

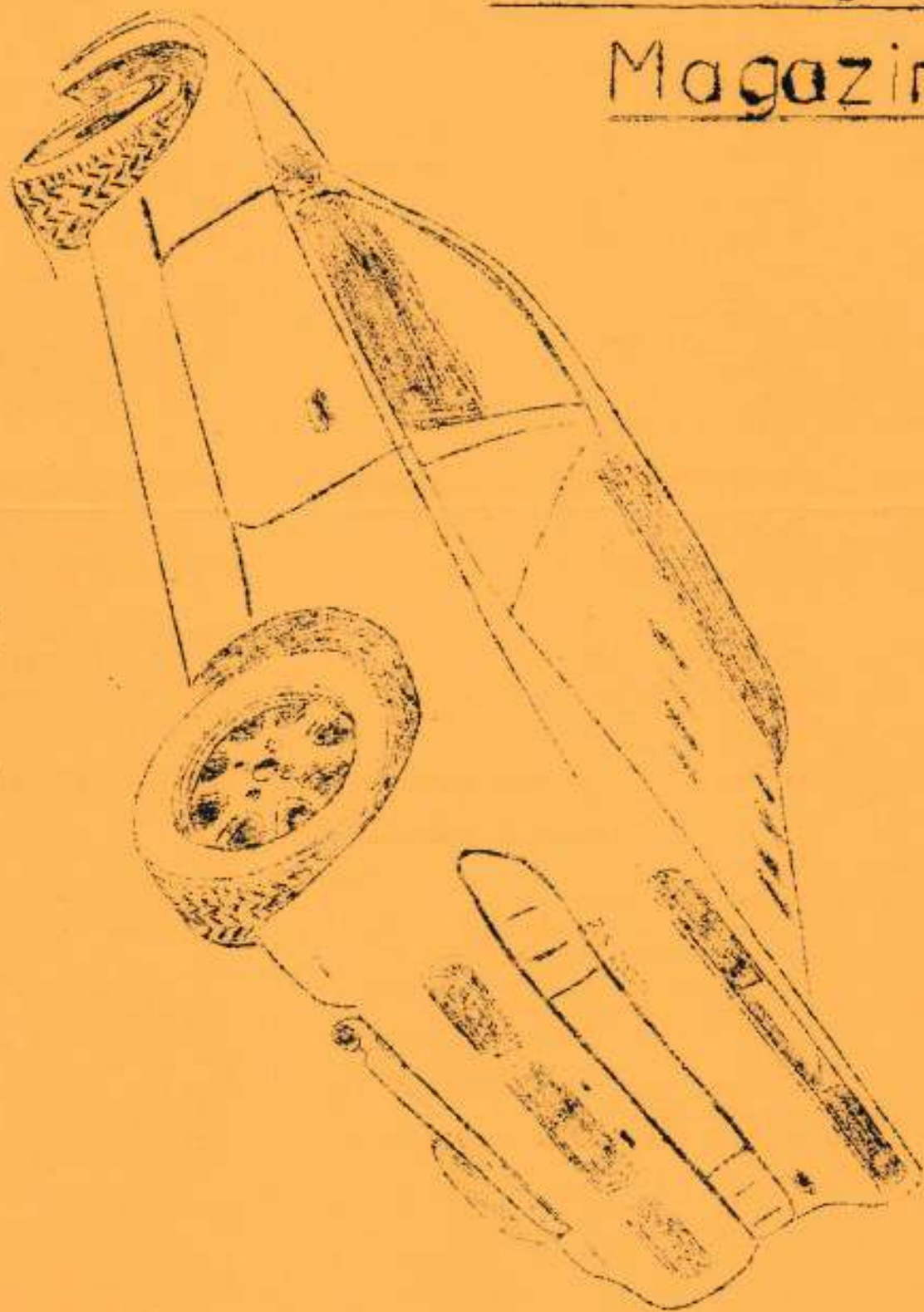
1 NORTH.

1/5/85

North Humberside

Motor Club

Magazine



11/10/85

NORTH HUMBERSIDE MOTOR CLUB OFFICIALS

President	Ian North, Burnham House, Souttergate, Hedon, Hull (0482 897165)	Vice Presidents	Alex Carr Ian Sadofsky Dave Shipley
Secretary	Dave Hawkins, 'Wanderly', Main Road, Thorngumbald (09644 2472)	Treasurer	Ian James, 17, Newland Park, Hull HU5 2DN (0482 43508)
Competitions Secretary	Mike Reed, 'Seefeld', Main Street, Brandesburton, Driffield, YO25 8RL (0401 43159)	Club Captain	Ken Hallstone, 207, Carr Lane, Willerby, Hull (0482 650613)
Chief Marshall	Harry Hannah, 185, Hull Road, Anlaby, Hull (0482 53454)	Membership Secretary	Martin Milnes, 18, Cedar Wood, Gilberdyke, Brough HU15 2TZ
Social Secretary	Linda Colebourn, Flat 2, 165, High Street, Hull (0482 212335)	Magazine Editors	Fred Pattison, 14, Cackle Rise, South Cave, East Yorke. (04302 2500)
Press & Publicity	POSITION VACANT INTERESTED? SEE ANY OF THOSE LISTED		Gay Heseltine, 8, Chapel Hill, Welton, Brough

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EDITORS FOREWORD.

With all types of competitions now in full swing, and four months of the year gone, the various Club Championships are beginning to take shape. But once again I must remind Stage Rally crews that you only get your points if you ask for them within four weeks of the event.

On the social side Linda Colebourn has taken over the position of Social Secretary vacated by Ruth Bower. Social events in the pipeline are, Film night with Pie & Peas, Clay Pidgeon Shooting Trip, Possible trip to a Brewery and maybe a camping weekend with Bar-B-Que, Car tests etc.,. If you have any other ideas or can help out see Linda.

Forthcoming Events.

