

THE

E.D.M.C.

# EXHAUST

4/8  
Mar 1966  
Apr



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# EXHAUST

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Volume 4

Number 8

March 1966



## *Forthcoming Attractions*



- April 24th Players No 6 Autocross Championship. Round 1  
(Regs from Peter Brayne)
- 28th Rally School
- May 1st The Bomber Rally  
(Regs enclosed)
- 4th Natter & Noggin
- 8th Nottingham Driving Tests  
(Regs from Mick Pownall)
- 14th Silverstone - International Trophy Meeting
- 15th Ashfield Snipe Semi-Sporting Trial  
(Regs enclosed)
- 27th EMAMC Dinner - Grange Farm  
(Tickets @ 30/- each from Peter Brayne)
- 29th Players No 6 Autocross Championship. Round 2
- June 5th The June Rally



We have had the prelude, in the Spring Autocross, to a season of Championship events. This is, of course, the Players No 6 Autocross Championship for 1966. Competitors may enter all qualifying rounds and will qualify for the final by virtue of their best performance in four of these qualifying rounds. Thus 16 competitors in each class with the greatest number of points will qualify for the final.

Awards will be donated by John Player & Sons and include; to the winner of each class in qualifying rounds - a Players Trophy and £10, in the final - a Players Trophy and £20, and to the outright winner - the Players No 6 Challenge Trophy and £50.

Eastwood are one of the six Clubs organising one of the qualifying events and our date is, as you probably know, July 24th. On this day we shall need a great deal of support from Club members in the organisation and general management of the event. Each of the Committee is responsible for one particular aspect of organisation and we shall be asking you all to co-operate with us to make our event, the one most remembered, by smooth running efficiency.

---ooOoo---

PLAYERS No 6 AUTOCROSS CHAMPIONSHIP ROUND ONE - 24th April

This first qualifying round is being promoted by Worksop & D.M.C. and will be at Thoresby Hall, near Ollerton NR 112/638712. The course is 1000 yds per lap and is entirely on grass. Scrutineering will commence at 9.00am followed by a course inspection and two practice runs by each competitor. The competition proper will commence at 1.30pm. Entries, for this and all rounds, will be divided into the following classes.

- Class 1: Standard front wheel drive, excluding Class 2 up to 1000cc
- " 2: Mini-Cooper and S and modified Class 1 over 1000cc
- " 3: Saloon cars up to 1300cc
- " 4: Saloon cars over 1300cc

- 3
- Class 5: Rear engined cars, all capacities  
" 6: GT and sports cars, all capacities  
" 7: Specials, all capacities

There is a limit of 112 entries and although the hour is late, you may be able to telephone your entry to the Secretary of the meeting - Ivor Pashley, 3, Pryor Mede, Harthill, Nr. Sheffield. His telephone number is Kiverton 304. (The entry fee is 20/-)

Even if you are not competing you will find a great amount of interest in this event and should make for a pleasant days sport. Provisional results will be announced at the end of the meeting.

---ooOoo---

RALLY SCHOOL - 28th April

COME TO NIGHT SCHOOL ! Do you ever get lost on rallies ? Do you wish you could do better ? If your answers to both these questions are NO, then don't read any further.

For those who are still with us, and would like to do better in future, you should join the FIRST rally navigators school, to be held at Jack Glazebrook's house, 448, Nuthall Road, Nottingham. MR 543427. (For those who believe this is Chinese for Happy New Year, he lives on the A 610 to Eastwood, 1/2 mile after the Nottingham Ring Road, on the right hand side of the road, opposite the Swan Self Drive Garage.)

Please bring with you a copy of the Ordnance Survey Map I inch. No 112 (Nottingham)

Instructors for the course will be -

Neil (I only misplotted one) Hardman. Dip. RAC Nav Rallies.

Bob (Have you got a high roofed car) Atkins. Dip. Nav. Sc.

The first meeting will be at 8.00pm on Thursday 28th. April. Further meetings will be arranged to suit those members who turn up. If you can't make it this time, please let Neil Hardman know at Southwell 3016 so that he can arrange times suitable for everyone.

O R

(Now is the time for all good men to come to the aid of the Party).

