern, hard compound Dunlops at the short service before the first stage. There was no start ramp as such this year, it being replaced by an inflatable mushroom contraption looking like some reject from the Teletubbies. At least it kept the officials dry as the Lady Mayoress flagged us off at 7.44 precisely on the short run out to the Showground at Pickering.

At the showground we met up with our service crew of Graham Tabor and his son Mark. They quickly changed the rears to fresh Dunlops in the ten minute service. Graham is currently on a "Gap Year" from historic but will be unleashed next year at the wheel of John Milner's awesome V8 MGC GT – stand well back spectators! Mark seems to have the knack of pulling the birds and was later seen posing around the service area with two Pirelli girls.

Dave has never liked the Showground stage and this was evident again by the stream of expletives over the intercom as we fish tailed up the stage in 1 min 11 seconds, 9 seconds behind the leader, but at least we missed everything and scrubbed the new tyres in.

At Cropton arrival control I had time for a quick chat with Geoff Boad (Clerk of the Course on the Robin Hood) and his wife Sue . I knew that their house was called "Thieves Wood" ,as in one of the Robin Hood Stages, and Sue told me this was a romantic connection as they first met there on a rally – aaahhh. Well if my wife and I were to follow suit we would have to re-name our house "Cottam Airfield (Dis-used)" – not quite the same ring to it !

Now it gets serious, 9.28 miles of Cropton. Dave is now fired up – I can tell by the whack on my left arm as he searches for second gear coming into the first hairpin right. Onto the main drag downhill we are flat in fifth and a quick chance to look up – quite a few spectators about. I recall spectating on this same straight when car 1 Pentti Airikkala rolled his Sierra out of the RAC – oohhh , just keep your head down son! At the first chicane we turn up a steep bank and the car is pointing skywards straight into the sun and we grind to a halt as the driver cannot see. Seconds are lost as driver uses his large wallet as a sun-visor. Over the flying finish and slowing, smoke starts to appear from under the bonnet – are we out already? The stop line marshal cannot see anything obvious so we carry on to Gale Rigg. I later looked on the results website and some plonker had keyed in the following stage note for car number 320 :-

"team of smoke billowed out from unde bonnet. Diver semed unconcened and drove off" !!!

Do you have faith in the British Education system Mr Blair ?

With time in hand at the arrival control Dave whipped up the bonnet and spotted that the temperature sensor pipe had worked loose – panic over.

No dramas though the Gale Rigg stage as we are aware of the dodgy bits, apart from going in a little too hot into the fresh air hairpin on the tarmac section overlooking Newton Dale.

Back to service and we are surprised to be waved into our slot by "Gav the Nav" – "B***** half shaft went on the start line stage 1". Oh dear. Well at least JD has a fully functioning kettle and serves up a decent cup of tea. Somewhere along the route we must have clattered something as there was a dent in the rear quarter (nav's side of course) but in the best traditions of English Rugby Union, Dave stuck the boot in with his size 12 ballet shoes plum on the spot and it popped out again.

Back on the road again and its 6.58 miles of Staindale next. Last year we went off into the greenery here so we treat it with respect and come through unscathed.

For Housedale we changed a number of Brian Patterson's route noted hairpins to squares as he seems a little overcautious through the early part of this stage. Fortunately we were correct and we set a decent time. No tightening at Mikkola's so it was a straight blast up Housedale Rigg flat in 5th. The forest seemed deserted until we reached the short tarmac road section and on to the finish by the fire tower.

Next up was Givendale, marshalled by NHMC and we were greeted at the arrival control by Messrs Jackson and North, emerging from the latter gentleman's mobile B&B/Guest House. Bilko's parting advice was the customary "Keep it in, keep it in".

At 14.66 miles Givendale was 2 miles shorter than last year. Dave took it easy through the Quarry as last year he whacked the rear on a solid bale. We caught an escort coming into the woodyard for the second time but fortunately he moved over. However we had a definite brown trouser moment later when we came across a Saab doing a three point turn mid track and had to stop, which cost us a lot of time. At the control at Givendale farm we met up with Mike Brown and Jonni Oldham in XPU216L who were surprised to find that everyone else was using notes – they were "off map" and wondered why their times were slower! Well they may have not competed for two years but it does pay to read the Regs from front to back.

Back into service for the last time and nothing to do except swap the rears and check the oil in the ZF. Mike Hally appeared again to take some more photographs.

Onto the Showground stage again for the start of the last loop. Dave very nearly clattered the gateposts on the first square right but we got away with it, improving on our time for the first run.

The second run through Cropton was clear although the stage was definitely cut up in places after the passage of the complete field earlier. Some derisory gesticulations from a gathering of NHMC members at High Muffles as we passed.

