

SELBY AND DISTRICT MOTOR CLUB

NEWSLETTER JUNE 1998.

WHAT'S HAPPENING?

IF YOU NOTICE ? AFTER AN EVENT'S DETAILS THEN APART FROM A MENTION IN THE BLUE BOOK I HAVEN'T HAD CONFIRMATION THAT IT IS ON, IF YOU KNOW

DIFFERENT LET ME KNOW.

12th JUNE CLUBNIGHT.

12TH JUNE BEVERLEY/BUCCANEER VIKING TOUR. TI RALLYSCHOOL NSRC.
13TH JUNE NHMC JOHN OVEREND MULTI USE STAGES AT MANBY, LARKSPEED LEAGUE ROUND 7.
WE HAVE BEEN ASKED TO HELP WITH MARSHALLING AT MANBY, SIGNING ON IS AT 7.30 TO 8AM WITH THE DAY FINISHING AT 5PM.

19TH JUNE ELVINGTON STAGES RALLY MEETING. PLEASE BE THERE TO SUPPORT YOUR CLUB.

20TH JUNE DUKERIES STAGE RALLY. WE HAVE BEEN ASKED TO MARSHAL/MAN RADIOS ON THE PORTLAND STAGE WHICH IS USED TWICE WITH THE FIRST CAR DUE AT 9.17AM AND 14.03.

21ST JUNE AUTOTEST IN THE LARKSPEED LEAGUE. RESERVE EVENT.

26TH JUNE CLUBNIGHT.

28TH JUNE ANCC INCIDENT AND FIRE TRAINING DAY AT HAREWOOD HILLCLIMB.
This will be an incident and training day for Rally Marshals involving practical and theory sessions and open to both marshals and competitors. An application form will appear in this months newsletter.
27/28TH JUNE DELACY SEVEN DALES ROAD RALLY **HAVE REQUESTED OUR HELP MARSHALLING THEIR EVENT.** HOYLES CLEANING SERV. NRRC

3RD JULY COMMITTEE MEETING. CAN ALL COMMITTEE MEMBERS TRY TO BE PRESENT. WE WILL TRY TO START THE MEETING AT 20.45.

25TH JULY SLAITHWAITE MANBY STAGES. TI RALLYSCHOOL NSRC.
26TH JULY ILKLEY PCT LARKSPEED LEAGUE ROUND 8
1ST AUGUST MALTON MULTI USE STAGES RALLY. MENNELL MOTORS. THEY HAVE ASKED US TO PROVIDE MARSHALS.

7TH AUGUST SELBY AND DMC AGM. PLEASE BE THERE TO GIVE YOUR OPINION WHETHER IT BE GOOD, BAD OR INDIFFERENT. WE NEED TO HEAR IT BUT DO REMEMBER THAT NO ONE ON THE COMMITTEE IS PAID, WHAT WE ALL DO IS VOLUNTARY. PLEASE ALSO LET US HAVE YOUR NOMINATIONS FOR NEW COMMITTEE MEMBERS ASAP.

8th AUGUST NHMC MULTIUSE STAGE RALLY AT BLYTON.
8/9TH AUGUST RIPON'S ST WILFREDS ROAD RALLY. HOYLES CLEANING SERV. NRRC
9TH AUGUST YSCC AUTOTEST LARKSPEED LEAGUE ROUND 9.
15th AUGUST CARLTON MULTI USE STAGES AT MANBY

5TH SEPT ELVINGTON STAGES BY SELBY & DMC. **MARSHALS REQUIRED, CONTACT ALASTAIR CROSBY**

5/6TH SEPT SHEFFIELD & HALLAMSHIRE MC RALLY OF THE DAMS. HOYLES CLEANING SERV. NRRC
12TH SEPT YORK SPRINT } ONE OR THE OTHER LARKSPEED LEAGUE ROUND 10.
13TH SEPT YORK AUTOTEST
27TH SEPT TRACKROD FOREST STAGES RALLY. TI RALLYSCHOOL NSRC.
3RD OCT EASTWOOD MU STAGES RALLY AT MANBY.
3/4TH OCT LINDHOLME DANUM ROAD RALLY. HOYLES CLEANING SERV. NRRC

4TH OCT DE LACY MULTI USE STAGES.

11TH OCT GRIMSBY ROAD RALLY.

17/18TH OCT ALWOODLEY ROAD RALLY

25TH OCT DUKERIES MC PREMIER STAGES.

25TH OCT MALTON MULTI USE STAGES OR

1ST NOV MALTON MULTI USE STAGES.

7/8TH NOV COSSACK ROAD RALLY BY EASTWOOD DMC. HOYLES CLEANING SERV. NRRC

28/29TH NOV BEVERLEY BEAVER ROAD RALLY. HOYLES CLEANING SERV. NRRC

MARSHALS REQUIRED

We receive requests for marshalling assistance from various clubs. If you want to get involved and get some experience that may stand you in good stead when you start competing then please get in touch with Alastair Crosby our Chief Marshal. He currently has requests for marshals on the following:

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5TH SEPT ELVINGTON STAGES BY SELBY & DMC.

If you can help on any of these contact Alastair Crosby for further details of all marshalling, his number is on the inside front cover of the newsletter.

PAST EVENTS DIARY

ALRIGHT LET'S HAVE AN AMNESTY. I WON'T CHASE YOU FOR REPORTS FOR LAST YEAR ANY MORE BUT I WILL FOR REPORTS FOR THIS YEARS EVENTS. DON'T COME TELLING ME WHAT AWARD YOU SHOULD GET AT THE END OF THE YEAR IF YOU HAVEN'T TOLD US WHAT YOUR RESULTS ARE WHEN YOU GET THEM.