The theme of this year's event is so important that we have obtained the following statement from a very high source:

"Good evening. As you know, I always try to be pragmatic - even if I don't quite know what it means. I am so far down a road that there can be no going back, but I live in hopes that someone will do something to get me out of this mess - er position - into which we have been forced by events over which I have lost whatever control I had."

(Lights pipe and turns good side of face to camera).

"I have now to ask you, as captains of aircraft, to carry out a most unpleasant task. As you know, the Rhodes regime in Smithesia has decided to rebel and not to follow the advice which I am convinced is right and which I decided upon after a great deal of thought and ten minutes chat with Mr Bumley. Outside interests are trying to break our blockade with two oil tankers and it will be your duty to carry out reconnaissance missions to plot their track and inform the Royal Navy so that they can be intercepted. If they still insist on entering Biro Harbour we will, of course, be able to do nothing about this, but perhaps they will not realise that fact.

I am confident that you will all carry out your duties, unpleasant though they may be, with keenness and thoroughness and, for George's sake, another 3% efficiency! I need hardly stress the importance of ensuring that no oil gets up the pipe".

(Blows smoke into camera and hides homely grin).

When asked if he felt that there would be any interference with our forces, the high personage replied, "Good gracious me, No! There is absolutely no question of anything of the kind, because I have said so and I don't want it to happen".

(Replaces pipe - non-oil - and turns on cheerful determination-type homely grin).

As might be expected from the last part of HIS speech, we have heard from "Our Man Fink" that a certain power from behind the bamboo and bean-sprout curtain has decided to take a hand and a battle force is sailing towards the area. All planes will be armed as it is expected that an attack on the 9 units comprising this force will be necessary. Full briefing details will be sent to all captains of aircraft as and when they signify their readiness.

B O M B E R R A L L Y, M A Y 1 S T.

This looks like being the easiest Bomber Rally for some time! All you will need on the day are a pencil and a ruler.

The entry fee is 10/-d as last year, and teas can be ordered (NO TEAS CAN BE OBTAINED UNLESS PAID FOR WITH THE ENTRY). There will be a bombing run at the usual place, but this year there will be no opposition from enemy fighters (i.e. no fighter boards, or ship boards, to look out for).

Just to make it even more simple, full route details, including the location and time due at each control, will be sent out beforehand. The earlier you get your entry in, the more time you will have to go round and practice.

There is another reason for getting the entry in good and early. We have put a limit of 50 (we just can't stand the thought of more clean sheets than that!!) and we expect the demand for "take-off clearance" to be great.

For the benefit of newcomers to what is (without doubt) the best social event - so Mick says - in the Eastwood calendar, perhaps we should explain that you are considered as being in an aircraft and are given certain missions to carry out during your flight, ending up with a chance to work off your excess energy in a skittle alley.

We are anxious to include as many checks as possible along the route, so if you would rather marshal, please contact John Denison (Phone No. 45108). Everybody else will be doing something on the "Bomber", why not YOU? Try it and see the difference!

Broughton Lodge start.

O. S. 122 map required.

May 1st.

Bombing run at Granby

Easy, no one gets lost - we promise.

Really up to date and topical.

Read the official release for more information.

Anyone can follow the route, not just the experts.

Let us know if you would rather marshal.

Leave it too long and the entry list may be full.

You should enter now.

THE FIVE FORDS RALLY - 1st May

You will no doubt all be saying "But this clashes with our own Bomber Rally. Well so it does but with the present set up being what it is, if we find ourselves without a permit, then we are stumped. So as an alternative there is this event which is being put on by our friends Ashfield Snipe. I am sorry to say that I have no details of this event, but if you do require any further information no doubt one of the Committee will be able to help you within the next day or so.

----ooOoo----

NATTER & NOGGIN, - 4th May

The venue is once again the Clifton Bridge Inn where if you arrive at 8.00pm you will no doubt hear the results of the Bomber Rally. In addition to this Bob and Colin have a little something in store for you. A film of the Bomber will be shown and the feature film for the evening is "Imp" by courtesy of Rootes Group. In this unusual film, which is in colour, you can see, stage by stage, how a new light car was conceived, designed and tested. There are some excellent sequences at the Proving Ground of the Motor Industry Research Association and inside the Arctic Circle.

There will be a goodly supply of ale for your consumption and we hope that you can make it a date.