The last stage for the Historics through Gale Rigg was mainly uneventful apart from another brown trouser moment on the very last sequence of corners. Treble caution, 5 left tightens over dip and 5 right very deceptive tightens into hairpin right. We drifted wide coming into the hairpin and were heading off over the edge into the bushes, but in response to "keep it in" Dave managed to recover the situation. This must have put the wind up Dave as he got out of the car at the end of the stage, put his driving specs on the roof, and then drove off! There is a reward if anyone finds them.

All that remained was the run back to the ceremonial finish at Malton. We finished 14th overall and 5th in class C5, a very enjoyable days rallying for the pensioners. Then it was back in the car for the drive home in the rain to an early night as we were marshalling in Givendale the following day.

AUTOTEST CHAMPIONSHIP 2004

NAME	Jan Autotest	March Autotest	Larkspeed Round 8	Larkspeed Round 9	
Ken Sturdy	52	58	58	52	220
Dave Short	57	53			110
Roy Heath	47	47			94
Steve Young	42	38			80
Robert Stokoe	37	32			69
John Taylor	52				52
Jim Reynolds	47				47
Graham Tabor	42				42
Mark Tabor	37				37
Richard Wood		33			33
Rob White	31				31
Steve Whitelock		31			31
Ian Sadofsky	30				30
Adrian Young	30				30

Please check your results, let Robert Newlove know if they are wrong.

NEXT AUTOTEST

New date now on 5th December, Readers Yard Brandsburton,
Regs out soon

JOKE

Two men in a pub, discussing Mother in laws, the first man said, "my Mother in law is a angel", the second man said "My Buggers still alive!".

Larkspeed League Overall Results 2004

	Round										Total
	1	2	3	4	5	6	7	8	9	10	
1 Ilkley	235.1	193.3	212.8	232.5	237.0	60.5	282.2	243.5	201.4		1898.3
2 Huddersfield	286.0	35.0	211.8	105.0	285.5	167.9	105.0	215.9	60.0		1472.1
3 Airedale and Pennine	100.0	170.0	110.5	238.0	46.4	143.5	200.8	138.3	97.9		1245.3
4 YSCC	105.5	100.0	288.1	49.1	10.0	96.8	112.8	171.2	95.7		1029.1
5 North Humberside	209.7	0.0	282.5	80.0	230.7	0.0	0.0	94.6	81.4		978.9
6 York	187.1	10.0	112.9	174.5	173.1	45.0	0.0	75.8	80.0		858.5
7 Sheffield and Hallamshire	0.0	230.0	0.0	224.5	0.0	65.0	181.1	5.0	52.9		758.5
8 Beverley	0.0	85.0	84.3	160.0	142.5	0.0	47.8	60.0	81.4		661.0
9 Trackrod	222.1	0.0	120.5	0.0	139.4	85.0	10.0	0.0	0.0		577.0
10 Malton	267.7	0.0	70.0	0.0	126.5	0.0	0.0	0.0	0.0		464.2
11 Wakefield	0.0	0.0	0.0	0.0	86.9	208.2	0.0	0.0	0.0		295.2
12 David Brown	0.0	0.0	0.0	0.0	100.9	145.0	0.0	0.0	0.0		245.9
13 Keighley	62.6	0.0	5.0	0.0	76.7	5.0	0.0	0.0	85.0		234.3
14 Delacy MC	0.0	0.0	78.8	0.0	0.0	138.6	0.0	0.0	0.0		217.5
15 Selby & DMC	71.9	0.0	145.3	0.0	0.0	0.0	0.0	0.0	0.0		217.2
16 Ripon MC	105.2	0.0	0.0	0.0	106.3	5.0	0.0	0.0	0.0		216.5
17 Slaithwaite	0.0	0.0	0.0	0.0	0.0	204.7	0.0	0.0	0.0		204.7
18 Alwoodley	38.6	0.0	0.0	10.0	5.0	0.0	0.0	0.0	67.1		120.7

WE DID IT AGAIN – BEST STAGE OF THE EVENT

North Humberside Motor Club could have been forgiven for thinking that we had been dealt the short straw for the 2004 event by being asked to run SS6 and SS14, the 14.66 miles of Dalby Forest known as Givendale. The stage running on both days included the famous Dalby straights, the Quarry and the Woodyard. Without a lot of help and equipment, it could have been the straw that broke the camels (or my trailer's) back.

It was back in June when Trackrod Motor Club approached me with the request to hand NHMC's traditional stage, Cropton to another Stage Commander and would I be prepared to run the Givendale Stage instead. For me it was a decision I couldn't make alone, the committee gave me their backing and John Newlove gave his support as Chief Marshal so we said yes. This was going to be a tough stage, it would mean taking time off work, finding stage builders and lots and lots of marshals. There were times during the build up to the event that our decision to run the stage was in question. Marshals were going to be a big problem and I was relying on our own Club Members to come and help.

