

Welcome to THE EXHAUST Eastwood DMC  
News Letter 2017



**Tuesday 5th December  
Natter night, It's the  
Christmas party**

**The Royal Oak,  
Main Road, Watnall  
– in the Cabin -**

**Free Buffett - Quiz**

Can you can get those Trophies down from the shelf ,out from under the bed polish them and bring them back to me as soon as possible please as the annual awards night is creeping up on us fast thanks Sandra.

**Merry Christmas and a Happy New Year**



## [Club Calendar](#)

“links” are set into this calendar – when reading via your PC, Tablet or Mobile Phone, you will be able to click the “links” to enable you to “hyperlink”/jump to more details on a specific website. (Just hover your mouse over the text and see if something “appears” to show it is a hyperlink.)

### **December 2017**

Sun 3 <sup>rd</sup>	Camel Classic Car Trial
Tue 5 <sup>th</sup>	Xmas Party Natter Night and infamous Wagstaff Motorsport Photo Quiz at the <a href="#">Royal Oak, Main Street, Watnall</a> – 20:00hrs. Check the <a href="#">website</a> for more details.
Sat 9 <sup>th</sup> Sun 10 <sup>th</sup>	Rockingham Stages, Rockingham Raceway, Corby
Mon 18 <sup>th</sup>	Committee Night – usual pub venue details <a href="#">HERE</a>
Fri 29 <sup>th</sup>	Loco Run Stages, Basingstoke
Sat 30 <sup>th</sup>	Jaffa Stages, Croft

### **January 2018**

Tue 2 <sup>nd</sup>	Natter Night at the <a href="#">Royal Oak, Main Street, Watnall</a> – 20:00hrs – start of the year – time to renew those Club Subs ! See Paul at the Natter!
Mon 15 <sup>th</sup>	ANEMMC AGM and Delegates Meeting, Lincoln
Mon 22 <sup>nd</sup>	Committee Night – usual pub venue details <a href="#">HERE</a>
Sat 27 <sup>th</sup>	EDMC Awards Night – Brinsley Parish Hall, Cordy Lane, Brinsley, NG16 5BZ

\*\* BY NEXT MONTH I WILL HAVE CONFIRMED MOTORSPORT DATES TO ADD FOR JANUARY 2018 \*\*

And if YOU have anything to add in to the Club Diary – please let us know.

**FOR FULL CALENDAR / DATES – PLEASE GO TO THE CLUB WEBSITE**

<http://www.eastwoodmotorclub.co.uk/calendar.html>

If you know of anything you want to tell us about in the Calendar, just drop an email to [secretary@eastwoodmotorclub.co.uk](mailto:secretary@eastwoodmotorclub.co.uk)

## Secretary Update

**Welcome to the DECEMBER 2017 edition -** A quick reminder that Club Natter is on **Tuesday 5<sup>th</sup> December 2017** at **The Royal Oak, Main Road, Watnall, Get down to see us at a Natter, see the [website](#) for details and a map as to where we are!**

So that's it for another year – the December Natter Night will host the annual **Xmas Party Buffet and infamous Wagstaff Motorsport Photo Quiz**. All starts from 20:00hrs so get down to the Club Venue, meet up with friends old and new for a free plateful of cracking food, a drop of cheer and the chance to wish one and all a very Merry Christmas and a Happy New Year.

So as not to end on a sad note, let's talk about this now – the very sad news of **Maurice Newbold** passing away. Indeed, as you will have read on both the Facebook site and the Club Website, Maurice's funeral is **Monday 4<sup>th</sup> December 2017** at Wilford Hill Crematorium, West Bridgford at 14:00hrs. Members old and new are most welcome to come along and pay our wonderful Club's best wishes to his Family & Friends and pay humble regards to one of the very first Eastwood & District Motor Club founding members and still supporting the Club right up to his passing. We shall miss Maurice.

The **Table Top Rally** I ran at the last Natter Night seems to have gone down very well – I was delighted that everyone who came to the Natter, took part without exception. I think it was a super event to brush up on old skills and learn new ones – seeing masters of the Road Rally plotting techniques both enjoying having a crack themselves, and getting the newer members or those who are yet to see the “true side” of rallying and learning about map references, tulips, herring bones and the vital importance of keep a tab on that Time Card and the time ! Well done everyone – results were 1<sup>st</sup> Paul Davis/Mark Fletcher, 2<sup>nd</sup> Charlie, Simon and Steve (furthest cleanest over...)3<sup>rd</sup> Rob Smith & Kevin Hardwick 4<sup>th</sup> Sandra & John Hickling 5<sup>th</sup> Less Sellars & Steve Taylor 6<sup>th</sup> Val & Geoff Moss.

