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NORTH HUMBERSIDE MOTOR CLUB OFFICIALS

President	Ken North, Durham House, Souttergate, Hull (0482 897115)	Treasurer	Ian Jones, 27, Newland Park, Hull HU8 2DH (0482 43508)
Secretary	Dave Hawkins, 'Wendery', Main Road, Thorngumbald (09644 2472)	Club Captain	Ken Bailstone, 207, Carr Lane, Willeaby, Hull (0482 959613)
Competitions Secretary	Mike Reed, 'Seefeld', Main Street, Brandesburton, Driffield, YO25 3TU (0401 43159)	Membership Secretary	Martin Milner, 18, Cedar Wood, Giberdyke, Brough HU15 2TZ
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Social Secretary	Linda Colebourn, Flat 2, 165, High Street, Hull (0482 212335)	Press Publicity	Gav. Heselrine, 8, Chapel Hill, Melton, Brough

POSITION
VACANT
INTERESTED?
SEE ANY OF THESE
LISTED

COMMITTEE MEMBERS

Geoff Allen	13, Strathmore Avenue, Beverley High Road, Hull	0482 653218
John Beadle	57, Main Street, Skidby, Hull	0482 841607
Phil Cherry	Edge Cottage, North Frodingham, Driffield	0282 83470
Ian Colebourn	28, Friarage Drive, Weld Road, Hull	
Julian Doyle	134, Northgate, Market Weighton	
Trevor Harrison	25, Lambwath Villas, Sirdonia	0401 82416
John Newlove	30, Colville Avenue, Anlaby, Hull	0482 62105
Robert Newlove	10, Orchard Lane, Hutton, Driffield	0377 70808
John Overend	The Cottage, Sandholme, Giberdyke	0436 40231
Ken Sturdy	17, Lismore Avenue, Hull	0482 703410
Steve Varey	4, Greenfield Lane, Middleton On The Wolds	0377 81108

Donald
Chris

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HEALTHYMAN INN & RESTAURANT WHITE ROSE HALL, JUNE 15/13

TRIPLY 4 DISTRICT MOTOR CLUB

30 Starters, 54 Finishers

There were four WHIC starters, 3 regulars and 2 first timers;

Car no. 26 Steve Varey/Phil Craven	Escort 2000	26th Expert starter
45 Andy Graham/Paul Pattison	Kadett 1300	13th Semi "
77 Tony Tate/Steve Howard	Escort 2000	27th Novice "
79 Ken Sturdy/Adrian Mann	Datsun 1300	29th Novice "

The Shell Oils League round 5 offered a 140 mile route with 10 selectives timed to the second. Plotting the route from the start (at Parval near Harrogate) revealed 11 miles of white tarmac in Bridson Rocks, Fountains Earth and numerous farmtracks. It may be tradition that events in this area use these roads (although the Colman Tyres which runs in this area did not use Fountains Earth this year) but a warning in the Regs would not have come amiss. As it was running a standard car with no sunguard over these roads was definitely not advisable. Fortunately driving at walking pace in places saved the car from the worst bit split the exhaust and bent the front spoiler.

A wrong plot for a couple of miles just before halfway (navigator will in future clearly mark any route directions when stopping over maps) put us OTL but we continued with 2 fails. As an idea of the top entries speed and how much time could be made up with a prepared car, on the Fountains Earth (27mile) selective the fastest was nearly quarter of an hour quicker than us.

12th O/A 3th Expert Steve Varey/Phil Craven	41.36min	9th Expert 2000
37th O/A 10th Semi Andy Graham/Paul Pattison	53.43	2f 1st Semi 1300
39th O/A 12th Novice Ken Sturdy/Adrian Mann	55.27	2f 5th Novice 1300
42nd O/A 14th Novice Tony Tate/Steve Howard	49.10	3f 4th Novice 2000

Fred Pattison

NAVIGATOR WANTED

An experienced Navigator is required for a competitive Group A WDA Escort running in Stage Events. Must be competent and be prepared to share costs. No dreamers or time-wasters.

