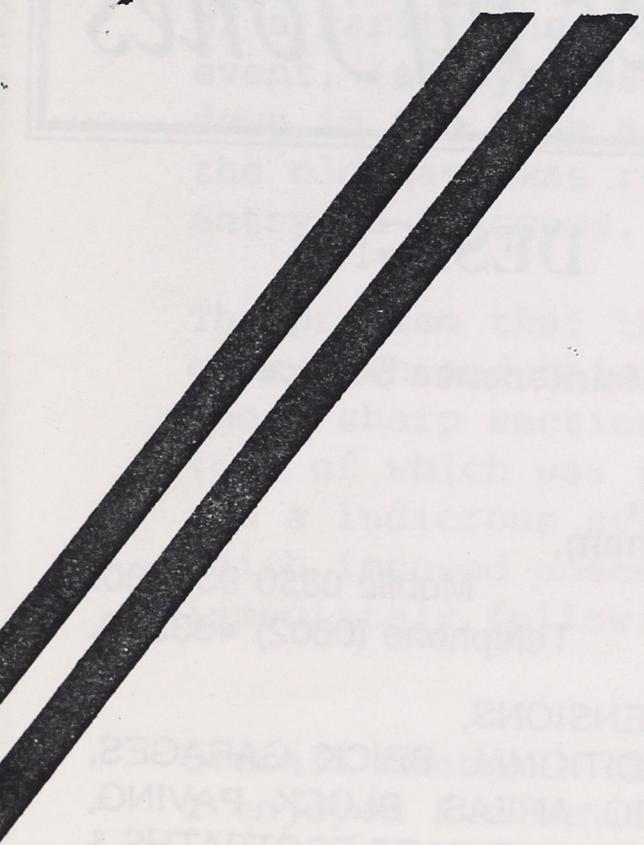
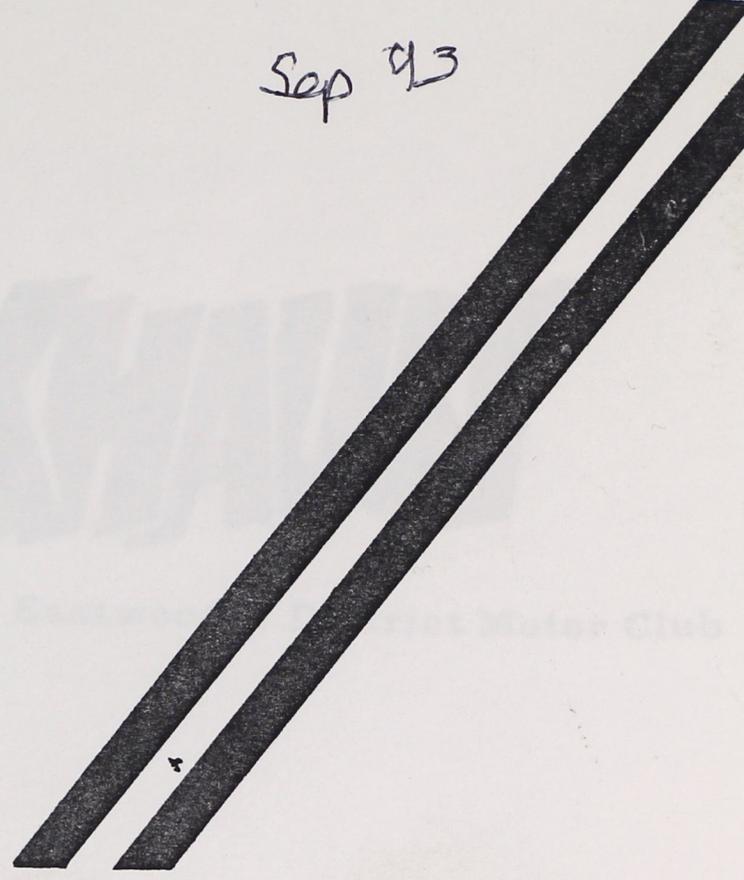