LARKSPEED LEAGUE SPRINT CURBOROUGH MAY10 1998

Neill and myself entered this event in the Toyota. That's the fun part of sprints and hill climbs, car sharing, can the usual driver fend off his/her navigator or friend in the same car? John nearly did it over Charlie on Elvington two or three years ago when York M.C. ran a sprint and Neill did put it over myself on the same event. As Curborough is close to Derby we opted to visit Denise's sister on Saturday and stop over with them as they just happen to live 20 minutes down the road and I hate early morning starts, as I do it every day, so its nice to have a lay in on a Sunday. Neill took the early start route meeting up with us after scrutineering, as I had his helmet and overalls with me he did not have to go through. As Denise was still organising the family back in Derby when practice started I took the car out in the first session so Neill could look after Emily and I would take over when he had his turn if Denise turned up later than expected. This first session did not have many takers as it is always slippery until a few cars have cleaned the road. This I found out on my first corner, I should be able to take without lifting, !!wrong!!, I slid right across the track and only just made the next bend keeping two wheels on the tarmac and inside the white line, if you put all four wheels over your time is excluded. So a time of 75.21 being only a second slower than my quickest time from my last visit was encouraging. My second run was halted as oil had been dropped on the finish straight by Paul Nutters escort. Once that was cleared up I set a time of 74.61 which was better and the track had a lot more grip so it looked well for Neill's practice session and the afternoons timed runs. As Neill had not driven the car since the Elvington sprint three years ago his first run being a familiarisation one produced a time of 78.43. His second run was delayed due to oil being dropped all over the course by Lee Allen who just happens to be car sharing with Paul Nutter!!! in the panic to clear up as quickly as possible one of the start line marshals managed to knock over the start line timing lights which takes up more time as they have to line it all up being the first to run on an oiled track a time of 78.77 was not as bad as it looked, room to improve when it matters in the afternoon runs.

In the afternoon we have to run in a batch so all shared drives get to run at the same time, no track advantage. On my first run I have a huge moment on the approach to the hairpin and nearly spin off, a time of 75.07 puts me third in class. must do better next time out. Neill puts in a time of 77.25 more than a second quicker than his practice

times. After the second batch of cars have had their run its our turn again ,the first 5 cars get a clean run before it starts to rain as we are car 31&31A you can guess what the track was like when it came to us . a time of 85.01 was the best I could do , Neill did a 85.59 but he was the quickest over the first 60 Mtrs. in the wet with a time of 3.98 seconds his nearest rival put up 4.37 seconds for the 60Mts he obviously knows wheel spin is not required to get off the line in the rain. The variety of competing cars consisted of Metro Gti - Mini Coopers and modified versions - MG Maestro - Lancia Monte Carlo in rust free condition having only covered 9000Mls from new - Peugeot205 - Ford RS 1600 - Lotus Elan both standard and modified - one for Alastair a modified Fiesta - Porsche 911 / 944T / 944 Cabriolet - Mk1 RS1600 with a Lotus engine not a B.D.A. an immaculate Sunbeam Lotus - Citroen AX GT - a rally prepared Nova - Lotus Europa - the afore mentioned Mk2 Escort and an assortment of lotus 7 / Caterham type cars plus a range of single seaters with either bike engines or Ford power . Just to show you what a standard road car for this type of event is I saved this one till last Mitsubishi Lancer EVO 4. and yes it is his every day run about, but not one Clio Rich.....? Steve Harrison..... Thanks for the report Steve, RJ.

17TH MAY

AIREDALE & PENNINE PCT LARKSPEED LEAGUE ROUND 6 RESULTS?

THE STORY SO FAR ON THE ELVINGTON STAGES (5TH SEPT) BY SELBY & DMC.
WE FELT THAT THIS MAY BE THE LAST EVENT ON ELVINGTON AS IT IS FINALLY UP FOR SALE SO WE WOULD ONCE AGAIN TRY AND ORGANISE AN EVENT. IF YOU WOULD LIKE TO HELP AND THERE ARE LOTS OF TASKS TO COVER. YOU MAY LIKE TO VOLUNTEER FOR A JOB, CONTACT A COMMITTEE MEMBER SOME OF THE JOBS TO DO ARE AS FOLLOWS:

1. Fill all Club Officials.
 What we have so far in the way of jobs and people manning them are:
 Clerk of course.
 Secretary of the meeting.
 Entries Secretary.
 Stage Commander one-Clive Smith
 Stage Commander two.
 Equipment officer one
 Equipment officer two
 Chief Timekeeper-Ralph Jackson.
 Radio control. Tom Turbert
 Time crew one.
 Time crew two.
 Time crew three.
 Time crew four.
 Course opener.
 Course closer.
 Regroup PC crew. Ann Riley & Alma Clark.
 Results team. As last year??
2. Apply to the MOD for the License.
3. Apply to the RACMSA for the Permit application.
4. Negotiate Sponsorship.
5. Get mailing lists together for the regulations.
6. Produce draft Regulations for approval.
7. Produce a master for the Regulations
8. Copy sufficient quantities of the regulations.
9. Stick the Regulations into envelopes and mail them out.
10. Someone to devise Stage Layouts and diagrams.
11. Photographer to organise.
12. Video to organise.
13. Rally plates to organise.
14. Someone to devise Targets and Bogey.
15. Apply to the RACMSA for 30 second starts.
16. Someone to recover last years awards.
17. Order Clocks from Turners.
18. Someone to order High Band Radios.
19. Equipment to prepare.
20. Invite ANCC & ANEMMC member clubs.
21. Organise a Scrutineer.
22. Organise a Noise Official.
23. Organise lighting for Scrutineering, Noise and Signing on .
24. Organise Doctors.
25. Organise Rescue Units
26. Organise Recovery Units
27. Organise Stewards
28. Organise Marshals
29. Radio/Marshal Information to prepare.
30. Check sheets to prepare
31. Competitors Time cards to prepare.
32. PR Crews to PR the airfield surround.
33. Collect the cones.
34. Layout the course.
35. Results Crew to organise.
36. Draft Final Instructions and entry list to prepare and post.
37. Print and Post Results.
38. Clear up the airfield.
39. Return the cones.
40. Send fees to the RACMSA.
- 41.

24TH MAY

LINCOLN/GRIMSBY BLOODHOUND STAGES. TI RALLYSCHOOL NSRC.