WHIC June Autocross

Organised by Phil Cherry at Carnaby

<u>O/A Posn.</u>	<u>Driver</u>	<u>Time</u>	<u>Class Posn.</u>
1	Glen Simpson	1244.5	-
2	David Colightly	1256.0	1
3	Mike Reed	1256.4	2
4	Ken Hailstone	1303.5	3
5	Robert Pattison	1322.3	4
6	Glen Hodgson	1335.8	5
7	Robert Newlove	1374.3	6
8	Bob White	1402.7	7
9	John Jamkinson	1407.3	7
10	Pete Ward	1503.2	2
11	Graham Shortland	1522.0	3
12	John Overend	1908.1	9
13	Dennis Robinson	1730.5	10

We arrived at Carnaby Raceway on Sunday morning to find no-one in evidence other than the chuck wagon alias Pauline's take-away, which incidentally seemed to do quite a brisk trade during the day mainly on Cheese & Onion crisps for a certain Junior Newlove. A few vehicles started to appear most of which were marshalls and we eventually started to notice one or two competitors. The event got under way more or less on time, & it was soon obvious that Mr Simpson as usual was going well, which is more than can be said for a certain WHIC member in an orange special who looked definitely the worse for drink, even though this

JUNE AUTOTEST (cont)

was adamantly denied and swore he hadn't touched a drop in the last 6 hours. This event was something of an 'event' in that Mr J Overend made his debut as a Competitor.

A break was held for lunch & everyone looked as cold as they would during an event in January - by the time the Autotest finished at 4 the weather had changed completely and the sun was shining.

Even though there were unfortunately not many entries, it seemed to be quite a good day considering there seemed to be more kids and dogs than Competitors. I must add that a certain amount of excitement was provided during the day by a 'Motor cycle' stunt team attempting to set fire to their leather covered bottoms from the runway / paddock, only to be thwarted by a posse of officials.

Back to the subject of the report, the event was won by Glenn Simpson of York closely followed by Dave Golithly of Grimsby. 1st WMC Competitor was Mike Reed, Gen Hallstone 2nd.

Secretary of the meeting

Ann Cherry

FORTHCOMING EVENTS

July	13	Rally car racing Championship round	Cadwell park
	13	Peter Russel's Hamula	Shell Autosport
	13/14	Harwood Hillclimb, National	Derby Northern
	14	Tyneside stages	Haxham MC
	14	Armstrong Masscar stages, c/j	Reverley MC
	14	Ilkley EMC Autotest Production car trial	Shell Oils League
	14	Yorkshire Bank Trophy WMC Autotest	Shipley MC
	14	Single venue stages rally	Sheffield & Hallam
	20/21	Burgess Trophy Road rally	Tury MC
	26/27	Ulster	Shell Oils Open
	27/28	Duchess Lookout Road rally	Trackrod MC
	28	Summer stages	Darvies MC
August	3/4	St Hilfrida Road rally	Ripon MSC
	6	Holderness Trophy Single venue stages	WMC restricted
	10/11	Devils Own Road rally	Restricted
	17/18	Harwood Hillclimb, Restricted	WMC Northern
	17/18	Road rally c/j	Darvies mc
	18	Fennine DRC, Drag racing	New York recovery
	25	WMC Autotest	closed
	25	Bill Watson stages, Restricted	Wardle MC
	24/25	Road rally, c/j	Grimsby MC
Sept	1	Men's single venue	Lincoln Louth MC
	7	Lindisfern	Shell Autosport
	8	Crestal stages, Restricted	WMC
	8	Craft Ballycross	
	7/8	RL Brown Road rally	Restricted
	11/14	Kanx International	Shell Oils open
	14/15	Costa Di Planti, Restricted, Trackrod MC	Shell Oils League
	15	Fennine DRC Drag Racing	New York Recovery
	15	Slaitwhite MC Autotest	Shell Oils League
	22	WMC Autotest	closed

VORSHIRE STAGES RALLY

23rd June

Having tried for about three years to do a Rally with Mike Jackson, I finally got him to do this event on Acaster Malbis Airfield which was described in the Rags as hard/metalled surface tracks. Unfortunately on arrival we discovered that they had been lying.

