

THE ROMER

Newsletter of the East Elloe Motor Club of south Lincolnshire

**HAPPY
NEW
YEAR**



January 2014
www.eemc.co.uk

FORTHCOMING EVENTS

Wednesday 15 January KLDMC 12 car rally

Event open to EEMC members. Route of approx. 45 miles organised by Colin Shinkins. Starts at 8pm at the The Coach & Horses PH, Tilney All Saints (old A47). Map ref: 131/553157. Maps 143 (D1 edition) and 131 (D2) required. No whites or fords will be used.

Those wishing to enter or marshal, please call Colin on 01775 719335 or 07702 541708 or email him at c.shinkins@btinternet.com

Wednesday 5 February KLDMC 12 car rally

Event open to EEMC members. Route of approx. 45 miles organised by Brian Cammack. Visit www.kingslynndmc.co.uk for full details.

Friday 28 February Inter-club quiz

Hosted by the MG Car Club at Woodhall Spa. EEMC will be entering and trying to maintain its top 4 finishing record...

Other dates for your diary:

Sun 1 June 2014: Classic Car Run – organised by Alan Lyon. See the SEECCC website at www.seeccc.co.uk for further information on classic car events across the year.

Wed 5 November 2014: EEMC 12 car Rally organised by Adrian Cunnington and Simon Leonard.

EEMC's Goose and Oldershaw finish 24th on the RAC...

Congratulations to David Goose and Robert Oldershaw (below) who finished 24th overall on the recent Roger Albert Clark Rally held in northern England and southern Scotland in November. David reviews his season on page 2...



OLD STAGERS!

David Goose, a founder member of East Elloe MC, has been back behind the wheel in 2013, once again entering events under the club name. Here he reviews his successful comeback season...

As I was rapidly approaching sixty in 2012, we decided to have another crack at stage rallying, having retired back in 1980 with financial cramp.

We bought a Ford Escort Mk2 and over a 12 month period built it as a 1600cc Sport to what we thought (!) was a reliable spec., complete with Atlas rear axle, Quaife rocket gearbox and an (all singing and dancing) all steel dry sump lubrication engine. This was fed by twin 45 DCOE Weber carburettors with extraction through a bespoke exhaust manifold and system. The engine was built by specialist Mick Barrett based at Lincoln and develops about 155 bhp.

For our first event in February, we set off on a very snowy day with a degree of trepidation to compete in the Riponian Forestry Stages in north Yorkshire. Expert navigator Pete Dalton volunteered to co-drive for me. We were getting on quite well until, after 20 miles, the new Quaife 'box seized (!), so an early retirement was unavoidable.

Event number two was in Scotland, the Border Counties Forestry Stages based in Hawick, which was again very, very snowy. Pete Dalton made way for a young Scottish lad called Cameron Fair. Snow tyres were certainly needed but we managed to finish with a class win, despite Cameron delivering the pace notes (as regards bend severity) in the opposite way to Pete.

A rest followed until we had completed our spring work on the farm, then it was off to Scotland again at the end of May, this time to do the Jim Clark Rally, an all tarmac event based in Duns. Cameron was on the maps again and now getting more used to the rally stage notes. We were getting on well, leading our class again until I ran out of talent (again). We had quite a large off whilst travelling at speed in 3rd gear, bending body panels, the prop shaft and wheels. However, we managed to get to the finish despite losing a lot of time. The roads up there are brilliant but regrettably the organisers cancelled a lot of the stages for various reasons making this an expensive event at a cost of about £15 per stage mile...

Next up was the Dukeries Rally; this was as near as you could call local being in Sherwood Forest. Several family members and friends were in attendance to wish us well. Yet another person on the maps, this being my daughter Nenah's first attempt. Nenah was doing a good job and just getting to enjoy herself

when, after lunch, the car started to misbehave with a misfire which we couldn't rectify. Eventually it was traced to a missing bolt which held the carburettor jets in place.

Robert Oldershaw (who co drove with me in the 1970s) and I had decided we ought to do the UK's premier event, the Roger Albert Clark epic stages (old RAC), in November. So, as this event used the Yorkshire forests as one of its main venues, we thought it best for me to get some practice by doing the Trackrod Stages, based around the Dalby forest complex. Nenah was alongside again, this being the first time for the pair of us driving in the forest in the dark. On the Friday, after the three night stages, we were a bit shell-shocked and an off left me with a swollen wrist – but the car was running well. The next morning we were performing better, but could not catch the venerable Bob Bean in his Lotus Cortina. Bob has had a lot of practice over the years – and he is now just an amazing 73 years young!!

Back at the farm, the car was now subjected to a major overhaul including a new rear axle, brakes etc. to enable the car to be reliable for the mammoth task of competing on the 3 day Roger Albert Clark Rally. This was the sixth event of the year and a reunited Robert Oldershaw and I, plus a chase service car and a service van, set off back to Dalby forest in deepest Yorkshire. Again it was dark and very murky; we lost a lot of time for various reasons and I gained a swollen wrist again (I shall soon have to come up with another excuse!). On the Saturday, a mixture of road surfaces were used, including Croft race circuit and some good forestry. We managed to save some fuel at Croft by not completing the correct route and also lost our rear brakes, due to oil leaking from the new axle into the drums. The weather was -6°C at first on Sunday so stopping with only front brakes was a challenge... But, with the brakes repaired as best as possible, we managed to finish the event after a steady run.

We enjoyed most of the year so much we are building a better car with a fresh bodyshell. This will be a left hand drive car to help with my wrist problem; the car should also be lighter than the previous one which weighed in at a massive 1140 kg.

Many thanks to stalwart East Elloe members Tony Gillett and Alan Lyon and all other friends who have helped with the car's preparation and servicing on the events during the year. I hope we can try a few more curry houses around the country in 2014!

Season's greetings to all at EEMC.

David Goose

