

**YUP, TOPPLESS THIS MONTH. IN THE INTERESTS OF ECONOMY OF COURSE.**

# **SELBY AND DISTRICT MOTOR CLUB**

**NEWSLETTER OCTOBER 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.

**30<sup>TH</sup> Oct** Clubnight, bar duty by John Roberts.

**6<sup>th</sup> November** Bonfire night with Pie and Peas. Bring your own fireworks and Alastair Richardson is doing the bar duty.

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

**8<sup>th</sup> November** MEM Gravel Sprint by Malton Motor Club in Dalby forest, entries are still available at £85 each or £150 for a shared car. To have six runs at a Gravel stage in Dalby. Contact Plug Pulleyn on 01347 811013 for regs. Marshals must be in place by 07.45. contact Alastair for further details.

**13<sup>th</sup> November** Clubnight, bar duty by Richard Glew.

**20<sup>th</sup> November** Clubnight, bar duty by Ben Lawrenson.

**21st-24th November** RAC Rally (of Wales and the Midlands).

### **MAIN EVENT TIMETABLE**

### **MARSHALING REQUIREMENTS TIMETABLE.**

| Sunday 22 November (13 special stages =) |                               |       | Stage/Service        | Venue         | Day      | Approx. Times | Marshals Required | Staffing Officer |
|--|-------------------------------|-------|----------------------|---------------|----------|---------------|-------------------|------------------|
|  | Venue                         | Time  | Scrutineering        | Cheltenham    | Saturday | 06.00-16.00   | N                 | A                |
|  | Cheltenham START              | 7.27  | Historic Rally Stage | Cheltenham    | Saturday | 10.00-16.00   | Y                 | A                |
| SS1                                      | Cheltenham 1 (1.10 miles)     | 8.48  | Stage 1              | Cheltenham    | Sunday   | 03.30-10.30   | Y                 | A                |
| SS2                                      | Cornbury (2.50 miles)         | 8.48  | Stage 2              | Cornbury      | Sunday   | 05.00-12.00   | Y                 | B                |
| SS3                                      | Silverstone 1 (5.55 miles)    | 10.16 | 3,4,7,8,9            | Silverstone   | Sunday   | 06.30-17.00   | N                 | B                |
| SS4                                      | Silverstone 2 (5.55 miles)    | 10.29 | Service A            | Milton Keynes | Sunday   | 09.00-15.00   | Y                 | B                |
|  | Service A: Milton Keynes Bowl | 11.19 | Stage 5,6            | Millbrook     | Sunday   | 08.00-16.00   | N                 | B                |
| SS5                                      | Millbrook (4.50 miles)        | 12.12 | Stage 10             | Towcester     | Sunday   | 10.30-18.00   | Y                 | B                |
| SS6                                      | Millbrook (4.50 miles)        | 12.25 | Service B            | Loughborough  | Sunday   | 13.30-19.00   | N                 | B                |
| SS7                                      | Silverstone 3 (5.55 miles)    | 13.29 | Stage 11,12          | Donington     | Sunday   | 12.30-20.00   | N                 | B                |
| SS8                                      | Silverstone 4 (5.55 miles)    | 13.42 | Stage 13             | Cheltenham    | Sunday   | 14.30-22.00   | Y                 | A                |
| SS9                                      | Silverstone SuperSpecial      | 13.57 | Service C            | Cheltenham    | Sunday   | 16.30-22.30   | Y                 | A                |
| SS10                                     | Towcester (2.50 miles)        | 14.27 |                      | Cheltenham    | Monday   | 03.00-00.30   | N                 | A                |
|  | Service B: Loughborough       | 15.36 | Service D            | Hereford      | Monday   | 04.00-09.30   | Y                 | C                |
| SS11                                     | Donington 1 (3.85 miles)      | 16.20 | Stage 14             | Radnor        | Monday   | 03.30-10.30   | Y                 | C                |
| SS12                                     | Donington 2 (3.85 miles)      | 16.31 | Service E,F,G,H      | Builth Wells  | Monday   | 06.30-22.00   | Y                 | C                |
| SS13                                     | Cheltenham 2 (1.10 miles)     | 18.31 | Stage 15             | Tywi          | Monday   | 05.30-12.30   | Y                 | C                |
|  | Service C: Cheltenham         | 18.36 | Stage 16,20          | Myherin       | Monday   | 06.30-19.30   | Y                 | C                |
|  | Cheltenham IN                 | 19.26 | Stage 17             | Cefn          | Monday   | 08.30-15.30   | Y                 | C                |
| Monday 23 November (8 special stages =)  |                               |       | Stage 18             | Crychan       | Monday   | 08.30-16.00   | Y                 | C                |
|  | Cheltenham OUT                | 5.00  | Stage 19             | Esgair Dafydd | Monday   | 10.00-17.30   | Y                 | C                |
|  | Service D: Hereford           | 6.16  | Stage 21             | Sweet Lamb    | Monday   | 13.00-20.00   | Y                 | C                |
| SS14                                     | Radnor (11.50 miles)          | 7.25  | Service I            | Treforest     | Tuesday  | 04.30-09.30   | Y                 | D                |
|  | Service E: Builth Wells       | 8.24  | Stage 22             | St. Gwynno    | Tuesday  | 03.00-10.00   | Y                 | D                |
| SS15                                     | Myherin (10.50 miles)         | 9.43  | Stage 23             | Tyle          | Tuesday  | 03.30-10.30   | Y                 | D                |
| SS16                                     | Tywi (11.00 miles)            | 10.29 | Stage 24             | Rhondda       | Tuesday  | 04.00-11.00   | Y                 | D                |

|  |                            |       |             |                               |                          |             |   |   |
|--|----------------------------|-------|-------------|-------------------------------|--------------------------|-------------|---|---|
|  | Service F: Builth Wells    | 11.47 | Service J,K | Resolfen                      | Tuesday                  | 07.00-14.30 | Y | D |
| SS17                                   | Cefn (5.50 miles)          | 12.39 | Stage 25    | Resolfen                      | Tuesday                  | 06.00-13.00 | Y | D |
| SS18                                   | Crychan (15.00 miles)      | 12.55 | Stage 26    | Rheola                        | Tuesday                  | 07.30-14.30 | Y | D |
| SS19                                   | Esgair Dafydd (7.00 miles) | 14.16 | Stage 27    | Argoed                        | Tuesday                  | 09.00-16.00 | Y | D |
|  | Service G: Builth Wells    | 15.02 | Stage 28    | Margam                        | Tuesday                  | 09.00-16.30 | Y | D |
| SS20                                   | Myherin (10.50 miles)      | 16.21 | Service L   | Stormy Down                   | Tuesday                  | 12.00-17.30 | Y | D |
| SS21                                   | Sweet Lamb (15.00 miles)   | 17.03 | Finish      | Cheltenham                    | Tuesday                  | 13.30-20.00 | Y | A |
|  | Service H: Builth Wells    | 18.37 |             | <b>Area Staffing Officers</b> | <b>Telephone Numbers</b> |             |   |   |
|  | Cheltenham IN              | 21.34 |             | Ian & Colette Winterburn,     | 0151 348 1146            |             |   | A |
| Tuesday 24 November (7 special stages) |                            |       |             | Tony Smith                    | 01242 575059             |             |   | B |
|  | Cheltenham OUT             | 5.00  |             | Anthony Northcote             | 01636 822528             |             |   | C |
|  | Service I: Treforest       | 6.25  |             | Mark Colston                  | 0121 604 1311            |             |   | D |
| SS25                                   | St Gwynno (8.60 miles)     | 7.09  |             | Marie DuCroc Slip             | 01222 569785             |             |   | E |
| SS23                                   | Tyle (6.60 miles)          | 7.36  |             |                               |                          |             |   |   |
| SS24                                   | Rhondda (22.60 miles)      | 8.12  |             |                               |                          |             |   |   |
|  | Service J: Resolfen        | 9.18  |             |                               |                          |             |   |   |
| SS25                                   | Resolfen (28.00 miles)     | 10.09 |             |                               |                          |             |   |   |
|  | Service K: Resolfen        | 11.12 |             |                               |                          |             |   |   |
| SS26                                   | Rheola (15.50 miles)       | 12    |             |                               |                          |             |   |   |
| SS27                                   | Argoed (5.60 miles)        | 13.15 |             |                               |                          |             |   |   |
| SS28                                   | Margam (16.80 miles)       | 13.34 |             |                               |                          |             |   |   |
|  | Service L: Stormy Down     | 14.21 |             |                               |                          |             |   |   |
|  | Cheltenham FINISH          | 16.5  |             |                               |                          |             |   |   |

