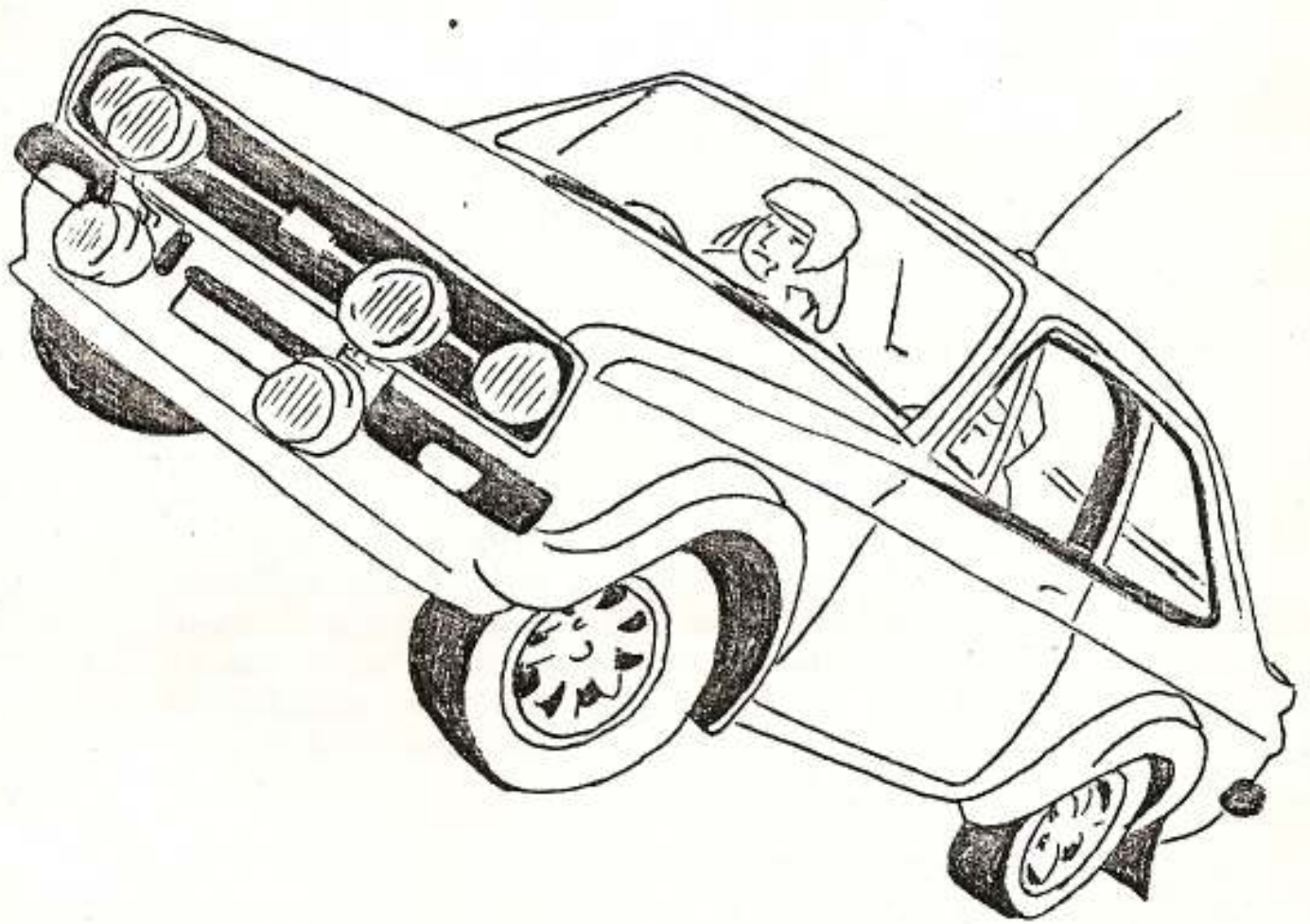
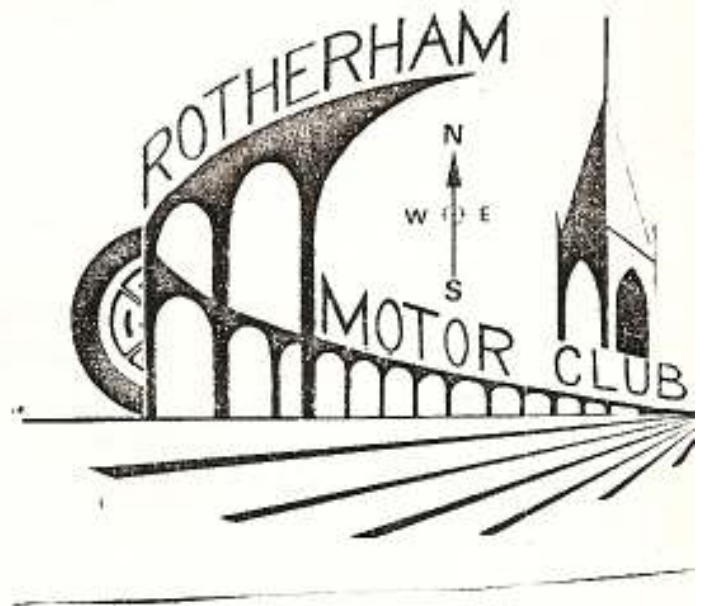