Everyone had the right map (119) which was a great result – although Ade Drury managed to dig deep to find a early sepia version with an old route pencilled on it ! I took great delight in showing him the superb lanes of 119 Peak District that had these pencil lines on, including the fab Dun Cows Hairpin – which has never changed over all these years (although Ade couldn't recall anything about it. Guess it's just sad old me then being so anal about such things?! )

Turning to crews and marshals who might be squeezing in those last minute events before the year end, please don't forget that the closing date to claim points for all **Championships** is 20<sup>th</sup> December. Anything after that, will be carried over to the 2018 Championship.

Good news to hear that Lee is well on the way in rebuilding his brilliant **Triumph Pi** (engine issues in the past) and that he is hoping to enter the brilliant Roger Albert Clark rally in 2 years time. I for one will be there shouting him on – together with his growing clan of Followers of that fab car!

Talking of the RAC – the old fools club were out and about on that again last month – and another cracking time was had by all. There were a larger percentage of Escorts MK2 this time which was a bit of a shame as we like seeing the Volvo's Triumphs, Mini's Saabs etc – but that didn't put off the memories of great rallying and breath taking commitment from the top crews! And they rally at Night! Spots on- no HID stuff proper Cibies and Lucas 20/20 ones. Drool. Good times had by all with great BnB in Carlisle and local Curry House and Wetherspoon's for cheap beer just on the door stop. We shall have to wait until 2019 for the same again – but we shall be there.

Quick note for the diaries – **Saturday 27<sup>th</sup> January 2018** – will be the **EDMC Awards Night**. Being held at Brinsley Hall again, which ticket prices still retained at a very silly low price of just £5 per head. A wonderful spread of food will be there – bring your own drink as before; we shall have glasses there to use. It's a great excuse to get out of the house for a cheap, fun night out and celebrate the Club Members successes over the last 12 months. Plus, with the Club being some 70 years old too, we are looking to celebrate that and have something at the Awards Night too ! So watch out for those ticket application forms and coming out soon – fill them in and get on the "Door List". Hope to see a good turn out from the whole Club.

But enough rambling for now. Trust I shall see you all at the Natter Night – and those not able to, may I wish you and your Family and Friends a very Merry Christmas and a Happy New Year for 2018 with much success and fun in motorsport whatever you are doing.

<http://www.eastwoodmotorclub.co.uk/calendar.html> check this link for the Club Calendar  
Mark Wagstaff, Hon Secretary [secretary@eastwoodmotorclub.co.uk](mailto:secretary@eastwoodmotorclub.co.uk)  
[WWW.EASTWOODMOTORCLUB.CO.UK](http://WWW.EASTWOODMOTORCLUB.CO.UK)

**PHOTO SLOT .....Some photos of our Club Awards Night – Present and Past .....**



## Competition Secretary

Just a reminder that the last date to claim any points is 20<sup>th</sup> December ,any events after then will be passed over to 2018 ,

Don't forget that you can improve your points standing by sending in a report of your adventures – a short paragraph or a full story with pictures, get it in and additional points will be allocated .

If you want to claim points I am also happy for you to catch me at natter night and let me have the details.

You can find all these things on our Club Website – [www.eastwoodmotorclub.co.uk](http://www.eastwoodmotorclub.co.uk)

### EDMC Championships – Rules

### EDMC Championships – Points Claimed

### Event Information



*The Eastwood & District Motor Club  
70 years of the Motor club*

## **67th Annual Awards Presentation and Buffet**

**Saturday 27th January 2018 7.00pm**

**Brinsley Parish Hall**

**Cordy Lane**

**Brinsley**

**NG16 5BZ**

**NO Bar, Tea Coffee soft drinks available Please Bring  
your Own Alcohol drinks**

**Please book now or be disappointed, tickets £5 each**

**Contact Sandra Hickling on 0115 9384601**

Email: [Sandra.hickling3@btinternet.com](mailto:Sandra.hickling3@btinternet.com)



full tables and Award winners on the Club Website

## President's Ponderings

### Maurice Newbold 1930 – 2017

The funeral of Maurice Newbold, Founder member and Vice President of The Eastwood and District Motor Club will take place at 2.00pm on Monday 4<sup>th</sup> December at Wilford Hill Crematorium, Loughborough Road, Nottingham.

