

# SELBY AND DISTRICT MOTOR CLUB

NEWSLETTER MAY 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.

- 17<sup>TH</sup> MAY AIREDALE & PENNINE PCT LARKSPEED LEAGUE ROUND 6
- 22<sup>ND</sup> MAY **FIRST MEETING OF THE ELVINGTON STAGES 98 ORGANISING TEAM. PLEASE BE THERE TO LEND A HAND.**
- 24<sup>TH</sup> MAY LINCOLN/GRIMSBY BLOODHOUND STAGES. TI RALLYSCHOOL NSRC.  
24<sup>th</sup> May AUTOTESTS IN THE LARKSPEED LEAGUE. ROUND 3. *Postponed on 18/4/98.*
- 29<sup>TH</sup> MAY **TABLETOP BY ALASTAIR CROSBY ON MAP 100.**
- 30/31<sup>ST</sup> 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.
- 5<sup>TH</sup> JUNE **QUIZ BY JOHN ROBERTS.**
- 4/6 June RSAC Scottish Rally  
12<sup>TH</sup> JUNE BEVERLEY/BUCCANEER VIKING TOUR. TI RALLYSCHOOL NSRC.  
13<sup>TH</sup> JUNE NHMC JOHN OVEREND MULTI USE STAGES AT MANBY, LARKSPEED LEAGUE ROUND 7.  
20<sup>TH</sup> JUNE DUKERIES STAGE RALLY.  
21<sup>ST</sup> JUNE AUTOTEST IN THE LARKSPEED LEAGUE. RESERVE EVENT.
- 28<sup>TH</sup> 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.
- 27/28<sup>TH</sup> JUNE SEVEN DALES ROAD RALLY BY DELACY. HOYLES CLEANING SERV. NRRC
- 3<sup>RD</sup> JULY **COMMITTEE MEETING. CAN ALL COMMITTEE MEMBERS TRY TO BE PRESENT. WE WILL TRY TO START THE MEETING AT 20.45.**
- 25<sup>TH</sup> JULY SLAITHWAITE MANBY STAGES. TI RALLYSCHOOL NSRC.  
26<sup>TH</sup> JULY ILKLEY PCT LARKSPEED LEAGUE ROUND 8
- 1<sup>ST</sup> AUGUST MALTON MULTI USE STAGES RALLY. MENNELL MOTORS. **THEY HAVE ASKED US TO PROVIDE MARSHALS.**
- 7<sup>TH</sup> 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.**
- 8<sup>th</sup> AUGUST NHMC MULTIUSE STAGE RALLY AT BLYTON.  
8/9<sup>TH</sup> AUGUST RIPON'S ST WILFREDS ROAD RALLY. HOYLES CLEANING SERV. NRRC  
9<sup>TH</sup> AUGUST YSCC AUTOTEST LARKSPEED LEAGUE ROUND 9.  
15<sup>th</sup> AUGUST CARLTON MULTI USE STAGES AT MANBY
- 5<sup>TH</sup> SEPT ELVINGTON STAGES BY SELBY & DMC.

## **MARSHALS REQUIRED, CONTACT ALASTAIR CROSBY**

5/6 <sup>TH</sup> SEPT	SHEFFIELD & HALLAMSHIRE MC RALLY OF THE DAMS. HOYLES CLEANING SERV. NRRC
12 <sup>TH</sup> SEPT	YORK SPRINT
13 <sup>TH</sup> SEPT	YORK AUTOTEST
27 <sup>TH</sup> SEPT	TRACKROD FOREST STAGES RALLY. TI RALLYSCHOOL NSRC.
3 <sup>RD</sup> OCT	EASTWOOD MU STAGES RALLY AT MANBY.
3/4 <sup>TH</sup> OCT	LINDHOLME DANUM ROAD RALLY. HOYLES CLEANING SERV. NRRC
4 <sup>TH</sup> OCT	DE LACY MULTI USE STAGES.
11 <sup>TH</sup> OCT	GRIMSBY ROAD RALLY.
17/18 <sup>TH</sup> OCT	ALWOODLEY ROAD RALLY
25 <sup>TH</sup> OCT	DUKERIES MC PREMIER STAGES.
25 <sup>TH</sup> OCT	MALTON MULTI USE STAGES OR
1 <sup>ST</sup> NOV	MALTON MULTI USE STAGES.
7/8 <sup>TH</sup> NOV	COSSACK ROAD RALLY BY EASTWOOD DMC. HOYLES CLEANING SERV. NRRC
28/29 <sup>TH</sup> 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:

30/31 <sup>ST</sup> 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 says they are also offering for marshals that do two controls free breakfasts.
1 <sup>ST</sup> AUGUST	MALTON MULTI USE STAGES RALLY. MENNELL MOTORS. <b>THEY HAVE ASKED US TO PROVIDE MARSHALS.</b>
<b><u>5<sup>TH</sup> SEPT</u></b>	<b><u>ELVINGTON STAGES BY SELBY &amp; DMC.</u></b>

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.

### **21/22 MARCH THREE SWANS ROAD RALLY BY SELBY DMC IN THE LARKSPEED LEAGUE.**

If you didn't make it you missed a good event and here are a few snippets from it:

One amusing anecdote from Charlie Gabb on the event was when he was manning a control with Chris Walker. Charlie raved as he saw "Plug" Pulleyn pull into his control "Chris this is the top navigator in our area", Charlie was sadly let down when "Plug" said to Charlie unfurling his map "Charlie, exactly where are we on this map?".

28<sup>th</sup> March NHMC Forest Stage Rally. WHO WENT AND WHO COMPETED???

18/19<sup>TH</sup> APRIL MATLOCK'S AUTOWINDSCREENS ROAD RALLY. How about a report Jason, Alastair??

HERE ARE SOME OF THE LETTERS THAT WE RECEIVED AFTER THIS YEARS THREE SWANS ROAD RALLY.

Dear John + all at SMC, 23/5/18  
01977 661041.

I thought I ought to write and thank all the team who organised the Three Swans road rally on Saturday night. There didn't seem to be much praise coming your way at breakfast on Sunday morning!

Richard Eign and I enter road rallies for the fun of it all and we had plenty of that on Saturday. You managed to use all the best roads in the area, "tight" timing and reasonably tricky navigation to allow some tough sections. It was all a successful night.

In order to enter the Three Swans I had to join Selby + DMC as I still enter events as an Eden Valley MC member (I used to live in that area). I would like to be a member here so if you could let us know when you next see what the club has planned in the near future I would be grateful.

Thanks again for an excellent event

Yours sincerely  
Nick Patrick

THANKS TO NICK PATRICK FOR THAT LETTER.

Hi you all,

Thankyou yet again for a most enjoyable night's rallying. And for the hard work that must have gone into it.

I'm sorry but I have to say it's a great pity about the pricing of "The codeboard" that was in waiting to be repaired, also a pity about the volume, I'm relieved to find that after six hours of hard pedalling the connectors are now gone along with a layer of paint, but over all a good night followed by a most acceptable mug of tea and breakfast.

As always,  
Liz.

3. The Crescent,  
Malton Bridge  
York YO41 1SD.  
March 2018.

THANKS TO LIZ YOUNG FROM MALTON MC FOR THAT LETTER

## **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 o/a! ), a fleet of 106 Rallyes, a rather fancy space frame 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 it's 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 MTC1 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 parcferme 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 parcferme and headed off for the first two stages at the 'infamous' Pye's 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 hand braking 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 o/a), the space frame Mini who recovered from an early problem to set some stunning times, and one of the many 106 Rallyes. The event was well run, very enjoyable, and I certainly hope we will be back to do it again next year. Hopefully 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.

Richard Glew.

Thanks for the report Richard someone tells me you typed it all yourself, well done!

**IT IS STRANGE HOW THE NEWSLETTER GOES. ONE MINUTE YOU ARE WAITING TO SEE WHAT COULD GO IN THE NEXT NEWSLETTER AND SUDDENLY FOUR REPORTS COME ALONG ALL AT ONCE (JUST LIKE BUSES!). AGAIN DUE TO THE SIZE OF THE NEWSLETTER AND POSSIBLE EXTRA POSTAGE COSTS, I AM GOING TO HAVE TO HOLD THE EPIC CIRCUIT OF IRELAND REPORT AND THE SIMPSONS AUTO SALVAGE STAGES AND THE ANCC'S NEWSLETTER TILL NEXT MONTH.**  
**RJ.**

## “SOMETHING SPECIAL”

(26<sup>TH</sup> APRIL TRACKROD LOOKOUT STAGES SINGLE VENUE IN THE LARKSPEED LEAGUE ROUND 4.)