24th May

AUTOTESTS IN THE LARKSPEED LEAGUE. ROUND 3. Postponed on 18/4/98.

29TH MAY

TABLETOP BY ALASTAIR CROSBY ON MAP 100.

30/31ST May Mid Derby MC Clubman Road Rally on maps 119 &110, a no nonsense Navigational using all tulips contact 0114 248 7761 for further details. Alastair has regulations for this event and they are also offering for marshals that do two controls free breakfasts.

5TH JUNE QUIZ BY JOHN ROBERTS.

CLUB CHAMPIONSHIPS by Neill Carman

I have updated the championship tables again, now that the points can be produced on a regular basis the four week period for claiming any points will be strictly adhered to.

Please can you also tell me which external events you are entering. These count towards the MG Morgan award and if three or more Selby crews compete in the same event there will be a Best Selby & DMC Award for that event.

Best Selby & DMC awards so far

7/3/98	Simpson Salvage Stages Rally	Clive Smith and Ian Hall
18-19/4/98	Autowindcreens Road Rally	Jason Turner and Alastair Crosby
26/3/98	Lookout Stages Rally	Charlie Gabb and Jon Riley

1997/8 MARSHALS POINTS

	Elvington Stages 4/10/97	Lindholme Danum Road Rally 4-5/10/97	Beverley Beaver 6-7/12/97	RIPONEAN STAGES 1/2/98	BRUCE ROBINSON ROAD RALLY 14-15/2/98	KALL KWIK 22/2/98	Simpson Salvage Stages 7/3/98	3 SWANS 21-22/3/98	NHMC STAGES 28/3/98	AUTO WINDSCREENS ROAD RALLY 18-19/4/98	TOTAL
RICHARD GLEW	10		13	10	13	10		13		13	82
BEN LAWRENSON	10		13	10	13	10		13	10		79
ALASTAIR CROSBY	10	13		10		10		15	10		68
TIM ELCOCK	10			10		10		13	10		53
CLIVE SMITH	20			10		10			10		50
NEILL CARMAN	10			10				30			50
R COPEMAN-MITCHELL	10					10	10	13			43
CHARLIE GABB	20					10		13			43
JOHN ROBERTS	10					10		13	10		43
JON RILEY	10					10		13	10		43
IAN HALL	10			10		10			10		40
GAVIN SMITH	23			10							33
RALPH JACKSON	10						10	13			33
STEVE HARRISON	10			10				13			33
ANN RILEY	10					10		13			33
ALMA CLARKE	10							13			23
COLIN BARNES	10							13			23
TOM TURBERT	10							13			23
IAN WHITE							10	13			23
GUY GLADWIN				10						13	23
CHRIS JARVIS								13			13
DAVID JOHN								13			13
JASON TURNER								13			13
MATTHEW COGGINS								13			13

Simpsons Auto Salvage Stages at Elvington

This was the first event proper for Gavin Smith and I as a crew, and after a very satisfactory win on Ben' 5 scatter event (many thanks Ben, can't wait for the next one) we had something to live up to.

Looking down the entry list supplied with the finals. it looked like we could be fairly competitive in our class. and promptly set an ambitious target of a class win. However, when we arrived on the day we found our class had increased significantly, mainly with some rather quick looking Novas. As we were still running with the single carb due to time shortages it looked like being hard work to match their pace.

For the first stage we opted for 14" intermediates for the Damp conditions thinking that we may run out of revs on 13" if some of the straights were fairly long. However, on this stage we never actually made it into top and struggled to pull out of some of the

tighter turns, and thus decided to change to the 13" for the next stage. overall the first two or three stages were pretty uneventful as we had decided to keep things tidy while Gav got to grips with front wheel drive for the first time on the stages. The only problem encountered was a bit of a misfire that lasted for three or four corners after going through the water splash that had formed on the square. Perhaps a little Rain-X on the electric's as well as the windows may be a good idea!

After this steady start, disaster struck on stage 4. There had been a bit of a delay while queuing for the start and we had turned the engine off. When we came to start it up again the battery was almost dead and we needed a push start to get going before heading to the stage start. As with most of the stages, this was a double lap and on the first time round we had an intermittent loss of power, only for the car to recover just as we thought it was going to stop completely. On the second lap round the car again started to slow and this time ground to a halt at the far side of the square. On lifting the bonnet Gav discovered that a wire had come loose from the alternator, possibly due to the force of the water at the water splash. With the wire wedged back in place, we attempted to push start the car, but even with both of us pushing, the battery was just too flat. After several attempts, including pushing in different directions to get a following wind and any degree of slope we could find (and I'm not joking. we must have spent 30 sees trying to find a downhill slope on a flat area of concrete) we eventually got going with the assistance of some marshals. Just as we approached the finish the car again stopped and we pushed the last I 50 yards only to collect a maximum. I guess the jokes about Ladas having heated rear windows to keep your hands warm may be true after all! OOPS Sorry Gav.

The weather had dried up for the afternoon stages and the decision was made to buy a couple of slicks to make up a set and go for broke. The problems on stage 4 had dropped us from a comfortable 3rd in class down to 7th. By this time Gav had worked out the best method of attack with the car and we were on a bit of a mission. The car responded well to the slicks and we were immediately on a good pace. never out of the top 3 stage times in class all afternoon and managing to post 2 fastest times. We had a particularly good stage 7 when off the start we got into a good tussle with a Saab 900 coming round for his second lap. We were considerably quicker through the corners, and by the time I saw his bonnet pulling alongside on the straights he was braking much earlier for the next corner despite us leaving him as much room as possible. Back in service the driver came over to see us and Gavin assuming he was coming over to complain volunteered me to talk to him. As it turned out he had really enjoyed the stage and was rather surprised to discover a rather small looking single carb 1300 under the bonnet.

After a hugely enjoyable afternoon listening to the valves bouncing we came to the final stage back up to 4th in class. This last stage was much shorter at just over 3 miles and we were 45 secs back from 3rd in class. We had taken 32 secs from him on the previous 9 mile stage but the deficit was just going to be too big. Despite this we were going to give it a go, and managed to take 26 secs off him. After checking the final results it was pleasing to see that were it not for the maximum we would have been a comfortable 2nd in class. However, rallying is full of if onlys and we had still really enjoyed the event, and were particularly pleased for Clive for his excellent class win.

