

I.M. North
 ?
 DEC 85

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Press & Publicity	POSITION VACANT INTERESTED? See anyone listed on this page.		

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EDITORS FOREWORD.

Well after a long delay (read another magazine in full form.)
As usual all the HMC's major championships are revealed in full, with
final placings for everyone. (interesting that 50% of the membership
competed in at least one of the HMC's 1965 events.)

The top three of both Autotest and Clabman Championships are
as last year (1964) and are common to each other. These three are
well clear of the rest despite not being exceedingly careful plans,
surely it can't be too hard to beat that?

As a whole, HMC finished second in the LSC and fourth in the
(Yorkshire) Shell Oils League - both fairly decent results, but could
be better.

What of 1966?

Well, it is envisaged that all of HMC's promoted events will
be run as usual - the Inshoreer being upgraded and the Crystal gaining
status as a round of both HMC and Shell Oils Championships. A list
of dates (should) appear elsewhere in the magazine. In addition,
the three usual HMC Championships should run as before - Stage Rally
(Driver and Navigator), Autotest and Clabman.

Although the top positions in the Stage Rally Championship are
as normal, the revised points structure has seen increased interest
and much closer scoring. Also the Clabman Championship is far closer
(6% covering the top three) and reveals no margins 13 scorers in total.
The Autotest Championship is a little clearer cut, perhaps there ought
to be a separate structure for a novice class to encourage the less
experienced?

PAUL WYLLIE.

SOCIAL SECRETARY

.... Lisa Coleburn.

We hope to hold the prize presentation on the 6th April at the
University. It will take the form of an excellent four course meal
costing approximately £9 per head, followed by the presentation, a
disco and late bar. Anyone who wants to spread out the cost can pay
his so much a week.

Further details will be available shortly, but see me if your's
interested.

A limited number of tickets will be available at a reasonable
price for people who don't wish to have a meal, but come along later.

WIND STAGE WANTS.

January 1st HWS Autotest, Brighthelm, see Bob White.
10/19th 3 Swans Lead Rally, Valley, N.C.

February 22/23rd National Ironflows.

A reminder of the points scoring structure for all HWS Championships (Remember you must be a member prior to the event and for the Stage Rally Championships you must claim your points within FOUR weeks).

Start 20 points, Finish 10 points plus:-

- | | | |
|----------------------------------|-----------|------|
| 1st Overall | 25 points | - or |
| * (1st in class of five or more) | 25 points | |
| (2nd in class of five or more) | 20 points | |
| (3rd in class of five or more) | 15 points | |
| (4th in class of five or more) | 10 points | |
| (5th in class of five or more) | 5 points | |

Plus one for every competitor beaten who finishes outside the top five in class.

* Where there are four or fewer in each class, the points scored drop by five points (per placing) with each decrease.

The Editor,
The Magazine,
North Humberston Motor Club Limited.

2nd November, 1984.

Sirs,

Re: Crystal Lake Stage Rally 1984.

I should like to pick up a point raised in your forward to the last club magazine. You state "the road book was a last minute article...". If you mean by that statement amendments were still being made to the road book at 10 p.m. on the night before the rally and that amendments were made during the rally itself, then I agree absolutely. These amendments were due firstly to appalling weather conditions which necessitated stage cancellations prior to the event and a change in the direction in which one stage was to be run during the event and secondly timing amendments and to penalties as a result of "problems with the military services" "save a factor" which was beyond our control and that of the staff at Boscobel.

It however, the implications of your statement was that the road book was only started on the night before the event, and a sub-standard item, I must beg to differ. The road book was started a month before the event initially with four of us working on it. The whole original route was drawn over at least twice and various trips were drawn.

At that time mileage readings were taken off an ordinary car trip-meter. Despite numerous attempts to borrow a car with an accurate trip-meter we were at that time, due to our rallying commitments of club members with accurate trip-meters unable to do so. However, the weekend before the rally, finally car used regularly at international level and fitted

with an accurate trip meter was driven round the route and accurate readings taken for subsequent use in the road book. On the Friday night before the event, two club members, one a member of the organising team and one who was never neither a part of the original four personnel, were despatched around the route to check that the road book was correct. Neither of these two people had any prior knowledge of the road book. The errors that they located were corrected before the road book was printed. I am not suggesting that all the errors were located but I feel that most were.

A crew competing from Preston, Lancashire did in fact comment, on retirement from the event, that the road book was "excellent" on the space made available by request on the damage declaration forms for crowd comments.