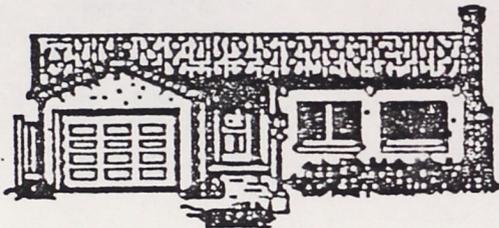
Sep 93

THE
E.D.M.C.
EXHAUST



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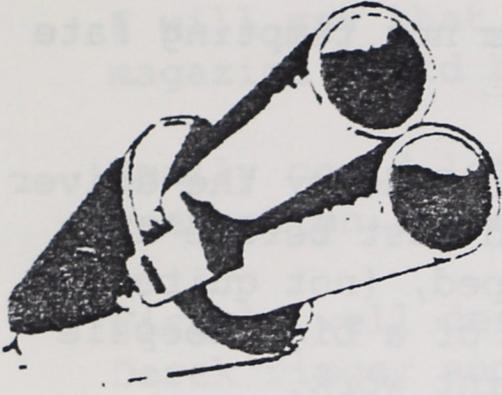
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EXHAUST

The magazine of the Eastwood & District Motor Club

EDITORIAL SEPTEMBER 1993.

Things are a little quite on the East Midlands road rally front at the moment and the recent cancellation of the Dams has extended the rest period until October. That means that I should not have any excuses for not doing those little jobs that I am always putting off.

The last serious abuse that the Escort was put to was the drystone which took place in July. This was a bit of a rarity these days in that it was a total pre plot event, (always assuming that you could get the plots down in the time allowed), and maybe that throwback to the old days was responsible for attracting a full entry of 65 crews.

The problem that the organisers had was how to slow the cars down and this was generally achieved by the use of short sharp sections, a heavy sprinkling of whites, (one of which was to remove quite a number of runners) and a ludicrous system of recording passage checks which imposed unnecessarily harsh penalties on any crew immediately following another into the control.

Overall though a challenging event to do and once again I enjoyed the benefits of having no major problems with

the Escort although I hope that I am not tempting fate on the next event by saying that.

The biggest problem was one of brain fade by the driver when things got horribly out of hand just before the ford on Middleton White but we escaped, (not quite sure how), from what had all the makings of a big whoopsie with just a few scratches on the paint work.

One very disturbing aspect of the event which I know has sent alarm bells ringing with our own road rally guru Mark Wagstaff is the extremely heavy presence of police throughout the event and in particular something which I haven't seen before, the use of radar traps on competitive sections. Once again there are ominous warning signs for road rallying and I am sure Mark will be taking the debate on our behalf at East Midlands level.

Although the East Midlands are quite at the moment, crews are getting out and about in other areas, most notably Freeman Motorsport and Wagstaff/Chadwick. I know that Martin is particularly keen to beat Mark in the drivers championship, aren't we all, but I think that there's more chance of the Pope marrying a nice protestant girl than somebody doing more events than Mark and John at the moment.

Talking of marriage, mark's long suffering better half Cathy has finally found a two week slot in his rally diary to be able to make an almost honest man of him. Yes they are finally going to become a true Mr & Mrs team. Congratulations to you both and best wishes for the future.

Since Mick took the Escort off the road at the end of last season reports on activity on the stage rally side appear to have dried up. There must be club members still involved in this side of the sport and Lee and I would really appreciate your articles and comments, that actually goes for everybody. Any contributions to the club magazine would be greatly welcomed.

I will say that again; Any contributions to the club magazine would be greatly welcomed.

Really could let this opportunity pass without making comment on two excellant acheivements this month.

Firstly well deserved congratulations to Colin McRae, Derek ringer and the Subaru team on their success in the New Zealand rally.