Finally, thanks to Guy, Mike, Bill and Ben for coming along to service and support, glad we didn't give you too much to do.

Richard Glew

Thanks for the well prepared report Richard.

Circuit Of Ireland Trip 9-14 April

Tourists

Clive Smith, John Roberts, Charlie Gabb, Jon Riley, Richard Glew, Chris Jarvis, Ben Lawrenson, Alastair Crosby

Thursday 9th

Everyone met at Clive's at 10:00am ready for the long drive up to catch the ferry. The general opinion was that we may look a little suspect, travelling as we were in a Joseph Rowntree School minibus, but that at worst people would just assume it was some form of reform school. The ferry' crossing was from Cairnryan. just up the road from Stranraer, across to Lame, and one which would only take around an hour on one of the new jetliner craft. I don't think the description of the ferry as nothing more than a jetski with a portacabin on top was particularly helpful for either Charlie or Jon Riley, both of whom brought enough travel pills along to open up a pharmacy.

Once loaded up we headed up the A1 and then across the A66 before stopping at Penrith for a truckers lunch. Suitably refuelled, we carried on up the M6, then past Gretna and along the A75 to Cairnryan. stopping briefly for tea and scones along the way. One thing that had become apparent at this early stage was that on the wrong day, Ben's bladder capacity is approximately 3 level tablespoons, and also that he is in full support of any Govt scheme to preserve roadside hedges.

Even allowing for the regular calls of nature, we still arrived at Cairnryan in good time, this being something of a relief to Clive who has twice missed the ferry with Neil when they have actually been competing on the event. On arrival we discovered the ferry was delayed by over an hour because of the rough seas. This didn't please Charlie and Jon, but at least it gave them time to pop another couple of pills each, something they had been doing with increasing regularity since Penrith.

When we eventually set sail the crossing wasn't bad at all, even Jon and Charlie had no problems. This however may have been due to the fact that they were so tranquillised they must have been on the verge of a coma. Charlie had stayed on the open deck at the rear with Ben, and half way across Alastair had gone out to investigate his state of health. By all accounts Alastair was the one struggling to find his sea legs, stumbling around 'like a blind man who had lost his stick', and almost disappearing overboard.

Once we had reached Larne. we were one of the first off the boat and quickly made our way past Belfast and Newtownards to Carrowdore where the famous Dot's B&B is to be found. It was getting late when we arrived. but as promised there were sandwiches, cakes, tea and coffee waiting and the accommodation was very good. We managed a quick trip to a local pub but this failed to produce any signs of life, in fact we were the only people in there. We returned to Dot's determined to find some life the following evening.

Friday 10th

This was to be the first of Dot's famous huge cooked breakfasts, and everyone stayed off the cereals as there was a 50p sweep stake, the proceeds of which went to anyone that could eat the full fry-up. In the event it was slightly more manageable than anticipated and all bets were off, delicious though all the same. The topic of conversation soon got round to the room arrangements and peoples habits. According to Clive, Ben mumbles in his sleep at such a rate that he sounds like an anti4ag device in action, and he was to prove his sleep-walking prowess later in the week. Charlie then commented that Chris also liked a good chat in his sleep, to which Chris responded with a graphic description of the odour of Charlie's bottom burps, something we were all able to vouch for as the week went on. Turning to John Roberts, he confessed he was not aware of any unusual nocturnal activities on Alastair's part. but was surprised to discover that sometime during the night he had dismantled his bed and rebuilt it in the shape of a Mk1 Fiesta. As for Jon Riley and I, we were quite relieved at how the room arrangements had worked out, as there was nothing to report other than a peaceful nights kip.

The first port of call for the rally was the spectator stage in the park at Bangor, and we went along to catch the first of the action. The first noticeable thing was the impressive antilag systems of the top cars in comparison to the ones we hear in England, apparently due to a complete lack of noise testing in Ireland. With the lack of noise testing and the freedom to close public roads whenever and wherever they please they seem to have got rallying pretty well sussed. After seeing the pick of the crews through the park we moved on to a stage proper, but not before a number of AA Circuit woolly hats had been purchased.

The first of the proper road stages we visited was where we first noticed just how many officials and 00 course cars were running ahead of the field. At this early stage all of the competitors were quick but careful, with Bertie Fisher looking the fastest driver, but the Celicas appearing faster in a straight line. The next stop for us was the first service area just outside Ballymena, giving us a chance to have a better look at the competitors. Fishers car was as impressive as expected, but as it was surrounded by a huge crowd we decided to see what else was around. It didn't take long for Charlie to sniff out a nice red Mk2 which turned out to have a BDX in it, and needless to say this was the car he was most interested in monitoring for the rest of the event. As we were leaving the service area a silver Pug 205 pulled in looking like the rear end had been through the crusher, and completely unrecognisable from the back. We assumed that he would be putting it on the trailer as it had no glass at all and no rear lights as well as such a mangled shell. However, after a quick bit of hammer work, a plastic screen taped across, he was off again - any spirit of the rally award going would now be a forgone conclusion. We also picked up another stage in the afternoon, standing in the entrance to someone's driveway as the cars rocketed past on a virtually flat left. Sure enough, the Pug appeared towards the back of the field, but at undiminished speed, and with no screen at all.

From here it was back to Dot's for a shower and change before attempting to find a lively spot for the evening. We tried the other pub in the village which was a bit busier but didn't do food, so after a quick pint it was back to the White Horse for some grub. The food was quite good but still no sign of life despite a DJ in the corner looking for an audience to play to. After a couple of drinks, it was back to Dot's to pack belongings up ready for a Sam rise and the move through to Southern Ireland the next day.