Charlie's call a week before the Lookout Stages shook me out of semi – retirement. With his Escort across the sea in Sweden I'd hung up my helmet, but now I could dust it off for a blast in an ex Robbie Head Sierra Cosworth. The car had had a pretty hard life up in Scotland so the Lookout was an ideal chance to try and get used to four wheel drive and see what might break at a venue we knew.

The first good thing we learnt about Turbos was you can get through the new 100 db without any silencers at all ! The first bad thing we learnt was a serious braking problem in that the rears want to lock up and spin the car at any speed on any surface. Ditching the Carbon Metallic pads for conventional Mintex helped but didn't cure the problem.

So, the first stage didn't feel too good, the brake problem combined with being baulked in a dust cloud behind car 10 for a whole lap. A clear run on the second stage was better but on the third we locked up into a corner and had to shunt twice, the dropped time saw us merge behind car 9 who spun in front of us on 2 corners then holed our rad with stones and to cap it all we finished with a puncture.

With all our problems I was surprised to see we had set 3rd, 3rd, and 2nd fastest times and were leading.

Others had also had problems, Tony Conway had rolled his recently acquired Sierra Cosworth, Gary Cooper car 6 and Craig Macintosh in car 9 both dropped over 2 mins with loose coil leads whilst Clive had trouble waking up !

With rain descending and Stage 4 looming the lads fitted knobbles nipped the damaged radiator core and fed it rad seal whilst we crossed our fingers that no permanent damage had been done. Half way round and we caught Andrew Apperley's Astra who kindly pulled over for us then had to hang back as we sorted out a big tank slapper as we tried to brake from 120 mph. The result was a liberal coating of pig slurry all over the car which ended up on the outside of the corner on top of a pile of muck but we still set 8th fastest time. After stage 4 Tim spotted a front driveshaft CV on it's way out luckily Nick Dixon lent us a spare and Tim and Ben soon had it fitted whilst Rich was fighting a losing battle with the pig slurry.

Stages 5 and 6 saw our times yo-yo with a 10th and 3rd fastest depending on whether it was dry or wet, in the dry the Michelin knobbles work O.K. and when it's wet they don't. This was proved on Stage 7, on a long concrete left hander we were in a full 4 wheel drift and I remember thinking if it's like this for us what must it be like for those poor two wheel drive boys. The trouble was we were following Steve Adamsons Chevette at the time and he was pulling away, - Lesson learnt - 4 wheel drive doesn't guarantee an advantage all of the time and tyres are just as critical as on any other car.

By this time Car 10 had been excluded whilst leading for illegal servicing and Car 14 dropped from 2nd with a blown head gasket which put us back into the lead.

Going into the last stage with a 38 sec buffer over Mick Plowman we nearly threw it away with a big side ways drift very close to a big bank but managed to hold on to win by 33 secs.

To win first time out in a completely strange car after all our problems was something special for me so it must have been extra special for Charlie.

Many thanks to Tim, Ben, Big Rich, Chris, Rich and Steve for their help servicing and keeping us going when non of us knew anything about the car. Also Big apologies for not thanking you during the winners speech but my excuse is I don't get much practise (very poor).

P.S. don't mention pigs to Tim especially what comes out of their Arses.

P.P.S. did you know when pig slurry dries it turns bright green ask Tim, on Second thoughts no don't.

I'll let Neil write about how he and Clive got on.

1st	Charlie Gabb / Jon Riley	1:07:04	Sapphire Cosworth
2nd	Mick Plowman / Alistair Wilks	1:07:37	Ford Escort
3rd	Steve Adamson / Peter Williams	1:07:50	Chevette
4th	Craig Macintosh / Andy Grindrod	1:07:54	Escort Cosworth
5th	Stephen Birbeck / Pat Cooper	1:07:56	Ford Escort
6th	Gary Cooper / Geoff Cooper	1:08:00	Sapphire Cosworth

Report by Jon Riley.