I really am highly delighted that they have finally acheived what they have been threatening to do for some time and Dave richards is to be congratulated for having the faith in the team and giving them the opportunity of competing on the world championship This was no hollow victory, it was secured against world class opposition. Hopefully, having got win number 1 out the way others will not be too long before they follow. I just hope that the press don't get too carried away and place too much hype and pressure on him before the RAC.

Very similar comments apply to the charge of Damon Hill who has now been so very very close on a few occasssions that there was almost the danger of always the bridesmaid never the bride. However, his luck eventually turned and the results came good for him. I still find it mighty strange though that an engine noted for its reliability should have suffered two serious failures by only one of the drivers who has probably spent more time with it than any one else. I wonder where the politics will leave Damon next season since once again it looks like Ayrton only wants to play if he can be assured of a win.

Finally, just to give you a little advance warning that Octobers AGM and Natter night have been moved back a week and will now take place on Wednesday 13th October. See you all soon.

PAUL

SEPTEMBER EDITORIAL

Last month's large event was the Kimberley Pram Race into which Eastwood entered a customised cardboard Zanussi fridge/freezer box. This technological feat of ingenuity was suitably adorned with Eastwood stickers and members!

The whole event based around a pub crawl, was for charity, a combination which never fails, entered by Eastwood purely for publicity purposes. The whole exercise resulted in three new members and volunteers for the Cossack. It is in debate whether these people were impressed with the Eastwood team-work or their alcoholic consumption. You could decide for yourself when the home movie comes to British Legion near you, filmed in glorious Lagervision, certificate XXXX.

I've read in the motoring press about the forecasted boom in interest following Colin McRae's victory in New Zealand. A swell of 4000 to 5000 more spectators for the opening day of the RAC. I just hope all of these virgin rally converts have access to such motoring press because the majority of the Nationals nonchalantly brushed this landmark in British rallying aside with a pityful dozen lines. This hardly stands up against the pages devoted to Damon Hill's triumph at the Hungaroring.

There now needs to be some active publicity centred on firing the imagination of the British public. Glamourise is an awful word, but if that's what it takes to grab the head-lines, promoting rallying wing mirror to wing mirror with the likes of Fl and Touring Cars, then some initiative must be taken to keep us out of their slipstream.

Shock of the week came after hearing that Mrs. Jimmy NcRae hadn't won the Shell Scholarship! After her family's domination in the sport it's good to see a new surname breaking new ground.

See at the next Natter on Wed. 1st Sept.

Stay Tuned!

Lee H.

CONGRATULATIONS to Carl and Sally Chadwick on the birth of their son Phillip Laurence on Saturday 14th August, weighing in at 9lb 5 oz.

Does this mean the continuing participation of Team Chadwick through into the next millenium? will he follow in the wheeltracks of his father going round and round on tarmac, or emulate his dear old Grandad and his Auntie Laurie in the left hand seat with the maps (or will it be a laptop and satellite positioning by then?)

Have you contacted Adrian Ancliffe yet to put your name down to help run the Donington Stages on this years' Rally Britannia and Network Q RAC Rally?

If not, see him at the Natter or 'phone him on 0602 375784; Eastwood are marshalling on 2 stages on Rally Britannia on Sunday 21st November, the only Super Special stages on the Network Q RAC Rally that afternoon, and the last stage of the event on Wednesday 24 th**be there**

MARSHALS and RADIO CREWS FOR EVENTS

SEPTEMBER

FOR MORE INFORMATION REGARDING ANY OF THE
EVENTS BELOW, CONTACT **JOHN HICKLING** AT THE
NATTER, OR 'PHONE HIM ON **0602 384601**

SUNDAY 12th - MAD VIDEO LIGHTNING STAGES RALLY

Promoted by Lincs Louth MC AT Binbrook

nr 113 / 1995 Signing on time is 07.00

SATURDAY 18TH TOUR OF NORFOLK CHARITY STAGES RALLY

Promoted by Kings Lynn DMC

Eastwood are running 2 stages at 10.00 and 18.00
at 132 / 676322 and 131 / 556242 respectively
(stages 1&2 and 16&17)

SATURDAY 25th TRACKROD FOREST STAGES RALLY

A round of the Mintex National Rally Series

Eastwood are running 13 miles of Langdale Forest;
signing on time is 09.00

Map reference to be advised

If you want to be involved then contact John
Hickling straight away!!