Bob May and Neil Fawcett picked me up at 5.30 (was in the morning) and we set off to Drifffield to collect Mike and the Rally car. We packed everything into Mike's Granada (most of it was our packing up) and put the surplus (mainly alcoholic) into the Rally which we took on a Trailer. (I think I've missed out the word Car in there somewhere Linda)

We arrived at the venue on time and parked up and took the Car to noise check, scrutineering and signing on. As people arrived we noticed that they all had Kobbles on and were laughing at our Slick tyres. On arrival at the 2nd stage we understood why. We had a slight detour on the first stage where the arrowing was first noticed to be useless, and the stage diagrams looked more like subtests, and an exit was not blocked off.

The second stage started off on a long straight with a slight chicane in the middle (which later on in the day when it dried out Mike took flat). Then we arrived at a hairpin right followed by a hairpin left through a manure heap - we actually went through the middle of it. The rest of the stage was very muddy and at the end of these 2 stages we had dropped 1 1/2 minutes to Warren Phillips and Christine Parling who were leading (even Tony Dickinson and Prof Pattison were beating us).

There was a bit of a problem with the stages as we had to do 3 laps and some people couldn't keep count. On completion of these 2 stages we decided to send Bob and Neil back to Drifffield for some Kobbles whilst we did the next two stages on the Slicks. However we took a total of 1 1/2 minutes off our times on these two when compared with the first two. When I told Mike that we were 3rd fastest on these two he decided to put the Slicks back on (Bob and Neil had only just finished changing them at this time and were told we that they weren't changing them again after this).

The stages were reversed and we did them again twice, rapidly making up time lost on the first two, setting top 3 times on them all. Towards the end of the Rally there was a bit of bother with one Car's time on one stage. We had done it in 3 min 52 (equal fastest with Warren) Car 22 came in and said they'd done it in 3 min 15. The Organisers decided they'd done a lap short and gave him a maximum which meant Mike and I were 2nd. But the next time I looked at the results had been given 3 min 39 which is the time he did 2 of time round. I asked the results team what had happened because I had seen his time card and it definitely said 3 min 15. I was told that they had asked the finish marshal who had said 3 min 39 was a reasonable time for him to do so they were in that time. I spoke to one of the Organisers at which time they had found some check sheets (we were told there weren't any before) and gave them 3 min 51. There was no point making any protest because it would not have affected the outcome.

We finished 3rd O/A and other Club members did well, Bob White and Anne Cherry were 1st in class.

Thanks to Bob for making the coffee and Bacon and Gammarie bottles, to Neil for all his help, to Mike for letting me have a go in a real Rally Car - certainly the fastest I have ever been in.

We finished at about 5 pm and retired to the Pub which had an extension and proved that we could drink free or then somewhere else.

The event was not run very well, we had to use public roads to get from one stage to the next and no one had any insurance. One finish board was hand made there were spectators in very dangerous places and very few marshalls around, but we enjoyed ourselves thoroughly and had a very good days sport.

Linda Colebourn

WORCESTER STAGES JUNE 27

79 Starters - 63 Finishers

Results

<u>O/A</u>	<u>Posn</u>	<u>Car no.</u>	<u>Crew</u>	<u>Car</u>	<u>Time</u>	<u>Class</u>	<u>Posn</u>
3	5		Mike Jackson/Linda Colebourn	Escort 8DA	43.24	3	3
15	46		Rob White/Anne Cherry	Mirage 1200	46.49	1	1
16	43		Phil Duffill/Dave Shepherd	Twin Cam	46.04	5	5
17	61		Tia Clarkson/Ian Walker	Escort 1600	46.05	6	6
24	41		Tony Dickinson/Fred Pattison	Escort 1600	46.19	9	9
32	76		Adrian Dyces/Mrs Dyces	Chevette 1300	47.30	2	2
RET	78		Nigel Deeth/Malcolm Smith	Escort 2000	Burnt out Engine		

The wet conditions earlier in the day enabled the lower powered crews to move well up the field, only to drop back as it dried out. The times after 2 stages as below show this :

White/Cherry	9th O/A
Dickinson/Pattison	13th O/A
Clarkson/Walker	25th O/A
Duffill/Shepherd	27th O/A
Jackson/Colebourn	29th O/A
Dyces/Dyces	45th O/A

Perhaps notable in these final results is that no WRC crew got a maximum and also that 3 of the finishers had female navigators, all of whom claimed a top 3 class placing. In addition two of these ladies were on their first ever event - Anne Cherry and Mrs Dyces dominated the 1300 class following the last stage navigator error of the leading 1300.