Romer



Rotherham Motor Club

EDITORIAL

I am sorry for the lateness of these newsletters, I am trying to establish a new printing link, since Roger left his last job we have to find a new source of printing which the club will finally have to pay for, so please bear with me. Some of the articles will be months out of date, but I am sure they will spark off some reminiscences of the not too distant past.

We have recently had a large influx of new members, some entered the last 12 car that Mick organised. Although some navigational tuition was given weeks before by Mick, Adrian and John some crews still encountered some difficulties. So, if they just ask any of the more experienced club members for answers to their problems and for any tips that may be picked up, I am sure they will be given as much help as possible.

The club seems to be coming together more lately, the recent 12 car and auto test attracted quite a few people, competitors and marshals, and another 12 car is scheduled for the 2nd. November, could it be the new blood that has joined the club, has given the older members some purpose that wasn't there before, if so, some of our previous attempts at organising functions might now pay off where they failed before, how about another slot car night.

So long for now, keep your articles for this newsletter coming in.

Dave Winter.

GRANGE PARK AUTOTEST 1ST JULY 1979

<u>Results</u>	<u>Class</u>	<u>O/A</u>	<u>CLASS</u>	<u>TIME</u>	<u>POINTS</u>
Alan Woodhead	FWD	1	1	418	6+1
Adrian Vernon	FWD	2	2	444	5
Clive Philip	RWD	3	1	487	4+1
Nanette Woodhead	FWD	4	3	495	3
Chris Hagain	FWD	5	4	557	2
Terry O'Brien	FWD	6	5	559	1
Christine Burn	FWD	7	6	817	0
Val. O'Brien	FWD	8	7	911	0

* * * * *

AUTOTEST CHAMPIONSHIP(AFTER 3 ROUNDS)

	<u>Class</u>	<u>No.Events</u>	<u>Points</u>
A. Woodhead	FWD	3	19
N. Woodhead	FWD	3	12
G. Whitham	RWD	1	6
C. Philip	RWD	1	5
A. Vernon	RWD	1	5
D. Winter	FWD	1	4
I. Brighthouse	RWD	1	4
E. Nos	RWD	2	4
O. English	RWD	1	3
C. Hagain	FWD	1	2
K. Nos	RWD	1	1
T. O'Brien	FWD	1	1
C. Burn	FWD	1	0
V. O'Brien	FWD	1	0