But our doubts were ill founded because as usual, against all the odds, we built and ran an excellent stage and in the process we picked up the coveted stage of the event award. It is nearly impossible to single any one individual for his or her help and support but I will just say a massive thank you to everyone who turned up to set-up, run and pack away the stage. There is, of course, a small band of people who year in, year out turn up to do what's required, people like John Newlove for finding all the marshals, John Milner, Graham Hardwick, Garath Pennel, Robert & Gail Newlove for building and packing away the stage, Martyn & Lindsey Millner and Alan Carvell for running the start and finish radios. And then there are the foolhardy types. People such as Rob Woolley and Ian Sadofsky who volunteered to collect all the stage furniture from their junction to the finish. I say foolhardy as they were based at Junction 6 and there were 30 junctions. It transpires that Rob and Ian managed to get most of the stage gear into the back of Rob's shinny Pick-up. Thanks Guys.

It's impossible to catapult 180 competing cars through 14.66 miles of very fast forest without the odd little mishap. Big hitter David Higgins found the largest lump of concrete ever seen in a forest, removing the left corner of his car, and any chance of finishing because as he was driving back into Pickering on three wheels, plod nicked him. The following day another competitor met with a shower of cooking oil over his screen. Our own club members also had problems, Mr Sparrow ran out of power steering in the Quarry and Robbie Overend obtained a puncture in there.

Then there's our own equipment van, off piste just before the breaking arrow at Junction 17. John Milner (who took a year off from competing on this event) was meandering through the Sunday stage just checking the arrows when for no apparent reason he just slid off the track. Back at the stage start, I was busy socialising with the marshals when Control called me up with the news that John was off. No problem, I jumped into the Disco and shot off to his assistance. My plan was simple; I had a good quality towrope, nice big chunky tyres and a small amount of grey matter, easy peasey, I'll have him out in no time.

WRONG. There was John stood in the middle of the track with the white hire van on the edge of a 100 foot drop with the left front wheel a foot off the ground with nothing but luck stopping it from falling over the edge. 2 yards in front,...trees, 2 yards behind, more trees; John had found the only gap on the hillside. Time to call in the experts. I knew Burr Bank were on route to their day's location at the Woodyard so they were the obvious choice. Once Control recovered from the shock of me putting a safety call in, 2 hours before 1st car, they dispatched Burr Bank and Pennine Rescue to the scene. I took some of the gear out of the van and completed the pre-event sweep and returned 30 minutes later to monitor the recovery operation.

There were ropes, winch cables, warning triangles and shackles everywhere, when these boys recover something, they certainly make full use of their kit. Pennine Rescue even had a recording of a farmyard cockerel blaring out over their P.A. System, something that I found quite disturbing, 'your life in their hands and all that'.

The rest of the stage went without too much trouble; we managed to sign-on a total of 102 marshals on Saturday and 82 on Sunday. The spectators on the most part behaved responsibly and the locals didn't revolt. We seem to struggle year after year on this event for marshals due partly because of the Clubman's event. There is an underlying trend for more and more of our Club members and friends to take the servicing or spectating route rather than help run a stage.

I hope everyone on our stage completed the questionnaire in the brown envelope and posted it back to Forest Enterprise, it is part of an important study into rallyings' use and impact on the local economy. We have to remember that there are people out there, people like the tree hugging, green party, one legged, ban everything, none white, vegetarians who will stop at nothing to stop everyone ever enjoying themselves ever again. Forest Enterprise is on our side; they just need the right information to be able to fend off the goody two shoes of this world.

Finally, I would just like to repeat my sincere thanks to everyone who played any part in running the 2004 Givendale Stage and helped us win Stage of the event. The Club received the most hideous excuse for a trophy ever seen and a cheque for £100. If anyone wants the trophy at his or her home for 10 months, let me know, it's really crap. The money is more useful and is put towards the hire cost of the equipment van, with which we couldn't run a forest stage.

Dave Cogan. Stage Commander.

And now for something completely different.

We need your help again on the Kall Kwik Rally on Sunday 20th February 2005. We have been invited to run the Langdale stage on this year's event. That's all I know at the moment. More details in the next magazine / newsletter.

News

25, 26 & 27 February 2005
Stoneleigh Park, Coventry

Come and Join Us at Europe's Premier Winter Show for Historic Motorsport

- **90% of first year's exhibitors have rebooked**
- **50% more space and wider range of stand prices in 2005 - 600 exhibitors**
- **Meet the invisible industry - 4000 companies work in historic**
- **This is both a business-to-business and business-to-competitor show**

I have scanned the above from a flyer I was sent, more details on WWW.historicmotorshow.com



25, 26 & 27 February 2005, Stoneleigh Park, Coventry, CV8 2NF
Tel: 01203 8067 8195 Fax: 01223 474666 Email: info@msa.co.uk

Motorsport News, (we still know it as Motoring News), has launched its new Club Scene page, to give motor Clubs and grass roots Motorsport some publicity.

They have also come up with a scheme to help motor clubs raise money, for every five club members who take out a yearly subscription, the club will also get £50, each member will get a 25% discount on the subscription rate of £96.90 reducing it to £72.60 instead.