Maurice was always a staunch supporter of the Club, beginning one day in 1948 when he and June, his wife-to-be took part in what was to be the first event of the fledgling Eastwood and District Motor Club.

Maurice immediately immersed himself into the running of this new Club, both administratively and competitively.

The earliest records I have, of the first AGM after the Club had become a Limited Company in 1954 show that he was both Newsletter Editor and Press Rep – positions he was to return to in the early 1970's

During the 1950's, 60's and 70's Maurice served the Club as a Committee Member, as Honorary Secretary and as Chairman.

Despite these demands on his time, and running a highly successful wines and spirit merchants Maurice somehow also found the time to organise the annual Christmas Party, the Production Car Trial, and to be responsible for recruiting the host of marshals required for the Club's premier event the Eastwood Rally – then a prestigious regional event attracting talent such as Roger Clark in his early career.

In addition to all the above, Maurice was also a keen competitor whose rallying career reached its peak in 1962 when, accompanied by Jack Glazebrook, he took part in the 1962 Monte Carlo Rally starting from Glasgow in car no 68, their Ford Zephyr Zodiac --.

After racing across a cold and snowy route across the Continent disappointment followed when, after losing time on the final night they didn't qualify for the final classification in Monaco.

Maurice always had Eastwood at heart, and continued to support the Club, being a regular attendee at the AGM and the Awards presentation until recently.

Maurice was present at the birth of the Club, and gave it his wholehearted support for almost 80 years; he will be much missed by all who knew him, and Christmas without the "Merry Monks" falling through the letter box will never be the same.

Rest In Peace



## [Membership Secretary](#)

### **Yet Another Reminder - Membership Renewal**

This is the third reminder I have given regarding your membership renewal and I make no apologies for labouring the point as I am keen to retain your membership and anxious that Eastwood and District Motor Club continues as one of the premier clubs in the East Midlands.

The Club is certainly one of the oldest clubs in the area, this year being the 70<sup>th</sup> year since it was founded, and long may it continue to play a part in local motor sport.

I have taken delivery of the new membership cards so all that you are required to do is to provide me with the appropriate coinage of the realm.

Fees have remained unchanged now for several years and they are £12.00 for a single membership or £18.00 for a family membership subject to children being under the age of 21.

Unfortunately, I am unable to attend the Christmas natter, but if you leave your details and fee with another member of the Committee I will ensure that you receive your new card just as soon as I have the details passed to me.

I really hope that you feel able to renew your membership and perhaps more importantly bring someone new to the Club, to ensure that the Club continues. to grow . I look forward to you making a commitment for a further year and in the meantime I wish you all the best for Christmas and the New Year. .

Paul Davis  
Membership Secretary

07801 772360  
[p.davis2@ntlworld.com](mailto:p.davis2@ntlworld.com)

**[Watch out for more details on the website.](#)**

## Welsh Wanderings with Serena – Wales Rally GB

Twelve months ago Glynn Lowth introduced me to Serena, an authoritative lady with a very seductive voice. We had a couple of nice days together in wet Welsh Wales. When Glynn gave me the opportunity to spend some time with her again this year, well I could hardly say no. With her intimate knowledge of the UK road network and my rudimentary ability to read an OS map we got on very well. Serena is of course Glynn's sat nav and the event was the UK round of the WRC, Wales Rally GB.

Glynn had offered to assist with radio cover on the Hafren and Gartheiniog stages on this year's event, in fact the same stages that we marshalled on last year but this time we would be on different junctions, and have the benefit of a slightly later, but still silly o'clock start on the Friday and Saturday morning.

Glynn collected me after tea on the Thursday evening and we set off for Newtown where Glynn had booked us into Yesterdays Bed & Breakfast guest house, although in truth it would only be bed as the landlady, Mora, did not serve breakfast until 07.15 at the earliest by which time we were signed on and in stage.

Although I have OS maps of the Shrewsbury and Welshpool area I did not take them with me as Serena had performed so well last year and in any event, it is a very straight forward run down to Newton. I was a little concerned then when shortly after negotiating the Shrewsbury ring road Serena instructed us to leave the A458 to Welshpool and turn left onto the B4386 to Montgomery. It did not feel right to me and I had visions of ending up in another obscure village called Newtown in the back of beyond. In my mind we had travelled west to Shrewsbury and departed south to Welshpool and Newtown and must therefore now be travelling back east. However since neither of us had a map of the area we had to trust in Serena, (and on checking with a road map back home, the depart from Shrewsbury is more WSW).