## RAC Entry List

1. TEAM MITSUBISHI RALLIART (GB) Tommi Makinen FIN Risto Mannisenmaki FIN Lancer Evolution 1998t A8 1
2. TEAM MITSUBISHI RALLIART (GB) Richard Burns GB Mitsubishi Robert Reid GB Lancer Evolution 1998t A8 1
3. SUBARU WORLD RALLY TEAM (GB) Colin McRae GB Subaru Nicky Grist GB Impreza 555 WRC 1994t A8 1
4. SUBARU WORLD RALLY TEAM (GB) Alister McRae GB Subaru David Senior GB Impreza 555 WRC 1994t A8 1
5. TOYOTA CASTROL TEAM (D) Carlos Sainz E Toyota Luis Moya E Corolla WRC 1998t A8 1
6. TOYOTA CASTROL TEAM (D) Didier Auriol F Toyota Denis Giraudet F Corolla WRC 1998t A8 1
7. FORD MOTOR COMPANY LTD (GB) Juha Kankkunen FIN Ford Juha Repo FIN Escort WRC 1994t A8 1
8. FORD MOTOR COMPANY LTD (GB) Bruno Thiry B Ford Stephane Prevot B Escort WRC 1994t A8 1
9. SEAT SPORT (E) Harri Rovannerperä FIN Seat Luc Manset B WRC 1998t A8 1
10. SEAT SPORT (E) Gwyndaf Evans GB Seat Xavier Lorza E WRC 1998t A8 1
11. TOYOTA CASTROL TEAM (D) Marcus Gronholm FIN Toyota Timo Rautiainen FIN Corolla WRC 1998t A8 B
12. Ari Vatanen FIN Subaru ? ? Impreza 555 WRC 1994t A8 B
13. Not Allocated
14. RED/MOTORSPORT CONSULTANCY (NL) Armin Schwarz D Ford Manfred Hiemer D Escort WRC 1994t A8 A
15. TOYOTA CASTROL TEAM SWEDEN (S) Thomas Radstrom S Toyota Gunnar Barth S Corolla WRC 1998t A8 B
16. BELGACOM TURBO TEAM (B) Gregoire De Mevius B Subaru Jean Marc Fortin B Impreza 555 1994t A8 B
17. MOBIL 1 STOMIL RALLY TEAM (PL) Krzysztof Holowczyc PL Maciej Wislawski PL Impreza 555 1994t A8 A
18. VAUXHALL SPORT (GB) Jarmo Kytölehto FIN Vauxhall Arto Kapanen FIN Astra Kit Car 1994 A7 A 2
19. RENAULT DEALER RALLYING (GB) Martin Rowe GB Renault Derek Ringer GB Maxi Megane Coupe 1995 A7 2
20. HYUNDAI MOTOR SPORT (GB) Kenneth Eriksson S Hyundai Staffan Parmander S Coupe Kit Car 1975 A7 A 2
21. Gilles Panizzi F Subaru Herve Panizzi F Impreza 555 1994t N4 A
22. CZECH TEAM SKODA MOTORSPORT (CZ) Pavel Sibera CZ Skoda Petr Gross CZ Octavia Kitcar 1996 A7 B 2
23. NISSAN MOTORSPORTS (NL) Mark Higgins GB Nissan Philip Mills GB Almera Kit Car 1998 A7 B 2
24. GAZPROM RALLY TEAM (RUS) Sebastian Lindholm FIN Ford Jukka Aho FIN Escort WRC 1994t A8 B
25. RENAULT DEALER RALLYING (GB) Tapio Laukkanen FIN Kaj Lindstrom FIN Maxi Megane Coupe 1995 A7 2
26. SEAT SPORT (E) Marc Duez B Seat Risto Pietilainen FIN Ibiza Kit Car 1998 A7 2
27. TOYOTA DK RALLY TEAM (DK) Henrik Lundgaard DK Toyota Henrik Vestergaard DK Corolla WRC 1998t A8 B
28. SEAT SPORT (E) Toni Gardemeister FIN Seat Paavo Lukander FIN Ibiza Kit Car 1998 A7 2
29. HYUNDAI MOTOR SPORT (GB) Wayne Bell AUS Hyundai Iain Stewart AUS Coupe Kit Car 1975 A7 2
30. TOYOTA TEAM SAUDI ARABIA (S) Abdullah Bakhshab SA Toyota Arne Hertz S Celica GT-Four 1998t A8 B
31. SAWFISH RACING (D) Raimund Baumschlager A Volkswagen Klaus Wicha D Golf Kit Car 1984 A7 B 2
32. TOYOTA-MOBIL TEAM TURKEY (S) Volkan Isik TR Toyota Ilham Dokumcu TR Celica GT-Four 1998t A8 B
33. Markko Martin EE Toyota Toomas Kitsing EE Celica GT-Four 1998t A8 B
34. Hamed Al-Wahaibi OM Mitsubishi Terry Harryman GB Lancer Evolution 1998t N4 B
35. Toshihiro Ari J Subaru Roger Freeman GB Impreza 555 1994t N4 B
36. Frederic Dor CH Subaru Didier Breton F Impreza 555 1994t A8 B
37. Hans Stacey NL Nissan Hans Van Goor NL Micra 1275 A5 B 2 X
38. SEAT SPORT (E) Salvador Canellas E Seat Howard Davies GB Ibiza Kit Car 1998 A7 2
39. FORD MOTOR COMPANY (GB) Marcus Dodd GB Ford John Bennie GB Escort WRC 1994t A8
40. VAUXHALL SPORT (GB) Neil Wearden GB Vauxhall Trevor Agnew GB Astra Kit Car 1994 A7 2
41. SAWFISH RACING (D) Jan Habig ZA Volkswagen Douglas Judd ZA Golf GTi 16V 1984 A7 2 X