To order a years subscription delivered to your door please ring 08456 777 820 quote MSA04 and the name of your club

Melbourne Challenge

Robert Brook has kindly done this article on the Melbourne challenge

The son & father team decided to do the Melbourne challenge in the home built special (Silver 205 1.6GTT) based at Melbourne airfield near York.

1st event Trackrod MC's Lookout Stages Rally - Conditions were wet but with no standing water. Showers on & off all morning and it was windy. Tension was high as we were seeded our highest ever, car 29, 2nd in class. (1st in class was seeded at car 7) Decided to keep it neat all day and see what happened.

Stage 1 - Long drag down the strip to a chicane before the merge (Great fun on cold everything. Interesting start as at the end of the first straight we saw two Evo's spinning. Through acceleration they got away from us but through the very slippery grass section we kept up with second of them. (Still don't know where we got the grip from!) Good clear run round the rest of the stage but the chicanes were the wrong height for the wing mirrors - casualty no. 1- Driver side. We decided to fold the remaining mirror in to preserve it for the rest of the day...

Stage 2 - Repeat of stage 1. We went off a long way. Coming through the Pylon we didn't lift, so were about 20 mph too fast into the 30 left, and the chicane just after that we really weren't going to make. Steered the car off onto the grass as I knew there was nothing in it to hit. (We marshalled there last year) but lost time by not having a clear run on the next fast section. Oh, and the club lads were all stood on the corner marshalling - typical! Class results so far - 1st Car 31, 2nd us (+14 seconds), 3rd Car 35. (All 205's in various specs)

Stage 3 / 4 - The stage was reversed and changed slightly. Generally good clean runs, but we were handicapped by the turbo 4 wheel drive cars passing us on their second laps making it impossible to see. Car 31 did a bit of damage to most corners of his car, hitting barrels, tyres, just about anything that got in his way. This made the chicanes easier on the second run as they were often not rebuilt in time for him or car 35.

Stage 5 - Another clean run. However, car 31 punctured dropping him 4 seconds behind us. We believed car 35 had taken 15 seconds out of us, but careful checking of the times indicated this was not true - we had taken 3 out of them. We still had problems with the class E cars coming past, especially as we had no wing mirrors to see them with.

Stage 6 - We put our foot down a bit more, thinking we'd better give this class think a shot! Despite this, Car 31 took 3 seconds out of us, car 35 took 5 out of us. The drying conditions were giving the advantage to them with their more powerful cars. I guess they didn't buy their engines cheap off e-bay...

Stage 7 - I hate stage 7's. Last event here we broke down on stage 7 (coil lead coming off) before having an off destroying a chicane. This time we did slightly better. Just

after the split there is a chicane leading into a gap in the Armco, into a hairpin left onto the main dragstrip. The note call of "Chicane, entry from the right, through Armco into Hairpin left" was taken literally as I tried to straightline the Chicane throwing us sideways into the Armco. This cleaned off the previously unbroken wing mirror and dented most of the N/S front of the car. Good job they put the tyre in to protect our car! This off cost us very little time but dented my confidence slightly.

Results after stage 7:

Car 31 - 1st, Us 2nd +2 seconds, 3rd Car 35 + 10 seconds. Leaving a final stage showdown...

Stage 8 - We really, really attacked. We tried everything - we talked to the crew we'd caught previous stage and told them how close it was, took out the spare tyre, everything. We also had a very clean, quick run. No mistakes I could spot, except through the "Armco Chicane" which we took very steady this time. However, most of the chicanes down the back of the airfield were now flat out so we waited at the finish and...

Results - Us - 07:58

Car 31 - 07:52

Car 35 - 07:50. (Wow, they really must have been trying!)

1st in class - Car 31 (Mike Vary, most damage to their car!)

2nd in class - Us (With our N/S dents!) + 8 seconds

3rd in class - Car 35 (Fred the Builder, With least damage) +2 seconds.

It turns out class C was just as close, with 11 seconds covering 1st to 3rd in class.

Top day was had by all, partly because it was so close in the class all afternoon, but better - it was good friendly rivalry. Mike Vary even lent us his tracking gauge and advised us on car setup which really helped.

This left us 3rd overall and 2nd in the championship.

John Overend Memorial Stages Rally

Arrived early as we had the cottage in Seaton Ross. Top place, comfortable, cheap, great food and a Jacuzzi, Different navigator and he'd only been to 2 rally's before, never as a competitor or anything to do with timing....However, this time we were helped by two lads from my other club - Kev and Dave who both also drive 205's.

Stage one - Disaster strikes. Halfway round the first stage and I loose all gears in the new 6 speeder I'd fitted. Quickly traced it to the linkages which had disconnected - I managed to reconnect one, giving me 3rd & 4th gears. Took it steady to the end of the stage (What else can you do with 3rd and 4th?) Loosing about 90 seconds. Ballcocks...(His dad's a plumber!)