Saturday 11th

This was the day we were due to marshal and had a lot of travelling to do, so it was up at 5am for breakfast at half past. Dot didn't bat an eyelid at having breakfast ready for this time, a bit different from our next B&B as we were to find out. We arrived at SS12 to marshal and were greeted by a heavy blizzard and the news that they were short of marshals so we would have to split up. They needed someone to help with the arrival control, 4 together on a main junction, 2 on a smaller junction, and 1 to cover a small access point. We volunteered Clive to help with arrival, Jon Riley and Charlie decided to do one junction, Alastair the small access point, and the rest of us stayed with the minibus at the main junction. It was quite a novelty to cordon off a public road, and we soon had quite a large crowd gathering on our corner. By this stage of the event the pace was picking up and there was definitely more spectacular action to be seen. The most committed of all were the 00 course cars which consisted of a couple of Mk2s and a whole fleet of rear wheel drive Corolla twin cams. In addition to the main field we also saw the historics come through, with a variety of machinery including a very nice sounding V8 TVR Griffith.

After clearing up the tape and arrows, we set about trying to reunite everyone from their locations along the stage. We found Jon and Charlie at their junction and discovered they had had a bus shelter in which to get out of the blizzard, unfortunately it was facing the wrong way and offered no protection at all, and John was put out that the woman in the nearby house hadn't brought him a cuppa. Further down the stage we could see a figure in the distance frantically waving a tabbard as if trying to be rescued from a shipwreck. As it turned out, it was Alistair, worrying that we would forget him and leave him stranded miles from anywhere with a load of sheep. Come to think of it, the sheep were looking a little worried too. Once we were all back in the minibus it became obvious that Clive was not at all well. In fact he had become wildly delirious, claiming that he had been awaiting competitors at the arrival control when he had been approached by two women in a Peugeot. Apparently, one was blonde, the other brunette, both were pretty 'fit' and brandishing bottles of whiskey and vodka out of the car windows. They then asked Clive if he wanted a drink, and when he realised, asked him if there was anything else he wanted back at their house. Like a true professional he declined all offers and stuck to the task in hand.

We then continued to head south towards Southern Ireland, stopping on route for some lunch. This was one of the culinary high spots of the trip, with a truly superb roast beef dinner for £3.95. Charlie picked up a copy of the Trader at this point and started formulating plans for returning to England with new transport. After being ambushed in the middle of a main road by a group collecting money to build a new school, we saw another stage and a service halt before heading into Blessington, near the

Wicklow mountains, for our next B&B. The standard of accommodation was again very good. but the woman who owned the place seemed to have been trained by the Gestapo. One of our party had inadvertently dropped a small amount of dried mud on the entrance carpet and we were immediately chastised and chased into our rooms by the dirt devil queen with her Hoover. The night life, however, was a definite improvement, as we ended up in a very lively pub which had a live band on, and a fine selection of beers. Indeed, one or two were on a bit of a beer mission to make up for the disappointment of the previous nights.

Sunday 12th

Breakfast proved to be a real let down after Dot's excellent spread, we were all just about finished before she came round with the black pudding. The first stage of the day was close by at Sally's Gap, and we arrived in good time to secure a vantage point on the outside of a hairpin left. When the first of the official cars came through it was announced that the stage would be cancelled if they couldn't find some more marshals, in particular, two for the corner we were stood on. In an instant Ben leapt to the rescue to great cheers from the locals. The corner was a little disappointing, as the camber prevented any full blooded tail out action. However, the BDX Mk2 that Charlie was keen to watch proved to be the exception, laying two thick black lines with the combination of a little hand brake and a large portion of throttle. From here we went to the next service area, where Jon Riley took out a second mortgage to buy a hot beef sandwich which turned out to be cold, before heading off for a stage in the afternoon. It was at this stage that we had a close encounter with a member of the Corolla twincam brigade', who performed an impromptu doughnut display outside a quiet village pub. We found a spectating point at the end of a pretty long straight, leading into a quick right left kink. After earlier delays Austin McHale was really trying to regain time on Bertie Fisher, and had a big moment going into the first part of the bend, narrowly missing the wall. The most striking thing about many of the stages was the lack of margin for error, a little off line and there was usually a substantial wall waiting to end your event. By this time in the event, the field was getting rather small and we were looking forward to the following day when all of the clubmen joined up with the main field for the Easter stages. Indeed, on this stage, official and 00 cars had probably outnumbered competitors.

Back at Blessington, we managed a reasonable meal and then returned to the pub we had been at the previous night, where a different band were on playing a variety of rock. MI of the locals had been giving a group of long haired bikers a wide berth, but Ben was soon chatting with them, no doubt comparing notes on hair styles. Again, the alcohol was in abundance and even Alastair was consuming his share. At the end of the night, after doubling his lifetimes cider intake to 10 pints, he was having a degree of difficulty co-ordinating his movements and complained that the room wouldn't stay in focus. He did manage, however, to perform a singalong to a Blur track whilst wearing Ben's hat, certainly an interesting sight! By this time Ben had put us all to shame by mingling with the band on stage and all we could do was bow down at his feet chanting "we're not worthy" while the locals stood in awe at his presence. We put this down to the fact that it was Easter and as he was wearing his hair down it was easy to imagine that this was the second coming, especially after a few pints. Also in the pub were a couple of Australian lads, staying in the same B&B, who were cycling round Ireland and who didn't really appreciate our sense of humour. After the pub, we pooled all of the Punts we had left for chicken, chips and onion rings which we ate on the walk home accompanied by occasional bursts of song courtesy of Alastair. Back at the B&B Chris decided to use a few spare chips to block up the key hole on the Aussie lads room and then burst into Clive's room shouting waahey at considerable volume. As Clive had been asleep at this point I think Chris earned himself a detention and 200 lines. Meanwhile, Alastair was losing all control over his functions as we tried to persuade him to find his room before his nervous system went into total shutdown. Instead, he sat in our room showing no signs of movement. Jon gave up hope of getting any sense out of him and decided to go to bed. Eventually, after telling Jon that he "actually has a very nice chest" he attempted to run down the corridor, only to fall over and be confronted by two unamused Aussies brandishing the remains of the chips from their door. After pleading his innocence, peace was restored.