42. GAZPROM RALLY TEAM (RUS) Alexandre Jeloudov RUS Ford Alexandre Alibekov RUS Escort WRC 1994t A8
43. Chris Mellors GB Ford Brian Goff GB Escort WRC 1994t A8 B
44. Juha Kangas FIN Subaru ? ? Impreza 555 1994t N4
45. Petter Solberg N Toyota Cato Menkerud N Celica GT-Four 1998t A8 X
46. Brian Lyall GB Subaru Steve Harris GB Impreza 555 1994t A8 X
47. David Higgins GB Subaru ? ? Impreza 555 1994t N4 X
48. Roger Duckworth GB Subaru Mark Broomfield GB Impreza 555 1994t A8 X
49. Markku Ipatti FIN Ford Kari Kajula FIN Escort RS2000 1998 A7 2
50. Steve Petch GB Ford Peter Croft GB Escort WRC 1994t A8 X
51. Geoff Smith GB Ford Ryland James GB Escort RS Cosworth 1994t A8 X
52. Ramon Ferreyros PE Subaru Gonzalo Saenz PE Impreza 555 1994t N4 X
53. Manfred Stohl A Mitsubishi Peter Muller A Lancer Evolution 1998t N4
54. Dominic Buckley GB Subaru Neil Ewing GB Impreza 555 1994t A8 X
55. Lesjek Kuzaj PL Mitsubishi Andrzej Gorski PL Lancer Evolution 1998t N4
56. Jeremy Easson GB Mitsubishi Alun Cook GB Lancer Evolution 1998t N4 X
57. Jonny Milner GB Toyota Nicky Beech GB Celica GT-Four 1998t N4
58. Glyn Jones GB Subaru Huw Lewis GB Impreza 555 1994t A8 X
59. Theo Bengry GB Mitsubishi Les Forsbrook GB Lancer Evolution 1998t A8 X
60. PROTON CARS UK (GB) Mats Andersson S Proton Lisa Addy GB Satria 1597 A6 2
61. Ercan Kazaz TR Nissan ? ? Almera GTi 1998 A7 2
62. TEAM MITSUBISHI RALLIART (FIN) Juuso Pykalisto FIN Esko Mertsalmi FIN Lancer Evolution 1998t N4
63. FORD MOTOR COMPANY (GB) Will Hoy GB Ford ? ? Escort RS2000 1998 A7 2
64. Ryan Champion GB Mitsubishi Craig Thorley GB Lancer Evolution 1998t N4 X
65. SUBARU ALLSTARS (J) Yukihiko Sakurai J Subaru Ronan Morgan IRL Impreza 555 1994t A8
66. Ian Gwynne GB Subaru Shaun O'Gorman GB Legacy 4WD 1994t A8 X
67. Gavin Cox GB Mitsubishi Stephen Griffiths GB Lancer Evolution 1998t N4 X
68. Brian Bell GB Ford Paul Spooner GB Escort RS Cosworth 1994t A8 X
69. Vince Wetton GB Mitsubishi Joff Haigh GB Lancer Evolution 1998t N4 X
70. Simon Redhead GB Subaru Alan Thomas GB Impreza 555 1994t N4 X
71. Arnold van der Smeede NL Mitsubishi ? ? Lancer Evolution 1998t N4 X
72. Stuart Egglestone GB Ford Steve Egglestone GB Escort RS2000 1998 A7 2 X
73. Robert Ceen GB Ford Alistair Douglas GB Escort RS Cosworth 1994t A8
74. Roger Davies GB Ford Rob Dyson GB Escort RS Cosworth 1994t N4 X
75. Pernilla Walfridsson S Mitsubishi Ulrika Mattsson S Lancer Evolution 1998t N4 X L
76. MOSCOW A C (RUS) Mikhail Naryshkin RUS Mitsubishi Evgueni Kalatchev RUS Lancer Evolution 1998t N4
77. Paul Kirtley GB Ford Jon Geldart GB Escort RS Cosworth 1994t A8 X
78. PROTON CARS UK (GB) Jenny Davies GB Proton Claire Mole GB Satria 1597 A6 2 L
79. TRI-RACING (RUS) Andrey Jiganov RUS Mitsubishi Igor Ter-Oganesians RUS Lancer Evolution 1998t N4
80. David Humphreys GB Ford Ian Pryce GB Escort RS Cosworth 1994t A8 X
81. Not allocated
82. Mark Perrott GB Mitsubishi Paul Morris GB Lancer Evolution 1998t N4 X
83. Not allocated
84. Eric Mallen F Mitsubishi Denis Maurin F Lancer Evolution 1998t N4 X
85. Nik Elsmore GB Nissan Ian Bevan GB Sunny GTi 1998 A7 2 X
86. Aleksander Kao EE Mitsubishi Oleg Ljadov EE Lancer Evolution 1998t N4 X
87. David Wood GB Saab Les Waterfall GB 900 Turbo 1985t A8 X
88. Geoff Fielding GB Mitsubishi Clive Molyneux GB Lancer Evolution 1998t N4
89. Marko Ramanen FIN Honda Jarmo Lehtinen FIN Civic 3 Door SiR 1596 A6 2 X
90. David Hutchinson GB Peugeot Frank McAlister GB 306 16S 1998 A7 2 X
91. Mathias Limbach D Nissan Andreas Grauer D Sunny GTi-R 1998t A8 X
92. SEAT CUPRA SPORT (GB) Mark Fisher GB Seat Gordon Noble GB Ibiza GTI 16V 1998 A7 2
93. Not allocated
94. Paul Snell GB Ford Stephen Greenhill GB Escort RS Cosworth 1994t N4
95. Richard Roberts GB Vauxhall Dave Price GB Astra GSi 1998 N3 2 X
96. Andrew Pinker AUS Mitsubishi Alan Harryman GB Lancer Evolution 1998t N4
97. Tony Jardine GB Ford Des Kelly GB Escort RS Cosworth 1994t N4 X
98. Peter Woodhead GB Mitsubishi Jon Griffiths GB Lancer Evolution 1998t A8 X
99. Anders Grundstrom D Mitsubishi Bengt Verlund S Lancer Evolution 1998t A8 X
100. Stewart Hymas GB Mitsubishi Richard Pulleyn GB Lancer Evolution 1998t N4 X
101. Gary Cooper GB Subaru Jonathan Belbin GB Impreza 555 1994t N4 X
102. Richard Davis GB Subaru David Williams GB Legacy RS 1998t A8 X
103. Stephen French GB Ford Colin Booth GB Escort RS Cosworth 1994t A8
104. Don Whitehurst GB Honda Terry Atherton GB Civic 1596 A6 2 X
105. Masayuki Yamada J Subaru Shunichi Washio J Impreza 555 1994t N4 X
106. Jose Barbara F Ford Pierre Schulz F Escort RS Cosworth 1994t N4 X
107. John Robson GB Vauxhall Ken Bowman GB Corsa GSi 1598 A6 2 X
- 108. Charles Gabb GB Ford Jonathan Riley GB Sierra Cosworth 4x4 1994t A8 X Give them your support.!**
109. Graham Middleton GB ? John Morgan GB ? A7 2 X
110. Mark Worley GB Mitsubishi David Gamblin GB Lancer Evolution 1998t N4 X
111. Paul Curson GB Ford Jon Atherton GB Escort RS Cosworth 1994t N4 X
112. Edward Roberts GB Ford ? ? Escort RS Cosworth 1994t A8 X
113. Colin Barber GB Opel Martin Barber GB Astra GSi 1998 N3 2 X
114. Not allocated
115. Richard Worts GB Vauxhall Graham Hopewell GB Corsa GSi 1598 A6 2 X
116. Philippe Chevalier F Peugeot Jean-Paul Terrasse F 106 Rallye S20 1587 A6 2 X
117. Nigel Griffiths GB Citroen Sue Mee GB ZX Volcane Diesel 1905t A8 X
118. Alan Barr GB Subaru Bill Ballantyne GB Impreza 555 1994t N4 X
119. Innes Marlow GB Ford Alyson Marlow GB Escort RS Cosworth 1994t A8 X

## Selby & DMC Newsletter

120. Nick Pollitt GB Peugeot Pete Smith GB 106 S16 1587 A6 2 X
121. Not allocated
122. Will Clarke GB Peugeot Jamie Cook GB 205 GTi 1.9 1905 A7 2 X
123. Roger Simpson GB Ford Kevin Booth GB Escort RS2000 1998 N3 2 X
124. Paul Thomas GB Opel John Connor GB Astra GSi 1998 N3 2 X
125. Les Andrew GB Vauxhall Graham Whitaker GB Astra GSi 1998 N3 2 X
126. Ernie Graham GB Peugeot Kevin Wilson GB 306 S16 1998 N3 2 X
127. Graeme Presswell GB Vauxhall Martin Saunders GB Astra GSi 1998 A7 2 X
128. Yuji Kawashima J Subaru Koichi Shimokawa J Impreza 555 1994t N4 X
129. John Lloyd GB Mitsubishi Paul Amandini GB Lancer Evolution 1998t A8 X
130. Wug Utting GB Subaru Nick Starkey GB Impreza 555 1994t N4 X
131. John Brooks GB Vauxhall Derrick Ramsdall GB Corsa GSi 1598 N2 2 X
132. Tim Ferris GB Peugeot Carl Sorensen GB 106 Rallye 1294 A5 2 X
133. NISSAN MOTORSPORTS (NL) Shinji Shiomiya J Nissan Kenji Mizukoshi J Micra Super S 1275 A5 2
134. Lisa Parish GB Peugeot Jim Perkins GB 205 GTi 1.9 1905 A7 2 X
135. Les Allfrey GB Peugeot Kevin Devine GB 106 Rallye 1294 N1 2 X
136. Bob Bean GB Vauxhall Don Griffiths GB Astra GSi 1994 N3 2 X
137. Chris Tilly GB Peugeot Terry Moore GB 106 Rallye 1294 A5 2 X
138. Steve Hunt GB Ford Michael McGrogan GB Sierra Cosworth 4x4 1994t A8 X
139. Hubert Flament F Ford Geraldine Flament F Sierra Cosworth 4x4 1994t N4
140. Nigel Bramall GB Vauxhall Roger Close AUS Corsa GSi 1598 N2 2 X
141. Stephen Chamberlain GB Honda Martin Payne GB Civic VTI 1596 N2 2 X
142. Alan Collins GB Subaru Robert Collins GB Impreza 555 1994t N4 X
143. Mauro Zamparutti I Opel Andrea Monsutti I Astra GSi 1998 N3 2 X
144. Andy Burnell GB Skoda Graeme Walker GB Felicia 1289 N1 2 X
145. Mark Winkles GB Vauxhall Noel Waugh GB Calibra 4x4 Turbo 1998t N4 X
146. William Armitage GB Peugeot Andrew Reid GB 306 16S 1998 A7 2 X
147. James Vickers GB Vauxhall Andrew Pemberton GB Astra GSi 1998 A7 2 X
148. Natalie Barratt GB Mitsubishi Stella Boyles GB Lancer Evolution 1998t N4 X L
149. Clive Baty GB Mitsubishi Mike Hart GB Lancer Evolution 1998t N4 X
150. Ian Brown GB Honda Craig Burgess GB Civic 3 Door SiR 1596 N2 2 X
151. SKODA MOTORSPORT (CZ) Peter Cuthbert GB Skoda Andy Bull GB Felicia 1289 A5 2
152. Edward Pugh GB Ford Philip Pugh GB Ka 1298 A5 2 X
153. Andrew O'Hanlon GB Peugeot Eamon O'Hanlon GB 106 Rallye 1294 N1 2 X
154. Tim Miller GB Nissan Peter Moss GB Micra Super S 1275 A5 2 X
155. Pierluigi Comelli I Citroen Flavio Candoni I Saxo VTS 1590 N2 2 X
156. Helen Lepley GB Ford Simon Double GB Sierra Cosworth 4x4 1994t N4 X
157. Colin North GB Proton ? ? Persona 1597 N2 2 X
158. Avon Cayzer GB Ford ? ? Escort RS2000 1998 N3 2 X
159. Emlyn Wynne GB Suzuki Phil Gooch GB Swift GTI 1298 N1 2 X
160. David Patrick GB Peugeot Richard Patrick GB 106 Rallye 1294 N1 2 X
161. Daniel Dunbabin GB Skoda Clive Dunbabin GB Felicia 1289 N1 2 X
162. Philippe Gobert F Suzuki Jean-Marie Servant F Swift GTI 1298 N1 2 X
163. Paul Watts GB Suzuki Andrew Price GB Swift GTI 1298 N1 2 X
164. Yatsumi Mochizuki J Nissan Toru Kato J Micra Super S 1275 A5 2 X
165. Antonio Pinto dos Santos P Renault Nuno Rodrigues da Silva P 4 GTL 1108 N1 2 X
166. David West GB Skoda Keith Hounslow GB Felicia 1289 N1 2 X