NEXT EVENTS

SEPTEMBER 1993

Wednesday 1st

Natter Night

Films, cheap drink, rally-chat,
Cossack Rally Regs & marshalling
info

Sat/Sun 4/5th

Oxford MC Bullnose Road Rally
a round of LCAMC. 50 entries
this year but is usually bias
towards the navigation. See Mark
Wagstaff for Regs info etc.

Sunday 12th

Single Venue Rally at Binbrook
EMAMC round - EDMC running
a stage of this event & marshals
required - see John Hickling

Sat/Sun 18/19th

Phoenix Road Rally run by SCCON
using the lanes & whites around
Norfolk. An ANEMMC round.
Has tended to be rather navigational
but organisers have promised to ease
it a little this year. See Mark Wagstaff
for Regs info etc.

Sunday 19th

Multi-Venue Stage Rally
Tour of Norfolk - again Eastwood is
running a stage & marshals req.
All forest stage rally run by Kings Lyn
Motor Club.

Saturday 25th

Multi-Venue Stage Rally run by
Trackrod MC in Nth Yorkshire
forests - EDMC running a 17mile
stage and much help req. See John
Hickling for further details.



Team Eastwood at the Kimberley Pram Race, totally professional as ever!! Just three questions :-

Why does Dawn wear overalls which say "BOOT C/7"

What did Mark do after raising his hand ?

Is that Adrian Carnill, or did they dig up Benny Hill

EASTWOOD & DISTRICT
MOTOR CLUB LIMITED

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and

PRESENTATION OF AWARDS

Friday 1st October 1993

Nottingham Moat House Hotel

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MELON BOAT

BRAISED STEAK CHAMBERTIN

PEAS, BROCCOLI SPEARS, POTATOS

APPLE and RASPBERRY PIE

COFFEE and MINTS

THE GUEST SPEAKER IS JOHN LOVE

TICKETS WILL BE AVAILABLE AT THE SEPTEMBER NATTER
PRICE £16.50 EACH

LATE BAR , DANCING TO DISCO, 7.00 for 7.30

FOR MORE INFO CONTACT JOHN or SANDRA HICKLING

SWANING ABOUT IN YORKSHIRE.

The 1st and 2nd of May saw Freeman Motorsport venture up the A1 and take on the might of Yorkshire on the Three Swans Rally. The event was a round the ANCC and more importantly the ANEMC Road Rally championship.

Arriving at the start venue of Brighton airfield of the Selby & DMC organised event, we encountered the roughest part of the event on the trip between noise and scrutineering. Sump gaurds most definately required.

After all the pre event formalties were dealt with, Mike, Ethel and I eagerly waited our start time.

After a short neutral run out through Wressle we arrived at NTC2 and proceded to Wrestle ! with the first handout. This was a mixture of grid lines, map references, spot heights and other numbers. The route led us up and over Spaldington Common to TC3.

NTC4 to RTC6, at 9 miles the only regularity on the event turned out to be a mixture of highs and lows. The high being collecting a passage check on a triangle, having to give way to another competitor who had missed the PC. The low being the short run from NTC4 to IRTC5, more of which later.

The next section started at Welling Fen, and used avoids on this short sharp section around Mole Lodge and Cod Hall.(seriously).

It was at TC7 that the eventual winner of the event enquired whether Ethel had enough wattage on the front, and did we need to be plugged into the National Grid!! . I replied that he should go faster so that we wouldn't keep catching him.