I firmly believe that this year's road book was the best produced in recent years, a lot of thought, effort and hours went into it, including the hi-lites by "Control Records" of the measured mile on the route to the first stage, to enable competitors to calibrate their own trip-meters.

It is for the reasons outlined above that I hope the intention of your statement was the former of my two interpretations and not the latter.

Yours faithfully,

Y. G. JAMES.
Joint Clerk of the Courses
1805 Crystal Lake Steeles Valley.

The membership of H.A.M.C.

I have addressed this, my reply to the above letter, to the club in general as I feel it should be seen by the club members.

As both a competitor on the event and a Committee member I was fully aware of the circumstances and problems surrounding the event and its planning, and naturally, their effects.

The comment "Was a last minute article" was merely a statement of fact, indeed the previous sentence in the forwarded (September) magazine finished off with the words 'Some drastic last minute alterations'

Members may recall that in the July magazine I (again) encouraged members to make public their views on events etc., This they had not done, so the aforementioned paragraph was an attempt at giving an insight into the running of H.A.M.C.'s premier event.

However, I feel that the comment that was singled out was not the true purpose behind the letter, nor was the signatory the main instigator behind its existence.

The impression I get is that:-

- 1) The comment was seized upon as an opportunity to chastise myself and Gavin for our efforts at critical appraisal regarding the clubs membership, promotions, general conduct and so on.
- 2) People have been critical of past road books and they are

If I wished to complain (not necessary) then I would do so openly without restraint, clearly stating the purpose of my complaint and I would sign it with my own name.

Paul Pettison
Secretary/Chair.

WARRIOR CHALLENGE FLAG

CHALLENGE FLAG OF DEFENDERS CLUB IN EAST YORKSHIRE

AND BRITISH HONORABLE/A.H.C.C./N.H.C.C. CHAMPIONSHIP AUTUMN.

In Class 1 the battle was between David Golightly, Glen Simpson and Peter Cohen. Golightly doing enough to win by 25 seconds, Glen did enough to win the A.H.C.C. Championship overall with Cohen second.

In Class 2 a halfway good heat was turned into a 15 second win by David Bowman from Ian Reid.

A small entry in Class 3 saw John North Pole beating local Phil Garrys Toyota.

Class 4 was a local affair claimed by a gearbox dogged Ken Sturdy.

Steve Powell stormed away by the distance to win the Sports Day Class.

Many thanks to the marshalls who turned out, including Bridlington B.H.C. Rob White put some hard work into getting the venue and organising the event.

The results taken Wendy Horton, Anne Cherry, Jill Newlove and Cynthia Mumby did a splendid job and thanks to Miss Horton, results were handed out at the finish.

Finally many thanks to the sponsors Phillip and Margaret Hughes from Chiquered Flag of Bedford for their enthusiastic support of the event.

A Six Twin

F.T.B. David Haigh
1st Class 2 David Bowman
1st Class 4 Ken Sturdy
1st Class 5 Mike Reed

1st Class 1 David Golightly
1st Class 3 John North
1st Class 5 Steve Powell
1st N.H.C.C. Robert Pettison.

his for an engine, the point was that if we had hit the front off-swinging it would have stopped off.

The rest of the first half went well. At one point the tractor started to be enjoying the action from side to side, going round the bends. This changed to panic when the tractor went through a narrow gate with two big posts on each side. About ten yards before the gate it looked like we were not only going to hit the rear axle again, but also the other three corners. Somehow the tractor went straight through the gate and started the side to side action.

At the halfway point, we topped up with petrol. It is now about that time that the driver Harry I had for tea, took effect.

The start of the second half. All went well till five miles into the first competitive. I ran off to the left with a terminal tree stump in the undergrowth. Again a patch of ice, midway into the undergrowth and six competitive spectators. I fell on the road again after an abrupt stop. Sorry to report we only covered another 4 miles. The front axle suspension had broken down, the wheel falling into the back of the wheel arch. A fractured timber, which had probably brought the bottom of the radiator into the sea. It had certainly lost its usefulness.

We moved back to the Lincoln Hotel with a broken axle and wondering how to get back to Hill.

Thanks to three spectators from Shirley, we got a lift back to York. After two hours in the L.M.S. buffet, we caught the first Hull train. Then into the bus station. At this point we changed and the engine had caught a level.

I think one of the advantages of reading the club magazine and contributing articles, is the exchange of experiences. For those of you who are in Paris - (At catch railway carriage No. 3. He starts at green traffic lights, starts on red lights and then tells you that he has to get six inches away from the water before he could read it.