### RESERVE ENTRIES:

167. Martin Newcombe GB Skoda Peter Newcombe GB Felicia 1289 N1 2 X
168. Trevor Godwin GB Rover David Wyer GB Mini Cooper 1.3i 1274 A5 2 X
169. Stephen Weir GB Skoda Debbie Blackburn GB Felicia 1289 N1 2 X
170. Chris Rimmer GB Peugeot Neil Irvine GB 106 Rallye 1294 N1 2 X
171. Michael Plant GB Rover Robert Plant GB Mini Cooper 1.3i 1274 A5 2 X
172. Paul Green GB Skoda Stephanie Green GB Felicia 1289 N1 2 X
173. Anna Tait GB Ford Paul Entwistle GB Ka 1298 A5 2 X
174. Sue Hedley GB Vauxhall Les Holden GB Nova GSi 1598 A6 2 X
175. Richard Sykes GB Peugeot Russel Stevens GB 106 Rallye 1294 A5 2 X
176. Mike Vary GB Peugeot Edmund Beilby GB 205 GTi 1.9 1905 A7 2 X
177. Sabrina Shaw GB Seat Michael Orr GB Ibiza GTI 1989 A7 2 X

KEY: CI = Group and capacity class L = Ladies crew (both members)  
• F = FIA seeding X = Amateur crew )  
• 2 = Two-litre, two-wheel drive car

### 27<sup>th</sup> November Clubnight, bar duty by Ralph Jackson.

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

4<sup>th</sup> December Clubnight, bar duty by Clive Smith.

11<sup>th</sup> December Clubnight.

18<sup>th</sup> December Clubnight.

8<sup>th</sup> January Clubnight.

1999

13MARCH YORK MC RIDINGS STAGES ON ELVINGTON??

25APRIL TRACKROD RIDINGS STAGES ON MELBOURNE.

4 JULY BEVERLEY RIDINGS MULTI VENUE.

## **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: The MEM Gravel Sprint by Malton Motor club with the collaboration of some Selby members.

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.

## **An Alternative Guide To The RAC Rally!**

The history of this creation is quite interesting, it came about as a word processing project for the author's GCSE in Computer Studies back in 1992. When it was finished, a couple of his friends read it and enjoyed it, and suggested he send it off somewhere (I think the toilet door was one suggestion, but that's neither here nor there!).

He rang the editor for Rally Sport Magazine, Simon Cooke, and asked him if he would be interested. He asked what the article was about and when the writer finished he had (mistakenly) told him it was a report on the 1991 RAC Rally he wasn't that interested. He told him to send it in anyway and he'd take a quick look. The writer didn't hear anything for ages after that and just assumed he'd looked at it and no more. A couple of months went by and the writer had forgotten about it all when he had a letter from Simon Cooke telling him he wanted to use the article in the Rally Sport RAC Special Issue.

The project was basically written in two parts, a section of hints and tips on getting the most out of following the event, and a section detailing the writer's experiences spectating on the 1991 event. Only the first part was published, but the history follows.

### *Going All The Way!*

How many "thou" in an inch? Dew, must be thousands of the little buggers! A quote from the father of a good friend of mine sums up the question of how many people actually go out to watch the R.A.C. rally. There are literally millions these days. But how many actually set out to cover the whole event? From my own experience of following the event for about the last ten years or so, there certainly seems to be far more now than when I first went "all the way"! At one time you could bump into someone once (not literally, hopefully) and not see them again, ever. Now, it's quite easy to see someone in Wales one day and again in the depths of Kielder Forest two days later, quite a weird experience on times too! Travelling up the M6 can lead you to believe that everyone is out to watch, almost every car is covered in mud and loaded up to the roof with sleeping bags and rally jackets. It really is quite a sight, especially when you realise that the same thing is happening while driving down the M1 two days later, often alongside the very same cars!

The rise in popularity of following the whole route could possibly be attributed to the fact that the event is now a much more "user friendly" affair, with overnight halts taken by the competitors every night. Some may say, myself included by the way, that the event is now a mere shadow of its former self, but full consideration must be given to safety by the R.A.C.M.S.A, and who are we to argue anyway! At least now if you follow the whole event, you are almost guaranteed some rest every night, and that has to be safer for all, spectators and competitors alike.

The object of this guide is not to tell you of the best places to go to watch or where to stay away from, (though there may be a few suggestions), but to pass on some tips and a few good ideas that I have discovered over the years. Simple things that make a big difference to the amount of enjoyment you get from watching the premier rallying occasion of this country. For example, a soft toilet roll can make all the difference to what you remember in years to come, the way Colin McRae fought it out with the world's best drivers or a sore bum that stayed with you for the whole four days!

Seriously though, you can't beat that feeling of freedom as you throw your kit bag and sleeping bags in the boot and drive off in search of adventure and the ultimate stage. Well you could, but most of us can't afford to actually do the event and so we take off to do the next best thing.

A little basic knowledge and a few moments spent on planning can reap many dividends when you're out there on the road and roughing it. Indeed, with enough planning and forethought, the phrase "roughing it" need not enter your head. And that is what this guide is all about, That and a bit of fun! So remember, when you're stuck in that seemingly endless traffic jam in the depths of Wales, the point behind the whole exercise is to enjoy yourself and to have fun!

## **Back To Basics**

The secret to enjoying a good comfortable R.A.C, or any other endurance event for that matter, though the Lombard is a good example due to its usual freezing conditions and mud up to and above the armpits, is planning. Anyone with any sense of reason would decide weeks before, during this planning stage, not to bother at all! But, after experiencing the never ending traffic jams and the ten mile hikes into the stage after parking, it seems obvious to me that there are plenty of people out there who either have no sense of reason or are passionate rally fans, or more than likely, both!

Good planning can take many forms. Below is a list of points to consider well before the event and we shall explore these in detail in just a moment.

- Transport.
- Food and Drink.
- Heating and Warmth.
- Maps and Stuff.
- Partner.
- Music.
- Lighting.
- General Comfort.

## Transport

It may seem like a fairly obvious point to consider but there is much more to choosing your transport than first comes to mind. Firstly it must have enough space to take all of your assorted junk and food etc. while still giving you room enough to stay comfortable while travelling and sleeping. Ah yes, sleeping! Don't forget that whatever you take, it will instantly become a mobile hotel. Sharing your sleeping bag with assorted pots and pans, wet jeans and muddy boots is no fun, believe me! Reclining seats are a must but are no good if the back seat is loaded to the roof with the aforementioned junk and won't recline all the way. Personally, I prefer to spend my time travelling in relative comfort with adequate power. This usually means choosing a car over a van. A van can get very cold when sleeping and very noisy when travelling. I have found the Ford Sierra to be a very good R.A.C. car, but this of course is personal preference. We have used the 1.6L, 2.0GL, and more recently, the XR4i. Finally, but still important, if you are thinking of using a hire car, don't forget to ask if it's an unlimited mileage deal, as upwards of 1000 miles is to be expected. Make sure it's fitted with a good radio cassette. One last point - two spare wheels fitted with mud and snow tyres can prove to be invaluable and well worth the space they take up.

## Food And Drink

A trip to Kwik Save the day before you go can save you a fortune in hamburgers and cups of tea. I use the term tea in a very loose translation of the word normally associated with a pleasant, hot, sweet beverage usually found at home or in cafe's around the Country or even World. For some strange reason, as yet unknown to the average rally goer, the people who set up camp on a stage and sell various beverages and snacks at hugely inflated prices have yet to understand the finer points of making a nice cup of tea. The usual concoction, of which Sir Alfred McAlpine would be overly proud, bears no resemblance to the traditional cuppa and often refuses to release the spoon long enough to be drunk.