CHRISTIES CRUISE STAGES26th Day

<u>O/A</u>	<u>Posn.</u>	<u>Crew</u>	<u>Car</u>	<u>Class</u>	<u>Posn.</u>	<u>Time</u>
5		Tim Allsop/Ancela Allsop	Escort 1600	1		51.09
29		Rob White/Mike Norton	Mirage 1200	5		56.53
34		Tony Dickinson/Paul Pattison	Escort 1600	11		56.40
77		Tim Clarkson/Ian Walker	Escort 1600	13		57.09
39		Adrian Dyces/Mick Donnelly	Chevette 1300	7		57.22
40		Tim Sullivan/Kyra Webster	Colt 2000	15		57.25

75 Starters, 61 Finishers

AutotestWRC Clubmans Championship (after round 5)

1	Mike Reed	239 pts 5 events	5th	Rob White	322pts 5 events
2	Phil Cherr	273 5	7th	Robert Newlove	197 5
3	Robert Pattison	250 5	8th	John Newlove	199 4
4	Ken Sturby	243 5	9th	Paul Pattison	129 3
6	Adrian Mann	197 5	10th	Pete Yard	104 3

WRC Clubmans Championship (after round 6)

1	Mike Reed	254pts 4	6th	Paul Pattison	161pts 5
2	Robert Pattison	250 5	7th	Phil Cherr	157 3
3	Adrian Mann	201 5	9th	John Newlove	156 3
4	Ken Sturby	134 4	9th	Robert Newlove	149 4
5	Rob White	137 4	10th	Ken Hailstone	103 2

A total of 4455 points have been scored so far by 67 members. The following rounds are remaining : Production Car Trial, Sledmere July 7, Molderness Single venue stage rally August 4, Autotest August 26, Crystal stages Sept 9, Autotest Sept 22 and Autotest October 27. All rounds score.

The Rally returned to Cardiff this year with the Castle being the centre of activities. Scrutineering was here, the highlights being the sorting out of noisy Opel exhausts. They had to open up silencers, stuff with wire wool and weld up again, the result being a reasonable sound instead of a deafening roar. (Perhaps vindication for a certain person who tried to hard too early?).

Our evening meal was as usual Chinese and for a nightcap we visited Rally H.Q. In the bar, unusual as it may seem, was Bilko and Friar Tuck (Alias Bob May). They were residents luckily so we had a further pint before returning to our Hotel.

The start was at a sensible 10.30 a.m. with the first stage commencing next to the start ramp. We watched this stage for a while and were impressed with the quiet sound of the Group "A" cars, such as Ford's Rover.

Next was a long run up to Epynt and Rob White and I decided to watch at Dixies - this was reached via the "back door" - A.P.P. S.W. on a white. Here we saw Bertie Fisher with an obscure electrical fault - it turned out to be a faulty distributor drive and this was fixed by a couple of D.O.T. men who 'happened' to be there. It cost Fisher a £50 fine for illegal service but no doubt it was worth it. Impressive here was the sight of the Quattros setting off on dry tarmac - whow...

We returned here later and watched the '84 Finnish Rallies on a video - well worth seeing if you can - nothing but excitement, not good for the competitors because it was all crashes. We then made our way North, the only occurrence being our car - we trapped an object between the disc and shield and had to remove the H.S.P. wheel. Geoff and Dave reported no problems and they were gradually pulling away from the next car in the class so we reached the four hour halt at Aberystwyth.

Our car was used as a bedroom and Rob and I helped service the Rally car. (It must be said that Rob got his hands dirty and I held the light). The exhaust manifold had to come off so that we could replace a stud and we had plenty of time to do this job. Geoff was by this time oratic - sorry, Ecstatic - over the Mora pattern Colways because of grip and price. After the break he set off in 36th position with the competition about 5 minutes behind, but as dawn broke things started to happen.

First of all he went way off down the fire break in Dyfi Main. This was the FOURTH time he has done this and each time he has been pushed out by the same Welshman who greets him as a long lost friend. The next time he does this it is Binn's window for four hours on a Saturday morning.