Stage 2 - A better run, but the dust was dreadful. We (like most) were almost at a stop not able to see anything in front of us.

Stage 3 /4 - I swapped tyres to Colways and went much quicker. However after just two stages the tread blocks started to fall off so we had to change again. We were

lucky this time with the dust but I really couldn't get into the event.

But then stage 5/6 and the direction changed. We changed tyres to a pair of old knackered Maxsports that I had. What a difference. All of a sudden the car was handling much better and was much more enjoyable to drive. The result - Suddenly much quicker than almost everyone else in class, taking 30 seconds out of rivals per stage. By the end of stage 8 I managed to overcome the deficit, taking 2nd in class. Although this was helped enormously by Mike Vary retiring due to a snapped driveshaft.

Result - This left me second in the Melbourne Challenge with 50 points (30 for a class win, 25 for second, 21...etc) One point behind John Haygarth (Class C) and 4 points above Andy Elliott (Class D/E). Despite a non-finish, Mike Vary could still overhaul me for the class on the last event...

The Armstrong Massey Stages.

I was back with my usual navigator (My dad). Another mate of mine, Andy made the journey up to help out with the spanners. The organisers had never run an event at this venue before so decided to do things differently. Instead of the smooth tarmac service area they used one of the main dirt roads for the service. This was a great idea to reduce the dust. We were very worried about the long straights - The first one was the full length of the airfield with only a merge $\frac{3}{4}$'s of the way down, before a 45L into Hairpin R, braking on mud. The organisers didn't seem to like chicanes - must have had a bad experience with them or something?

Mike Vary had not entered the event, leaving me with the class win already, but not my father. We decided not to do any heroics as we didn't really need to win the class to do well in the championship.

1st two stages went well, keeping out of trouble but having a lot of fun sliding the car on old tyres. (I was trying to save money). We were doing what we needed to do, 3rd in class by 7 seconds. Then during the changeover between 2 & 3 the heavens opened. Result - The first muddy straight was very interesting - laden with big, uneven, muddy puddles.

Took it a little steady over the first puddles then got down to the 45L, Hairpin right and disaster struck. Hidden under a puddle was a big hole. I hit it hard and felt the tyre go down around the next corner. Made it about half a mile further but we knew we had to stop - we were barely a fifth of the way around the first lap. We'd never practiced a tyre change, but it went very well, taking about 3 minutes. We were happy with this.

Same stage - we came out of the merge just in front of a Skoda Favorit who was travelling at full tilt. I couldn't see where they were so had to keep left - the resulting braking on mud, just didn't work. We completely missed the corner where we'd hit

the hole the lap before, but no-one reported us for shortcutting, luckily...

We were thinking "Oh Ballcocks" because of the puncture, however, the organisers had been really kind - Whilst the stages were taking about 8 minutes to complete, they had put a stage maximum of 10 minutes on these - so we only lost about 2 minutes with the puncture - very helpful. So we were back onto a charge, 8th in class and needing at least 4th. We had to change the tyres as I had no match for the unpunctured one so we went for the Colways that had been causing problems before. This time they worked great.

Stage 4 - We went for it. We actually caught the car in front - A lightweight 205 running on Carbs. He was lying 3rd in class, so taking 27 seconds out of him was great. It would have been more, but the previously mentioned Skoda had a big tankslapper in front of us, making us back off, but it was still a great feeling.

Stage 5 - We still went for it. This time we were really catching the pug again which was catching another car from our class on it's first lap. That car just wouldn't let him past, causing the Pug to slide off into a bank in front of us. We then got held up by the same car but we didn't try any heroics - just waited until the split. This cost us some time but not an accident.

Stage 6 and the organisers sensibly moved the flying finish line. Braking from 100 on mud just doesn't work - we still overshot the stop line, as I think every other crew had. The stage went well and I was now up to 4th in class. Andy Elliott was 3rd overall so I was just where I needed to be for the championship, but could I keep it going?

Stage 7 and we nearly had disaster again. I nearly jump-started due lack of concentration. Then, where the stage had changed I didn't listen to the note. I set the car up for a fast 45R (At the end of a flat-out straight) and soon learnt the road went 45L, after a chicane. We managed to make it round (Using a lot of the grassy field) and no damage done, but it was a reminder. Rest of the stage went well, I was now 3rd in class with just one stage to go.

Stage 8 - went with no problems at all. This was really helped because the car behind me would need to overtake me to take 4th in class. Overall result - 3rd in class, 25th overall. Without the puncture we would have been 2nd.

In the championship this left me the overall winner (Driver). Also, we believe the results give my dad the Class B Navigators championship. Unfortunately we are still waiting for the official results for the championship. A very successful end to the day.

My many thanks to all those who have helped me this year. They've lent me trailers, let me use their garages, got me cheap parts and generally helped with the car.