* * * * *

EASTWOOD PHOENIX RALLY

The single venue stage events continue to crop up and only a month after the Kingsforth we had the Phoenix, held completely on Langar airfield near Nottingham, on Saturday, 14th July. As is now usual on this type of event, the entry list was full within days of announcing it. A full entry of 70 cars was originally headed by Guy Lockwood at 1, but he didn't arrive and the now familiar face of Steve Johnson/M. Thornton took up this spot. Stuart Fenwick local 'superstar', was a last minute entry and the organisers bent over backwards to accomodate him at car 0, in fact Fenwicks dispensations were remarkable, the regs clearly said servicing was restricted to the service area cum parking area yet his service van was driving through the waiting cars at the stage start to him giving his car attention on the actual start time and also weaving in and out of potential stage roads in order to meet the rally car at the end of the stage. Anyone else would have been excluded as per the regs, but not it seems H.R.H. Fenwick. (just a bit of waffle to get it off my chest).

This club only had two crews out, at 33 we had Clive Philip/Ervin Nos in the white Anglia and behind him at 34 in the Winter-Coy Roofing and Electrical Contractors, Escort, we had Dave/Keith Winter. Both cars were in trouble from the start with scrutineering when Clive got Gerry Gardener who took great delight in excluding cars and Dave got some guy who didn't know the rules and who insisted on failing it on insufficient throttle return springs, they had three springs on a single carburettor!! Once these formalities were over and signing on was completed it was down to the nitty gritty, we got the food out.

At first it appeared that both cars had forgotten their service crews and instead brought along film crews, Clive's dad and brother Shaun, (Ken Russell watch out), doing the directing, were using very sophisticated equipment on Clive and Erv, whereas in the other camp Tony and Barbara were using an instamatic.

You may think that this is all frivolous stuff but nothing else happened, there was no other activity. On the first stage nine cars had done the stage only to find no finish marshals, on this 'practice', run Steve Johnson blew the Wilcox engine. The stage was finally opened 40 minutes late, this stage was run at 30 second intervals.

The stage used a lot of loose tracks and made use of both sides of a wide air strip by partitioning down the middle and incorporating a hairpin at the end. On the first one of these Clive/Erv overshot the hairpin at a fair rate of knots, he handbraked the car round to stop whilst doing about 90 mph ! Dave/Keith were plagued with a misfire at around 5000 revs/min which hampered them throughout the day. On the second hairpin Dave's seat ripped out of the floor which made the car handle very peculiarly. Clive's door kept coming open, so at the end of the stage we had Ervin leaning over to hold the door closed and Keith trying to hold down Dave's seat. After all this the stage was cancelled because of the first nine cars having a practice run.

The second stage was 68 minutes late in starting and by now some of the top seeds were grumbling and thinking of going home. When the stage did come Clive put the pressure on and with Dave trying too hard round the corners he spun only yards from the

finish. The stages changed rapidly from tarmac to loose and back again and the roads were cutting up very badly so that everyone, including marshals, had to keep on their toes.

The third stage carried straight on from the second, on a long 90 left Clive/Erv spun, hitting a large pile of glass sideways and landing on top of it, Dave/Keith came round the same bend and Dave, unaccustomed to seeing Clive off, nearly hit him. This incident lost Clive/Erv about a minute, miraculously his tyres were in tact, the car sustaining some cracking round the wheel arches.

Stages four and five were repeats of two and three, Dave remembered where he had spun and took it gently round this corner, only to overshoot the next bend. The lunch halt followed and the stages were being prepared for a double lap run of the tricky airfield with lots more loose roads included.

At the halfway the results showed car 0, S. Fenwick/S.Riggall on 7.41, car 2 W. Philliskirk/C. Farling on 7.48 and surprise of the day a 1300cc mini, that of S. Wilson/J. Gummerson at number 61 in third spot on 8.10. Dave/Keith were well down the list still hampered with the misfire and limiting their top speed, they were on 9.30. Clive/Erv losing over a minute when they landed on top of the pile of glass were on 10.05 but their other stage times were within the leaders,

During the lunch halt Keith got out his large tin of beer, Clive sunbathed Dave tried to get to the bottom of his misfire and Erv was trying

to out psych his opponents. Everyone else just hung about reading or listening to the British Grand Prix on the radio.