The rest of Sunday was spent recovering the tractor with Andy's trailer and Andy. Had it not been for the tree stump I'm sure we would have picked up a few more points for the Shell Six League. Still, every enjoyable weekend, even though I'm still trying to recover some three days later.

Adrian Mann.

1985 N.A.S.C. JUNIEST CHAMPIONSHIP

1	Mike Reed	Mini Special	4/9	391	18	John Jackman	Mini 1990	2/2	67
2	Phil Cherry	Mini/Toyota	5/9	359	20	Donna Johnson	Mini 1975	2/2	61
3	Robert Pattison	Mini 990	6/9	325	21	Steve Red	Escort 1970	1/2	50
4	Jon Sturdy	Escort 1990	6/10	305	22	Jan Walker	Mini	1/2	50
5	Rob White	Cold 1200/2700	5/5	287	23	Alvin's Group	Escort 1990	1/1	45
6	Adrian Mean	Escort 1200	1/0	274	24	A. Collins	Mini	2/2	40
7	Pete Ward	Escort 1990	6/6	231	25	Wendy Horton	Coit 1200	1/1	37
8	Robert Beelove	Mini 990	5/5	194	26	Ray Holton	Coit 2000	1/1	35
9	John Howden	Mini 990	4/4	160	27	John Griffiths	Escort 1990	1/3	35
10	Faul Pattison	Mini 990	3/4	125	28	Steve Goodland	V. Polo	1/1	32
11	Ken Willerton	Mini 1000	3/3	124	29	John Goodland	V. Polo	1/1	31
12	Mike Barton	Coit 1000/2000	3/1	117	30	John Dixon	Mini 1990	1/1	30
13	Alan Savill	Mini 1000	3/3	100	31	A. Goodland	El Paset	1/1	30
14	Harvey Kilner	Escort 1200	1/3	103	32	Ian North	Escort 1200	1/1	30
15	Anna Cherry	Mini 1000	3/3	85	33	John Dingle	Mini 1000	1/1	30
16	John Taylor	Escort/Mini	3/3	83	34	Anna Good	Escort 1970	1/1	30
17	Henry Handler	Escort/Mini	3/3	87	35	Wick Wood	Escort 1990	1/1	30
18	Neil Catehley	Mini/Escort	3/3	87	36	Andy Graham	Talbot 1990	1/1	29

Below is an insight into the results behind the scenes of this year's top six Autotec Championship competitors, it should give an idea of what you have to do to beat them next year!

Mike Reed	3 X P.T.D's, 3 X 1st in class.
Phil Cherry	1 X P.T.D., 3 X 1st in class, 2 X 2nd in class
Robert Pattison	3 X 1st in class, 2 X 2nd in class, 1 X 3rd in class.
Jon Sturdy	2 X 1st in class, 4 X 2nd in class
Rob White	3 X 1st in class, 1 X 2nd in class, 2 X 3rd in class.
Adrian Mean	1 X 1st in class, 2 X 2nd in class, 3 X 3rd in class.

MEMBERS' MEETING MARCH 1985

Below are the comments received from competitors who fill 4 in their Report Forms.

- No. 5 M. Jackson/Jan Winter Escort 23 1990 As we were proceeding along and in a westerly direction was my driver, Mr. Jackson issued a well known explosive in relation to the engine which necessitated our retirement practically.
- No. 10 Keith Arnold/Stephen Spoor Escort 23 2000 Finished 11th overall First in class. Thanks very much.
- No. 27 John Dixon/John Leaktine Mini 1975 Stopped 535 when flagged down by Car 20 (J.B. Wilkinson & J. Wilson) By coincidence the rods parted company with the crank and ventilated the block at the same time. Retired.
- No. 28 J. B. Wilkinson/J. Wilson Escort 1500 Apart from bent suspension, broken shaft and bent wheel the event was very good. Retired.
- No. 34 John Wilson/Jan Colbourne Nissan 1600 Q1, very good stage diagram excellent. Finished 19th overall, 4th class.
- No. 39 Mike Pitchen/Paul Pattison Escort 1990 Finished 2nd in class on 351, beating Ken Savill, but last year removed auto guard, broke engine mounts, clutch etc., etc., struggled round next two stages with progressively failing clutch, gear selection, terminated with cracked sump. 351 - good stage, very impressive performance from 1 1/2 year old car. Glad to see the Librons as I found out that's what they had. Very happy.