The next two sections were fairly long and uneventful as the roads moved northwards across Newbold Wold. The roads at this point were slightly reminiscent of North Lincolnshire, being fairly straight but up and down.

Petrol was at Market Weighton. This was the first time Ethel and co had got to sit and wait for a full 30 minutes, what an experience.

TRC16 to TC17 saw Ethel pursued by General Motors latest fighter aircraft, an 1800 Opel manta travelling at Mach 2 past a DSO. TC17 to TC18 was another long section with three route options given, only one of which was correct. The thrash over Cold Wold saw Ethel catch a Sierra cosworth and was cheered on by the local police at Millington Hairpins.

The next section was straight out of the Novices nightschool with off, on, off, on map handout. The route now headed further north towards Malton. After leaving TC24 the rain arrived and so did the hard handouts, so much so that at one junction near Castle Howard we were forced to stop and recheck the route. Having decided to turn left Mike was somewhat surprised to depart the junction backwards; the reason being that we had stopped by the photographers and this required a decent handbrake photograph.

The event now moved into its final phase with quick runs across the Howardian Hills towards the finish at York, complete with a hugh spin at Beminster Moor hairpin.

An excellent but tense breakfast was had with several crews thinking that they had done well. The halfway results had Freeman Motorsport at 5th overall and first semi expert. However, the biggest surprise was yet to come.

It was obvious from the organisers deliberations that the result was going to be close. The final result had us down as joint second and just 3 seconds behind the winners time. The 3 seconds lost were at ITC5!!.

A brilliant event with over 100 marshalls signed on. Really looking forward to next years event.

MARTIN, MIKE AND ETHEL.

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STAGE RALLY PREPARED CAR - FORD ESCORT Mk II

Group 2 Car, taxed and tested to MAY 1994, and complete with RAC LOGBOOK.

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The whole package is worth at least £5000, but with no time to use it, it is priced to sell at **only £ 2995**

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WANTED

Calor gas heater or similar to warm up my garage this winter so that I can work on my motor bikes without any important bits of me freezing up !!! Appearance not important, gas bottle not essential but must be in working order.

Phone Richard Hickman - 0602 892812 or see me at the Natter.

REMINDER - - REMINDER - - REMINDER - - REMINDER

Membership subscriptions are due on 1st September if you want to be sure that you receive your copies of "Exhaust" be sure to renew your membership promptly; if you don't we will send the boys round to bore you to death.

COSSACK RALLY - 6/7TH NOVEMBER 1993

Well, as promised, I said I will continue to bombard you all with stuff about the greatest Road Rally of the year; and once more I continue to do so!

Everything going well so far, on the organisational side of things, with the 5 Sector Marshals fully briefed and out there doing the PR'ing and or badgering help from other club members.

Things YOU can help with on the night **MARSHALLING**

Without giving too much away, this years Cossack will have a lot more Time Controls than usual, usually one every 2.5 to 3 miles in a string of them! BUT, this means that IF it is going to work, we need as many marshals as possible. Experience is not necessary since we are using a VERY simple control procedure that will make the marshals task an easy one - we just need a lot of you!

To entice you, I can promise the usual Marshals Goodie Bags with drink, food, pens sweets etc. in them, together with a totally unique, individual "COSSACK RALLY 1993" waterproof badge/sticker per person, to keep and add to each year you marshal for us. The Finish Venue at The Muston Gap Inn will be open nice and early for your hot cooked Breakfasts, starting from £1.50 to £2.95 for the "works". VERY good value if I say so myself.

- The Cossack Rally runs an unusual system in that we have the entire route split into 5 sectors, each set out, run and controlled by 5 separate Sector Marshals. They have the task of being essentially "mini Clerks of the Course" for their sector and are responsible for getting as many of their controls manned as is possible. PLEASE try to help them (and the event) by (a) Keeping your diaries free the weekend of 6/7 November and (b) Volunteer to man at least two time controls (2 different sectors obviously!)