Robert Brooks Peugeot 205 pictured on The Armstrong Massey, picture courtesy of Mark Sayer



XMAS PARTY

Our usual Christmas bash will be on Thursday 16th December from about 8.00 pm at the Ferguson Fawsitt. We usually have a bit of a quiz, invite some teams from other Motor Clubs, bit of a buffet and all that sort of thing.

Please bring a raffle prize if you can?

RALLY CHAMPIONSHIP 2004 (any queries to Gavin Heseltine 01430 440114, E Mail Gheseltine@abports.co.uk)

DRIVERS	Scores	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	Totals
Chris Peart	10	38		46		52		58		58		65		48				56		48		75		42		60		57	363	
Allan McDowell	6			63													49					65							343	
James Sparrow	8					10						10				70		62	10					10	37		48	237		
Rob Brook	3						59									65		53											177	
Rob Pattison	5			40												47		10						34					175	
Dave Watkins	4					39										46							43		39				172	
Chris Firth	4																	44											155	
Gary Parker	3						41									51													151	
Rob Overend	4			41		39												36						32					148	
Stephen Barnby	3															47		59											141	
Phil Pickard	3			10											48														122	
John Dixon	4				10																10			10					83	
Rob Dolman	2																42												78	
Mike Reed	1			49																									49	
Paul Simpson	1																	49											49	
Ken Sturdy	2						10																						45	
Grant Jewitt	1							43																					43	
Alan Forreath	2							10																					20	
Russell Dykes	1			10																									10	
Dave Smith	1																												10	
Andy Townend	1																												10	

- | | | | |
|----|---|----|--|
| 1 | 01/02/2004 Riponian Stages Rally | 11 | 11/04/2004 MACCA Motorsport Twyford Stages |
| 2 | 08/02/2004 Oakington Stages Rally | 12 | 24/04/2004 Pirelli Rally |
| 3 | 22/02/2004 Kail Kwik National Rally | 13 | 02/05/2004 Bloodhound Stages |
| 4 | 06 and 07/03/2004 Alternative Sign Centre Robin Hood Historic Rally | 16 | 06/06/2004 Lion Stages Rally |
| 5 | 07/03/2004 Alternative Sign Centre Robin Hood Forest Stages Rally | 14 | 16/05/2004 John Overend Memorial Rally |
| 6 | 14/03/2004 Lookout Stages | 15 | 05/06/2004 Mulriny Clubman Rally |
| 7 | 28/03/2004 Willingham Recovery North Humberside Forest Rally | 17 | 19/06/2004 Rainworth Skoda Dukeries Rally |
| 8 | 03/04/2004 Astra Stages Historic Rally | 18 | 04/07/2004 Armstrong Massey Stages |
| 9 | 03/04/2004 Astra Stages Clubman Rally | 19 | 17/07/2004 Swansea Bay Clubman Rally |
| 10 | 04/04/2004 Spring Rally Stages (SCCON) | 20 | 29 to 31/07/2004 Manx Historic Rally |

The Chairman's vision

Graham Stoker, chairman of the Motor Sports Council (MSC), has outlined his objectives for the governance of UK motor sport over the next twelve months.

The role of the MSC has always been to govern UK motor sport and formulate the rules, promote safety standards and oversee the dispute resolution and appeals process. Now, however, it will also consider the policy direction of the sport, the quality and development of British motor sport and ensure that the UK's views are presented at the FIA World Council. The MSC will also, for the first time, approve the calendar for the MSA British Championships.

"Our aim should be to fulfil a similar function to the World Motor Sport Council, but at the national level," says Stoker. "We have often referred to the Council as the 'Parliament' of motor sport, but I don't think that people really know what that means. The Council is the 'Sporting Commission', responsible not only for the regulations, but also for the strategic thinking about the development of the sport. It is a tremendously important role and I hope that refocusing our energies will help us to deliver even greater progress."

Technology helps Clubs

The MSA has completed a major overhaul of its technology systems and has unveiled a raft of electronic measures designed to improve the services offered to its membership – clubs, licence holders and officials.

Kevin Pay, MSA Operations Director, has led the project. Already, electronic tracking of licence applications has reduced telephone enquiries by over 50 per cent. From 2005, licences will include barcodes which ultimately will provide officials with real-time access to relevant information stored within the MSA's database, such as endorsements, suspensions, licence status and so on.

This year the Blue, Gold and Red Books (the sport's regulations) have been made available on the MSA's website <www.msauk.org>. This summer the MSA enabled Certificates of Exemption to be issued electronically, reducing the time required for this process from three weeks to approximately 48 hours. Club Secretaries make payment on-line and print off the permit immediately.

The Club Directory is now available on-line and, importantly, clubs can now amend their registered details, ensuring that the directory is always up-to-date with the latest information.

Other future plans for the website include the MSA fixture list which currently is frequently

out of date even by the time it is printed at the start of the year. Clubs will be able to amend the dates and details of their events, ensuring that accurate information is always available and providing a much more valuable resource.