OVERALL 2000 STAGES

- No. 3 N. Jackson/L. Colburn Report 23 1230 Stable very slippery (I
 went out what Jack said) ... not too good especially
 on ... at Arma Hold. Very enjoyable apart from things. Second overall.
 No. 7 Mike Stephenson/Ginae Miss Report 231000 Low load carbon, retired.
 No.27 John Wilson/John ... out of bed (again) ...
 this time. Retired.
 No. 30 David Smith/Steve V ... Report 24 Good day 37th overall 14th class.
 No. 36 Michael Lacey/Martin Hardy 2275 Very rough, retired, engine sounds.
 No. 40 Andrew Johnson/David ... Report Excellent roadwork, layout,
 road organisation, ... enjoyed what we did. Thanks to ...
 No 51 A. Riley/A. Billy Toyota ... No ... Retired.
 No. 55 Mike .../Paul ... Report Wheel fell off on road section,
 clutch and ... failed, no ... for several stages, fuel tank
 fell out but several ... still managed 25 overall 3rd in class.
 No. 56 .../Laurie ... Report 23 2001 Good work, but not on
 ... Retired.
 No. 57 .../David ... Report 24 2001 Low ... Retired.
 No. 58 .../Steve ... Report 24 2001 ... Retired.
 No. 59 .../John ... Report 24 2001 ... Retired.

1991 OVERALL CHAMPIONSHIP

OVERALL	NAME	POINTS SCORED	NO. RACES	OVERALL POSITION	DATE	POINTS SCORED	NO. RACES
1	Robert Pattison	482	7/3	32	John Stephenson	47	7/2
2	Phil Cherry	451	7/3	33	John Cherry	45	7/3
3	Mike Reed	416	7/7	34	John Taylor	38	7/3
4	Adrian Mann	345	7/3	35	John Howler	37	7/3
5	Ian Sturday	356	7/7	35	John ...	37	7/2
6	Bob White	289	7/3	37	Mike ...	35	7/2
7	Paul Pattison	274	7/7	37	Mike Stephenson	33	7/2
8	Neil ...	187	7/3	37	John Stephenson	33	7/2
9	Pete ...	184	7/5	40	David ...	31	7/2
10	Angela ...	179	7/3	41	James ...	30	7/2
11	The ...	179	7/3	42	Kevin ...	30	7/3
12	John ...	154	7/3	43	Robert ...	28	7/3
13	Steve ...	139	7/3	45	John ...	28	7/3
14	Joe ...	133	7/5	48	Marty ...	21	7/2
15	Robert ...	140	7/4	45	Paul ...	21	7/2
16	Mike ...	147	7/4	47	Andy ...	20	7/1
17	David ...	167	7/3	43	S. ...	20	7/2
18	John ...	151	7/3	46	John ...	19	7/2
19	Mike ...	112	7/2	50	John ...	17	7/2
20	David ...	117	7/3	51	Ian ...	17	7/2
21	Mike ...	113	7/2	52	Ian ...	17	7/2
22	Michael ...	114	7/3	50	Howard ...	16	7/3
23	John ...	114	7/3	54	Andy ...	15	7/2
24	John ...	106	7/4	55	John ...	14	7/1
25	John ...	108	7/3	56	John ...	13	7/1
26	Mike ...	102	7/3	58	John ...	12	7/1
27	John ...	105	7/3	58	Stephen ...	12	7/2
28	Phil ...	103	7/2	61	Michael ...	12	7/2
29	John ...	103	7/2	61	Ian ...	12	7/2
30	Mike ...	99	7/3	61	Alistair ...	11	7/1
31	Steve ...	99	7/2	61	Robert ...	11	7/1

Rank	Name	Points	Notes
63.	Adrian Lyne	44	/1
63.	Christopher Taylor	44	/1
65.	Richard Murray	43	/1
65.	Martin Hardy	43	/1
65.	A. Palmer	43	/1
68	Melanie Smith	59	/1
69	Wendy Horton	57	/1
70.	Andy Leonard	36	/1
70.	John Peckfield	35	/1
70.	Ray Webster	35	/1
73.	Nip Clarkson	34	/1
73.	Ian Walker	34	/1
75.	H. Syson	33	/1
75.	Chris Park	33	/1
77.	A. Myers	31	/1
77.	Ian Walker	31	/1
79.	Jennie Robinson	30	/1
79.	Luna Reed	30	/1
79.	Mark Nicholson	30	/1
79.	Mark Syson	30	/1
79.	L. Bealson	30	/1
79.	Bob Wilson	30	/1
79.	Simon Cox	30	/1
79.	David Smith	30	/1
79.	Steve Vercy	30	/1
79.	Erica Svenson	30	/1
79.	Simon Collingswood	30	/1
79.	John McInnis	30	/1
79.	Mark Smithson	30	/1
79.	John Archibald	30	/1
79.	Greg Dickinson	30	/1