M A Y :*

3- 6 C	Welsh International.	South Wales AC.	I+ I70/I, I59-62, I46-9, I35
4- 5	Colman Tyres Rally.	Otley MC.	R 98, 99, I04
5	Single Venue Rally.	Grimsby MC.	CJ
5	Opposite Lock Rally.	Slaithwaite MC.	R RLF Lindholme (III)
6	Rallycross.	Darlington DMC.	R Croft
II B	Manx National.	Manx AC.	N Isle of Man
I2	Single Venue Rally.	York MC.	C
I2	Single Venue Rally.	62CC(Scarb).	R IOI
I5	QUIZ & HUMBERSIDE COUNTY CHAMPIONSHIP PRESENTATION? DARLEYS, HESSLE.		
I8 A	Hadrian Centurion.	Hadrian MSS.	N+ 80, 8I, 87, 88
I9	Multi Venue Rally.	Whitby DMC.	R IOO, IOI
I9	STC Stages Rally.	Poachers MC.	R I2I, I22, I29, I30, I3I
I9 S*	Autotest.	A'dale & P'nine.	R
I9	Drag Racing.	Pennine DMC.	R Melbourne, Nr. York
26 S*	Autotest-Humbrion.	N.H.M.C.	R Suttonfields, Hull
26	F.C.T.	York MC.	R
27	Rallycross.	Darlington DMC.	R Croft

J U N E :-

TBA	Clay Pidgeon Shooting: See Linda Colebourn or Mike Reed.		
I *	Autotest.	Reckitts MC.	CJ
2	Kart Racing.	Cadwell G&KC.	N Cadwell Park
2	Scunthorpe Stages.	South Bank MC.	CJ II2
9 S	Hillclimb.	Y.S.C.C.	R Scammonden Dam
8-II C	Scottish Rally.	R.Scottish A8	I+
I5 A	Severn Valley Rally.	Midland Manor MC.	N+ I36, I47
I5-I6 SR	Road Rally.	Shipley DMC.	R 98, 99, IO4
I6 *	Autotest.	N.H.M.C.	CJ Carnaby (Phill Cherry)
I6 S	F.C.T.	Huddersfield MC.	R
I7	Rallycross.	Darlington DMC.	R Croft

KEY

*****	A	BTRDA Gold Star Championship.
	B	Shell Autosport Championship.
	C	Shell Lubricants British Open Championship.
	S	Yorkshire Shell League Championship.
	R	N.H.M.C. Road Rally Championship.
	*	N.H.M.C. Autotest Championship.

YORK NATIONAL RALLY

- 30 MARCH 1985

Graham Powell / Navigator, John Oakes / Driver, RS 2000.

This was my first National event and forest event and I was really looking forward to it. Our Service crew came on Friday night and put the car on the trailer, they being Nigel Glenhill from Water Lane Garage (Leeds) and my good mate Trevor.

We set off for Boston Spa at 5am on Saturday morning and arrived at Nigels house . We then to his Transit which was parked in a Graveyard. As we walked through the Graveyard it was dark and very quiet (I wonder why).

We arrived at the Post House for Scrutineering at 8am, went straight through and then signed on. We plotted the route even though it was on the Road Book and gave the Service Crew their route. We were running at 81. We set off for NC 1 with a 60 minute run out to the first stage which was Boltby, after that Cropton, Newton Dale and Pickering. We made it round all four stages and kept it on the road but found the surface very loose and sandy. Service in Pickering and then to Dalby which I was not looking forward to because it was 20 miles long. after 5 miles in Dalby we passed Cr no. 80 and clipped along as we passed but luckily no damage was done. When we passed through the Timber Yard in Dalby we took a Serb and a mile later a Golf GPI . The next Stages were Dalby 2 and Stainble. After these it was Service (thank god) as I needed a drink and something to eat . We left Service and only had four more Stages (Crosscliff, Wykeham, Langdale and Sneaton. But in Crosscliff we spun and just missed some trees as we came down a hill into a 90 left and ended up the wrong way round. Next was Wykeham , the best Stage of the rally which was packed with spectators. After Wykeham we did Langdale without any problem. We arrived at the last stage hoping to finish but as we went round a 60 right which was in the Road book it led to a tight 90 left with no Arrows or directionne in the Road book.

We spun off backwards down an Embankment and got stuck , luckily there were no trees about. I reversed around the Embankment and got back on the stage and drove to the end.

Back at the Post House we were classified 36th overall and 22nd in class. I was pleased with the result and the Car as it ran perfectly all day long.

John Oakes

FEATURE ON THE YORKSHIRE MOTOR TRADER

The Yorkshire motor trader is the only specialised car magazine in Yorkshire, unlike the Exchange and Mart and the Yorkshire Mart all we sell is motor vehicles. We have a certified circulation of around 33,000 copies per week throughout Yorkshire, Humberside, Lincolnshire and North Derbyshire.

Some of the benefits of the 'TRADER'

1. We cover a large area from Scarborough down to Chesterfield.
2. On the whole the people who buy the magazine are only interested in buying a car.
3. A large choice of cars within easy travelling distance.
4. The magazine is like a showroom in your home.
5. Our circulation area is much larger than local newspapers.
6. Widest possible choice with minimum effort.

What it costs

The magazine is available in any Newsagents, price 20p.

The advertising costs are as follows:-

350mm SQUARE	700mm x 350mm	700mm SQUARE
One spot ad. Up to 24 words of desc. £10 ONLY	"SUPA SPOT" Up to 30 words of desc. also with free photo £20 ONLY	"KING SPOT" UP TO 40 WORDS OF DESCRIPTION WITH A FREE PHOTOGRAPH. normally £40, but on offer at the moment at £30 ONLY

To arrange an ad ring the YORKSHIRE MOTOR TRADER on Leeds (0532) 430300 and ask for MARTYN. I'm there Monday, Tuesday and Thursday evenings 6.00 p.m. to 9.00 p.m. and Sunday 10.00 a.m. to 3.00 p.m. At any other time ring me on Leeds 640651 up to 9.00 p.m. at home. I will then arrange a photo agent to call at home or work 7 days a week from 8.00 a.m. to Dusk, he will take a photo and take your written description. At present 7 out of every 10 cars advertised are sold within the first week. The first 10 people to ring our Leeds office to tell us they have sold their car win a bottle of bubbly.