Sector Marshals are:

Richard & Roger Hage	0602-635196
Steve Taylor	0602-700135
Colin Bryant & Mick Taylor	0602-892248
Mick Smith	0664-500586
Lee Hawksworth	0332-386118

For further information please ring either myself (0602-720602) or my poor Assistant Clerk of the Course, Dave Steggles on 0332-824368.

As for the route.....well, it starts at the Grantham Leisure Centre as usual and moves out of Grantham and continues along very competitive lanes and a FEW (EASY) whites to finish at The Muston Gap Inn on the A52 just outside Bottesford. Navigation will be really easy, NOT trying to kill off those brain cells - with short, sharp sections, all crews will certainly have to shuffle all night long if they are not going to drop time!!

It is a round of the **EMAMC** and **ANEMMC** Road Rally Championships as well as the Final Round of the **AERRO (All England Road Rally Championship)** - which should attract the **BEST** Road Rally crews in England!

As a Club **WE CAN DO IT IF WE WORK TOGETHER!**

And do not forget.....Eastwood has won (through the Cossack Rally) the **Best East Midlands Road Rally Award for 1990,1991 and 1992.....**
lets make it 4 in a row!!

Cheers

Mark Wagstaff

congrats slot.....congrats slot.....congrats slot.....

Please be all advised that our Honourable Auditor, a Mr Carl Chadwick and his lovely Wife, Sally, have just been blessed with another new Eastwood & DMC Chadwick Member!!

A Baby Boy ! Mother and Father coping very well; Grandmother rushing about even MORE - Grandfather refusing to believe he is old enough to *be* a Grandfather (but absolutely delighted of course!) and Son already actioning out those "brown trouser" moments!!

Well done to you all, and all the very best wishes from everyone at Eastwood & District Motor Club Ltd.

Mark W.

PS - a sudden thought has crossed my mind; this means I shall have to fit a Baby Seat onto the roll cage of the Pug - for those Weekends when Grandpa is Baby Sitting!!

THE CLUB AGM DRAWS EVER NEARER.....DON'T BLOW THE OPPORTUNITY OF HAVING A SAY ON HOW YOUR CLUB IS RUN.....ATTEND AND USE YOUR VOTE.

THERE WILL BE EVERY CHANCE THAT WE SHALL BE REQUIRING NEW PEOPLE ONTO THE COMMITTEE; SO IF YOU FEEL THAT YOU HAVE GOT SOMETHING TO OFFER, OR THAT YOU THINK THAT SOMEONE ELSE COULD DO A BETTER JOB... ATTEND THE AGM AND MAKE IT HAPPEN.



NETWORK Q



RALLY

Don't forget that if you want to be involved in this years' Rally Britannia and Network Q RAC Rally that once again Eastwood will be helping to run the stages at Donington Park.

This year Donington will host the Rally Britannia on a longer than ever stage on the Sunday morning, followed later in the day by the only "Super Special" stages on the Network Q RAC Rally; an opportunity to see the worlds' finest drivers not just once, but twice!!

The big difference this year though will be that it's not all over on the Sunday; because this year we will be back in action on the Wednesday to run the very last stage of the event.

So, if you want to be part of the worlds' favourite Rally, just get in touch with Adrian Ancliffe at the next natter or 'phone him on 0602 - 375784

If you're not on the list you re going to miss out !!!

ASTON-MARTIN O.C. HISTORIC ROAD RALLY 1993

The second A.M.O.C. Historic Road Rally was meant to be a not too serious week-end of regularity, tests and a little bit of navigation. There was also alot of socialising organised, which was obviously more important than the driving. That is until the Marshal says 3,2,1, Go! For the first test. From here on seconds were traded as everyone tried their hardest.

The first regularity was next and we were expecting to struggle as the Halda was only working backwards! However we decided to use the car's tripmeter and did a quick calibration. This gave us a 'fiddle factor' of 2 to use, as the Trip was showing about 2KM for every mile. Whilst everyone else was trying to average 27mph our goal was 54Kmph! After 5 miles we were 35 seconds early. Knowing this allowed us to recalculate the 'fiddle factor' to 1.8888.