----ooOoo----

NOTTINGHAM DRIVING TESTS - 8th May

You have already had some information on this event, but to recap, the venue is the Cattle Market, Nottingham. The start is 10.30am. There are 7 classes. A splendid array of awards. There are ten tests. Well if this has wetted your appetite then I suggest you get hold of the regs from Mick Pownall.

----ooOoo----

SILVERSTONE - 14th May

This should be quite a day for the motor racing fans



as it will be the first Formula I event in Europe and acts as a 7 prelude to the World's Championship. It will also be the first appearance in this country of the new 3 Litre Formula I cars which are expected to achieve a lap at over 120 m.p.h.

Probably the best thing about this meeting though, is the fact that the Saloon Car race has been extended in distance to 100 miles. It looks like being a great day !

---ooOoo---

ASHFIELD SNIPE SEMI-SPORTING TRIAL - 15th May

The Venue is Bridge House Farm, Newton, Nr. Tibshelf, Derby. MR II2/447597 The map ref gives the entrance to the field, off Newtonwood Lane. The start is at 10.00 and is expected to go on until about 12.00 noon. The usual classes will be used and you can enter just about anything. Entries will be taken at the start at 7/6 per driver per car.

For fuller details refer to the regs enclosed with this edition. Ashfield always support us extremely well and I am sure that you will be made most welcome at this do.

---pooOoo---

PLAYERS No 6 AUTO-CROSS CHAMPIONSHIP ROUND TWO - 29th April

The second round is organised by Dukeries Motor Club and this one will be at Edwinstowe MR II2/609663. Most of what has gone before also applies to this event so there is no need to repeat it all. Once again regs will be available from Peter Brayne.

---ooOoo---

THE JUNE RALLY - 5th June

Something old, something new !  
We have our permit and it's almost all sown up, so next month we will tell you a little more about it. But for now, just make a note in your diary, cancel your holidays if they clash and watch this space next month.

PRAISE INDEED

The following appeared in the March 31st edition of Motoring News.

New rally rule

"I have just competed in one of the first large rallies to be run under the new regulations, the Eastwood. This rally was run strictly to the book and penalised heavily anyone who contravened the regs. in any way. A winner was found without resorting to tricks or pruning. If this is the type of rally for the future then I for one, believe that control of events will improve their standard and consequently give rallying wider appeal to the British motoring public. In short, the future of the sport looks rosy !

H. F. Hardwick, Burton-on-Trent

"Those who are keen enough, in the future, to wade through the formalities in order to organise a rally will undoubtedly be capable of providing a good one. It therefore follows, logically, that only the best will survive, quantity being replaced by quality". - Verglas.

---oooOooo---

THE ARMCHAIR RALLY BOOK

The Armchair rally "Kit" consists of a book containing the route cards and solutions for 15 rallies, and a copy of the "I" map on which the rallies are set. Each of the rallies have six sections and the solutions give the locations of all controls and route checks. The navigation starts off fairly gently and becomes increasingly difficult as the book goes on.

Suggested time allowances are given for each section, but these are intended mainly for the more experienced competitors. There is no penalty for taking longer than the set time. It is estimated that the average competitor will spend at least 20 hours puzzling his way through the book, although one "guinea pig" claims to have taken three hours for three sections, one of which passed his front door.

Although much of the navigation is obviously more complex than would ever be encountered in a "proper" rally, the instructions are basically what can be found in most navigational events. The whole book, in fact, is the product of 8 years in the "hot seat" and might be considered a retaliation for all the WDs and missed checks in that time.

If you are interested, the Armchair Rally Book is available only from Allander Press, Ltd., Milngavie, Glasgow. The price including a 6/6d O.S. map is only 20/- post free.

-----ooOoo-----

NEW MEMBERS

Welcome to the following newcomers -

P. Owen  
2, Plantation Road  
Wollaton  
Nottingham

Mr & Mrs T.P. Perry  
35I, Cromford Road  
Langley Mill  
Nottingham

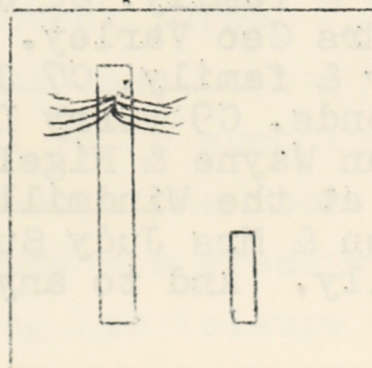
D.V.S. Eldridge  
62, Woodhall Road  
Wollaton Road  
Nottingham