Anyway, I digress. As I said, a short shopping trip before you go can be a life saver and a very good way of making people jealous as they trek the ten miles or so back to their car after a cold spell in the forests. The look of envy on these faces as they first smell, then see the bacon frying in the pan or the Irish stew steaming in the bowl is well worth taking on the crowds in the supermarket before you go! The obvious foodstuffs to take are of the tinned variety but, also useful and convenient are eggs, bacon, bread and biscuits. Eggs can all be hard boiled at one go, giving you a handy snack at any time or a nice sandwich. A large loaf of thin sliced bread lasts a while but remember to take margarine rather than butter as this will still spread in the freezing conditions. Various spreads can be taken for quick easy sandwich making. Incidentally, I have found the Ordnance Survey Atlas of Great Britain to make an excellent bread board!

As for drink, don't forget to take a clean jack of fresh water for tea or washing up after your meal (yes you still have to wash up even on the R.A.C!). Now for the good bit, and for many the main reason for going. A good stock of cans or bottles of your favourite tippie goes a long way to make up for a seat that won't recline all the way or just simply isn't wide enough! Don't forget though, that what goes in must come out, and it's pretty damned cold in the middle of Kielder Forest on a frosty November night. Many an exposed piece of unsuspecting flesh has fallen foul (and off!) to the weather before now. Personally I prefer to use a plastic pop bottle with the top cut off, though this is an art that many people may not want to acquire!

Still on the subject of what goes in must come out, a soft bog roll is a must and helps to prevent the dreaded condition known affectionately as "ring sting", of which more later.

## Heating And Warmth

Staying warm goes a long way towards the making of happy memories of an arduous and often painful few days. You must be warm while stood up to your ankles and deeper in mud and snow waiting for the first car to come your way, warm while spending the night in the car and also you must be able to get warm quickly when either of the above situations get unbearable.

Obviously, a good gas stove is important for cooking, but it's also useful for thawing out after a long wait in a stage. Make sure the car heater is in good nick, and don't try taking the radiator fan off to get the temperature up more quickly. We did, and boiled over several times before we had the chance to put it back on again!

Firstly, to stay warm while standing in a muddy or snowbound forest is no easy trick. Boots that are not too tight and one thin and one thick pair of socks will help keep those stumpy extremities happy! Jeans, though popular, are not the best thing to wear down below as they will not keep you warm when they get wet, which they will! A pair of cords are a better idea. Also, a pair of long Johns (you may well laugh now, but just you wait!) or thin track suit bottoms under your trousers will also help a lot. As for your body, several thin layers is a much better solution than one or two thick jumpers. A good coat that will keep the wind and rain out is pretty obvious.

As for staying warm in the car, two sleeping bags, one inside the other is a good start. If it's not too wet or muddy, another good idea is to change out of your day stuff and into your night wear inside your sleeping bags. This will generate a fair amount of heat, especially if your bags are as small as mine! Never sleep in the clothes you wear in the day, always have a T-shirt and track bottoms to wear at night if needed, even if it means putting wet stuff back on the next day.

## Maps And Stuff

As I mentioned earlier, I always use the Ordnance Survey Atlas and find this to be more than adequate for finding your way between stages. Occasionally it can be used to call bends on fast A and B roads, whatever's lacking can be made up for with a little poetic licence (but don't tell your driver!). Seriously though, it is quite amazing that a map of this scale can be as accurate (most of the time!) as this. As for finding and getting into the stage, you can't beat my old favourite, the O.S 1:50000 maps. To cover the whole route however, would cost a small fortune. If you know exactly what stages you are going to visit, you could just buy the maps of those areas, but to be perfectly honest, the stage maps usually supplied with the R.A.C.M.S.A's "Rally Pack" is quite adequate. Alternatively, you could buy the "Motoring News" or the "Rally Sport R.A.C. Special" before hand, which, combined with the O.S. atlas, should get you through the event without too much fuss. A potti light is useful but not essential as quite a lot of the time you're travelling on motorways anyway.

## Partner

"We're only going to watch a rally for Gods sake! We're not getting married." I can here you all now, but don't forget that for four or five days you'll be stuck literally shoulder to shoulder with the guy sat next to you. Seriously though, if you can get through this without a major breakdown in communications you've done well! A good friend is essential as tempers can wear very thin on times, especially if you're nearly out of petrol, desperately looking for a garage open at about one in the morning and you've just wrong slotted him for the third time!

How many to a car? Well, more passengers means less money for petrol and stage parking, less passengers mean far more comfort and maybe less tension. I've been in a group of four, three and two, and personally I think the extra comfort is well worth the extra cash. Also, there's less chance of someone snoring! Unfortunately, my usual partner, Tom, snores like a pig, and in the close confines of a Sierra XR4i he sounds more like an armoured Panza division rolling past the car, a very big armoured division that is! Still, nothing another beer can't solve, is it?

Speaking from a navigators point of view, having a driver that you can rely on makes all the difference. Four days and well over a thousand miles is an awful long time to be tensed up and waiting for that final big lock up of the brakes and mutterings of "Oh shit!" coming from the next seat! As a friend and fellow navigator once said to me "I trust my driver simply!"

I suppose, looking from the driving seat, it's just as important to have someone who can read a map and find shortcuts around traffic jams and so on, but then, anybody can do that, right? Right!

Another useful thing in your partner is for him (or her) to share the same sense of humour. There's been many a time that a long, boring journey has degenerated into totally ridiculous conversations, which, if heard by an outsider would probably be enough to have us both committed! Well, what's it all about if it's not fun eh?

## Music

A good selection of tapes and a good radio cassette can help in many situations, but remember it has to suit all the members of your group. Life could get very tense if you're into Judas Priest and AC-DC and the Pratt in charge of the radio fancies himself as the next Bros or something! Could be a good argument for fitting a roof rack! But if there is a conflict, a personal stereo can solve a lot of problems.

## Lighting

Always take plenty of lighting power with you. There's nothing more depressing than sitting in a car in the middle of a dark forest with no more than the car's dim interior light. We always take a fluorescent light (of the caravan type) with a plug to fit into the cigarette lighter and a big bulldog clip to attach it to the interior mirror or a sun visor.

As for torches, a powerful one is essential if you're going to win the inevitable Star Wars style torch battle with the spectators on the other side. It also comes in handy for annoying power crazed marshals! More on this strange breed of person in a while.

## General Comfort

Remember to take a few changes of clothes as when something gets wet, it's almost impossible to dry it in a car. Also, take plenty of pairs of boxer shorts or whatever, remember the "ring sting" factor of spending countless hours sat on your butt between stages! Not at all pleasant, take it from me! Also, (and now we get right down to basics!), try and have a crap whenever a convenient opportunity arises, even if you have to force yourself! A good excuse for visiting the odd pub if ever I've heard one!

For the first time this year we acquired a Casio pocket colour T.V. and managed to watch most of the "Top Gear" rally reports. What a way to do it!

Most Sports Centres around the country will allow you to use their shower facilities for a small charge, so if things get a little too smelly for comfort you could always find one and have a good scrub.

Believe it or not, cleaning your teeth after a cold uncomfortable night goes a long way towards clearing a fuzzy brain and putting things back into perspective. That, a bacon sandwich and a steaming hot mug of coffee!

## Doing It! Go On - Spoil Yourself!

If you've followed the above suggestions, then you should be ready to tackle virtually any situation that arises. So how do you actually go about planning your journey? Try to remember that even though the event has been drastically shortened recently, there's plenty of rallying to watch, no matter how laid back you are about following it. Lately we have found that a more relaxed attitude leads to far more fun and enjoyment of the event, and less stress too!

Our usual itinerary now includes about six or seven stages. It doesn't sound a lot out of four days rallying, but because the event has changed so much over the past few years and the stages are so spread out, it's a reasonable target to aim for without over stretching yourself.

We usually watch one of the spectator stages, or "Mickey Mouse" stages as they have come to be known, on the Sunday, leaving us plenty of time to travel to an early stage for the next day. Experience has told us that it is far easier to arrive at the next day's stage the night before as you've got more chance of parking closer to the action, and less hassle with traffic jams etc.

The easiest way to explain our own particular method of madness is to show you the timetable for the 1991 event and then our diary for the four days we spent on the road chasing it.

Fasten your seat belts then, for a whistlestop tour of Great Britain!