Monday 13th

The topic of conversation over breakfast centred on the previous nights exploits, Alastair having made a full recovery reckoned that he had consumed his usual annual cider quota in one night. Clive was somewhat unamused by the fact that after Chris's midnight chorus Ben had fallen asleep within a couple of minutes whereas he was awake for an hour and a half. It also turned out that Ben was a bit of a professional sleepwalker. Clive had seen him leave the room and wander down the corridor in the middle of the night and had asked him if he was OK when he returned. Ben had replied "yes fine" before sitting in the bathroom for 10 minutes, but had no recollection of the event at all the next morning. After leaving the B&B, we made our way back in the direction of Northern Ireland, taking in a stage and a service halt on the way. The stage was a good one with a better selection of cars with 90 odd clubmen adding to the main field which was down to about 25 by this stage. As well as Dennis Bigerstaff in the 6R4 there were numerous Mk2 Escorts to see, but the BDX that Charlie had been following had gone out on the previous day. The weather followed the pattern of the weekend with a mixture of sun, cold wind and snow. Just before we were planning to move on, a woman from a farm at the side of the stage came over and asked if anyone was feeling strong and could help her to calve one of her cows. Jon Riley looked somewhat put off at this point, thinking she had said carve, and unable to stomach the thought of all the blood as the cow was chopped up. After the stage we headed for the main service halt of the day, stopping on route for refreshments to help a few dry mouths from the previous night's drinking. While Ben protested that he couldn't drink Pepsi, Chris wasn't so fussy, stating that he could suck the sweat of a camel's testicles. I guess you must be pretty thirsty when you get to that stage. At the service area it was noted that the previously mangled Peugeot now almost looked like a 205 again after continual work throughout the event. We then headed back to Dot's for the final night where it was decided to go for a meal at the rally finish venue in Bangor in search of a good last night out. In the hotel we bumped into the crews of some of the 00

Corollas who had probably spent as much as the competitors, bar the entry fee, but had had a good time nonetheless.

After dinner we did a bit of a pub tour until closing time, when myself, Jon Riley, Charlie and Chris decided to head for a bar which had a band on until 2am, while the others opted for an earlier night ready for the travelling the following day. The band proved to be reasonable and we were determined to make as much of the final night as possible. Amongst the locals on the dance floor was one particular slightly ageing blonde who was dancing with anyone she could get hold of, prompting John to tag her the Bangor bike. Her antics were amusing, all the more so when she dragged Charlie and John onto the dance floor. Chris and I, being far too young to be of any interest to her, breathed a sigh of relief and watched in amusement as she gyrated around. John was also finding things rather amusing until she tried a little bump and grind against his left leg, at which point he looked a little worried and beat a hasty retreat.

As the others had gone back in the minibus, we headed to the taxi office at the end of the night to get a ride back to Dot's. Eventually, after someone had jumped into our first taxi, we were on our way back. During conversation we mentioned to the driver that we had been there for the rally, at which point he decided that he would have to drive the rest of the way flat out. All Charlie could say on the way was "flat over crest and that it felt like one of the wheels was falling off. When we arrived back at Dot's Chris and Jon tried to start an old Renault 18 that was kept for running round the farm. The keys were in the ignition but thankfully it didn't start, as I don't think either of them would have got very far before getting stuck in a field or parking in a ditch. We eventually got to bed at about 3am.

Tuesday 14th

After another excellent breakfast we headed off to Lame for the ferry. The drive there was made rather interesting by several inches of snow that had fallen overnight, the minibus seeming to be permanently sideways for the first 15 miles or so. The crossing back to Cairnryan was very smooth and the weather when we arrived was much better than in Ireland. A fairly uneventful journey back saw us reach Clive's and all the bad weather that we had been told to expect. Many thanks go to Clive for organising the trip which was enjoyed immensely by everyone. Thanks also to Jon Riley for keeping notes on the trip which assisted greatly in writing this report, and apologies to those finding the reports a bit long, but I have tried to be as brief as possible with an awful lot to mention. Report by Richard Glew. Thanks for another excellent report.

Duckworths Tour of Lincs -4/5 April

After an encouraging debut on Elvington with the Samara, this was an event that we were really looking forward to. There was a new 1½ day format starting mid afternoon on Saturday with 10 stages, followed by 14 stages on the Sunday. This gave a total stage mileage of 90 with nearly 200 road miles, representing excellent variety and value. This included 4 stages at Cadwell and 4 at Manby which we were particularly looking forward to. According to those who have known Gav longer than I have, Cadwell is probably his favourite venue, and I should just throw the maps in the back and enjoy the ride.

On receiving the finals, the entry in our class was pretty strong, with a total of 16 cars including the usual Novas (one of which went on to finish 9th overall!), a fleet of 106 Rallyes, a rather fancy spaceframe Mini and a Lada Riva. With this sort of competition a good class result would be tough, but we decided that we would have fun anyway. It was also going to be interesting to see how much quicker than the Riva we would be, as Gav got rid of one of these for the more modern Samara.

We all met at Gav's garage on the Saturday morning and loaded up everything we needed. This included 3kg of bacon, 4kg of sausages, a 2ft long 4" wide black pudding and many other groceries and beer. Guy had asked me to make sure there was plenty of food for everyone, but after the food box tipped the caravan up when it was carried on board I figured that I had maybe got a little carried away at the cash and carry. Once we were loaded up we set off for Market Rasen where the rally was based. Gav's brother Mike was towing the Lada with his pickup but announced just before we left that his clutch was slipping. However, he didn't seem to find this a problem as he shot out of the garage yard at a good speed. This may have had something to do with the fact that the trailer had come unhitched after about 20yds and was heading under its own steam towards a concrete bank. Luckily no damage was done and we made it to Market Rasen without further mishap.

Service was set up at Market Rasen racecourse and meant there was plenty of room for everyone. We arrived in good time and had no problem with scrutineering or noise. It was then off to documentation to collect the rally and management packs. This was the worst part of the weekend for me, as although I have done quite a few events previously this was my first multi-venue. I had this fear that I wouldn't be able to follow the road book or work out my timings, just worried about letting the side down I suppose. Once I had actually sat down with the rally pack, it proved to be really simple.