You can place your advert in one of the following categories:

1. Plant and Machinery)
 2. 4 Wheel Drive)
 3. Vans and Commercials)
 4. Motorcycles)
 5. Boats, Caravans and Motorhomes)
 6. Sports and Performance Cars)
 7. American Cars)
 8. Prestige Cars)
 9. Collectors Cars)
 10. Saloons and Estates)
 11. Cars up to £500)
- Spare and accessories can also be advertised.
Free up to £50
£1 for £50 to £150

RAC MSA REGULATION CHANGES / CONFIRMATIONS

QH 4.1.6 Amendment to wording -

Wording as 1995 Blue Book : Have Paper or Foam Induction Air Filters fitted on Rallies.

With effect from 1st March the wording will read ;Have Induction Air Filters/Elements fitted that ensure the vehicle complies with "noise Regulation QA 17 in Road Rallies.

This means that Filters fitted with Cotton elements (such as the popular K&N Filter can be used.

QH 8.C Reminder of Regulation -

Tyres used on Road Rallies must be 'e' marked or if a Remould 's' marked The RAC MSA Rallies Committee is adamant that this Regulation will remain.

Reorganisation of Club level events in 1996

Currently there are three levels of status at Club level ;

Closed - Competitors confined to members of the organising Club only, no RAC MSA Licence required.

Closed Co Promoted - Competitors confined to members of up to 6 Clubs. No RAC MSA Licence required.

Restricted - Competitors confined to members of the organising Club and a number of other Clubs/Regional Associations & Championships. RAC MSA Licence required by all Competitors.

The RAC MSA have decided that the Closed Co Promoted level is being used by Clubs to attract Entries from those who do not hold Licences when they should be denoting their Events as 'Restricted'. This is being achieved by inviting 'Umbrella' Clubs (thus there being in effect more than 6 Invited Clubs, and hence more scope for Entries) and also Clubs capable of Organising events are using C.C.P. status (the idea of the Closed Co Promoted event is that small Clubs can enlist other Clubs to help in the organisation of events).

The RAC have decided to rearrange the levels for 1996 as follows ;

Closed - as before

Clubmans - Promoted by one RAC MSA Registered Club who are totally liable for the organisation. Upto eight other Clubs may be invited with their Club Championship. All Competitors must have an RAC MSA Licence.

Restricted - as before except organisers may call the event 'Regional' if they feel it more appropriate.

In real terms it can be seen that the only difference to the competitor is that he must be licenced at another level of Motorsport. The RAC say that this will increase discipline within Motorsport (because all competitors who are licenced receive a Blue Book). In return competitors appear to receive nothing for this extra revenue, although the RAC say that they are 'hopeful of arranging certain commercial discounts and other benefits to holders of Licences' which should ensure that an RAC MSA Licence remains 'excellent value for money'.

Appleby's Coaches Tour Of Lincs 1995

NHMC Finishers

26th O/A	Phil Duffill/David Shepherd	Escort Twin Cam	3692 Sec.
46th O/A	Tony Dickinson/Paul Pattison	Escort 1600	3999
65th O/A	Karl Nicholson/Martyn Shaw	Escort 1300	4473
Retired	Tim/Angele Allsop	Escort 1600	Axle
"	Cavin/Ruler/J Elliot	Escort 2000	Fuel
"	Nigel Deeth/Malcolm Smith	Escort 2000	?

MOONRAKER MOONLIGHT STAGES FINAL RESULTS.....