## Lombard RAC Rally 24th - 27th November 1991

## Full Timetable

|  |                                     |
|--|-------------------------------------|
| SUNDAY 24th NOVEMBER                           | 18:17 SS21 CLOCAENOG SOUTH          |
| 07:45 RALLY START, HARROGATE                   | 20:20 OVERNIGHT HALT, CHESTER       |
| 07:45 SS1 DHL HARROGATE                        |                                     |
| 09:36 SS2 CLUMBER PARK                         | TUESDAY 26th NOVEMBER               |
| 10:44 SS3 AUTOWINDSCREENS ROTHER VALLEY        | 07:00 RE-START, CHESTER             |
| 11:41 SS4 SHELL GEMINI CHATSWORTH              | 09:58 SS22 GRIZEDALE EAST           |
| 13:37 SS5 NISSAN DONINTON SUPER SPECIAL        | 10:17 *SS23 GRIZEDALE WEST          |
| 14:50 *SS6 FINA SUTTON PARK                    | 12:20 SS24 COMB                     |
| 15:48 SS7 Q8 WESTON PARK                       | 12:40 SS25 WYTHOP                   |
| 16:56 SS8 THE ROTHMANS STAGE, TRENTHAM GARDENS | 14:53 SS26 KIELDER - WAUCHOPE WEST  |
| 18:01 SS9 OULTON PARK                          | 15:24 SS27 KIELDER - WAUCHOPE EAST  |
| 19:12 OVERNIGHT HALT, CHESTER                  | 16:57 SS28 KIELDER - REDESDALE      |
|  | 17:36 SS29 KIELDER - FALSTONE       |
| MONDAY 25th NOVEMBER                           | 18:28 *SS30 KIELDER - BROOMYLINN    |
| 05:00 RE-START, CHESTER                        | 19:12 SS31 KIELDER - PUNDERSHAW     |
| 06:32 SS10 CLOCAENOG WEST                      | 20:14 SS32 KIELDER - SHEPHERDSHIELD |
| 07:02 SS11 CLOCAENOG EAST                      | 22:24 SS33 HAMSTERLY                |
| 08:06 *SS12 ABERHIRNANT                        |                                     |
| 09:04 SS13 DYFNANT                             | WEDNESDAY 27th NOVEMBER             |
| 11:16 SS14 HAFREN                              | 01:00 OVERNIGHT HALT, HARROGATE     |
| 13:13 SS15 PANTPERTHO                          | 10:20 RE-START, HARROGATE           |
| 13:46 *SS16 DYFI MAIN                          | 12:30 *SS34 DALBY                   |
| 14:24 SS17 DYFI GARTHEINOG                     | 13:44 SS35 LANGDALE                 |
| 13:60 SS18 PENMACHNO SOUTH                     | 15:13 SS36 GALE RIGG                |
| 16:55 SS19 PENMACHNO NORTH                     | 15:34 SS37 CROPTON                  |
| 17:58 SS20 CLOCAENOG NORTH                     | 18:42 RALLY FINISH, HARROGATE       |

A \* MARKS EACH STAGE THAT WE VISITED

*Diary Of A  
Madman!*

### Sunday 24th November - Day 1

First day is slightly complicated due to a visit to a Kit Car show in Bristol first thing in the morning! We eventually leave for Sutton Park at around 13:00, late as usual!

14:50 SS6 Sutton Park (6 miles North of Birmingham City Centre).

Arrive at Sutton Park at 14:40 believe it or not! No trouble with traffic so we're on time for our first stage. Five pounds each for admission, what a rip off!

Typical "Mickey Mouse" stage, not a lot to write home about!

Leave Sutton Park at around 17:30. Head straight for Mid Wales. Stop off at Bala for something to eat, a much appreciated Chinese Take away (Tom's breath smells of garlic for the next four days!)

Drive into the stage (Aberhirnant) at about 21:15, incredibly there are Marshals on duty and taking money for entry. The shape of things to come I fear! We drive right up to the edge of the stage and manage to park only a few short steps away from where it is all due to happen at five past eight tomorrow morning. After parking and getting sorted out, we break out the cans and delve into deep conversations and putting the world to rights. Sleep eventually comes, and a wet and windy night turns into a dry if somewhat gloomy morning.

### Monday 25th November - Day 2

08:06 SS12 Aberhirnant (2.5 Miles Southeast of Bala)

We walk the few steps up to an excellent viewpoint - a past ninety left, off camber into a slight right over a narrow bridge. It must be good, there are several T.V. cameras around, two of which are from BBC's "Top Gear".

After an excellent morning's viewing we leave for Dyfi Main, only to get snarled up in a major traffic jam trying to get out of the stage. It's here we discover the overheating problem but can't do anything about it as we are stuck in a stream of traffic in a narrow lane - nowhere to go but forward, five yards at a time. We make and eat some sandwiches while we struggle out of the stage. We eventually get out onto the open road, if you can call it that with the amount of traffic about. Mid Wales has to be one of the few places that seems specifically designed to snarl up large amounts of traffic with it's narrow winding A and B roads. Good road rallying country though!

Things get worse as we get closer to the afternoon stages and Tom starts to fall asleep at the wheel. Generosity and a strong sense of self preservation makes me offer to take over the driving for a while! As we clear the last big jam, I notice that it was all caused by one old farmer trying to make a few bob on the side by offering one of his fields as parking space for some distant stage. Confusion ensued and I believe he was lucky to escape with his life!

After boiling over again, we finally manage to put the radiator fan back on - using up most of our drinking water in the process!

13:46 SS16 Dyfi Main (4 Miles North of Machynlleth)

The site of the battle changed from the A487, with traffic jams and greedy farmers, to the killing fields and car parks of the "Official Marshal" and all that their power and yellow vests could bring to bear. After being waved at, to, past and from for an hour or so, we manage to park a mere ten miles or so from the stage, at least that's how far it seems! We're supposed to meet a couple of friends here but there doesn't seem to be much chance of that today. Looks like we'll have to do without the wit and sarcastic humour of Turl and Dinky for today, never mind, maybe another time.

After the never ending hike into the stage, a quick look around tells us that it could all have been worthwhile. Several excellent vantage points offer views of a long straight into hairpin left, uphill straight over a slight jump and, depending on your chosen position, views of several more bends as the stage disappears out of sight. A second, slightly longer look around tells us we should



have got here earlier! All the best vantage points have been taken by what looks like the total population of Mid Wales, that plus a few more T.V. cameras! That's three stages visited and three covered by "Top Gear". Not bad, even if I do say so myself!

So, another excellent stage - now for the walk back to the car. A long walk calls for a mug of hot coffee and a bacon and egg sandwich or two, or three. Time to make some fellow spectators very jealous, and probably very hungry!

After washing up in a nearby stream, it's time to hit the road again, destination - The Lake District, or to be more precise, Grizedale. No real trouble getting out of the stage, that's saved for later trying to get back through Bala. We struggle on for a while before giving up and parking beside Llyn Tegid or Bala Lake for a well earned bit of kip. An hour or so later we try again, with slightly more success, having to take to the lanes for a while to avoid an accident on the A5 and the accompanying jam. After what seems like an age we join the M56 and then the M6 North. Every car is covered in mud and seems to be heading for the same destination, the services between junctions 27 and 28!

The place is packed with tired and dirty looking people but we manage to replenish our water supply and queue for the 'phone. A tank full of petrol and a couple of bars of chocolate and we're away again.

We arrive at Grizedale at about 23:00 but spend the best part of another hour looking for an official car park and a place to sleep. After failing to find an open car park, we join another twenty or thirty cars well off the road at the locked gate of what looks like a spectator entrance. We park up and get settled just in time for the Rally Report on B.B.C.2. The welcome news is that Colin McRae is the overnight leader, so we decide to celebrate with a couple more cans! A short while later a welcome sleep takes over. One interesting point, I've never been to watch an R.A.C. Rally in such agreeable conditions before. It's past midnight towards the end of November, sat in a car in the middle of Grizedale Forest, and it's quite warm!

*Tuesday 26th November - Day 3*

The day starts with a loud banging in my head, very strange as I didn't drink that many cans last night! As my muddled brain slowly clears, I realise that it's still dark and the loud banging isn't coming from inside my head but about twelve inches away from outside the car and is caused by a highly agitated old chap hammering for all he's worth on the car roof. My first reaction is to wind down the window and gently drag him through, neck first. Having managed to suppress this first and very natural reaction, I ask politely "What the #\*\$ is going on?"

With a voice full of glee he answers "You can't park here mate, you'll have to move."

"But why?" I ask, still polite, "We're in no-one's way."

"It's the rules, there's a car park open down the road now, you'll have to go there."

And off he went on his jolly way to repeat the process on every car parked around us. After persuading Tom not to give him a lesson in Public Relations we drive off in search of this newly opened car park. A glance at the watch shows an hour of 04:00. I hope everyone is as polite and restrained at this hour as we are!

A short explanation to the marshal on the gate at the car park brings the response "Oh, that sounds about right for him." But no amount of prying would bring a name. Never mind, maybe he got his just deserts anyway!

At least now we manage to drive right up to the edge of the stage, leaving us with another four hours or so of sleep.