We left MTC 1 at Duckworths Land Rover at 3:50 and headed off for the first two short stages at Wickenby. The road book had said this was a sealed concrete surface and as the weather was fine we were going to use intermediates. However, shortly before departing, word had gone round that it was in fact rather slippery and so the knobbies went on. This turned out to be a good move as we had two steady stages whereas some that had gone on intermediates were struggling for grip. Stages 3 & 4 were on Cadwell, and although our power to weight ratio disadvantage would probably show up most here, we were looking forward to these immensely. First time round we had a good run with no dramas but feeling a little short on power on the long uphill straight. For stage 4 Gav had obviously decided to try a little harder, and we went 12 secs quicker. This was despite the fact that he had caught his harness buckle shortly after the start and released all the straps, and in trying to recover them he also managed to disconnect his intercom. In addition to this we had a bit of a moment running wide over the grass, and as we crested the brow

beneath the grandstand Gav decided to wave and grin continuously to the crowds. apparently much to their amusement.

After Cadwell, it was off for a couple of stages at Ludford. These were pretty quick, but slippery and quite bumpy, more like Lada country. The finish was just after a tight 90 right which came at the end of a very fast straight. It was very slippery under braking and the wheels locked up so easily Gav thought the gearbox had let go. Despite this. and using a bit of field on a very fast 45 right, it was a very good stage and our times were very competitive.

Stages 7 & 8 were back at Cadwell and it was beginning to get dark. Stage 7 went smoothly despite pushing the car right to it's limits. Even Mike grudgingly observed that there was no way the car was going to go any quicker without going off. We then had a delay of just over an hour on the start line for stage 8. An earlier car had gone off and scattered tyres everywhere and Craig Dykes was limping out of stage under marshal power. Eventually we completed the stage, again with no major dramas. This seemed a little strange as on my previous visit to Cadwell, I had become rather familiar with some of the more solid parts of the circuit.

The last two stages were something a little different for me as it was the first time I had used tulips on a stage rather than a stage plan. This didn't prove a problem and Gav was revelling in the dark conditions he's used to on night rallies. The last stage, Kirmond, was very quick but very bumpy and seemed ideally suited to the car which does absorb rough terrain really well. The stage was run by Beverley M.C. and seeing familiar faces got Gav really fired up. The stage finish was at the end of a long straight that was extremely rocky and rutted, and a slight lift may have been advisable. Instead it was maximum attack right through to the finish and although we passed the finish a little out of shape we both rolled up to the time control wearing big grins. We actually posted a time only 6 secs outside the top 10 on that stage.

From here it was back to parc ferme at Duckworths which we reached at about 11:30, and on to rally HQ in the racecourse. This was our first opportunity to see any results, and we were delighted to be lying 6th in class. As expected, we had lost out a fair bit at Cadwell, but had recorded some top 3 class times at Ludford and Kirmond. After a couple of drinks we returned to the caravan to make further inroads into the beer and food mountain. Craig Dykes was set up next to us, and when we got back all of his crew were busy working on his car to try and get him out on the Sunday tour. Apparently he had blown two rotor arms and had a brief engine fire whilst leading the event. Halfway through cooking, we ran out of gas and so a trade was organised for Craig's spare gas bottle in return for sausage butties for all his crew'. After much discussion and refreshment we finally got some sleep at about 3:45.

Sunday started at about 8:30 when we collected the car from parc ferme and headed off for the first two stages at the 'infamous' Pye' 5 farm. This was sure to focus the attention. I had received an amendment to the road book for these stages altering caution jump over ramp into **CAUTION!!!!** jump over ramp and duly mentioned this to Gav as we waited for our start time. The stage itself is a smooth tarmac surface for the most part, but is very narrow and has 25ft ditches either side, the sort you don't come out of in a hurry. On the approach to the ramp I called the caution nice and early, only to be told" No, I remember this bit, it's flat out in a Lada I think." I pulled down a bit harder on the harness straps, made a note of where my phone was (if we'd gone in the ditch I would have needed to phone Thunderbirds to get us out) and waited sure enough, it is flat in a Lada, maximum respect to the driver on that one. Both stages were excellent fun, but I can imagine they could be hairy in a Cossie or similar, as witnessed by some quick but bent cars at the side of the stage.

Next stop was Manby and a warning on the way in that if we tried to use intermediates, we would sink without trace. Watching some of the earlier competitors from the service area confirmed this, as there seemed to be no traction at all across the grass. This was confirmed out on stage, the majority was enjoyable but the two runs across the grass were a struggle just to keep moving. No matter how much speed we carried on to the grass it immediately slowed us down to 2nd gear pace. Others were doing even worse than us, almost getting stuck completely. On the solid parts of the stage we were going well, the car handbraking round the hairpins better than usual, probably due to the amount of mud on the stage and the tyres. The only minor problem was clipping the tyres through a very open chicane, resulting in a bit of two wheel action, but fortunately no damage done.

After Manby we had four fairly short stages, which passed without incident, before a brief lunch break at Duckworths. Then it was back to Manby for another two stages, thankfully they had amended the stage to delete the grass areas, but we had another more serious problem to worry about. The car had been jumping out of 2nd & 3rd gears intermittently since Cadwell on the Saturday but the problem was getting worse. On the first of the two stages the car jumped out of first gear after a hairpin right and for about 30secs we couldn't get a gear. We eventually managed to get away in 3rd and made it through to the finish. This was the only problem we had over the weekend and kept costing a small but frustrating amount of time.