1.	2	S.Waterell	A.Haddock	RS2000	3	N.H.M.C.	I791	Ist	O/A
2.	3	M.Stephenson	J.Stephenson	Escort	4	N.H.M.C.	I823	2nd	O/A
3.	14	V.Chapman	S.Thackray	Escort	3	York MC	I834	3rd	O/A
4.	9	T.Allsop	A.Allsop	Escort	2	N.H.M.C.	I841	Ist	Class
5.	5	C.Gabb	S.Whitaker	RS2000	3	Selby MC	I861	Ist	Class
6.	41	J.Gratton	N.Rowley	Escort	3	Selby MC	I873	2nd	Class
7.	8	M.Wood	L.Colebourn	Colt Lancer	4	N.H.M.C.	I874	Ist	Class
8.	7	J.Beadle	J.Wilson	Colt Lancer	4	N.H.M.C.	I889	2nd	Class
9.	10	B.Gray	P.Nicholls	Chevette	4	S.Bank MC	I900		
10.	13	K.Dart	S.Woodward	RS2000	3	Border MC	I912		
11.	40	H.Paterson	R.Hindle	Fiesta XR2	2	N.H.M.C.	I914	2nd	Class
12.	21	D.Beadle	B.Baker	Escort	3	N.H.M.C.	I923		
13.	24	G.Ruler	J.Beadle	Escort	3	N.H.M.C.	I924	Ist	NHMC
14.	34	N.Deeth	M.Smith	Escort	3	N.H.M.C.	I935		
15.	17	M.Penrose	N.Botham	Mini	1	Selby MC	I941	Ist	Class
16.	12	P.Barley	R.Atkinson	Escort	2	N.H.M.C.	I947		
17.	6	N.Sturken	J.Pereira	Escort	3	S.Bank MC	I961		
18.	11	J.Dixon	G.Heseltine	Escort	3	N.H.M.C.	I991		
19.	39	T.Hatcliffe	D.Williams	Volvo 244 Inj4	4	N.H.M.C.	I993	Ist	Mixed
20.	43	A.Graham	D.A.Mann	Escort	3	N.H.M.C.	I996	Ist	Novice
21.	36	C.Smith	R.Hall	Escort	2	Selby MC	2002		
22.	42	P.Duffil	D.Shepherd	Escort	4	N.H.M.C.	2005	2nd	Novice
23.	=28	L.Clark	A.Clark	Sunbeam	2	Selby MC	2007		
	-15	C.Adamsom	S.Horsman	Kadett GTE	3	York MC	2007		
25.	32	C.Presland	C.Dunthorne	Mexico I600	2	III/Poachers	2025		
26.	23	P.Gibson	R.Vincent	S.Lotus	4	Beverley MC	2026		
27.	27	D.Batho	P.Hickson	Avenger	1	S.Bank/B'der	2040	2nd	Class
28.	52	S.Redhead	A.Oldfield	RS2000	4	York MC	2043		
29.	29	M.Kitchen	P.Fattison	Escort	3	N.H.M.C.	2050		
30.	31	S.Hard	M.Woodhouse	Escort	1	N.H.M.C.	2057		
31.	35	P.Towse	A.Watts	RS2000	3	Beverley MC	2087		
32.	51	T.Clarkson	I.Walker	Escort	2	N.H.M.C.	2092		
33.	53	F.Stephens	D.Cull	Avenger GT	2	York MC	2108		
34.	44	A.Dykes	C.Pedder	Chevette L	1	N.H.M.C.	2111		
35.	49	N.G.Blake	J.Elliot	Escort	2	Beverley MC	2113		
36.	50	A.P.Myers	P.Wildbore	RS2000	4	NHMC/BeyMCs	2118		
37.	38	A.Scarborough	D.Rose	Mini	1	York MC	2144		
38.	59	S.Barnby	M.Woodcock	Viva	4	N.H.M.C.	2160		
39.	47	M.Dyson	C.Park	Lada	1	N.H.M.C.	2189		
40.	56	N.Critchlem	I.Walker	Ascona	3	N.H.M.C.	2193		
41.	57	M.Petch	D.Twilton	Chevette	1	Beverley MC	2206		
42.	58	C.D.Gudworth	J.Bonson	Mini C'man	1	RobinHoodMC	2263		
43.	54	A.Moverley	P.Emmerson	Mexico I600	2	Beverley MC	2312		
44.	18	F.Taylor	N.Scott	Escort	3	Beverley MC	2334		
45.	37	M.Nicholson	D.Dyson	Escort	1	N.H.M.C.	2365		
46.	4	C.Maw	B.Clark	Escort	2	Brid'ton MC	2425		

Moonraker Moonlight Stages Rally.....Part One

Having been a member of North Humberside Motor Club for several years now, I've never quite had an experience such as happened on the 9th. March. Most of my activities have been confined to Marshalling with the odd autotest. Although I did take part in the Harry Hannah Marshall's competition on the Colman Tyres road rally 1983. Traversing the West Riding at high speed, and in dense fog, for the second control. Someone said that if Ken's (Sturdy) helmet fitted my head then I should navigate for Andy Graham on the Moonraker. The helmet did fit, so I got the left hand seat, with no steering wheel or pedals. This is quite an experience for somebody who normally drives - shaking other people around in the car.

Having serviced for Andy on the Go Perry's tarmac single venue event, in 84, Andy assured me (dare I say) that the radiator had been changed? So, armed with the substitute valium tablets (the NHS are trying to reduce costs by providing cheaper alternatives for nervous navigators) and an ample supply of diocalm tablets, I set off for Andy's on the Saturday morning. The Escort was already on the trailer and team manager Alastair (Brown) was preparing the crew's caravan. With everything loaded we set off at 10.45 and arrived at the pub in Hessle at 10.50. Just a quick half to pass the time away.

Then off to Leconfield to suffer in the hands of the RAC scrutineer. Due to the large queue he seemed very busy and passing cars OK. Into the service area where team manager Alastair had already organised Jane to make coffee. At this stage the service team burst into action checking the oil.

Not quite knowing what to expect, I climbed into the car and we set off for stage one. Andy had already been muttering about no confidence in the brakes, so I was relieved (not the bladder) when he tried some left foot braking on the straight, confirming that there was some brake fluid somewhere in the system. Stage one finished, off to stage two and improved our time by several seconds. Back in the service area we were talking about stage three, the Bomb Bays. The general feeling seemed to be that it would be rough. Having never been in the bomb bays before, we thought we'd play it by ear. The organisers called stages 3 and 6, Arram 1 and 2, which you have to admit is not as bad as the "Bomb Bays".

Stage 3 - Arram 1 - The Bomb Bays - start, 90 left, 90 left, sweeping right, 90 left. At this point I was going to suggest to Andy that we stop and measure the gap in between the concrete lined bunkers, to see if the Escort would fit. Well it did, like a glove they say. After another tight fit it was off to the finish. At this stage Andy took advantage of the wide open spaces and came close to going over the finish line sideways.

Our times were looking presentable after stage 3. The suggestion, from our team manager, was that as stage 4 and 5 were the same, as we pottered round I could make a few casual notes on were Andy could improve on time. With all the shouting involved and trying to hold onto the stage plan I didn't get round to making any casual notes. Anyway Andy already had several of the bends sussed. Back to service and then onto Arram 2 (THE BOMB BAYS). Although the Arram stage was only short I must say that both Andy and myself enjoyed the excellent scenery it had to offer.

And now for the wait for the start of stage 7. This gave the service team plenty of time to look over the Escort. Andy seemed concerned that

(Continued.....)

we may be loosing too much oil, as a result of the service team continually wiping the dipstick, when checking the oil. During the wait, I was approached by the RAC Steward, who seems to make a point of talking to competitors about the organisation of the event. How could I possibly say ;

- 1) The Chief Timekeeper's Micky Mouse watch got a hand stuck after stage 3.
- 2) That the Clerk of the Course couldn't tell the difference between the arrowing for a Hairpin and a 90 left.
- 3) Noise control Trevor had difficulty distinguishing a noisy exhaust, from a loud fart.