10:17 SS23 Grizedale West (6 Miles Southwest of Ambleside)

After rising at a more respectable hour we make some toast and a mug of coffee before walking literally fifty yards into the stage. Full of expectations for Colin McRae, we wait for the first car. At the time that Colin is due there's a long gap in the action and the mood in the forest changes. A helpful Marshal shouts that Colin has gone off at the beginning of this stage and has lost a lot of time. He eventually comes through, very much the worse for wear!

Slightly depressed at this apparent demise in British interest, we walk a little further into the stage and find a spot where we can catch sight of the cars several times, a rare occurrence indeed! The performance of some of the cars and crews in the lower order of things help to cheer us up a bit, particular acclaim going to one young lad, Richard Burns, driving a Peugeot 309 G.T.i. This boy really knows how to drive and "keep it on" as the saying goes! A bright prospect for the future maybe? Lets hope this excellent drive (I think he eventually finishes in the top twenty) receives the attention and sponsorship it deserves. With spirits slightly uplifted, we return to the car to cook some dinner, a tin of Irish stew and plenty more coffee.

Suitably refreshed, we take to the road again, destination this time is the awesome forest complex of Kielder, on the Scottish Borders, supposedly the largest man made forest complex in Europe. The journey there is, as ever, spectacular in the extreme, rivalled only, in my opinion, by the mountains and valleys of Mid Wales. There are people in this country that spend fortunes to visit places in Europe, believing that such spectacular sights and scenery are the exclusive property of far and foreign lands. Not so. People from this country should take at least some time out to visit and explore the breathtaking beauty of such places as Mid Wales, The Lake District and North Yorkshire Moors, to say nothing of the spectacular scenery over the border in the Scottish Highlands and Borders. There is one particular stretch of motorway that is part of every R.A.C. journey, indeed is part of almost any journey through the Scottish Border Lands. It never fails to take my breath away and give me a feeling of freedom and space. This magical stretch of motorway is the M6 between Penrith and Carlisle.

Anyway, enough ramblings of beauty and awesome scenery, back to the road to "Killer Kielder" as it is known to the competitors. Located just the other side of Hadrian's Wall, it stretches almost as far as Hawick and this year offers over 105 stage miles, almost one third of the total stage mileage. Due to the usual traffic problems of Kielder Forest, we decide to watch just one of it's seven stages, Broomlynn.

18:28 SS30 Kielder - Broomlynn (3 Miles West of Bellingham)

The rain decides to accompany us to this years Kielder stage and makes conditions unbelievably muddy. We break out our wet weather gear for the first time this year and walk about a mile or so up to the stage. Several marshals are getting plenty of verbal abuse from a selection of spectators, so we decide to move on to another point on the stage, a fast uphill right into fast uphill left. The first car arrives and we both get covered in mud from head to foot! Time for a swift relocation! We wander back to where the marshals are still getting a fair ear bashing and walk a few yards up to watch on a very good downhill straight into ninety right, very muddy. A few close calls and some panic braking later we move on up to a series of bends, with a deep gutter on the inside of one of them to catch out the tired or careless driver. After an enjoyable if somewhat wet couple of hours viewing we head back to the car. Yet another long journey awaits us, this time back south to the North York Moors. We are both very tired by now and the prospect of travelling another 150 - 200 miles before sleeping is slightly daunting.

A long stop in a lay by on the A69 towards Newcastle Upon Tyne helps to rejuvenate our enthusiasm, and a couple of tins of soup, some bread and yet more coffee help to keep our stomachs quiet!

Wednesday 27 November - Day 4

We finally arrive at SS34 Dalby at about 2:30 A.M., totally exhausted and very short of petrol. A few fatigue induced wrong slots in and around the village of Thornton-le-Dale did nothing to ease either situation. After finding the right car park for the part of the stage we want to watch, we are amazed at the number of cars that are already there. In fact, it takes us quite a few passes through the car park before we are able to find a suitable place to park for the night. After a long and very tiring journey, we finally manage to settle down at around 3:00, content in the knowledge that the stage isn't due to start until 12:30 this afternoon. Plenty of time for a nice long sleep and some food before we go into the stage.

12:30 SS34 Dalby (5 Miles Northeast of Pickering)

We get up at about 10:00 and promptly set about putting some food and, you've guessed it, more coffee! After a relaxed couple of hours we set off for a place called "The Wood yard", an apparently famous part of this stage. When we get there we are not to be disappointed. The cars appear at the top of a long downhill straight, turn slight right into a long round left, almost like a large roundabout, flick right and disappear into a loop around the back part of the stage then reappear about five minutes later at the top of another long downhill straight and into a very tight and muddy hairpin right, finally leaving The Wood Yard along a long fast straight into slight left. Very promising indeed! Somehow, this stage manages to capture all the atmosphere and excitement that an event such as The Lombard R.A.C. Rally should contain. A large crowd, sloped vantage points for excellent viewing, loads of T.V. cameras and a good commentator all add up to what should be an excellent afternoon's spectating. Even the weather is good - sickening isn't it!

The action does indeed prove to be fascinating, with cars seeming to appear and disappear from all over the shop. It's so good we actually stay, probably for the first time ever on the R.A.C., to watch every car through, twice! A great way to end what has proved to be an all round excellent four days spectating. What's not so great is the thought of the long journey home.

By the time we get back to the car and are ready to set off, everybody else has done the same and the place is packed solid with cars, all trying to get out of the same gate at the same time, not a good situation when you're low on petrol and probably fifteen to twenty long slow miles from the nearest garage! We eventually get out of the stage and find some petrol, what's not so easy to find is a loaf of bread to make a few sandwiches. We get off the beaten track and explore towns and villages all over the place looking for a supermarket or corner shop, an annoyingly difficult task considering it's only 17:45 on a Wednesday afternoon. We at last find a corner shop in a village in the middle of nowhere and swiftly set about making some sandwiches out of the eggs I had boiled earlier, getting some very strange looks from the shopkeeper and several passers by in the process! But at long last it's off we go, with a full tank of petrol and full stomachs to do battle with the traffic jams on the long journey home. When we join the M42 I put my map book away and relax. After a total of 1076 miles, the R.A.C. is over again for another year.

### **That's All Folks!**

So there you have it, the story of a couple of idiots chasing around the country, getting stuck in numerous traffic jams, getting far too little sleep, not eating properly, spending a fortune on petrol, walking miles and miles, getting unpleasantly cold and wet and all for what? To see the best drivers in the world doing battle in British forests, that's what. Also, as an excellent side benefit of this madness, the chance to tour around some of the most spectacular and breathtaking scenery in this country, seeing the sights that most people would only see on T.V. Personally, I wouldn't miss it for the World!!

By Lloyd (lloyd@power-age.demon.co.uk).

## **1998 LARKSPEED LEAGUE- ROUND 10**

York Moor Club's Sprint at Elvington on Saturday 12th September may be one of the last events to run at this famous venue, due to its sale. Fifty-five competitors and two practice runs and four timed runs, on a mainly wet day.

### ROUND 10 RESULTS

|     |                           |       |
|-----|---------------------------|-------|
| 1.  | Ikley                     | 261.2 |
| 2.  | Huddersfield              | 219.8 |
| 3.  | Airedale & Pennine        | 214.6 |
| 4.  | York                      | 202.8 |
| 5.  | Sheffield and Hallamshire | 174.5 |
| 6.  | Trackrod                  | 165.3 |
| 7.  | Alwoodley                 | 112.3 |
| 8.  | Selby                     | 95.0  |
| 9.  | David Brown               | 85.0  |
| 10. | Sporting Escort Owners    | 82.3  |
| 11. | Beverley                  | 71.5  |
| 12. | Ripon                     | 67.1  |
| 13. | YSCC                      | 43.3  |

Total Scores after Round 10

|            |                         |              |
|------------|-------------------------|--------------|
| 1.         | Ilkley                  | 2328.0       |
| 2.         | Sporting Escort Owners  | 1431.4       |
| 3.         | Sheffield & Hallamshire | 1352.7       |
| 4.         | YSCC.                   | 1116.4       |
| 5.         | H. Huddersfield         | 1037.9       |
| 6.         | Airedale & Pennine      | 1007.2       |
| 7.         | Beverley                | 899.6        |
| 8.         | North Humberside        | 804.9        |
| 9.         | Trackrod                | 775.3        |
| 10.        | Alwoodley               | 671.8        |
| 11.        | David Brown             | 607.0        |
| 12.        | York                    | 559.3        |
| <b>13.</b> | <b>Selby</b>            | <b>515.3</b> |
| 14.        | Malton                  | 390.2        |
| 15.        | Keighley                | 378.3        |
| 16.        | Otley                   | 275.0        |
| 17.        | Ripon                   | 158.7        |
| 18.        | Slaithwaite             | 148.8        |
| 19.        | Wakefield               | 32.5         |

This final round of 1998 attracted thirteen club teams, in ten classes. Four teams scored over two hundred points apiece altering the positions within the top ten, but not the top ten itself. Beverley down two places along with North Humberside down one. Airedale & Pennine up two to sixth and Huddersfield up one to a well earned fifth

New 1998 top ten comparing with 1997 are Huddersfield, Beverley and Alwoodley, out go Keighley. York and Selby, sorry.