1985 Clacton Championships - Analysis of events counting towards individual competitors records:-

Robert Pearson	3 Autotests, 1 stage rally,
Phil Curry	7 Autotests, 1 R.C.C.
Mike Reed	7 Autotests,
Adrian Jones	1 Autotest, 1 stage rally
Ian Sturdy	7 Autotests,

1985 UTS LEADS 1986
BY DATE OF RACE

10/13	January	3 Swan Road Rally Salby B.K.C.
13th	May	Autotest Aradale & Pounding
8th	June	111 Club T.S.C.S.
14/15	June	White Horse Rock Rally Salby B.K.C.
13th	JUL	Production Car Meet Hilly B.K.C.
24th	July	Autotest Mass A. Rally
31st	August	Autotest Inverness B.K.C.
7th	September	Crystal Palace Rally U.S.C.S.
21/22	September	Swan Road Rally Woodard
1/2	November	Autotest Wood Rally Alford

CRYSTAL ESSO STAGES RALLY FINAL RESULTS

Pos.	No.	Crew.	Car.	Class.	Club.	Pen.	Awards.
1	1	A. Elliot	M. Dent	RS1800	4 York	58.06	1st Overall.
2	2	M. Jackson	L. Colebourn	Escort	4 NHMC	58.27	2nd Overall.
3	3	R. Goldell	M. Fuller	Escort	3 P'cher	59.06	3rd Overall.
4	4	G. Steel	B. Credland	Escort	4 S. Bank	59.21	1st Class 4.
5	10	T. Allsop	A. Allsop	Escort	2 NHMC	60.04	1st Class 3.
6	5	D. Stead	J. Stead	RS1800	4 York	60.44	2nd Class 4.
7	8	R. Chapman	S. Thackray	Escort	3 York	61.21	1st Class 1.
8	19	M. Jordan	J. Littler	Sunbeam	4 York	62.02	3rd Class 4.
9	16	R. Adamson	S. Horseman	Kaddete	3 York	62.49	2nd Class 1.
10	14	G. Stabb	S. Whitaker	RS2000	3 Selby	63.15	3rd Class 3.
11	18	D. Beadle	J. Stephenson	RS2000	3 NHMC	63.42	4th Class 1.
12	7	J. Cockerill	M. Winspeare	Escort	4 Whitby	64.15	4th Class 2.
13	24	M. Smith	P. Rowntree	Celica	4 S'waite	64.16	
14	30	A. Kirby	C. Brown	Escort	4 Selby	64.21	Mixed Class 1.
15	26	G. Roe	T. May	Sunbeam	2 Fr'ton	64.43	2nd Class 2.
16	17	R. Williamson	J. Myers	C'vette	4 62CC	64.53	
17	12	R. Champion	J. Champion	Escort	4 Whitby	64.57	
18	15	G. Smith	K. Glover	Escort	2 Selby	65.18	3rd Class 2.
19	25	P. Taylor	N. Scott	Escort	3 B'ley	65.18	
20	15	C. Hatton	N. Rowley	Escort	3 Selby	65.25	
21	44	G. Stanstanley	R. Brotherton	Escort	3 L'ton	65.41	1st Novice.
22	16	R. Gigglesworth	M. Hutchinson	Escort	2 York	65.58	4th Class 1.
23	13	D. Puffil	F. Shepherd	Escort	4 NHMC	66.21	1st N.H.M.C.
24	47	R. Hunt	P. Marshall	Escort	3 B'ley	66.25	2nd Novice.
25	17	R. Wood	D. Ring	Mini	1 62CC	66.38	1st Class 1.
26	10	A. Woodfield	C. Walkington	Escort	2 York	66.39	
27	17	M. Gray	M. Pullan	RS2000	3 S'waite	67.03	
28	14	G. Nutcliffe	D. Williams	Volvo I	4 NHMC	67.23	
29	15	R. Denton	J. Riley	Datsun	2 Selby	67.31	
30	13	R. Fowler	J. M. Beadle	Escort	3 NHMC	67.34	
31	16	M. Smith	R. Hall	Escort	3 NH&Sby	67.51	
32	17	P. Wase	R. Ladley	Escort	3 By&Sby	67.56	
33	19	P. Hoffman	D. Cullen	Escort	3 YSCC	69.01	
34	18	R. Hood	G. Markey	Sunbeam	2 B'ley	69.29	
35	65	S. Harvey	M. Broady	Viva GT	4 B'ley	70.08	
36	28	R. Ward	D. Hunter	Escort	2 York	70.38	
37	21	M. Smith	S. Varey	Escort	4 NHMC	71.06	
38	22	M. Moss	T. Moss	Escort	1 W'f'ld	71.29	2nd Class 1.
39	33	K. Kitchen	P. Pattison	Mini	1 NHMC	72.06	3rd Class 1.
40	40	M. Critchley	G. Blyth	Ascona	2 NHMC	74.03	
41	10	P. Barton	A. Richardson	Sunbeam	2 Selby	74.52	
42	57	R. Bower	G. Baggs	Mazda	1 B'ley	75.33	4th Class 1.
43	56	A. Meverley	P. Emerson	Escort	2 B'ley	76.03	
44	12	A. Waddington	A. Waddington	Novo	1 Ripon	77.30	
45	60	C. Sudworth	L. Verla	Mini	1 Ribod	86.22	