The stages were now being set for the big one, a double lap of the airfield, this stage was run twice for stages six and seven and providing the meat of the rally. On stage six Clive/Erv managed to beat the car already on the stage at the cross over point thus having a dust free run. Dave/Keith were less fortunate as they had to practically stop whilst the lapping car got away, the dust was so thick it was impossible to see through. Clive put in another fine performance but Dave spun twice when the track changed surface and when caught out by a deceptive bend and then he had a heart stopping spin which wedged him between the narrow track with the engine stalled just round a 90 left. The car fired up and moved on before the next car showed, otherwise there was no escape.

Stage seven was a repeat and this time Clive/Erv fell foul of someones dust storm as did Dave/Keith, twice on each lap. The track was cutting up very badly and at one point just through a gate, spectators or marshals had pulled down a banking onto the track. It was on this stage that a bad accident occurred when car 44 a MK 11 Escort clipped a concrete block and tried to correct the car, hitting another, throwing the car end over end onto its roof at around 100 mph. The car slid on its roof wearing a hole through the metal and completely crushed the front cage. As marshals rushed to help, Tony doing some very

quick thinking ran the opposite way to warn other cars, not only of the rolled car but of the swarm of people round it, thus preventing a more serious accident. The occupants of the car came out with just a couple of bruises but the car was a total wreck.

The last stage of the day was a single lap of stages six and seven. Keith let Brian sit in with Dave again, (rides available at a modest fee). Clive and Dave had nothing of any note to report on this last stage.

At the end of the day people were a little disappointed at the earlier delays but the quality of the stages made up for a lot of moans, the weather was kind again so that all in all everyone had a decent day out.

Results showed that W. Philliskirk/C. Parling had won from the Firenza of T. Bowsher/R. Parkes with the TALBOT!! Sunbeam of D. Golightly/J. Creese third. The mini of S. Wilson/J. Gummerson was fifth overall!!

Results:-

33.	C. Philip/E. Nos	25th	9 class	34.23
34.	D. Winter/K. Winter	33rd	13 "	35.37

I.M. Partial

BUSY WEEKEND

Recently we had a very busy weekend, the 6/7th October, the club was stretched to the limit as far as manpower was concerned.

First we had over a third of the club up on the Isle of Mull, sunning themselves before the famous, Tour of Mull Rally. It was Ray's third attempt and it paid off handsomely when he took second in class and 20th overall, (I wonder if he took his velvet jacket)! The rest of them cheered on what was another classic (Mull).

Secondly on the Sunday we were co-promoting a Production Car Trial with some of our members out on that. So far I don't have the results so will Adrian or somebody who did it please bring the club up to date.

Thirdly the club manned its own stage on the Crystal Stages Rally. Ian did all the Work of arrowing etc., and the stage was run twice, some of our new members helped on this, manning dangerous corners.

So there you have it, could the club be having a revival after its recent slump?

FOR SALE

Polaroid Colour Swinger II	£10
Musical Air Horns	£10
(La Cuccaracha)		

'Phone Dave Rotherham 557241

PRODUCTION CAR TRIAL

Rotherham M.C. will be co-promoting a dual permit P.C.T. on the 4th November, organised by North Midland M.C. The event will be a closed co-promoted event to cater for novices but will also include a restricted status event to attract regular competitors. To those of you who have done a few closed trials this is a good chance to compare your performance with regular competitors.

Regs available from Geoff Norcliffe.

* * * * *

FOR SALE

240Z FIA Rear Cage £20
240Z Sump Guard Free With Cage

'PHONE Dave Rotherham 557241

JOKE

One day a rabbit went into a pub and asked for a pint and a cheese toastie, the barman said, 'a little rabbit like you shouldn't be drinking it will make you ill', but the rabbit insisted and ate his toastie drank his pint and went. The next night the same thing happened pint and this time a ham toastie on the third night same again only a beef toastie. Several days went by before the rabbit appeared and said that he hadn't been feeling too well, the barman said, 'What did I tell you, you shouldn't have had the beer,' 'Oh no' said the rabbit it wasn't the beer it was mixin me toasties'.....