MSA Rally Team

On the eve of the Wales Rally GB, the MSA revealed plans to ensure Britain's representation at the highest level of world rallying. The MSA is in discussion with some of the greatest names in Britain's illustrious rallying heritage to form an independent Driver Selection Panel. This panel will examine the credentials of Britain's aspiring young rally drivers already competing at both national and international level and will identify to the MSA those who are most likely to make an impact at the pinnacle of the sport – the FIA World Rally Championship.

It is envisaged that the selected drivers could form the core of an MSA British International Rally Team and would receive a significant package designed to underline their potential, increase their exposure and help them make it to the top of the WRC.

QUIZ ANSWERS

1. The Lotus-Cortina (Soloon car racing) of which 49 were made
2. Alberto Ascari, Lancia D50
3. Harvey Postlethwaite
4. Ford (Boreham)

MARSHALS POST

by the BMMC

Motorsport, they tell you at every opportunity, is dangerous.

Just one reason why it's fun, you might say, but remember that the danger doesn't always stop once the racing is over.

First of all, on a circuit, there's the slowing down lap.

Incidents happen on slowing down laps – even those motorway style accident where one driver busy goggling at an accident on the other side of the track runs into the back of another driver.

Fortunately, that doesn't happen too often, but drivers do miss seeing the chequered flag – particularly if they are in a close dice – and things break.

So, don't let your eagerness to clear up overcome essential caution. Safety, as always, is paramount.

If you've got something to clear up – whether it is on a circuit or a rally stage – plan ahead. You should have already assessed whether the vehicle will tow, needs a front or rear end lift, a full lift – or a large skip!

If the vehicle can be pushed to the side of the circuit then do so – but do check with the driver where you can push – some single seaters have surprisingly delicate wings and struts while some solid looking bodywork can, in reality, be exceedingly lightweight and easily damaged.

Avoid getting between the front and rear wheels of a single seater while you are pushing it and make sure it is safe for a driver who claims his car will restart to drive back.

It's amazing how many drivers who plough off a circuit with a stuck throttle or brake failure think it would be safe for them to drive back to the pits.

If you do need a recovery vehicle, remember that the recovery operator is the one in control of the operation.

Tell them about any problems and be prepared to assist – if asked and if you feel it is safe.

Never go beneath a suspended vehicle and always be ready to jump clear. Guard against ropes or hoists snapping. If the vehicle is being dragged out of a gravel trap or some other encumbrance get behind the car or recovery vehicle and not between the two, in case the wire cable snaps.

Keep a weather eye open for trip, crush and fire hazards and always have a fire extinguisher to hand – even if the vehicle has not been on fire.

Last, but not least, make the best use of your resources. People always want to help with the recovery, but, unless you remind them, few will pick up a brush and make sure the track is clear of debris.



Christmas cards

From a painting by Graham Turner of Ian and Pat Appleyard in an XK120 on the 1950 Alpine Rally. The cards are in full colour and are £6.50 for a pack of 10 including envelopes, postage and packaging.

Please send payment to:
Motorsport Safety Fund
PO Box 239, West Malling
Kent, ME19 4BL, United Kingdom



FINAL CUTS

Thanks to the help of many people along the way, this issue starts the twelfth year of *Wheels*. The first edition looked at how to get sponsorship to help meet costs, so I guess it's appropriate that this one also focuses on cost-cutting because it contains ideas sent in after the September article on money saving.

Several people have made the point that thinking about what you are going to do and planning it properly, instead of just lurching off in a cloud of optimism, doesn't actually cost anything but can make a significant difference to your success. Planning in fact will often directly save you money. A small example: unless I'm very much mistaken, Christmas will come round again in December this year. If you send cards to sponsors and supporters, buy them (the MSF ones are particularly attractive this year...) early enough to send them second class. This will save you £7 for every 100 you send. You don't send 100? Are you sure you are networking enough?

If you're thinking of competing with a classic car then before buying anything, delve into the cost of spares - this certainly

influenced me when I faced a tough choice between two similarly performing cars, a Lamborghini and a Dellow. A glance at one-make club mags should give you a feel for what technical support is available.

Allow plenty of time; assume preparation work will take 20% longer than anticipated and if you're not happy with any preparation people you use, maybe cut your losses and move on (taking note of course of who the winning teams use.)

Life components, paint mark components checked, and set up an account with your nearest motor factor because you may get through a lot of consumables in a year.

Detail. Detail. Detail. And talking of which, one or two people reiterated the message that you MUST keep records. No, not for your ghost-written autobiography, eagerly though I'm sure that is awaited, but so that you learn by experience and don't waste money duplicating things. Log the spec of the car, the event, the weather, the results, and even where you stayed (a decent B&B guide may pay for itself.)

A couple of people commented that a visit to a driving school had paid dividends, while studying

computer lap times had helped them see where to gain time.