I.M. Cox  
47, Kenilworth Avenue  
Derby

A. Bettany  
"Harpenden"  
Burton Road  
Findern  
Derby

-----ooOoo-----

DEN



"DENison"

# M M M RESULTS 166

No	Driver	Navigator	Pts	Bonus	Pnty	Total	Pos
I	E A Pollard	R E Critchley	M	N/S			
2	J C Hart	V M Moorhouse	M	80	-	80	7
3	Mrs S Hardman	W N C Hardman	M	75	-	75	8=
4	R Hyde	R Price	M	90	10	100	1=
5	K Rockley	J Walker	M	N/S			
6	M J Atkinson	Miss C A Twells	M	60	-	60	13=
7	D W Beardsley	A Daniel	M	45	-	20	22
8	Mrs M Bristow	N W Bristow	M	90	10	100	1=
9	K Tew	F A Hough	M	30	-	30	24
10	P W Straw	M Marsden	M	50	-	5	18
11	Mrs A Pownall	M Pownall	M	45	-	10	21
12	P Brayne	Miss D Brayne	M	60	-	10	16=
13	R Banks	D D McLeam	M	75	-	-	8=
14	G Carrick	P Burnett	M	90	10	-	1=
15	N P Holland	J Clark	M	65	-	165	29
16	J Davis	C Adkin	M	75	-	-	8=
17	J Hallam	J B Wright	M	90	10	-	1=
18	P A Marshall	Miss A Marshall	M	60	-	-	13=
19	P Bennett	W B Laughton	G	70	-	-	12
20	D Shallcross	R A Wood	M	45	-	70	26
21	M C Young	C Young	G	35	-	-	20
22	P J Lyth	D McGowan	M	N/F			
23	E F Evans	Mrs J M Evans	G	55	-	115	28
24	J D Britton	Mrs D A Britton	M	40	-	-	19
25	A Gregory	G Williams	G	55	-	-	15
26	B Sutcliffe	J W Chambers	G	50	-	-	16=
27	R T Atkins	Mrs A P Atkins	M	75	-	-	8=
28	Mrs S M Weeds	C N Weeds	M	10	-	20	25
29	N Fraser	J Barker	G	90	10	-	1=
30	J M Glazebrook	R S Smith	M	90	10	-	1=
31	J C Chubbick	J M Foster	M	60	-	55	23
32	A W Green	D Randall	G	20	-	70	27

Marshall's Muddly Mix-Up cups A & B will not be awarded this year, instead the total value of the six awards applicable to this event, will be divided equally among the six equal firsts. These are Mrs M Bristow, G Carrick, J M Glazebrook, J Hallam, R Hyde and the Best Guest N Fraser.

The organisers would like to extend their sincere thanks to the valiant marshals who added that little extra spice to the event. They were - C1 Tony Bellamy & family. C2 J Baylis & friend. C3 Mary Asbury & friends. C4 Mr & Mrs Geo Varley. C5 Misses Susan Taylor & Angela Pegg. C6 Eric Taylor & family. C7 J Tooley & family & Yves. C8 Miss Gillian Shaw & friends. C9 Terry Lethbridge & Liz. Thanks also go out to Norman Wayne & Nigel & Hilary Chilton doing the filming. Mr & Mrs Kent at the Windmill Inn. Last but certainly not least Mrs Eileen Chilton & Mrs Judy Sudbury who endured us during the organisation of the rally. And to anyone else we may have inadvertently forgotten.

The day was bright and breezy,  
And hubby thought it easy  
To navigate me round  
To where the marshals would be found.  
He had plotted from his tracing  
A round the car park he was pacing  
With fifteen mins or more to wait,  
Then oops ! he realised he was late.  
His watch was still with last night's rally,  
And with the clock it did not tally!  
So off we set doing a ton  
Down the road to Ruddington.  
"Left in the village we must go  
Then right in quarter of a mile or so".  
On the right a road I found  
Then hubby had me back around.  
After this my heart was sore,  
But soon we fell upon Bradmore.  
Left we went to the first check  
This we found in half a sec  
As the course car was still there.  
On we went as if on air  
On and on toward the wood,  
Where the second marshal stood.  
Was he there ? We know ken,  
All we found were all his men.  
Off we set a little late  
Hubby was in quite a state.  
Soon we came upon check three  
Where a lady we could see.  
Was she the marshal ? No such luck !  
Hubby clambered through the muck  
In the hedge he found his treasure  
Lying down, enjoying her leisure !