Then the starter went and had to be replaced, followed by the loss of third gear in Hafren. Luckily Tarenig was cancelled and the next service was increased to 30 minutes so the gearbox was changed, not as quickly as we did it for Calender, but fast enough to give us time to check around, change tyres and fill with petrol.

(Continued.....)

On the next stage the car decided to visit a ditch. Luckily there were spectators who struggled ankle deep in water to lift it back on and Geoff and Dave came out annoyed and a few more minutes down. The reason for the off was that tarmac suspension was fitted as most Welsh stages are smooth, but it ran out of rebound and leapt off by itself.

We were now into Breckfa and the last eight forest stages. Nothing untoward occurred except the opposition went off and had to replace a radiator, which could have accounted for his non-appearance at the finish.

One of the Lada's arrived in the next to last service area with a head of steam and a lot of smoke, complaining of lack of power - no wonder, there was a 2" x 2" hole in the side of the block but it was still running. Tough cars these Lada's.

We then had a stage on Pembrey and the long run back to the finish at Cardiff.

Result..... 26th Overall 1st In Class.

9 more points towards the Championship.....Roll on the Scottish.

GERONIMO.

CRYSTAL ESSO STAGES RALLY.....YLLAR BEGATS OSSE MATSYAC

Plans are now well in hand for this years event on September 8th. It will start as usual from Crystals Truck Centre on Hedon Road, Hull and finish at the Crest Hotel near the Humber Bridge.

The organising committee is made up of the following:-

Dennis Robinson.....Clerk Of The Course
Rob White.....) Deputy C. of C.
Ian James.....)
Robert Newlove.....Secretary
Ken Sturdy.....Chief Marshal
Geoff Allen.....Public Relations Officer
John Overend.....)
John Smith.....) Committee
Martyn Kilner.....)
Malcolm Mumby.....)

MARSHALS ** MARSHALS ** MARSHALS ** MARSHALS ** MARSHALS ** MARSHALS

On the 4th August we are running the Holderness Trophy Rally and we will need lots of Marshals. If you can help please contact John Newlove on Hull 52105 or at Club nights.

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MARSHALS ** MARSHALS ** MARSHALS ** MARSHALS ** MARSHALS ** MARSHALS

YORKSHIRE SHELL OILS LEAGUE...The story so far.....

Round One :- Three Swans Road Rally. - Selby and District M.C.
Our team was S.Varey/F.Craven (*) ; T.Tate/A.Greenwood ; N.Loeth/
P.Layton : Position after this event 12th Overall.

Round Two :- Autotest. - Airedale and Pennine M.C.
Our team was M.Reed ; P.Cherry (*) ; R.Newlove ; A.Mann ; K.Sturdy
and D.Robinson : 6th position on the day moved us up to 8th Overall.

Round Three :- Autotest. - North Humberside Motor Club.
Our team was M.Reed (*) ; R.Pattison ; R.Newlove ; K.Sturdy ; A.Mann ;
1st position on this event moved us up to 6th Overall.
See elsewhere in the magazine for a full report on this event.

Round Four :- Speed Hill Climb. - Yorkshire Sports Car Club.
Our team was B.Svenson (*) ; F.Simpson ; M.Jackson ; M.Reed ; R.Webster :
1st position on this event moved us up to 3rd Overall.

A fine performance was put up by the 8 members listed
below to give us first place on the day at Seasmonden
Dam.

R.Webster	)	Formula	M.Jackson	)	Escort
D.Webster	)	Ford.	B.Svenson	)	2 Litre.
M.Webster	)	Colt	J.Smith	-	Mini.
M.Reed	)	Turbo.	F.Simpson	-	Chevette HS.
First in class.		B.Svenson.	98.9	Points.	
		F.Simpson.	93.3	Points.	
Second in cls.		M.Jackson.	87.8	Points.	
		M.Reed.	76.7	Points.	
		R.Webster.	35.0	Points.	

Round Five :- White Rose Road Rally. - Shipley and District M.C.
Our team was S.Varey/F.Craven ; A.Graham/F.Pattison ; K.Sturdy/A.Mann ;
T.Tate/S.Howard : After this event we maintained 3rd Overall.
See elsewhere in the magazine for a full report on this event.

Top 5 Positions After Round 5.