A cost saving suggestion in the sense that it may avoid you paying a fine: get a decent, legal trailer, (with a spare wheel of course) because trailers can be a magnet for police interest throughout Europe. Load one the day before if possible rather than in a last minute rush before setting off.

Someone with Paris-Dakar experience suggested carrying a pack of Opal Fruits (I think they're now called Starbursts) because they found them better than chewing gum when dealing with splits in petrol tanks; apparently they don't dissolve in petrol, although I hope they do so in your stomach. And talking of fuel, are you using the best allowed in your class?

Finally, at the risk of boredom (always assuming you've stayed awake this far) work to get the best from your car in its existing spec before splashing out on expensive items - a well handling, well sorted car will often be better than one which has simply had more power pumped into it.

Now, anyone know of a way of putting a four speed box into a Dellow?

Stuart Turner

KARTING

The gearbox classes in karting give levels of speed, grip and acceleration unmatched elsewhere in motorsport except in the higher echelons of single seater racing. Why else would top US drivers like Paul Tracy spend their off duty days practicing their act on a 125cc 6-speed kart? Intercontinental C, or ICC, has been one of the highest growth kart classes this year, due in part to its near out of the box engine performance level and long life medium cost tyres. The 125cc single cylinder two stroke outfits offer around 240 bhp per tonne performance; that is complete with driver. For 2005 the prestigious BRDC Stars of Tomorrow series will promote the Association of British Kart Clubs premier Super ICC category, with the prospect of the biggest prize in karting. Top speed is 96 mph at the short one kilometre circuits, 110 - 120 mph on the long motor racing tracks. Doubling the capacity to 250cc is not for the faint hearted, even with the single cylinder 3 speed motors popular in both long and short circuit. But the 250cc twins, used in the CIK-FIA's top Superkart European championship, visiting Donington this month, are completely awesome. Producing 425bhp per tonne, they have been known to reach speeds in excess of 160 mph at some circuits. And make no mistake, gearbox karting is very affordable at a fraction of the price of the comparable performance single-seaters. For more information visit the ABK website www.abk.org.uk or the Kart Traders at www.kbia.co.uk

AUTOSCENE



REVIEWS FROM



BUBBLECARS AND MICROCARS

Malcolm Bobbitt.

Crowood Press. £19.95.

ISBN 1 86126 567 0.

From Léon Bollée trikes to trendy Smart city-Coupé, this book from Malcolm Bobbitt covers the history of minimal motoring. Main focus is the 1950s with chapters devoted to Bond, Isotta and Messerschmitt. Breaking up the layout are features on key figures including Fritz Fend, Prof Wally Messerschmitt, Gabriel Voisin and Laurie Bond together with spec tables on more successful models. There's a strong selection of photographs including a Frisky coupé racing at Brands Hatch in '58 and a Rytcraft Scootacar on a 1969 vintage car rally in Calcutta.

A welcome introduction to this amusing breed.

FORZA AMON

Eoin Young.

Haynes. £17.99.

ISBN 1 84425 016 4.

A biography of 'the unluckiest man in racing' (or 'One of the most skillful and natural drivers ever to grace F1' as says Sir Jackie Stewart). Fellow Kiwi Young is known as a raconteur but this hardback catalogue of misfortune is made up largely of quotes from the understated Amon himself, plus plaudits from all quarters. He was learning to slide pick-ups and tractors by the age of 10, was flying before 16, started racing in an A40 special, moved to an old 250F, went to Europe and led the Ferrari team for three

seasons, yet despite being tipped as the best of the NZ drivers, he never won a GP and after a decade returned to farming. The results, tabled in the back of the book, would have ground down a lesser man much sooner. The infrastructure of today's F1 leaves him 'speechless' and he has a strong opinion on the reason for Jim Clark's fatal crash. Worth a read.

IN THE BEGINNING

The Manchester Origins of Rolls-Royce.

Michael H Evans.

R-R Heritage Trust. £15.

ISBN 1 872922 27 9.

If you wrote a wish list of all the things that you'd like to see in a car book - proper research, archive photos, period adverts and race history - they, and more besides, are all here, in this massively rewritten update, 20 years on. How about a prospectus for the new company and isometric views of its Cooke

Street factory? As a mark of the extraordinarily detailed text, our heroes Fred Royce and Charlie Rolls don't even meet, in the Carriage Court of the Midlands Hotel on May 4, 1904, until halfway through the 384 pages. Each time you pick it up, you find more outstanding period photos - plus more recent ones, such as the vernier callipers, said to be Royce's, that went AWOL in '71, and his favourite meerschaum. You won't find a more thorough car book: remarkable value.



COD FILLET QUIZ

1. What type of car was the Lotus 28?
2. Who ended up in the harbour at Monaco in 1955?
3. Who designed the Wolf WR1 in 1977?
4. For which rally competition department did 'Ginger' Death act as foreman?

ANSWERS ON PAGE 11