



Romer

SEPTEMBER 1977

Well this is the first of our new look newsletters which will be available hopefully every month starting with this first edition in September. Dave's been given a rest to swot up on his spelling.

First mention is that rally jackets are available and if enough are interested we could arrange a complete range of jackets to be shown one Thursday evening. As a point of interest the clubs badges are red and white, anything to do with Rotherham United is purely coincidental and will be available soon in the clubs colours. As seen in this first edition I intend putting a sale, swop-exchange, even pinch column in so if there's anything you want to get rid of please let me have the details as soon as possible.

EDITOR

NSCC MEETING DONINGTON PARK

Cold weather greeted Rotherham M.C. members at 8 a.m. when signing on for marshalls took place at Donington Park race circuit last Saturday. After being issued with helmets, visors, programmes and armbands we were told to assemble on the start line for a briefing at 8.30. Our jobs were allocated here, and named as "incident" marshalls (which turned out to be an understatement) were Chris Lavin, Ian Swayne, Steve Judge, Dave Norcliffe and myself, the jobs being loosely described as "keeping the track clear". In practice what this meant was running on to the track to retrieve bent motor cars and their dismembered parts. To protect us from other unwary race machines flag marshalls duties were given to Pauline Norcliffe, Linda Witham and Rachel Bratley, whose jobs were to wave yellow flags to warn oncoming racers of the danger of stricken cars on the track.

The morning practice session kept us all fairly busy as most competitors jostled for good grid positions, perhaps the hardest worked member of our team being Dave in the Formula Ford (referred to by experienced marshalls as the Wheeltappers and Shunters) practice where some of the drivers used the post as a target instead of sticking to the track.

As the actual races got underway the first R.M.C. member to go into action was Chris, who, positioned on the start line found himself with three "dead" cars on the grid when all the others were rounding the first bend. The oil slick left by one car at this point made his section lively for himself and Rachel for the rest of the afternoon.

During the Mini 850 race a car arrived at "Old Hairpin" corner, a fast right hander, and promptly threw its front wheel, and dropping on to its brake disc it slithered across the track amid a shower of sparks with two Nottingham Club marshalls and myself chasing after it with fire extinguishers.

Fortunately they weren't needed when the car finally came to rest. The girls in our team all did excellent work warning other drivers when we were called out on the track.

Ian and Steve had a quiet morning but in the afternoon that all changed as a Formula Ford charged along a wall tearing off a petrol pipe which leaked fuel all over its engine and promptly burst into flames right between them both. With both lads in attendance with extinguishers the fire was quickly under control and more serious damage to the car prevented, the driver escaping with only blackened overalls.

In all, the Rotherham team of marshalls thoroughly enjoyed the day and received thanks from Nottingham Sports Car Club and a number of personal "thanks" from some competitors. We all came back with numerous stories of "incidents", too many to note here.

ROTHERHAM MOTOR CLUB

RALLY CHAMPIONSHIP 1977/78

August 20/21	Sherwood	Dukeries M.C.	CJ
September 3/4	Rally of the Dams	S. & H. M.C.	R
November 12/13	Motec Rally	Rotherham M.C.	CJ
December 10/11	Bentley's	One Eleven M.C.	R
January 7/8	Morning Star	Border M.C.	CJ
February 25/26	D.F.S.	Matlock M.C.	R
March 18/19	Thompson	Lindholme M.S.C.	CJ
May 13/14	Kirkby Central	Rotherham M.C.	CJ
June	Jackson	S. & H. M.C.	CJ
July 29/30	Nocturnal	One Eleven M.C.	CJ

Best 7 scores to count

Registration fees £1.00 per driver or navigator. An award will be presented to highest placed crew subject to 4 entries to that event.

Co-ordinator of Championship will be Dave Winter

ANY OLD IRON

IS IT MURDER ?

Whilst driving on the recent 12 car event, which turned out to be a very enjoyable nights sport - apart from the fact that there seemed to be a very large number of baby rabbits along the route - my navigator asked why I kept braking. I told him about the little bunny rabbits whereupon he immediately told me to:

"Run 'em over"

Now if a pedestrian gets in the way that is a different situation altogether, but a poor defenceless bunny, whatever is motor sport coming to?

The name of the navigator will be kept in confidence as violence may have been afflicted upon him !!

The Editor

For Sale: Viva HB Front Seat
(Green) £3.00

Contact: Dave Norcliffe

For Sale: Triumph 2.5 T.C. VAX 9
Resprayed, new clutch
£750.00 o.n.o.

Contact: Ian Joss at Motor Club
or 'phone Wickersley 3095

For Sale: 2 Wipac Driving Lamps
2 Fog Lamps £5.00 each

Contact: Roger

REMINDER:

All annual subscriptions are now due £1.50 per person or £2.00 per married couple. Anyone who has not yet paid please do so fairly soon.