The event finished off with two stages in reverse direction at Ludford where we had gone so well on Saturday. After the disappointment of the trouble at Manby we were really fired up for these two stages. I think seeing Clive, John and Charlie spectating on the stage only spurred Gav on, and through the last few bends we went ditch hooking in an effort to keep as much momentum up as possible. Coming out of the final bend, onto the long straight to the finish, we got a bit of a twitch on as the wheels came out of the ditch on the inside. From inside the car it felt well in control, and that we were really on the limit. Apparently, from Ben's vantage point at the road side it looked a bit hairy, and I think he was pretty sure we were off in a big way. However, the nervous moment for us was to come at the end of the straight, when passing through the flying finish, Gav slipped the car into neutral only for the throttle to jam wide open and the engine sat at motorbike type revs for a worrying couple of seconds. After coasting to a halt and getting a time, we attempted to start it up again not being sure whether or not we had buzzed the engine. Thankfully, it started without a murmur, and at least we can be pretty sure it's not coked up.

After stopping to reassure Guy and Ben that all was well and having a quick word with Charlie, it was back to Duckworths for the final control. I was happy now, we had got to all our controls bang on time, and I felt the satisfaction at having a bigger input into the result than is possible on a single venue. At rally HQ the final results were up and we were delighted to finish 4th in class and 31st overall, much better than we had hoped for considering the quality of opposition. We were beaten in class by a very quick Nova (9 0/a), the spaceframe Mini who recovered from an early problem to set some stunning times, and one of the many 106 Rallies. The event was well run, very enjoyable, and I certainly hope we will be back to do it again next year. Hopefully

Selby & DMC Newsletter

Mike and a few more Selby crews might make it as well.

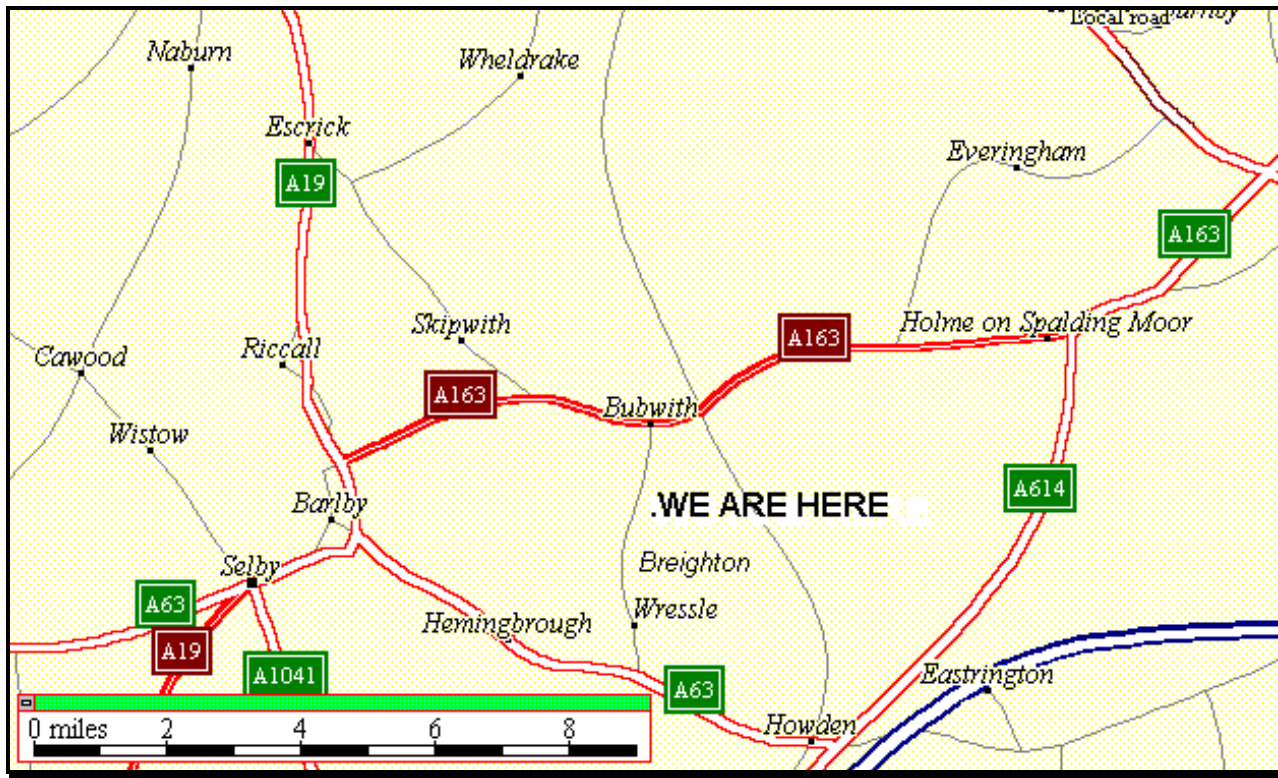
A big thanks to Mike, Guy and Ben for all the chasing around, it's always good to know help is around if you need it, glad we could just keep it down to changing tyres and topping up the fuel.

Report by Richard Glew. Thanks for a third excellent report Richard, you, Steve Harrison and Neill Carman have just about done this newsletter on your own.

AT A PREVIOUS
COMMITTEE
MEETING WE
DECIDED TO
LET EACH
MEMBER HAVE
A PHONE
NUMBER LIST
OF ALL THE
OTHER
MEMBERS TO
KEEP BY THE
PHONE. AFTER
ALL I SEEM TO
HAVE BECOME
AN UNOFFICIAL
DIRECTORY
ENQUIRIES. SO
WHAT YOU DO
WITH THIS
PAGE IS FOLD
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KEEP IT HANDY
BY THE
TELEPHONE.
SOME PEOPLE
ON THE LIST
HAVE STILL
NOT PAID
THEIR SUBS, I'M
SURE THEY
KNOW WHO
THEY ARE. THE
NEWSLETTER
LABEL SHOULD
TELL THEM,
ANY PROBLEMS
RING ME OR
THE
TREASURER.

THE TRACK DOWN TO THE CLUBHOUSE.

Our neighbours and ourselves are about to upgrade the track and **you can help by not flying** (AND I DON'T MEAN IN A PLANE) down the clubhouse road on Fridays. So remember you will be paying for the damage indirectly through your subscription so slow down, please. Thanks.



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1/10/97

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IN REVERSE
(WHAT HAPPENED IN THE CLUB
TENISH YEARS AGO)

done to April 1986