After the Steward left, Andy showed some concern that I may have turned away a customer for the Escort (plug plug).

Back to the Rally and the start of lapping stage no 7. We were approached by "floppy arrows" Clerk of the Course and asked to sign a bit of paper. Stage 9 being cancelled and stage 8 being a re-run of stage 7. Three, two, one, go and the start of stage 7. Having remembered how many times to go round, we caught up to car 50, about half way round the second lap. Followed him to the split. This may have cost us several seconds. For stage 8 we'd probably catch him again and have a go at overtaking. Stage 8, and we did catch him. For those of you with a stage plan, that was at bend 14. The overtaking manoeuvre took part at bends 11, 10, 9 and a very very fast hairpin left at bend 7. Feeling quite shattered, we returned to the service area and loaded up for the off.

At this point I feel thanks are due for ; an excellent service crew (Dave and Steve), Jane (for making coffee and bacon sandwiches), Alastair (team manager), Andy (Gris) and also the organisers (for many hours work).

For those of you interested in statistics - 1) We did not get overtaken once. 2) We overtook one car. 3) Finished 20th overall. 4) Came 9th in class and 5) Received the Kevin McGowan Trophy for 1st novice.

AIRIAN MANN.

Dear Sirs,

Re Moonraker Moonlight Rally.

I should be grateful if you would allow me to thank, through the pages of your magazine, all the club members who assisted in getting this event off the ground.

My thanks in particular to all marshals from this club and especially to those who helped set the stages up on the Friday, and clear up on the Sunday.

Yours faithfully

Ian G James

Clerk of the Course.

Moonraker Moonlight Stages Rally.....Part Two

After having to turndown the "offer" to be Entries Secretary for the 2nd year on the "Moonraker" because I didn't know where I'd be living, I was given the "title" of Competitors Liaison Officer and as I didn't seem

(Continued.....)

to be getting as involved in the organisation as I would have liked, I badgered Mike Jackson who was to have been Course Car and told him I was navigating for him. His car had broken on the National Breakdown and he hastily set about rebuilding it and assured me that it would be ready for the event. On the Thursday before I went to the club night especially to find out what time we were wanted and to collect the helmet Mike was selling me. Fortunately it fitted, but unfortunately his engine had blown up again. (He wasn't even sitting in the car at the time ??).

Any one else would have been dispondant, but not me. Two minutes earlier Dave Hawkins had said that Mick Wood wanted me to navigate for him - was I free ? Well I was by then. I was very upset not to have been able to sit next to Mike, but was assured that Mick would be just as entertaining. Words such as mad b*****d and ones that I couldn't repeat were banded about, but I was well pissed and ignored them all.

I rang Mick the next morning to tell him I was available and he arranged to pick me up at 12.00 the next day.

We were off at No.8 and I discovered that the car was bog standard and all he had done was take out the back seat, put in a rollcage and get some decent tyres. I know the Colt Lancer Turbo is a fast car but I thought that we were out for a good days sport and wouldn't be too competitive - or so I thought.

I got in the car and asked who was servicing for us - " me " said Mick. After a quick visit to the car wash and a garage to fill up with petrol (we did the rally on less than a full tank), we set off for Leconfield. On arrival we pushed in to the queue for Scrutineering which stretched for about $\frac{1}{2}$ a mile. Trevor Harrison stickered our helmets and John Allison chucked them out saying the stickers were out of date, (He changed the stickers for us).

The event started more or less on time and the first two stages went very quickly. I wasn't at all frightened and can assure you that Mick is an extremely good driver and just looks flamboyant from outside the car. I'd been told not to tell him to slow down but to let him know if I thought he was driving erratically. (I didn't have to).

All through the event we were battling with Johns Beadle and Willson in Roy Websters Lancer Turbo for the class 4 award and after stages 4 and 5 we thought we'd missed out because we were having trouble with tyre choice, but Mick decided that if we were going to have a chance he'd have to sacrifice his new soft compound tyres by putting them on the back. It seemed to work as we set a good time on the 7th stage.

As the event was running late the Organisers decided to cancel stages 8 and 9, and run 8 the same as 7. While we waited between stages Mick decided to be the disco as we had a stereo and we blasted out music and even had flashing lights, but no one danced.

The last stage proved to be the best of the day. It was a re-run of the 7th, we did two laps of Leconfield and it was very quick. We were lucky to not have a car too near to us when we started, some competitors were held up or had to overtake other competitors as we'd had to on stage 7.

(Continued.....)

We had a clear run and words such as "This is great Tommy" were heard from the drivers seat. The car went perfectly round every corner and I think we both knew we'd gone very quickly. We took 25 seconds off our time for stage 7 and were very pleased when we found that the only car quicker on the stage was the eventual winner, Steve Waterall. We finished 1st in class and 7th overall.

The event was very well run (I have to say that) and I think the addition of the two stages in the bomb bays stopped the crews from getting bored while the longer stages were being re-arrowed and also gave the lower powered cars a bit more of a chance to put up competitive times on at least two stages.

Many thanks to Mick for a very enjoyable day, to the Organisers, Marshals and Competitors for their support. We hope you'll all compete again next year.

LINDA COLEBOURN

* + * + * + * + * + * + * + * + * + * + * + * + * + * + * + * + * + * + *

AWARDS PRESENTATION NIGHT ***** AWARDS PRESENTATION NIGHT

Our annual awards presentation took place on the evening of Friday 22nd March at Hockneys Restaurant, Hull. For those of you who were unable to attend, the annual awards and this years recipients are detailed below.....