1. Ilkley & DMC.	1127.6	Points.
2. Shipley & DMC.	1082.9	Points.
3. N.H.M.C.	1053.9	Points.
4. Ripon MSC.	1047.2	Points.
5. Y.S.C.C.	1030.6	Points.

Round Six :- Production Car Trial. - Ilkley and District M.C.

TO BE HELD ON THE 21ST July.....

(*) Indicates highest Club points scorer on each event, each individual
may only win once during a season.
The winner gets a trophy and £5.

OPEN LETTER TO MERCURY RESCUE

I recall the first time that I met Dick Taylor. It was on the edge of the Otterburn Ranges, just before the action began on the 1980 Mintex Rally. And it was an historic meeting. I was travelling with Mike Summerfield of Rally Radio Link and this was the first time that the two men had met. Despite this, and the fact that I was merely tagging along for the ride, Dick greeted us all like long lost friends. Perhaps it was his Yorkshire background at work, but that meeting was indeed a case of, "Any friend of Mike's is a friend of mine...."

Some years later, after the formation of SAFETY, Dick and Mike were together again, this time trying to resolve the different styles of operation between Mercury and Rally Radio Link in order to establish important guidelines for radio operators. Each justifiably proud of their own system, developed over several years, a compromise would be hard to achieve. But achieve it they did, an example of the sort of team work that was meat and drink to each man. Their commitment to their ideals outweighed any personal prejudice. Such a man was Dick Taylor.

And, having joined Autosport at the end of 1981, there were many occasions when I was to be grateful for Dick's friendship and help. If Dick knew that I had a radio in my car when out on an event, I would always be given a call sign list to keep in touch with proceedings, and it would be nothing unusual to find my own name added to the bottom. There are not too many event officials who would do that for the press and I was particularly grateful.

The radio in my car during the 1984 National Breakdown Rally offered another insight into Dick's abilities. Major accidents bring out the worst in people and there were some particularly stupid remarks being made on the air at times following the tragic accident that claimed Haffstein Hauksson. But - and it would be no ill reflection on others to say so - Dick kept a cool head when others were simply at a loss to know what to do. An invaluable asset to any organising team.

His untimely death comes as a massive blow to all who knew him. I lost count of the people who called last Friday to break the news, each as devastated as the other. But we must look to the future in a positive manner.

While Dick can never be fully replaced, and creating that situation was perhaps his only fault, his example of leadership and determination to improve rally safety must never be allowed to pass into the distant memory. Setting up Mercury, and his part in obtaining that vital exclusive frequency, was not a passing whim. That was Dick's legacy to us all and it must not be wasted. Someone must take up the reins and continue his work. The continuation of Mercury is the best possible memorial to our old friend that there could ever be.

If ever a grain of humor could be found in this sad occasion, it is the thought that Dick has finally found the best radio location that he has ever done. And, if that is the case, rest assured that, on future events,

(continued...)

control is very definitely "Listening Out."

Keith Oswin
National Mailies Editor
May 25, 1985

In lieu of a floral tribute to Dick Taylor, North Humberside Motor Club donated a cheque, in the sum of £20 to the British Heart Foundation.

Dave Shipley.

VICTORIA SPEED, HUMBRIAN AUTOTEST.

This year our annual Humbrian Trophy Autotest was held in May, this is to allow us to organise a round of the R A C Autotest Championship in October. The event was sponsored by VICTORIA SPEED the HULL COLT DEALERS and was a round of the Yorkshire Shell League. As such it attracted a good entry of 45 competitive entries.

As regards our own Shell League team, two of our best men, Rob White and Phil Cherry were missing. Another strange thing was that the current leaders of the Shell League, Selby and District Motor Club, had no competitors in the event.

The weather was very kind to us except for a cloud burst in the late afternoon, with very good work by the marshalls we managed to put on 25 tests which isn't bad with 45 entries.

Entries from North Humberside were Mike Reed using Phil Cherry's Mini; Robert Pattison in his Mini; two of our newest members Henry Needler and John Taylor were out in their recently aquired Mini, not long after their first Autotest on Walton Street; Brother Robert was out in our trusty Mini; a new force to the Autotest scene was Ian North in his Datsun; Ken Sturdy and Adrian Mann were out in Ken's Datsun; and finally a late entry from Peter Ward in an Escort 1600.