Glynn assured me that he had not changed any of the parameters within his sat nav since the last time we travelled this way, so I am unable to explain the algorithms involved which determine that one year you travel on the A road but the following year the B road is selected. I can only assume that Serena must have been programmed with a degree of female logic and therefore has a prerogative to change her mind - (whoa! call the PC police).

So we continued ambling along the B road hoping that eventually it would all make sense and we would end up in Newtown. I guess it would have been a very scenic drive in the day time, but all we saw were lots of hedge rows and a few street lights as we passed through numerous villages - lots of pubs though.

We arrived at our digs in line with the schedule that Glynn had set out and as we had a 06.15 start in the morning we decided to have an early night. Some of you may be aware of the Town Councils plan to dissuade visitors from stopping in Newtown, the bloody town hall clock that chimes every quarter hour all through the night. Really, who needs to know what time it is between mid night and dawn? I really struggled with it last year and had two very disturbed nights with very little sleep. I was not looking forward to having to put up with it again this year, but I did better than I expected. On the first night I did not hear it chime after 10.45 but was woken by it at 03.00 and did not get back to sleep, and on the second night it was after 23.00 and was then woken by a noisy group who went past the digs at about 02.30.

We set off early Friday morning for the signing on point for Hafren which formed stages 4 & 7 for the event and we would marshal at post 13 seven miles into a 22 mile stage.

Serena took us to a postal code close to the marshals entry point, although I occasionally checked progress on my old OS map. As we approached the entrance, which was lit up by floodlights and luminous arrows, Glynn and I had one of those classic Driver/Co driver moments:- "its here Glynn, its here, turn right here, OK- turn round when you can"!

Having turned into the road we then had eight miles to drive along a classic road rally road, it was twisty, narrow, undulating and in many areas not as map – not something I would wish to drive along at speed without the benefit of a harness and roll cage. With roads like that you have to wonder why the Welsh have not dominated motor sport.

I only mention this road because shortly after we had signed on and departed the signing on point, a marshals Landover burst into flames due to brake fluid leaking onto the hot engine. Naturally the fire

service was called and although we were not there to witness it we understand that they attended in a very short space of time. Hafren is stuck in the back of beyond so I have no idea where the tender came

from or how they managed to drive it so rapidly along roads which clearly were not compatible with high speed driving. I can only assume that the driver was a frustrated rally driver and his fire crew members must have had a few skid marks in there underwear once he arrived.

Our marshalling post was very scenic, the entrance slightly down hill from the track at a farm stuck right in the middle of Hafren forest. The farm was on the very edge of a clearing in the forest so had impressive views over the valley to the forest on the far side. Turned out that the farmer had some guests staying that needed to leave between the running of the two stages. Quite how they found the farm in the first place would have been a miracle but to depart and find an exit in the middle of an international rally was really impressive, I wonder what time he took?

Glynn pulled onto some concrete next to a cattle shed and backed up to what turned out to be a silage tank, but when I got out I asked him to move the van. The ambience was not pleasant and I did not fancy opening my pop-up bistro - cooking and eating our bacon, sausage and tomato butties - with that stench lingering about.

The two stages ran without any real incident and we had a very good view with the cars approaching us sideways over a crest, straighten the car and hard acceleration slightly down hill through a narrow gate, watch the nose dip as the driver braked hard for a 90 left, see the rear wheels lock up to fetch the car round and then full power again coughing and spluttering into the distance.

Instructions for leaving the stage said that we could shortcut at junction 15 and join an unclassified road departing the forest. We missed the junction as the marshals had taken the marker posts down but Serena soon made us aware of the error and on checking my OS map I agreed with her. What the stage instructions did not tell you was that you needed to cross a very fast flowing cascading and wide ford. I had visions of having to call on Moses and ask him to part the waves much as he did for the Israelites. Had we not witnessed a marshal with a 17 plate Vauxhall Movano Combi and five passengers get across and wait for us to see us safely across, I am not sure we would have attempted it. Having been stuck in a ford once before and suffering catastrophic engine failure due to water ingress I would not have attempted to cross in my own vehicle.

Safely back in Newtown a quick shower and change saw us having a pie and pint in the Black Boy and then back to the digs for an 05.30 departure on Saturday to marshal on Gartheiniog.