- | | | |
|--|-----------------------------|--|
| Autotest Championship. | | |
| 1st. Phil Cherry. | Maklin Trophy. | |
| 2nd. Mike Reed. | Norman Jordan Cup. | |
| 3rd. Robert Pattison. | Glass Goblet. | |
| Stage Rally Championship. (Drivers) | | |
| 1st. Tim Allsop. | Silver Tray. | } Because the old trophies were worn out, we bought individual awards for each winner. |
| 2nd. Steve Waterall. | Glass Tankard. | |
| 3rd. Peter Stockill. | Glass Goblet. | |
| Stage Rally Championship. (Navigators) | | |
| 1st. Angela Allsop. | Silver Tray. | |
| 2nd. Gavin Heseltine. | Glass Tankard. | |
| 3rd. Howard Paterson. | Glass Goblet. | |
| Clubmans Championship. | | |
| 1st. Howard Paterson. | Don Gibson Memorial Trophy. | |
| 2nd. Ken Bailstone. | Glass Tankard. | |
| 3rd. Robert Pattison. | Shield. | |
| Minster Shield. (Best Shell League)..... | Phil Cherry. | |
| Sanderson Cup. (Most Improved Competitor)..... | Peter Stockill. | |
| Rispin Rosebowl. (Lady Enthusiast)..... | Linda Colebourn. | |
| Standford Trophy. (Marshalls Championship)..... | Adrian Mann. | |
| Night Enthusiasts Trophy..... | Julian Doyle. | |
| Hessle & Dist. Enthusiast..... | Geoff Allen. | |
| Magazine Editors Award..... | Geronimo. | |
| Marshalls Awards Presented To ; | | |
| Ken Sturdy , John Overend , Robert Overend , Malcolm Mumby , | | |
| Cynthia Mumby , Basil Wilson , Adrian Mann . | | |

ROBERT NEWLOVE

NHMC Autotest Championship 1985

After Round 3

| | | | | | | | |
|----|-----------------|--------------|---------|----|----------------|-------------|----|
| 1 | Phil Cherry | Mini 1098 | 160 Pts | 12 | Mike Norton | Colt | 45 |
| 2 | Rob White | Colt 1975 | 141 | 13 | A Sellars | " | 40 |
| 3 | Ken Sturdy | Datsun 1200 | 137 | 14 | P Ward | Escort 1300 | 35 |
| 4 | Robert Newlove | Mini 1098 | 119 | 15 | Roy Webster | Colt Turbo | 35 |
| 5 | John Newlove | " | 113 | 16 | John Jenkinson | Mini 1098 | 33 |
| 6 | Robert Pattison | Mini 998 | 107 | 17 | Anne Cherry | " | 31 |
| 7 | Mike Reed | Special 1293 | 106 | 18 | Nick Wood | Astra 1300 | 30 |
| 8 | Adrian Mann | Datsun 1200 | 106 | 19 | John Dixon | Mini 1098 | 30 |
| 9 | Paul Pattison | Mini 998 | 77 | 20 | Ian North | - | 30 |
| 10 | Ken Hailstone | Mini 1098 | 51 | 21 | John Beadle | - | 30 |
| 11 | Steve Herd | Escort 1300 | 50 | 22 | S Critchley | Mini 998 | 20 |

NHMC Clubmans Championship 1985

After Round 3

| | | | | | |
|----|-----------------|-----|----|-----------------|----|
| 1 | Paul Pattison | 110 | 12 | Steve Waterall | 70 |
| 1 | Adrian Mann | 110 | 12 | Andy Haddock | 70 |
| 3 | Robert Pattison | 107 | 13 | John Dixon | 66 |
| 4 | Rob White | 106 | 15 | Mike Reed | 61 |
| 5 | Phil Cherry | 101 | 15 | Tim Allsop | 61 |
| 6 | Steve Herd | 99 | 15 | Annela Allsop | 61 |
| 7 | Ken Sturdy | 95 | 17 | Howard Paterson | 56 |
| 9 | John Newlove | 81 | 18 | Rupert Hindle | 56 |
| 9 | Nick Wood | 85 | 20 | Linda Colebourn | 55 |
| 10 | John Beadle | 70 | | | |
| 11 | Robert Newlove | 75 | | | |

To Grimsby Tony 'Gornetto' Dickinson Went

Appleby's Coaches Tour Of Lincs 1986

Continuing the adventures of Grubby with himself as he emerges from Semi - retirement. You may recall the original entry into Rally driving at Scunthorpe two years ago - this time upmarket Grimsby was chosen.

In October last year a rolled MKII Escort Safety Devices shell (ex David Childs TERDA entrant) was acquired and the bent MKI underwent surgery to remove and transfer compatible parts direct to the new Shell. Six months 'preparation' resulted in the majority of the work being done in the week prior to the event. I was the night before and it finally hit the Road (and also John Dixons Car).

Not only was there a new Car but also a new Diesel Bedford Ice-Cream-Van Service Van in matching livery (bright yellow with white stripes and blue wheels) had been purchased to support the Car. It was this that caused the

first problem by breaking down at 10pm that night. John Dixon went to tow the Van back to Beverley and got as far as Broadstables before running out of fuel. He braved the inside of the Hospital to phone for help so I was sent with some petrol. Following them back to Beverley the tow rope broke four times. Altogether things were going pretty smoothly.

Before going home to do his washing, Tony gave the car a quick spin around the yard, failing to shut the passenger door properly. It sprung open when passing John Dixons car, and when it hit his rear wing a large chunk of filler popped out and made a mess of the shiny new paintwork. A quick dab of Bostik and stick of masking Tape and things were right as rain. (dont laugh yet, things get better). Bob via a Maxi was substituted as service vehicle and a set of tyres were kindly taken by Phil Duffills service crew (was thats right a spare set of tyres).

Tour Of Lines cont.