CHAMPION!!

After Rotherham Motor Club boasting its Rotherham Tattoo Destruction Derby Champion in June, (Geoff Norcliffe), we now have another.

Rotherham Motor Club member, Martyn Forrest landed himself a trophy and cash award recently when he won the 1979 Angling Championship of the Northern General Hospital's Angling section. Martyn beat the fifty other competitors in the series of matches by only a few points in the seasons long struggle. Martyn finished second in the championship last year but took this years title in the last match on 16th September. To crown the season, when Martyn was presented with his awards on the 4th October his father also received an award for catching the best specimen fish of the year.

A. Friend

Well done Martyn on behalf of the club, do we have any other champions lurking somewhere in this club, please give me details if you know of any.

Dave Winter

FOR SALE

Assorted Mini Bitz 'Phone Tony .. Wickersley 5252

FOR HIRE

To All Members,

unfortunately, the trailer now residing at 4 Rutland Avenue, North Anston, is to be hired out at £5 per day. It has been considered better for club members to have a transporter instantly available at a small charge rather than having to sell the trailer for spares, (we all want LSD's).

Last year I enquired about a trailer for the trip to Mull and a fee of £10 per day was mentioned £50 per week, (7 days). If members feel they are being ripped off then we will sell the trailer.

Please comment to Clive, Dinnington 6780.

* * * * *

FOR SALE

1" Ford Wheel Spacers £2.00
H/P Oil Pump & Sandwich Plate.. £7.00
Anglia Full Length Sumpguard... £12.00

'Phone Clive Dinnington 6780

Intercoms for road rallies, possible helmet type intercoms.....

See Rob White (he's the goodlooking one with the moustache).

* * * * *

HODGESON TROPHY RALLY

Once again a very over subscribed entry list was received for the Sheffield & District Stages Committee's second single venue stage event held at Gamston Airfield. A lot of work had been put into this event by Rotherham members Howard Quibell and Graham Wilkinson, but the rally was marred in the minds of most competitors with incidents outside their control.

Scruttineering became a farce, first there was only one scruttineer, then mindless competitors who could not read the regs insisting on unloading trailers in the wrong place, blocking the route to scruttineering and then at the end of it we had to contend with an idiot giving cars more than a normal check over of the requirements. This caused long delays but thanks to the sterling work of Mick Hayhurst in arranging competitors in numerical order and keeping the access roads unblocked and Philip Morgan who did the preliminary checks on lights etc., before scruttineering, otherwise we would still be there.

The entry list was a quality one with some good names in the clubman circles and Rotherham had quite a few crews out, although some entered under other clubs and we had some 'guests'. We had at 3 the Gladstone Garage RS1800 of D. Oldfield/S. McNeil, at 11 the Don Springs Sheffield Ltd., RS2000 of Ray White/Chris Lavin, 16 J. Oldfield/J. Oldfield RS1800, 21 Clive Philip/Ervin Nos in the Anglia, 43 in the A. Wall Transport Escort Twin Cam, Mick Wall/Dave Jackson, 44 the Winter-Coy Roofing & Electrical Contractors Mexico of Dave/Keith Winter, 54 the Mexico of Dave/Mick Brookes, 57 the L. Cowley & Son Motor Engineers 1275 Mini of D. Caudle/Dave James, at 59 Nannette/

Alan Woodhead in their 1275 Mini, and last but not least of our members at 60 was Chris Haggin/Adrian Vernon in the 304 S Peugeot.

Phew! not a bad entry list from this club which could have set up some first class battles within the classes with Dave Oldfield, Ray and Ian Oldfield in class 4. Clive, Nick, Dave and Dave Brookes in class 3 and Dave Caudle, Nanette and Chris in class 2. Other notable entries were Steve Johnson sporting yet another Wilcox engine in his RS 1800 at 1 and R. Walker in another RS 1800. There were two of the Faberge Fiestas to give a radio challenge with Hallams Mike Rouse with Lynn Jenson and Sheffield's Dave France with Lesley Cowcell.