Dave Norcliffe
Membership Secretary

The top ten positions in each championship were:

<u>DRIVER</u>			<u>NAVIGATOR</u>		
1.	H. Smith	71	1.	C. Oakes	71
2.	C. Philip	67 *	2.	B. Nos	67 *
3.	R. White	66 *	3.	W. Kennedy	60 *
4.	I. Joss	47	4.	K. Winter	39
5.	M. Wall	44	5.	J. Stephenson	34
6.	D. Winter	39	5.	M. Hayhurst	34
7.	P. Ainsbury	34	7.	I. Swayne	29
8.	S. Kelly	28	8.	G. Longmate	22
9.	D. Atkinson	16	9.	P. Farren	16
10.	B. Shaw	12	10.	J. Harrington	11

* Best 7 Scores

RALLY CHAMPIONSHIPS 76/77

This years rally championships have been very hard fought over the last couple of rounds. The last round, the Western Jeans Nocturnal Rally, organised by the One Eleven Motor Club, was won by the championship winners Hugh Smith and Chris Oakes, this being their only win this year following three seconds.

In the navigators table, Mick Hayhurst has had a win, a second and a third, Julie Stephenson a second place and a fourth and Graham Longmate a win and two fifths. All these were on the fringe of the championship at one time or another.

Second placed crew was Clive Philip and Bernadette Nos, four points behind after having their worst score of 5 dropped and best 7 scores counted. Their total included two wins and two seconds. Third, one point behind, was Ray White, he has used several navigators throughout the year including Julie Stephenson and Mick Hayhurst, both finishing joint 5th in the navigators table. Ray's total includes one win and one second place. Third placed navigator, Bill Kennedy, has also moved about, navigating earlier for Steve Kelly notching up a win and a third place before their big roll. From there he navigated for Mick Wall again getting a win and a third.

The first three in each championship have shown that consistency counts all having competed in 7 or more rallies. Any of the top 7 crews could have won if they had entered more rallies. Dave and Keith Winter entering four rallies, winning three and coming second on the other. Mick Wall having a bad start but coming through at the finish with a win and a third. Ian Joss had a second and a third and two fourths. Paul Ainsbury a win and a second and Steve Kelly a win and a third.

30/31 July 1977

This rally, organised by the One Eleven Motor Club and having sponsorship from Western Jeans Company for the first time, was the last round of our championship.

The entry, not a good turn out for our club on this one, at 39 we had Clive and Bernadette in their good looking Anglia; 43 Hugh and Chris in their now sorted RS 1600; at 54 "Low Flyin" Ray and Dave in the 1300 Jumbo Jet (Ford Escort really) and at 72 Joe and Phil in their immaculate Escort T.C. sporting sponsorship from Midas Exhausts.

We also had Dave Atkinson seeded third spectator (he only needs one more signature for his upgrading to International) and a host of friends and marshals which gave the night a friendly atmosphere in good weather.

Amongst the other entrants, who didn't really matter, were the ever colourful "Hutch" in a bog standard Escort Popular at number 1 (Dave should be giving a mouth-watering drool at this point) Neil Collingwood/Harold White in a Viva at number 2, there was also a pair of "nutters" in a mini scamp sporting kid lids, parkas, fur coats and a room system and no top to the car.

Now enough of all this waffle (just trying to fill out the pages). The rally started on the Burbage Moors just past the Round House and headed towards the Millstone Inn, the faster crews dropped only a minute on this section, Ray was one of those. The route then headed towards the Fox House Inn, past the Maynard Arms and Sir William Inn, rising over towards Bretton and the Barrel Inn (I somehow get the feeling this rally is sounding like a pub crawl!!)

Ray was ahead of all the Rotherham crews up to TC 5 then severe baulking by a Mini cost him at least 4 minutes to TC 6. From here Hugh started to forge out a lead with Clive on his heels. All Ray had left for him was to keep the spectators happy with his dashing style which he did at Youlgreave sending Dave ecstatic (and I'm not telling you how Mr. Winter spelt that - J.S.) as he hand-braked the hairpin as good as hero "Hutch". Baulking just before the half-way halt put paid to any chances Ray had and at half-way Hugh was 5 minutes in front of Clive - who was 4 minutes in front of Ray.

The second half started practically in daylight and times were just on in some sections making it impossible to pull back any time, therefore, Hugh and Clive only managed to hold their own on their first half times. Ray was forever playing with his switches (at times he looked like a cross between Keith Emerson and Rick Wakeman) and the steward of the meeting penalised him for having four spot lamps on in broad daylight (normal traffic laws prevent more than two auxiliary lights on at any one time).

So it all looked over bar the shouting at the Beeley Top spectator section, Clive went straight on into a wall but recovered okay and Ray gave his usual symphony on his musical tyres.

Results showed the overall winner to be car number 4 P.Burns/D. Burns and second, car number 2 N.Collingwood/H. White, but what about Hugh seventh overall and first novice, and Clive eleventh overall and third novice, what a scoop for the club - well done lads!

The event as a whole was greatly enjoyed by everyone concerned, including marshals who never put a foot wrong.

RESULTS:

Pos:	Crew	Fails	
7	H.Smith/C.Oakes	0	29
11	C.Philip/B.Nos	0	35
38	R.White/D.Winter	2	39
58	J.Malby/P.Betts	6	41



AIR FW RIGHT!!