Last year we were on junction 3 and had an excellent view of the stage, but this year we had been moved further into the forest and were asked to provide radio cover at post 5c. We were told that there was a quarry area to the right of the track and we should park in there. When we got there the parking area was only a couple of metres away from the track and there was already a long wheel base van parked up. It did not look safe, particularly when the approach was fairly straight apart from a small kink shortly before the parking area which the drivers would attempt to flat line whilst at full chat.

Glynn was not happy. Opposite the nominated parking area was a very narrow track that fell below the rally track. It was just wide enough to get the van down. It was slightly safer position but the down side was that it was likely that the van would get pebble dashed with debris thrown up by the cars passing above us.

Once daylight broke Glynn had a good wander around and assessed his options which in truth were very limited. In the end he decided to stop on the track and hoped that the trees provided an element of cover from the debris – they didn't.

We introduced ourselves to the three marshals in the other van who had travelled up from St Austell and Bodmin. The reason why they opted for a long wheel base van was because they had two very good quality camp beds in the back plus a full on cooking facility. It turns out that they worked in a meat processing plant and were regular marshals on rally stages and race circuits. Whilst Glynn and I made do with bacon and sausage for breakfast and soup for lunch, they had Gammon steaks for breakfast and beef casserole in red wine for lunch!

We did have one very frightening moment. As Glynn was attempting to move the van further down the track to try and find a safer spot a small 4 wheel drive was parked across it. Glynn got out and was looking for the driver to tell him he could not park there when he appeared from the back of the vehicle

waving a ruddy great 18 inch machete. Well my swiss army pen knife was no match for that so I gave Glynn my full support and made sure I stood behind him.

The driver in a very broad welsh accent said, "I been coming in here boyo for the last 58 years and you ain't stopping me now". Once Glynn explained what he wanted to do every body calmed down. Turns out the driver and his friends were locals who lived in the small village of Aberllefenni on the approach road to Gartheiniog. As 15 year olds they had worked part time with the Forestry Commission when they were putting the forest tracks in. They clearly knew all of the tracks in the forest like the back of their hands which is why they had been able to drive a vehicle to within a few yards of the stage. They said they were here for the day and wandered off chatting away in their native tongue.

Gartheiniog provided stages 10 and 12 on the international event after which there was a gap before the national event ran through the stage. At that point we elected to move to find a safer area (with the stage commander's permission), and we pulled into junction 7, an escape road off an uphill hairpin left. We pulled in through the box junction and parked alongside the existing radio car and numerous other vehicles. As the junction already had a radio crew in place, Glynn signed off the radio network, and we donned our marshalling tabards and went to support the other marshals. We found a suitable place on top of a slate area just in front of a quarry rock face and which gave a good view of the junction.

It is amazing, or perhaps frightening would be a better term, of the nonsense that enters the conversation when you are looking to kill time. Glynn took an interest in the quarry rock face, so much so that he took some arty farty photo's of it. I happened to say I thought it a fascinating subject that geologists could look at rock strata and tell you how old it was and how it was formed. Glynn suggested that as I appeared to have an interest in this I should perhaps consider studying it in more detail and writing a thesis on it. I think he was joking, at least I hope he was, and I did not have the heart to tell him I only went to secondary school and stuff like that was beyond my simple mind. We then went on to have a conversation about Everest Double Glazing, Ted Mould and the Cat and Fiddle closing. Perhaps the cold damp air was beginning to affect us, or maybe we are both at that dangerous age and not safe to be out alone. Whatever, we needed a distraction and thankfully the national event swiftly passed through the stage.

All that remained for us to do was to wait for the sweeper and then find our way out of the forest and head off back home. At this point Serena, who had behaved herself following the detour for the scenic trip on Thursday evening, suddenly started having a tantrum. First she wanted us to turn around and take a junction in the opposite direction to that I wanted to go in, and then once she had agreed that I was right, she wanted to make a left turn along an unclassified road whilst I wanted to go straight on to the main A road which was only 100 yards in front of us.

No need to say anything about the event itself, I am sure that you have all seen the results and coverage on the TV. The first ever Welsh winner, and a hat trick of victories for M Sport. And the cars themselves are an unbelievable spectacle at full chat, 380BHP from a 1600 engine, as fast if not faster than the old Group B cars, it's just a shame that they all look the same. An excellent weekend all round.