We had set up five tests on the site of the old 'A' line Caravans Site on Sutton Fields. Also all the tests had been designed on the same lay out of bollards so that we had no changes to make for different tests. We managed to run 25 tests, times were very close except for David Haigh in his Special who was really flying around the tests, eventually taking F T D nearly 2 minutes ahead of the rest of the field.

Mike Reed did very well, using Phil Cherry's Mini, he finished 2nd overall and 1st in class even after getting a washout. Robert Pattison finished 11th in class, winning the 1st N.H.M.C. award. Robert Newlove finished 14th in class, John Taylor and Henry Needler finished 19th and 20th in class respectively. Ken Sturdy did well to win his

his class with Adrian Mann second followed up by Peter Ward who was third and Ian North fourth. Other class winners were Rod Mockins from Trackrod MC, J.Hogarth and P.Cox from Grimsby MC.

I would like to thank Dennis Robinson and Ian Colebourn for help in organising the event. Many thanks to Cynthia Mumby for helping out with the paperwork and husband Malcolm for Scrutineering. Also Linda Colebourn for her usual excellent job on results.

Finally a big thank you to all the Marshals who did a splendid job on the day - John Overend, Graham Shortland, Geoff Allen, Michael Maske, C.Speeding, Bob May, Alan Carvell, Martyn Milner, Malcolm Mumby, Colin Wright and Les Coulson.

Thanks to ROY WEBSTER and VICTORIA SPEED for supporting the event, if you are interested in more information on GOLF CARS in HULL contact ROY in Princes Avenue.

JOHN NEWLOVE.

HUMBERSIDE COUNTY COUNCIL MOTOR SPORT CHAMPIONSHIP.

The 1984/85 Championship came to an end with the presentation of awards at a quiz evening organised by North Humberside Motor Club at the Humber Bridge Hotel on the 15th May.

Teams were entered by North Humberside, Beverley and District, Bridlington and District and Grimsby Motor Clubs. There were in fact six teams in all as North Humberside and Beverley entered two teams. After a lot of questions on Motoreport and General Knowledge BEVERLEY were the winners.

Awards were presented to members of the winning team from each of the three events. N.H.M.C. winners were Mike Reed, Mick Wood, Roy Dean and Andy Graham.

The winning trophy was presented to N.H.M.C. as we were again the overall championship winners. Results were as follows :-
N.H.M.C. 183 : Grimsby 127 : South Bank 94 : Beverley 80 :
Bridlington 79 : Selby 37 :

WING MAN WEEKEND

We are hoping to arrange an action packed weekend at Sandholm for all of the family, with an Autotest, a Gymkhana and lots of games. There will be plenty of room for you to bring your Caravan or tent and stay the night or alternatively you can rough it and sleep on the floor in the Marquee in which there will be a bar and a Disco on the Saturday night. We are also having a Barbecue so bring along your own food. More details at a later date, but for the moment can you please let us know if you are interested.

SKID PAN

Anyone interested in having a go on a skid pan at Tickwith near York please let us know.

Linda Colebourn

MALLORY PARK . SUNDAY 19 MAY , 1985 .

Two North Humber-side members, Mark Smithson and Howard Paterson, are competing in a series of Circuit races organised by the ERSCC/IOB Car Club, under the title of Rally Car Challenge.

Both were in a more optimistic mood for this the second round, after getting the hang of this rather different form of tarmac rallying during a settling in period on the first round, which had been held at Gulton Park two weeks earlier. There Mark in his Colt Lancer Turbo suffered many drama's, not least of which was a broken front Tie bar and a blown head gasket in Practice. The car was restored to form for the race, the Tie bar having being "repaired" and a feeler gauge (12thou.) being driven into the head gasket to effect a seal. Unfortunately this last repair only held for 2 laps but Mark managed to finish, albeit third last.

Howard was using an XR2, which had come second in last years Fiesta Championship, which has been converted to tarmac rally specification. over the winter and is doing very well on local tarmac events. In the first event Howard showed encouraging times in practice but in the 'race' his P.6. tyres soon went off in the heat of the day. All competitors must use road tyres for the series, this sounds silly but does make for closer racing. Howard earned 3rd in class after a good race.