Many thanks to Mike Dowell and his willing helpers for a very friendly final round.

The top twelve clubs should now be looking at dates for events in 1999. A short letter stating event and date to Carl Davis will help to get a better spread of dates in 1999 prior to the "Dates meeting", the date of this will be announced at the Prize giving and Disco on the 17<sup>th</sup> October 1998

**ESCORT FOR SALE**

E REG. 1.3 POPULAR 4 DOOR, 84,000 MILES, RED, TAX JAN 99, MOT FEB 99 £475.00  
TEL 01757 705353.

The Motor club doesn't necessarily agree with the content of any of the articles in the newsletter, some of it is put in for fun and some is there to create lively debate.

**MEMBERSHIP APPLICATION FOR ANYONE UNABLE TO GET TO THE CLUBHOUSE**

If you would like to join our club the rates are: £10.00 for full membership and £12.00 for joint membership (one newsletter to one address). However after the 1st June membership rates until the year end on the 30th September are halved.

If you are interested or if you are rejoining then fill in the Membership application form below and send it to Clive Smith the Treasurer of Cottage Farm, Beningbrough, York, YO30 1BZ.

. The name and address entered will be used for sending you your club information and may be stored in computer held records, in accordance with the Data Protection Act. You may object to this method of storage, please indicate below if you object).

I OBJECT TO MY NAME & ADDRESS BEING HELD ON A COMPUTER. [ ]

NAME.....OCCUPATION.....

ADDRESS.....

TOWN.....POSTCODE.....

TELEPHONE.....DATE OF BIRTH.....

FEE ENCLOSED.....(Cheques payable to Selby & DMC)

**Please also sign this declaration.**

I WISH TO APPLY FOR MEMBERSHIP OF SELBY AND DISTRICT MOTOR CLUB AND IF ELECTED, AGREE TO BE BOUND BY THE RULES OF THE CLUB AT ALL TIMES.

Signature.....Date.....

If joining at the clubhouse, insert name of proposer here.....

**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.

**CHAMPIONSHIP POINTS.**

Neill has done a print out of how the championships stand so far. If you see anything amiss give him or a committee member a ring. Also don't forget to put those claims in for Best Selby awards, the MG Morgan trophy and anything else you can think of. We are also thinking of a venue for the Christmas party/Prizegiving. If you know of anywhere decent give a committee member a call.

**1997/1998 COMPETITORS POINTS.**

|                 | POOL NIGHT BY JOHN ROBERTS 30/1/98 | TABLETOP BY RALPH JACKSON 13/2/98 | NAV SCATTER BY BEN LAWRENS ON 27/2/98 | TABLETOP BY ALASTAIR CROSBY 29/5/98 | QUIZ BY JOHN ROBERTS 5/6/98 | TOTAL       |
|-----------------|------------------------------------|-----------------------------------|---------------------------------------|-------------------------------------|-----------------------------|-------------|
| NAME            | POINTS                             | POINTS                            | POINTS                                | POINTS                              | POINTS                      |             |
| RICHARD GLEW    | 9.43                               |                                   | 13.00                                 | 10.50                               | 13.00                       | 45.93       |
| ALASTAIR CROSBY | 5.86                               | 13.00                             | 9.67                                  |                                     | 5.86                        | 34.38       |
| JASON TURNER    |                                    | 9.67                              | 9.67                                  | 13.00                               |                             | 32.33       |
| GAVIN SMITH     |                                    |                                   | 13.00                                 |                                     | 10.14                       | 23.14       |
| CHRIS JARVIS    |                                    | 6.33                              | 6.33                                  | 8.00                                |                             | 20.67       |
| GUY GLADWIN     | 13.00                              |                                   |                                       |                                     |                             | 13.00       |
| RICHARD HEALD   |                                    | 6.33                              | 6.33                                  |                                     |                             | 12.67       |
| RALPH JACKSON   | 11.57                              |                                   |                                       |                                     |                             | 11.57       |
| NEILL CARMAN    |                                    |                                   |                                       |                                     | 11.57                       | 11.57       |
| BEN LAWRENSON   |                                    |                                   |                                       | 5.50                                | 4.43                        | 9.93        |
| JOANNE STURRS   |                                    |                                   | <b>9.67</b>                           |                                     |                             | <b>9.67</b> |
| JOHN ROBERTS    | 9.43                               |                                   |                                       |                                     |                             | 9.43        |
| JON RILEY       |                                    |                                   |                                       |                                     | 8.71                        | 8.71        |
| IAN HALL        |                                    |                                   |                                       |                                     | 7.29                        | 7.29        |
| STEVE HARRISON  | 5.86                               |                                   |                                       |                                     |                             | 5.86        |
| TIM ELCOCK      | 5.86                               |                                   |                                       |                                     |                             | 5.86        |
|                 |                                    |                                   |                                       |                                     |                             |             |
| COMPETITORS     | 7                                  | 3                                 | 3                                     | 4                                   | 7                           |             |

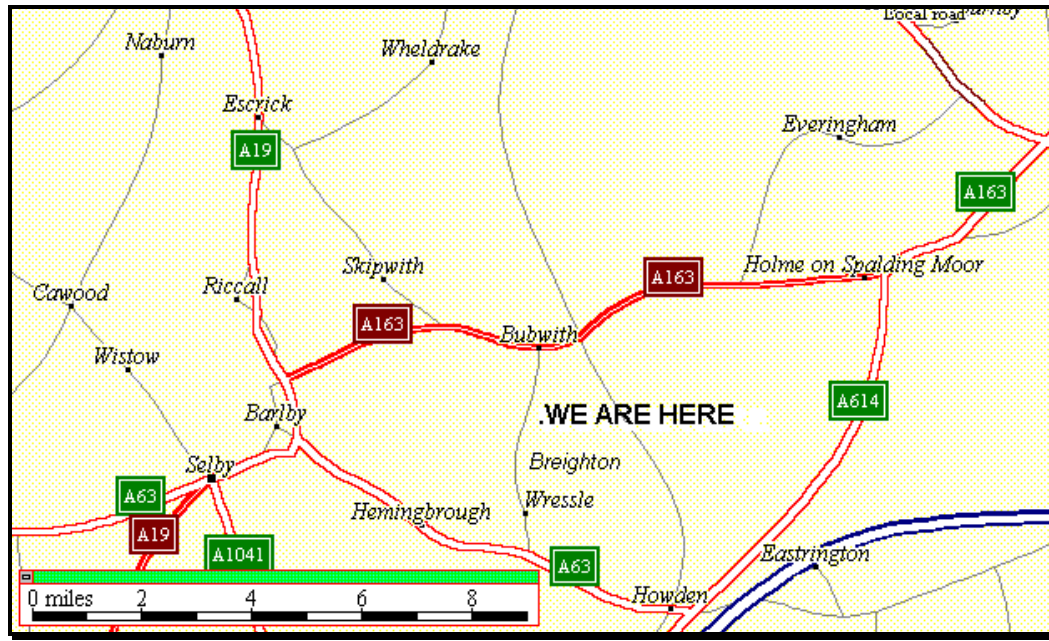
**1997/1998 TABLETOP CHAMPIONSHIP.**

|                       | RALPH JACKSON 13/2/98 | ALASTAIR CROSBY 29/5/98 |       |
|-----------------------|-----------------------|-------------------------|-------|
| NAME                  | POINTS                | POINTS                  | TOTAL |
| JASON TURNER          | 9.67                  | 13.00                   | 22.67 |
| CHRIS JARVIS          | 6.33                  | 8.00                    | 14.33 |
| ALASTAIR CROSBY       | 13.00                 |                         | 13.00 |
| RICHARD GLEW          |                       | 10.50                   | 10.50 |
| RICHARD HEALD         | 6.33                  |                         | 6.33  |
| BEN LAWRENSON         |                       | 5.50                    | 5.50  |
|                       |                       |                         |       |
|                       |                       |                         |       |
| NUMBER OF COMPETITORS | 3                     | 4                       |       |

**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 |



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50p

PIN BADGE INCLUDING ENAMELLED SELBY & DMC BADGE

£1.55

ENAMELLED SELBY & DMC BADGE ONLY

£1.20

IN REVERSE

(WHAT HAPPENED IN THE CLUB  
TENISH YEARS AGO)

done to April 1986