RESULTS CONTINUED OVER.....

o o o
L + R + C

Why not bring the old git out of retirement ?

This question was posed by the rest of Team La-di-da when I was out of co-drivers, consequently I found myself removing the mothballs from my overalls - yes they still fit.

The Monroe Limburgis in Holland was the event, a round of the Olympic shape that Geoff was leading and it was only a short one day rally.

We embarked at Harwich with about 10 other crews including Vince Wilson, Owen Bannister, Warren Philliskirk and Charlie Lamb. A total of 25 British crews were involved, probably the strongest British overseas contingent for a considerable time.

At 10 a.m. Friday morning we were in our hotels in Valkenberg, a small town in the South Eastern corner of Holland. We hired a car after breakfast and by 11 a.m. were on the road checking Dave Orricks pace notes. There were eleven stages to check because out of a total of 25 stages, all tackled twice, two were to be unseen. The first one we tackled, 10 & 25, was a fabulous 11 Km of narrow country roads and turned out to be the best on the rally. By 5 p.m. we had managed to "do" the notes and found the notes excellent.

I spent three hours on paperwork before going to scrutineering - that's a heads up. We arrived at 8.45 p.m. - due time 8.40 to 9.00 - and left at 11.10 p.m. The car in front of us was scruffy to say the least, it was out to shame the worst efforts of one M. Wood Esq. who, on numerous due to heavy work load has arrived at scrutineering with a car which appears to be tired. The scrutineer chatted to him, lifted his boot, did not inspect helmets, but slapped on a "passed" sticker.

Next morning at 5.30 a.m. there was a briefing - "Good Luck to the British Competitors" was the message. Luckily only I attended this so at 6.30 we rolled over the ramp.

The stages were mostly 3-5 miles long with part of the stage to be tackled as a mixture of narrow tarmac and the odd grass or rough link. The weather was showery and our tyre supply was slicks, wets and chunkies with no intermediates - and guess what we wanted - Intermediates.

My wrist slapped on Stage I with a hesitation on the lap timer which brought us to a halt, but after that the pace notes went smoothly. We had to sign for our time at the end of each stage and although we were sometimes held until a car had passed, the times checked out.

As the day progressed we found that if we were late at an arrival control so long as we were at the control with a "local" who usually worked a minute or two from the marshal, we could do the same. The only help we had all day was with the marshal on the start/finish ramp who tried to "did" me for early arrival at half way and then tried to be caught again at the finish. I think he thought we were Russians.

(Continued.....)

On Stage 12 - the 11 Km all tarmac stage - we ran out of brakes after 8 Km and had an S.O. at Junc. R. We just hit the barrier closing the road and it fell on to a motorbike. We completed that stage, had a 5 Km link section, followed by a 4 Km stage then straight into service. Just after we had stopped, two Officers of the law approached me and mentioned our barrier incident. They were very polite and asked us to appear at the Police Station later - this was done by the competitor's Insurance Officer and nothing further has happened yet ?

Towards the end of the event servicing was difficult, but with a little thought we managed without. After seeing the barge after some more trials in the event, the last four stages were done without further mishaps. The last two stages were completed in darkness, the only problem being the loss of second gear with 6 Km to go.

We were finished by 10 p.m. and then came the fiasco. The results came over slow and I left Rally H.Q. at 2.10 a.m. and went to bed. I had a query sheet at 11 p.m. and this had not been answered when I left.