Mallory Park is a totally different circuit with much faster corners and only one "bend", the hairpin at Shaw's.

Mark was now using a different Colt Lancer Turbo and had a trouble free practice, gaining second fastest lap time and putting him on the front row of the grid. Howard again showing a remarkable turn of speed in his XR2, putting him on the grid behind team mate Mark Smithson.

In the process of setting these times Mark had attempted a late braking manouvre to pass Howard going into the hairpin only to spin and almost put both cars out. Only the hand braking of Howards car saving a coming together. The day was cooler than at Gulton so Howard was hopeful that his tyres might last the distance, Mark had shelved his P.6.'s in favour of some Yokohama's.

To the race. Mark was unsure about being quick off the line and as the green light went on, sure enough the Colt proved difficult to say the least, which was bad enough but this hampered Howard as well as he was directly behind.

So into the first bend 'Gerards' , the Colt was 5th with the XR2 in 7th. Once the 12 car field had safely negotiated Gerards (this is quite a sight, 12 rally cars going round a corner together) the Colt started to show some form and began to pick its way through the field, hampered only by poor selection of third. This does not sound very serious but at this sort of event a missed gear could lose you a place.

Howard having had to hand brake in practice found he was using this technique again at the hairpin, this time to avoid a pirouetting

Davrian. But car 67 a well turned out Alfa Sud Ti was not so lucky hitting the Davrian, but both were able to carry on. By this time Howard had a fair gap between both the car in front and the nearest behind him, so feeling that his position was fixed he ran the last couple of laps just to try and better his fastest lap. He managed this posting a lap of 1.00.1 Mins (60.1 Seconds) at an average speed of 80.87 m.p.h. (a lap being 1.35 miles) and all this in a standard engined XR3.

Mark in the Colt was having problems struggling off 3rd placed man Cook (RS2000) who had given Mark a hard time for the previous few laps occasionally passing the Colt to take second, in the end Mark grew a pair of horns and managed to shake Cook off, in the process making some in roads on Holland (Escort) who had led from the start and had about 5 seconds on the Colt.

At the flag Mark had secured second place and felt another two laps would have given him a chance of challenging for first. As it was Holland in his BDA Escort took the flag (as he did at Oulton) some three seconds ahead of the Colt, who was one second in front of Cook in his Escort RS (Cook demoted by Mark as he had been second at Oulton Park).

This the second round of the series saw the drivers adopting a more suitable driving style although they still tend to adopt side-ways techniques when given a chance. Both Mark and Howard feel that this series offers an invaluable opportunity to learn tarmac driving at its best.

DAVE HAWKINS

NORTH HUMBERSIDE STAGE RALLY CHAMPIONSHIP 1985.

DRIVERS.

1. T.Allsop.	(7)	356
2. S.Waterall.	(3)	184
3. T.Clarkson.	(5)	183
4. R.Dykes.	(4)	177
5. P.Duffil.	(4)	170
6. F.Berley.	(3)	160
7. R.White.	(3)	153
8. T.Dickinson.	(3)	116
9. J.Dixon.	(3)	99
10. M.Jackson.	(1)	71
11. M.Wood.	(1)	55
12. A.Scarborough.	(1)	39
13. F.Deeth.	(1)	38
14. A.Graham.	(1)	35
15. M.Kitchen.	(1)	32
16. A.Myers.	(1)	31
17. R.May.	(1)	20

NAVIGATORS.

1. A.Allsop.	(7)	356
2. D.Shepherd.	(7)	327
3. I.Walker.	(5)	183
4. R.Atkinson.	(3)	160
5. P.Pattison.	(4)	148
6. L.Colebourn.	(2)	126
7. A.Haddock.	(2)	119
8. G.Heseltine.	(3)	99
9. M.Norton.	(2)	90
10. C.Fedder.	(2)	79
11. I.Colebourn.	(1)	65
12. A.Cherry.	(1)	63
13. E.Dykes.	(1)	58
14. D.Rose.	(1)	39
15. M.Smith.	(1)	38
16. A.Ham.	(1)	35
17. I.Bird.	(1)	20

Figures in () indicate the number of scores entered, only 8 scores count so after 8 scores are entered, lower scores can be exchanged if applicable.