Now on to the rally itself, the first stage was a double lap affair and dust was to prove a big problem, Steve Johnson's engine expired, (again)! on the stage split. The turbo Mazda of the Smiths rolled comprehensively, One Elevens Jim Morrison hit a wall in his Tiger, Dave and Keith hit the banking head on in the stage split when they couldn't see for the dust of the car in front, bending a front wing in the process and Adrian and Chris had both headlamps smashed and the windscreen whilst following another car. Dave Oldfield was reported to have spun a couple of times whilst on nobblies but still managed to post second fastest time, Clive/Erv posted sixth fastest time with Ray/Chris 3 seconds behind. Dave & Dave were having a private battle with fellow team car from S.& H., Pete/Megan Ward's Mini, they posted identical times on the first stage and were never more than 6 seconds adrift throughout the rally.

Everyone taped up their lights for the second stage, but unfortunately cows had wandered onto the

stage after the passage of 10 cars and the stage was cancelled, Ray was the one who had to plough his way through them, (probably hoping for some steak and milk shakes!). At the service halt after this stage Clive pulled the trolley jack off the service barge onto his finger causing some considerable damage and requiring hospital treatment, putting paid to a good start.

The pace was now getting very hot with fewer cars making mistakes and the stages were becoming a benefit for the faster cars with little emphasis on driver skill, Chris/Adrian caught Nanette up, Dave/Keith lost their oil on some tight corners, requiring Tony to tramp down the A1 for another gallon, (no fun for these spectators when Dave/Keith's around). At the start of stage three Ian Oldfields car cut out and had to be pushed off the line as did Galton/Humphreys car.

After stage four Ray appeared to be working on his rear brakes but all was well. Wick/Jacko's car attracted a large following but was still in fine shape, the radio Hallam Fiesta stopped with drive shaft failure so Mike Rouse retired to their caravan to drown his sorrows.

The pace was still on for stage five with a procession of three cars coming out of the woods headed by Nanette followed very closely by Chris, followed by car 62.

The last stage was another double lapper with many cars getting baulked on the way into the woods as the stage start/split point was just before this section. Dave/Keith were held up both times at this point which reflected in their time.

R. Walker the leader of the rally from the start

and Dave Oldfield cleaned the last stage but Ian Oldfield retired on this stage and had to push the car across the fields to the service halt.

All that was left now as to pack up and go to the Elms Hotel at Retford for the results and a disco. The results were late coming in fact 9.00 was the time they showed up, surprising as the stage times were posted within minutes of cars finishing their stages. Roy James did an excellent job of this but what happened in the meantime from the last car finishing at about 6.30 pm to 9.00 pm.

Rotherham results were as follows:-

Car 11	R. White/C. Lavin	8	o/a 5 class	216 pens
3	D. Oldfield/S. McNeil	9	6	222
43	M. Wall/D. Jackson	24	7	277
44	D. Winter/K. Winter	47	16	388
57	D. Caudle/D. James	56	14	452
60	C. Hagain/A. Vernon	60	16	554
61	D. Brookes/N. Brookes	61	22	602
63	N. Woodhead/A. Woodhead	63	17	654
65	I. Oldfield/J. Oldfield	65	22	1F 200
21	C. Philip/E. Nos	RETIRED BROKEN FINGER!		

69 Finishers from 75 starters.

Results showed R. Walker to have won 94 seconds clear of car 6 D. Frattaroli/G. Tatham. Nanette picked up an award for first lady driver other than class award winners. This ended another enjoyable day out for the ever increasing single venue circus with no protests.

I.M. Partial

OPEN CLUBMANS CHAMPIONSHIPS

1978/79

This championship closed August 31st. 1979 and a long enough period has been given to claim points. The following positions are now final.