My major concern at this point was the discovery that the passenger side door pocket had been removed to make room for the seat cushion. I had been looking forward to having somewhere to keep my kays for the first time, so this came as quite a blow.

6 am Saturday morning and an unscheduled trip into Hull to get a Photograph from the Station for Tony's Licence. The run down the A63 was accompanied by occasional rattling and dropping noises. 'I hope that's just stones hitting the underside' said Tony....Anlaby road was reached amid rattling noises. Petrol at Crystal and a quick investigation revealed sparks leaping from the Starter Motor. 'Yes that's right exit Starter bolts and very nearly Starter(it was held on by its lead). This was removed and put in the boot. A push start and into the Station Car park for the photo. Off again towards the Bridge and another funny noise, this time a banging and whirring. 'wheels falling off' was another priceless quote from the driver.

The wheels were fine but things had got a little fraught inside the boot. The Starter cable had touched the Battery terminal and resulted in a unique Starter Motor that declined to start the engine but preferred to start thin air in the boot.

We actually made it to meet the service crew and then to Grimsby without further problems. Pushed into the queue for Scrutineering (which was a little taxing but we passed) and then to Rally HQ to sign on. A full ten minutes were available to plot the route before leaving for the start(plot Blackspots and Stage entries and ignore the rest) and I managed to reach first service before time was up.

The first two Stages were sealed surface and required Tarmac tyres. Since Tony's are not road legal we had driven to the start on Gobblies and yes you guessed it, had no time to change them.(it has occurred to me to tell Tony that every event we do is the day after it is actually held in the hopes that he will be ready in time, but I suppose he will still be late) Illogical thinking like this is the sort of thing that Tony understands, but his desire for being late would probably override this.

SS1 & 2 were Tarmac Farm tracks with decent sized drainage ditches so caution was necessary on the twitchy tyres.

Next came the seat of the event, Cadwell Park this time around 3 miles using mostly the tarmac. A bit daunting first time round especially over the brow as the diagram wasn't too hot. There was a good bit of loose towards the end and an excellent downhill/ uphill ever brow section which was well rutted and then 20/45 right to the finish. Second time round was 6 seconds quicker.

A checkover and fill of Petrol by the service crew and a long haul out to 6 stages without service before coming back to Cadwell.

SS5/6 Nanby were basically a run around the Perimeter tracks with a little detour amongst the rubble piles. Despite being flat in top around a lot of the circuit we still couldn't improve our times relative to the others. The sun had made an appearance and was quickly drying out the ground, times were steadily dropping on the second runs(as they did all day).

In my opinion, as usual, a little thinking would produce some much more varied stages by using all the venue available instead of having pointless flat out blasts down $\frac{1}{2}$ mile runways interspersed by 45 degree corners. Although the infield was used later, it again was just a long straight- it could have wound between the rubble piles and so on. Perhaps it is because the majority of Lincolnshire crews are smooth tarmac only, and rough ground may cause their 'racing cars'.

As if to prove this the next stage, Elcington Hall' was a godsend for us. A 2 mile Sand/muddy farm track with some good bump bits especially towards the end. As we would have hoped we set a top 25 time as did every other VMC crew, regardless of seeding, car etc. Does this prove that Lincolnshire crews can't cope with anything other than sealed surfaces? It would seem so as they had been complaining to the finish marshalls about the surface. If only all stages were like this.

Tour Of Lines cont

SS8/3 Ludford .Long straight concrete Santracks with all corners either third or fourth gear.

SS 10 Gayton, a bit better such more variety and changing surfaces. Again the loose surface was reflected in VHC members times all being in the top 35, whereas on the longer sealed surface stages some of us were struggling to get inside the top 50. Running low on fuel here so a lengthy detour into Louth to fill up and then back to Cadwell.

Another two runs at Cadwell with an extra horseshoe loop in front of the Spectators. For some reason Lorry tyres had been placed a cars width apart on the entry to a Hairpin and across the exit. our entry to the corner was reasonable but a pant on the handbrake produced nothing in the way of a change in direction. Lorry tyres do tend to fit underneath an Escort in a tight fit. Neither backwards or forwards would it go and to top this the Marshalls simply stood and waved to us that it was all over. If I had been James Hunt they would now have several large lorry tyres wrapped themselves. After some lifting and tugging the car began to pull off the tyres so I opened the door and jumped back in . In response the car rolled back and pinned the door against an earth bank, pulling it at right angles and buckling it and the pillar. Nearly two minutes were lost.

Second time around and an intermittent misfire developed. It was caused by the Water pump spraying water onto the Distributor. Back to service for a spray of WD 40 and fill up with water then off to Manby again.

A slightly different route with some cautioned 'ramps' which turned out to be nothing so we lost some time backing off for the first time around.

SS 15/16 Ludford again, as boring as the first time.

SS 17 Gayton again and car No. 7 a BDA Escort set off before us and was painfully slow down the straight. I took a time which was 2 minutes after so that we wouldn't get stuck behind him in stage. We did pass Mark Nicholson who was stopped after a Halfshaft pulled out.

Back to Cadwell again , the Radwell bought in Louth (another unathreduled detour) seemed to be holding so it was a fill up of fuel and another two circuits of the stage.

Two more on Manby and then to our favourite again at Elvington. After all the Tarmac we had been looking forward to a decent stage again. Off the start line and almost immediately a misfire developed. This time it was a plug lead off. Our time was only a second slower than in the morning so it might have been a very good time.

SS 23/4 Ludford again, this time backwards but no more exciting for it.

Fortunately a twenty minute delay was announced before these two stages were run. We needed this because our various problems had meant we were running on or behind our maximum lateness all day. As usual the final control was reached (just) within the amended lateness time.

We hung around till 9.30 when results were posted , spread our time and left.

Lincoln Motor Club excelled themselves in posting finalised results to reach competitors just 3 days later, proof that those which are sent 2 or 3 weeks later could be sent a lot earlier.