Thanks for the word processed report Jon.

### **1<sup>st</sup> May COMMITTEE MEETING.**

We received apologies from Roger Copeman-Mitchell.

Present were John Roberts, Neill Carman, Jon Riley, Charlie Gabb, Alastair Crosby and Ralph Jackson.

We talked about the water leak which we must fix during fine weather.

We had received a rates demand for the first time in 3 years (I think) because the rates people thought that our Treasurer at the time (Neill) had disappeared to avoid paying rates in the future. Unfortunately no one told them that if they wrote to the property that was being rated they could actually expect a reply.

Anyway the total bill is for £375 which we are to appeal against as that is the full business rate and the only service that we seem to get for the rates is that the council sends us rate demands.

We didn't have a Treasurers or Secretaries report.

The Competitions Secretary told us that there is a selection of Regs available at the bar.

The Championship collator had been doing well in his collating and Neill has included some tables in the newsletter.

Date of the next meeting: 3rd July.

### **CLUB CHAMPIONSHIPS by Neill Carman**

I have updated the championship tables again but I am still missing some information.

To help jog your memories there are some blank columns in the championship tables and I have compiled the following list from newsletters. The committee has decided that we have been kind to you all, this therefore is the last call for points for the following events.

1-2 NOV	Eastwood MC Cossack Road Rally
1-2 NOV	Aldwoodley MC Road Rally
22-25 NOV	RAC Rally
29-30 NOV	Teeside Motor Sports Group Teeside Trophy
6-7 DEC	Cadwell Park Rally
27 DEC	Northallerton MC Christmas Stages
9 JAN	Tim Elcock Quiz Night
	Six of you entered Tim's quiz but none of you have returned your answers yet !!!!!
23 JAN	Clive Smith Quiz Night
20 FEB	Darts Knockout
8 MAR	Lindholme MSC Robin Hood Stages

Now that the points can be produced on a regular basis the four week period for claiming any points will be strictly adhered to from the publication of the next newsletter.

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.