1.	E. Nos	669.1	(130)
2.	C. Philip	623.8	(12)
3.	A. Woodhead	621.4	(10)
4.	A. Vernon	552.8	(7)
5.	D. Winter	492.9	(13)
6.	K. Berriman	429.5	(8)
7.	N. Woodhead	426.4	(9)
8.	K. Winter	424.5	(11)
9.	C. Hagain	323.1	(5)
10.	R.J. White (Ray)	317.5	(6)
11.	C. Burn	202.1	(3)
12.	C.M. Hayhurst	190.0	(3)
	H. Hilton	190.0	(3)
14.	C. Lavin	186.9	(4)
15.	D. James	181.0	(4)
16.	G. Whitham	172.4	(3)
17.	A. Baker	158.6	(3)
18.	D. Jackson	156.7	(3)
19.	M. Wall	146.7	(2)
20.	S. Kelly	136.6	(2)
	L. Kelly	136.6	(2)
22.	B. Winter	135.5	(2)
23.	O. English	135.2	(3)
24.	S. Brighthouse	103.2	(2)
25.	J. Cawley	101.8	(2)
26.	H. Quibell	100.0	(1)
	T. Kenealy	100.0	(1)
	S. Judge	100.0	(1)
	D. Norcliffe	100.0	(1)

30.	P. Norcliffe	91.0	(1)
31.	G. Evans	84.2	(2)
32.	I. Joss	80.0	(1)
33.	P. Morgan	70.0	(1)
34.	G. Norcliffe	67.0	(1)
35.	R. Lipski	64.2	(1)
36.	T. Pickard	55.0	(2)
37.	Y. Berriman	53.3	(2)
38.	P. Ainsbury	50.0	(1)
	A. Oxley	50.0	(1)
40.	G. Hopley	45.3	(1)
41.	T. O'Brien	38.8	(1)
42.	D. Caudle	37.3	(1)
43.	K. Nos	36.6	(2)
44.	G. Jackson	35.0	(1)
45.	R. White (Rob)	30.0	(1)
	C. Johnstone	30.0	(1)
	M. Forrest	30.0	(1)
48.	I. Swayne	24.0	(1)
49.	R. Stoneley	20.0	(2)
	I. Mills	20.0	(2)
	D. Brookes	20.0	(2)
	M. Brookes	20.0	(2)
53.	D. Hawley	10.0	(1)
	V. O'Brien	10.0	(1)

The events that made up this championship were stage and road rallies, production car trials, autotests and 12 car navigational rallies. The higher placed positions involved competitors who entered a couple of these categories. The figures in brackets denotes the number of events the competitor has claimed points on during this competition year.

The competitors who have entered the most events are showing to be doing their bit in promoting the club, for it is the only way we can project the club by turning out competitors (and marshals) on various events.

Don't be left out in the 1979/80 championships show me your results and claim your well deserved points. I need to know the number of starters in your class and your class position, this counts for any event you do (except 12 car events with other clubs).

CAR

Electrical Problems?

see

Steve Robinson

Old MOTEC Shop

Parkgate

RALLY LIGHTING A SPECIALITY

ADVICE FREE SO COME AND SEE

Guy Fawkes Novice Rally

2nd November

Results

1. P Ainsbury/ A Oxley	240 Z	E
2. D Watson/ J Cawley	Escort	N
3. T O'Brian/ V O'Brien	Maxi	N
4. M Hayhurst/ S Hayhurst	Escort	E
5. P Morgan/ R Orton	Capri	N
6. M Hopley/ G Hopley	Fiesta	N
7. P Nadin/ D Frith	Escort	N
8. C Putler/ C Sowden	Imp	N
Non Starter	M Wall/ W Philips	