I am told the event is a shadow of its former self, certainly they made economic use of their venues (3 were used 6 times each, 2 twice and 2 once). The centralised service area ensured no service mileage but heavy road mileage for competitors.

Thanks to Bob May and Ian Bird for persevering with everything and to Tony for ~~providing for me and others the best entertainment since~~ letting me loose again in one of his wonderful creations cars.

Fred Pattison

After the annual presentation evening a number of people said they were unaware of what the club competitor could win, so as a result listed below are the various championships and awards up for grabs this year:-

AUTOTEST CHAMPIONSHIP : Approximately 14 pre-selected events at all levels from Closed to National, incorporating some Shell League, ANCC Yorkshire Bank Trophy and RAC British Autotest Championship Rounds. Best six scores to count, points awarded on the basis of position within class as follows:-

| | | | |
|-----------|----------------|---|------------------------------|
| Entry | 20 Points |) | Plus 1 point for |
| Finish | 10 Points |) | every finisher beaten |
| 1st. O/A | 30 Points |) | in your class, outside the |
| 1st Class | 25 Points (20) |) | top 5. |
| 2nd Class | 20 Points (15) |) | Points for class in brackets |
| 3rd Class | 15 Points (10) |) | where a class consists of |
| 4th Class | 10 Points (5) |) | only 4 finishers. |
| 5th Class | 5 Points |) | |

Awards : First, Second and Third Overall.

Event Organisers : Awarded points equal to the highest score achieved by a club member. For joint organisers the points are shared. Individuals can only claim points as organisers once.

Next Rounds : May 19th - Airedale & Pennine MCC
May 26th - NHMC Restricted.

Current Positions : See details elsewhere

ROAD RALLY CHAMPIONSHIP : Consisting of 4 rounds all to score, to promote interest in the Yorkshire Shell Oils League, each round is a Road Rally counting towards the 1985 Shell League. Scoring as detailed for Autotests. The 4 rounds are as follows:-

| | | |
|------------|-----------------|--------------|
| Jan 19/20 | Three Swans | Selby MC |
| June 15/16 | Ridings | Shipley DMC |
| Sept 14/15 | Costa Di Plenti | Trackrod MC |
| Nov 2/3 | Larkspeed | Alwoodley MC |

Awards : First & Second overall in each category.

Current Positions : To be published later.

STAGE RALLY CHAMPIONSHIP : Any event up to and including National status. Best 8 scores to count, eligible to all, but the onus is on each individual to claim points by providing proof of membership, entry and a copy of the final results, within four weeks of the event, to either of the Magazine Editors detailed on the inside front cover. Points are awarded as for the Autotest Championship above.

| | |
|-------------------------|---|
| Awards : 1st O/A Driver | An award + Free Entry Crystal Stages |
| 2nd O/A Driver | An award + Free Entry Holderness Trophy |
| 3rd O/A Driver | An award + Free Entry Moonraker |
| 1st O/A Navigator | An award |
| 2nd O/A Navigator | An award |
| 3rd O/A Navigator | An award |

Current Positions : See details elsewhere.

Malton Street Autotests
 Martin Wilner & Dennis Robinson
 28th April 1985

| Posn | Name | Time | Class & Posn | | Car |
|------|-----------------|--------|--------------|---|--------------|
| PTD | Mike Reed | 1753.8 | 5 | - | Special I275 |
| 2 | Robert Pattison | 1904.6 | I | I | Mini 998 |
| 3 | Paul Pattison | 2010.4 | I | 2 | Mini 998 |
| 4 | Phil Cherry | 2073.9 | 3 | I | Datsun I200 |
| 5 | Ken Sturdy | 2103.6 | 3 | 2 | Datsun I200 |
| 6 | Rob White | 2135.5 | 4 | I | Colt 1975 |
| 7 | Alistair Brown | 2172.2 | 2 | 3 | Astra I300 |
| 8 | Adrien Mann | 2334.4 | 3 | 3 | Datsun I200 |
| 9 | Pete Ward | 2401.2 | 3 | 4 | Escort II60 |
| 10 | John Taylor | 2526.2 | 2 | 4 | MG Metro |
| 11 | H Weedler | 2685.8 | 2 | 5 | MG Metro |
| 12 | A Leedham | 2700.2 | 2 | 6 | VW Passat |
| 13 | Mike Norton | 2739.0 | 4 | 2 | Colt 1975 |
| RET | Andy Graham | | | | |

Note ; Classes I & 2 & 5 are amalgamated
 Classes 3 & 4 run
 36 tests were run on a very dry , windy and dusty day .

STAGE RALLY CHAMPIONSHIP POSITIONS

| DRIVERS. | | NAVIGATORS. | |
|----------------------|-----|---------------------|-----|
| T.Allsop.....(3) | I73 | A.Allsop.....(3) | I73 |
| S.Waterall.....(2) | II9 | A.Haddock.....(2) | II9 |
| F.Barley.....(2) | II5 | R.Atkinson.....(2) | II5 |
| A.Dykes.....(2) | 79 | C.Pedder.....(2) | 79 |
| F.Duffil.....(2) | 74 | D.Shepherd.....(2) | 74 |
| T.Clarkson.....(2) | 67 | I.Walker.....(2) | 67 |
| M.Wood.....(I) | 55 | P.Pattison.....(2) | 67 |
| A.Scarborough... (I) | 39 | L.Colebourn.....(I) | 55 |
| N.Deeth.....(I) | 38 | D.Rose.....(I) | 39 |
| J.Dixon.....(I) | 36 | M.Smith.....(I) | 38 |
| A.Graham.....(I) | 35 | G.Heseltine.....(I) | 36 |
| M.Kitchen.....(I) | 32 | D.A.Mann.....(I) | 35 |
| A.Myers.....(I) | 31 | I.Bird.....(I) | 20 |
| R.May.....(I) | 20 | | |