Kenille was at 5 a.m. for the return journey and I later discovered prizegiving was between 3.30 a.m. and 4 a.m. We were 3rd in class and around 30th overall.

We can't find out our position in the E.C.A. Championship but everyone seem to think we are still leading.

GERONIMO.

*** 0-0-0-0-0-0-0-0 ***

1985 Crystal Stages Rally, 3th September

Organisers notes..

Well its over for another year. No more late nights Typing, Photocopying etc, not for a while anyway. From an Organisers point of view, this years was the best run ever, despite the low entry and the many headaches before and after the event.

As everyone knows the late harvest caused us many alterations in the plans and some stages were touch and go upto the Saturday afternoon prior to the Rally. But thanks to a lot of hard work by Rob White, Ian James and Geoff Allen to name just a few, everything was sorted for the day (well almost everything).

Just to show a little insight into the organisation, a short list of the points on in the week prior to the event is catalogued below.

Up to this time all the basic preparations had been dealt with, permissions gained, permits obtained, routes authorised etc. All the Rally Plates, Time Car's etc printed. Also thanks to Kalc and Cynthia Mumby with some help from Martin Milner all the equipment for the stages was sorted out. Also by this time Geoff Al Allen had drafted the basic format of the Route Instruction Book.

On the weekend before, Rob and Geoff borrowed Geoff Marcups Lada to use the Terratrip to finalise all Mileages for the Route Book, we also learned that we had lost 3 of our Stages. The Final Instructions were typed and Gen Sturdy copied them for Monday Evening. We also cleared all the rubbish from the Pocklington Store.

Monday night. Much Stamp licking and stapling, Post final instructions.

Tuesday night. Interview on Radio Humberide, very nerve wracking. Visit Doctor Sam willie to finalise Ambulance meeting points. Many thanks to him.

Wednesday night. Photocopier installed in front room (dont tell Gail) thanks to Spectrum Copiers, stereo diagrams, parts of Route book copied until midnight.

Thursday night. Finalise coordinators and Marshals, those which we could. Our thanks to Dave Shipley, Ian Wilson, Julie Wilkinson, Adrian Wans, Paul Blackstone, Harry Hannah, Martin Goodham and Mike Norton. Also to Bob Baker and Lloyd Walker and Beverley and District Motor Club, Colin Wright and co from Reckitts and all the other clubs who helped out.

Friday night. More Photocopying, Stereo diagrams and most of the Route book, visit Pocklington and other Stages, Midnight again.

Saturday. What a day. The majority of the Stages were set up, Leconfield almost singlehandedly by Geoff Allen. He also fetched the Stage hales from Driffield. He had hired a Transit pick up from Crystal but they gave him a ton more.. He was last seen driving into the sunset throwing Torcie Bar wrappers out of the windows. Rob, Ian, Harry, Gen and John Smith set up most of the other Stages with help from Mike Norton, getting very wet in the process as well as the Beverley lads setting up Goodsham. At 6pm we printed the final parts of the roadbook and put the Competitor packs together then off to bed for a 5.30am start.

Sunday. Well let the Competitors talk about the Rally except to mention one or two things.

The results were excellently done by David (Ians brother) James (Prestonmouth Computer Services) and the Crest Hotel provided us with an excellent finish venue. The delays on Leconfield caused by Operation Brave Defender were totally beyond our control as we were assured that this National exercise would not affect us.

I must also thank Mike Reed for being timekeeper and also Border Rally Radio for their assistance. Also Dave Shipley, John Newlove, Allen Carvell and a few others for clearing the Sales from Driffield and Leconfield.

On the Sunday following the Rally we tried to gather a crowd to tidy up Driffield but no Competitors turned up. A little help from Competitors now and again would be a pleasant surprise. Hats it, apologies to anyone ive missed, thanks Gail for being my Secretary and putting up with me. Robert Newlove, Sec. of the Meeting

THIRD TIME LUCKY

CRYSTAL BSSO STAGES 1935 , Car 53 , Mike Cltchen/Paul Pattison , Mini 1293

The Mini was bought in London a couple of months previously and given its first airing on the Holderness. The first stage of which saw us 2nd fastest 1300 but excessive take off over the last jump sheared off the Sumpguard, broke the engine and gearbox mounts and injured the clutch. The Marshals kindly left the Sumpguard on the track to be run over by following competitors and it wouldn't fit when I eventually got it back. In my efforts to find it I gained an intimate knowledge of the tracks at Alamein Barracks which is far better than any Pace Notes. Retirement followed when the unprotected Sump split.