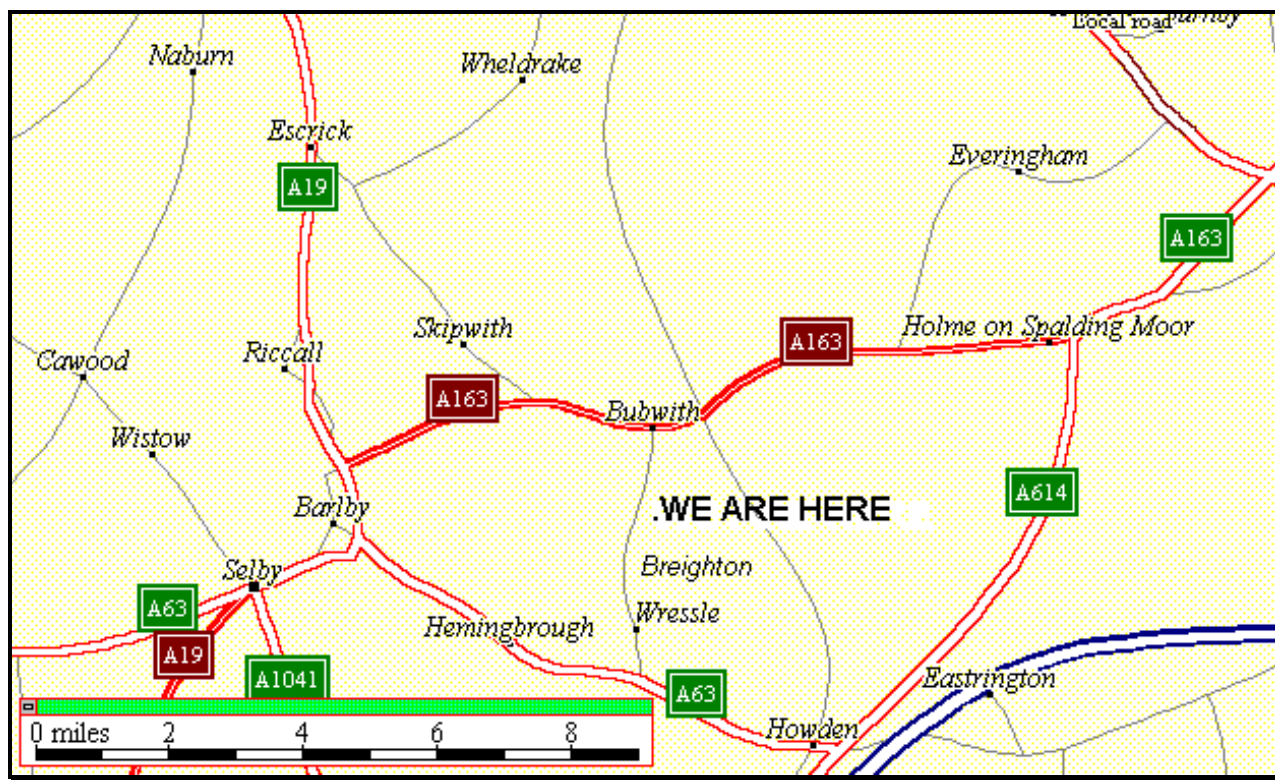
#### Best Selby & DMC awards so far

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

This month Neill has done a list of the events for which we have no information. Please enlighten us. Also featured are the championships so far. If you think they are wrong then it's only because information has not been supplied to Neill or myself.

### **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.





## GENERAL MEMBERSHIP RENEWAL'S WERE DUE

**1/10/97**

**YOUR CLUB CARD HAS RUN OUT SO BEFORE ENTERING THAT IMPORTANT EVENT MAKE OUT A CHEQUE FOR YOUR SUBSCRIPTION AND MAKE ROGER'S DAY. BEARING IN MIND THAT WE HAVE SENT YOU ALL NICE STAMPED ADDRESSED ENVELOPES TO RALPH JACKSON, HE WON'T MIND PASSING THE MEMBERSHIPS ON TO ROGER ONCE HE HAS ENTERED YOU ON THE CLUB DATABASE.**

### **SELBY AND DISTRICT MOTOR CLUB MERCHANDISE**

All of these items are available from behind the bar

COMPETITION NUMBERS.	EACH DIGIT	50p
PIN BADGE INCLUDING ENAMELLED SELBY & DMC BADGE		£1.55
ENAMELLED SELBY & DMC BADGE ONLY		£1.20

### **ADVERTISING RATES.**

ALL ADVERTS TO BE SENT TO THE NEWSLETTER EDITOR. PRIVATE ADVERTS ARE ACCEPTED FROM PAID UP MEMBERS AND ARE INSERTED FOR FREE. BUSINESS ADVERTS ARE ACCEPTED AT THE FOLLOWING RATES:

	<b>SINGLE ISSUE</b>	<b>ANNUAL (12 ISSUES)</b>
FULL A4 PAGE	£10	£50
HALF A4 PAGE	£6	£30
QUARTER A4 PAGE	£4	£20



**ALL MOD COMMS LTD.**  
 SUPPLIER OF  
 TELECOMM ACCESSORIES  
 TEL/ FAX. 01904 425932  
 MOBILE 0467 601510  
 FOR PHONE, FAX, ANSWERPHONE,  
 MODEM AND CELLULAR PRODUCTS.  
 PLEASE RING FOR A QUOTE AND  
 INSTALLATION CAN BE ARRANGED  
 IF REQUIRED. RALPH JACKSON.



LET ME SAVE YOU SOME MONEY ON TELECOMMUNICATIONS EQUIPMENT, GIVE ME A RING WITH YOUR REQUIREMENTS AND I WILL TRY AND GET YOU A COMPETITIVE QUOTE. I AM NOT PLANNING TO CHARGE MYSELF FOR THIS ADVERT BUT I ONLY PLAN TO CHARGE MEMBERS COST PRICE PLUS VAT PLUS REASONABLE EXPENSES, THAT IS PHONE CALLS AND IF YOU WANT IT IN A HURRY, CARRIAGE.  
 RALPH.

## **IN REVERSE**

# **(WHAT HAPPENED IN THE CLUB TENISH YEARS AGO)**

done to April 1986