Was there then a clever dodge ?  
What to do at Broughton Lodge ?  
At the crossroads go straight over.  
Glad we found the new flyover !  
On we pressed towards check four  
We were now enjoying our tour.  
Soon we saw a yellow car  
(Thinks) From this point we can't be far,  
That little barn's a likely place.  
Back comes hubby with smiling face.  
Back we go across the Fosse  
So far we suffered but one loss.  
On I drove to number five  
Glad to say I'm still alive.  
Here a girl sat on a fence.  
Hubby said "A likely wench"  
Off he ran, a sticker for  
Whilst I found Sue Taylor.  
Off we set to number six  
Yet another of Taylors' tricks !  
Here we found the kids and mum -  
"Has your father also come ?"  
Mother smiled and said "Hush ! Hush !"  
But hubby found him 'neath a bush.  
Babes are found there so they say,  
But this one's somewhat old and gray !  
Hubby was now in his heaven,  
"Move it on towards check seven."  
There we found a courting couple.  
Anglias do not help cavorting !  
Off they drove at full speed  
We just laughed at our deed !  
Up a lane then I trotted  
And in a hedge a man I spotted.  
"Yes" he said, "let's have your card"  
Then I had to run quite hard,  
For Hubby had gone off with it -

Oh ! he really was a nit.  
 No sticker here was the trouble,  
 I then ran back at the double.  
 I was now in quite a state  
 Never thought I'd make check eight.  
 Soon we came upon the place,  
 We must have gone at quite a pace.  
 First a dog here we saw,  
 Then this led to Gillian Shaw.  
 After giving the dog a pat,  
 Off we set at full chat.  
 Next we came to number nine,  
 Hubby saw a helpful sign.  
 Another couple who were courting  
 But these two were not cavorting.  
 Back he came with his sticker  
 On we went a little quicker  
 Having solved the problems posed ! (?)  
 Only to find the Windmill closed.  
 A sorry end to this event  
 'Twas an afternoon well spent.

(Copyright reserved)

----ooOoo----

STOP PRESS ++++    ++++    ++++    ++++

A cigarette lighter was found at the second check on the Muddly Mix-Up. If you lost a lighter at that point, then ring Denys Britton.

Bob tells me that he has a "Motoring" event for the next natter and he advises that you come early as the entry will have to be limited.

As you may know the system of Competition Licence has changed, so we have enclosed the new application forms for you.

Crash helmets may be hired at a moderate fee from Don Smith

Due to unfit conditions the Charnwood Autocross is postponed

# THE ROLLS-ROYCE

The regulations of the Rolls-Royce Pit Counter Rally promised us 180 miles or more of rallying, with a navigational section. The start was from the Rolls-Royce Moor Lane Car Park, where the canteen was open for drinks etc. before the start.

The first section of the rally, up to the supper stop, was straight forward plot and bash, and instead of the usual run out into the country, we had a section timed at 30 m.p.h. from the beginning. This caught a lot of competitors who were held up by the police at an accident on the Derby ring road, and many competitors were at least one minute late at the first control. The first few controls led us out of Derby towards Swarkstone Bridge and Ticknall. From control 5 to 6 the non-goer through Loscoe Farm 3I5250 looked inviting but most competitors got the correct approach through Greysich Farm.

The lay-by at 4II22I was also used on the way to the white goer at 404½I65½ approach NW! The route then led on through Packington and the outskirts of Ashby-de-la-Zouch to the very rough white, regarded by most as a non-goer, at 338I40. Most competitors used the much better white through 33II40 which was of course the correct route. The route then passed on down the map past (luckily for most) Lovatts Bridge ford and into the supper stop on the A5 NW of Atherstone.