Next were three more tests at a place called Wilbaston! This seemed vaguely familiar, and we set our first quickest time of the Rally, followed by quickest time at Deenethorpe Airfield prior to a lunch halt at Deene Park Stately Home.

The afternoons tests were cancelled due to floods, so there were only 55 more miles of Regularity prior to the overnight halt at Northampton. The next 2 long regularities had changes of speed at the intermediate controls. After a while we caught and passed the car in front. They spent the next few miles wondering why, before noticing the speed change and roaring past. Our penalty for the 30 mile section was 9 seconds, 9sec and 2 sec at the intermediate controls, not too bad as we tried to average 47.2Kmph, 52.8Kmph and 54.7Kmph.

By the evening halt we had taken the overall lead by 34 seconds from Paul Merryweather/Brian Thomas in an Aston Martin DB4. A good run on the Regularities had brought them up the field as they struggled to manoever the big and borrowed car on the tests.

Sunday morning dawned clear and warm, a pleasant change from Saturday's thunderstorms and floods. With only seven tests to do and no more Regularity, the event seemed to be going in our favour. But 34 seconds is not a very large lead. There was all to play for. On the first two tests, both quite tight, we added 10 seconds to our lead only to lose them on test 3 at Milton Keynes Bowl, still 34 seconds.

The next three tests at Turweston Airfield where we were 2 seconds quicker then 2 seconds slower than the Aston. Then the penultimate test and a mistake from us saw the Aston reduce our lead to 24 seconds with one test remaining. This was at Silverstone during the Annual AMOC Race Meeting, where lots of mouth-watering machinery was on display, both on the track and on the car park.

A long and confusing test, we messed it up racing past a cone, had to turn around and come back, avoiding getting a wrong test, penalty 100 seconds. At the finish we waited for the Aston to come through to check his time. It was a very long two minutes as we sat and counted the seconds. They'd got the test right first time but had only clipped 7 seconds from our lead.

That was a close one, but it wasn't over yet, Brian Thomas and I checked our times and agreed we had won by 17 seconds. The results computer thought otherwise and we were demoted to 2nd. A quick query sorted the problem.

It was Richard's first Rally win and he was delighted, especially as the car had just come back from a lengthy rebuild after retiring on the Charringtons. It's also got a new, more powerful engine, it should be good when it's been run in!

It was a keenly contested rally but in a very sporting manner, as Historic events tend to be. Drive of the Rally was surely Pete Binns/ A.N. Other an amazing 4th overall in a 1932 HRG.

RESULTS:

1st Richard Tyzack/Bob Duck Renault Alpine
A 110##28min 50secs

2nd Paul Merryweather/Brian Thomas Aston
Martin DB4##29min 07secs.