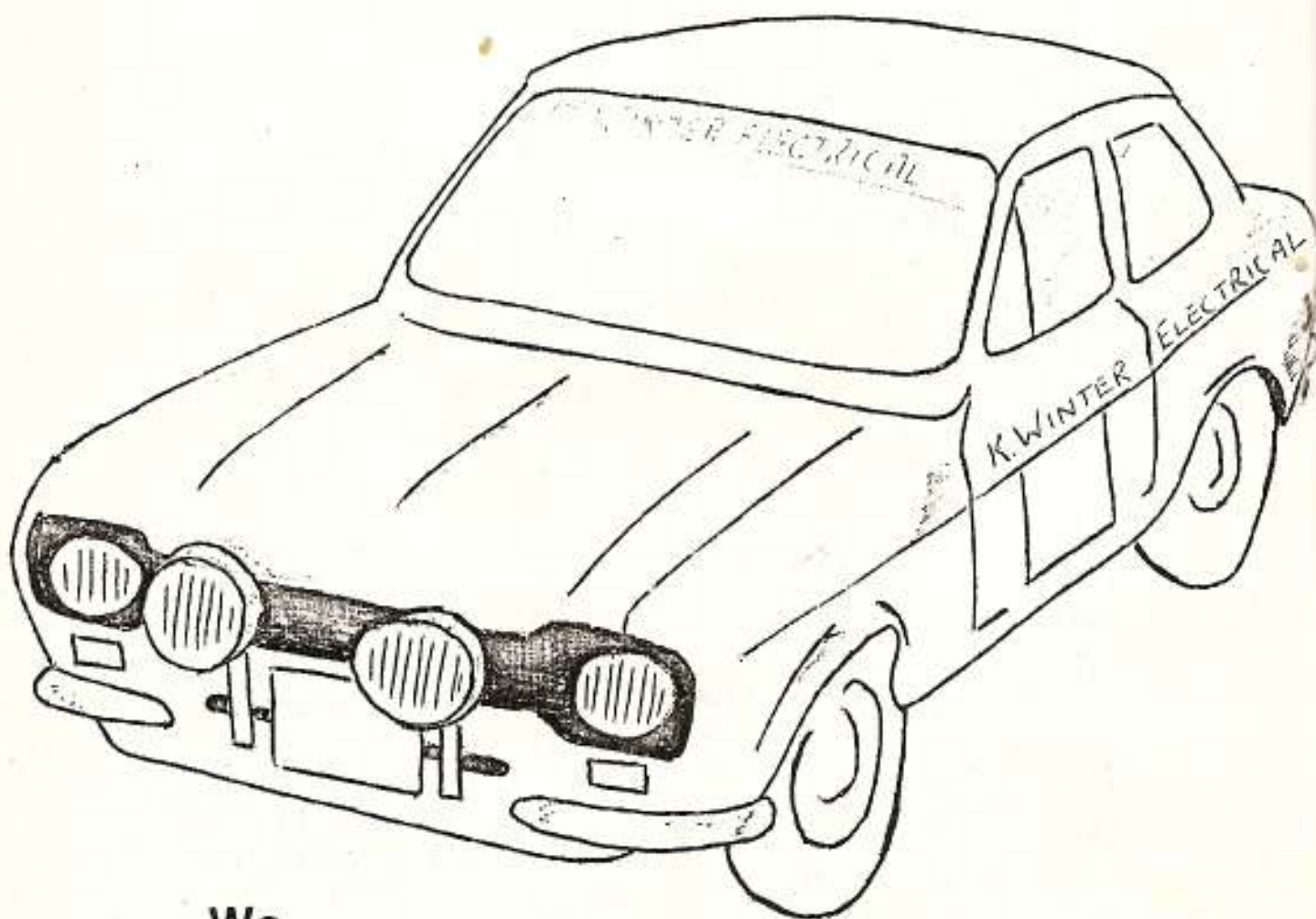
Another excellent turn out with all controls manned. It was a poor turn out of competitors especially after a lot of asking for them.

Everybody managed to get round the route instead of getting lost which shows some improvement in navigators.

Well done.

K. WINTER ELECTRICAL CONTRACTORS

INDUSTRIAL DOMESTIC



We
RALLY round with SPEEDY &
COMPETITIVE estimates

Tel: Sheffield
332722