The first via at 4II22I approach N, caught quite a few people who didn't find the board and therefore pressed on as they knew that boards were not necessarily on map references. The Club maps on display at Jack Glazebrook's before the rally, and before every championship event, showed this trap, and it was unfortunate that one of the club's leading cars did not know of this trap. The second section finished with a neutral run down the A5 to the control at 4209I8 on the clearway. Just before this run in Jack did a bit of fast motoring to save a minute at control I5. Timekeeper claims that Jack had 1½ minutes to get from untimed control I4 at I32/295959 to I5 at 3I5962½. Needless to say he



just made it with 1 or 2 seconds left of total lateness of 1 minute!

The last section was the notorious navigation section, and consisted of asking the navigator to plot the shortest route to a point, and avoiding all the 'squares' on the photostat. Unfortunately these 'squares' did not coincide with the km squares, and one or two were on their sides. After this section there was a run in section from Enderby (west of Leicester) to the finish in Derby, using the MI (not the white) and the A6. The rally was well up to the usual ones from Rolls-Royce but some people thought that the navigation was not the sort to have on a championship event, and that penalties should have been greatly reduced on this section, so that it became more of a tie decider.

-----ooOoo-----

RESULTS

- 1 M. Shelton / P. Shelton
- 2 J.B. Wilkinson / P. Ives
- 3 W. West / C. Adkin
- 4 B.O. Moore / E.E. Scoffin
- 5 D.H. Hennessy / N.A. Spence
- 6 D.L. Sutton /
- 7 D. Flaherty / Mrs. E. Flaherty
- 8 J. Pownall / M. Pownall
- 9 G.R. Morriss / W.R. Grainger
- 10 J.M. Glazebrook / W.N.C. Hardman

-----ooOoo-----

+++++++ SPECIAL OFFER +++++++

Spring is here and no doubt many of you will be considering the SAFETY aspects of motoring. We are offering you BROOKS inertia reel Safety Belts at a much reduced cost. Two models are available : Model A for door pillar fitting

Model B for floor mounting

The cost to you only £2. 13. 9d each plus 3/6d postage. Send to me (Editor) for your Brooks Reel Safety Belt. Hurry now do'nt miss this special offer to Club members only.

Someone (the organisers, I think) said the white near Ipstones was very rough. You're joking - ask John Tomlinson - or better still look at his car.

I do'nt know whether Ian Smith finds an "all white" Parliament a good thing, but I can assure him that "all white" maps are ruddy awful.

Over 130 entry applications makes some starting sheets look a bit thin, does'nt it ?

I hear the start of the Eastwood is the biggest event in Vic Hallam's year.

John Denison says he'll worry about the crush at the natter, when someone pours a bucket of oil in the room and puts a "John West" label on the door.

John Pownall is thinking of running in a Cortina GT.

Colin says when he gets his telephone his number will be .....  
 .... "Ex-Directory" ..... coward !

Shelmerdine & Associates Motor Club are about to move in a special take over bid !

That was a good section ..... through a housing estate.

Who ran out of petrol on the MI on the run-in to the finish of the Rolls-Royce Pit Counter?

Keep the girls happy till they go to bed !!!!! Who said that ?

B.R. is cleaner than B.M.

"J. Glazebrook to try Roger Clark and M. Pownall to try Paddy Hopkirk" - extract from the minutes.

How do you draw a bucket ?

Peter got so much grass in his car on the Spring Autocross that he had to go out and buy a new one (two).

Mick Pownall won the Easter Week-end rally.

# NOTTINGHAM LEAD PAINTS LTD.

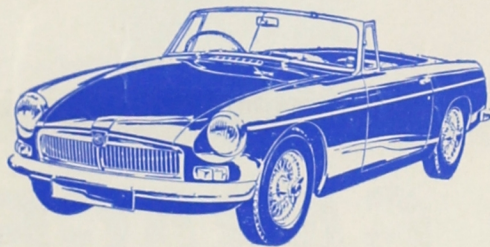
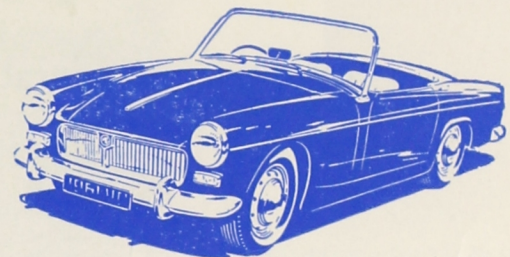
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*Safety fast!*



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