BOB DUCK

One for pre - decimal mentalities :-

£ s d

Short haircut

Leather worker

Old bike

Sort of pig

Unwell sea creature

Mars, Saturn, Jupiter



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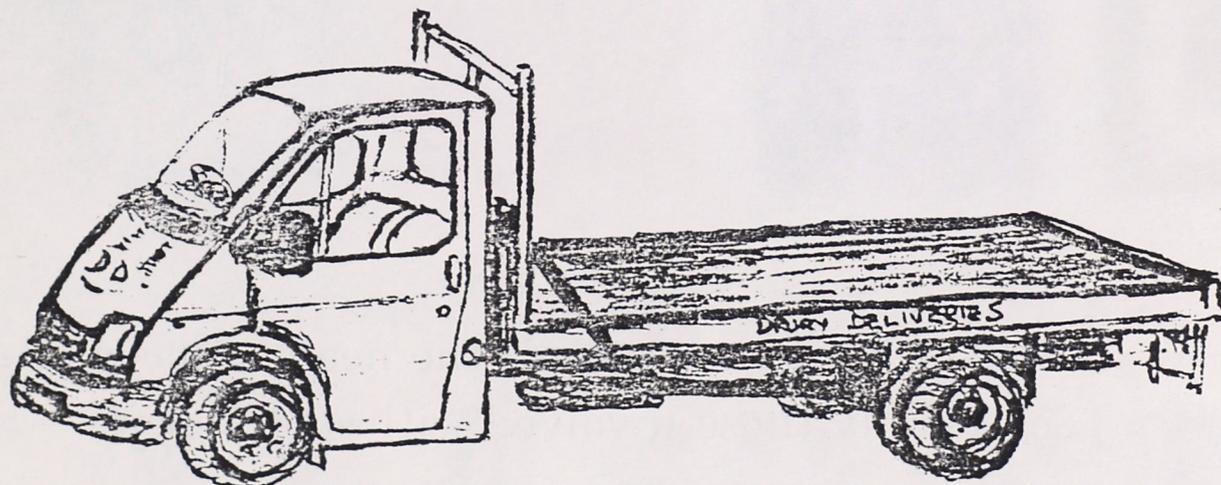
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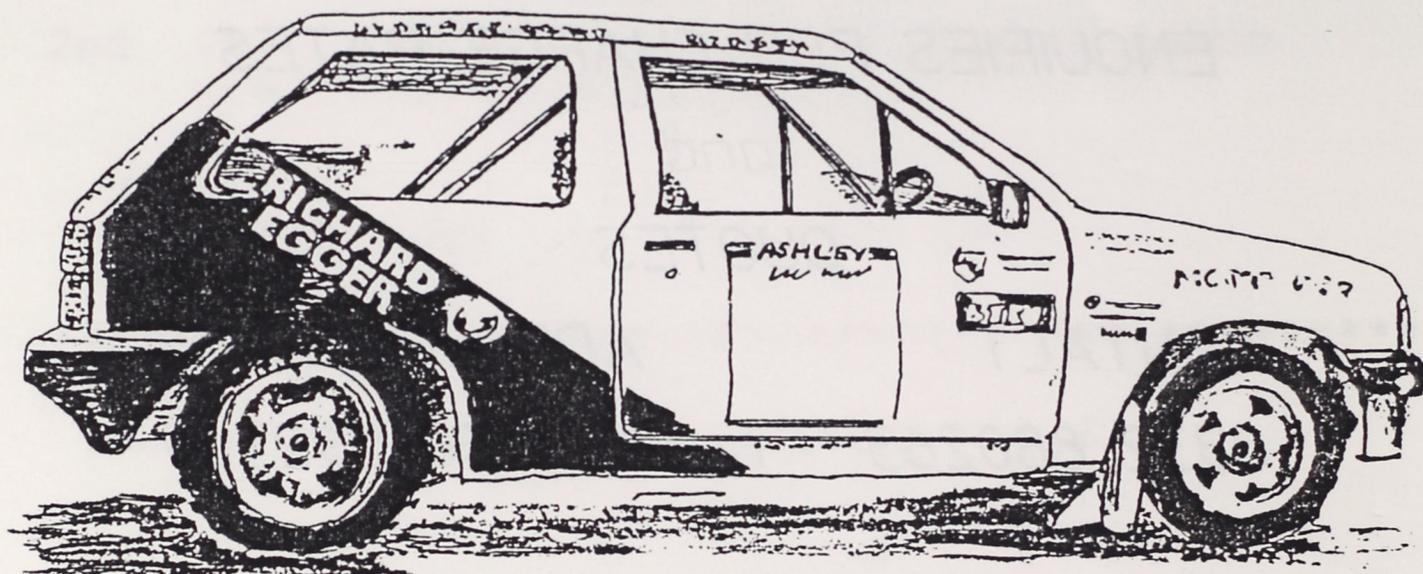


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