After that episode the Car was threatened with being broved for parts, so a finish at least was guaranteed for the Crystal. Pre-event work included a new competition clutch and a Scottish Sumpguard. Another warer was at stake with the John Dixon/Clavin Hewelline Mini so a careful watch was kept on the developments at Delta Engineering. A Vitrous Oxide bottle spied in the back of Johns Mini turned out to be a large bottle Extinguisher, although several lightweight panels were in evidence and a fresh 1293 Engine.

On the day, Noise check and Scrutineering were passed ok, even the furry dog received a safety sticker on the bus. The Road book revealed no surprises so the service crew were sent straight to Cranwick to await instructions via the CR.

Since the Mini runs on standard Road tyres for Farnac stages we hoped to pull up some road time before SSI at Leconfield (no tyre change necessary between the start and SSI). Test laid plans etc...

Going down Hedon road at the regulatory 30 mph a creaking and banging noise developed and progressively got worse. There can be few thoughts more unusual than that of realising that the large black object bouncing past the window and down the road at a great of noise is your very own "SP" wheel. The three wheeler ground to a halt, and my instructions were pretty clear 'go and get that wheel' (or something similar).

Fortunately my near found healthy status (borne of chasing errant Surprier's across Alamein Barracks) came into its own and I caught up with the wheel near the first Roundabout.

Thanks must go to the following, in order of appearance: the Man in a Sierra who gave me a lift back to the Mini, the Man in a black Fiesta Supersport who found a Wheelnut and helped straighten the bent Wheel studs, and to Roger Elms for lending his two youngsters to look for the lost Wheel nuts.

Only one Wheelnut was found, so one was pinched off each of the other wheels and the spacer left off as it wouldn't fit over the bent Studs.

Into Leconfield (late) and a half-spin caused by the odd track width at the front revealed clutch problems as first gear wouldn't select. All the way round in one gear after this so some time was lost. Second stage needed a push start and a greater time loss incurred. The diagnosis was a malfunctioning clutch arm.

Out of the stage and onto the CR to instruct the Service crew to be ready at Driffield with welding gear to heat the arm to bend it. No reply from them but they weren't at Cranwick so they must have heard us. Late into service but the arm heated and wheels changed ok, and into the stage (even later).

The single lap stage went alright (steadily over the bumps) although minus marks when I opened my mouth to call a corner and received a mouthful of muddy water (battered floor because there wasn't time to raise the Hi-Loos and Minis tend to scrape their bottoms rather a lot).

Ready for the double lapper though, which went fine and spirits were raised when we passed a class rivals Mini down the back straight.

A quick valet received by the Mini left it sparkling ready for another one at Leconfield (notice the quick plug there Shelley). A double lapper round the Airfield went without missap (although I could have written this article down the main straight). Looking at the times Ken Cawood on large diameter wheels

Crystal Esso Stages 1985 cont.

took nearly a minute off us, which must have been some top speed down the main runway.

Next was a short run to Bishop Burton to put the Gobbies on and then to Arras. Quagmire was not the word as the Mini sank into a sea of endless mud. We saw top gear twice, for just a few seconds as the majority of the going was pulling maximum revs in 2nd and 3rd. Slight excitement as we caught an Ascona up the final straight, got alongside but had to drop behind to get through the flying finish.

Second Arras felt exactly as the first and then to Goodmanham Railway Line. Run back to front since the last time I attempted it, and this time I even got all the way round. Certainly one of the most demanding stages of the event and for me the most enjoyable. Mike decided he would tighten his belts for the second run later on as the Minis roof was beginning to develop a bulging shape above his helmet. Nearly collected the Motofoto man on the first cautioned bump and got quite a shock when confronted with the step up onto the Railway line out of the field, as it looked like a 5ft wall in a Mini. Ken Cawood dropped a full 31 seconds to us on this stage obviously relying on his Tarmac times as a buffer.

Pocklington followed and the usual thrash around the Airfield. We stayed on loose surface tyres as the surface is beginning to break up quite badly in places. Misleading arrowing at the hairpin saw the Mini set up on the hand-brake only to find the corner was 25 yards further on. In addition a slight straight on at the next 90 left lost us some momentum but still a reasonable class time. Second time round the clutch seized solid and we went round in one gear. This time it was a nut on the clutch arm which had tightened on itself.

A quick repair job, refuel and drink and away, still running very late on the road despite having no service halt, as such, whatsoever.

The rerun of Goodmanham Railway line saw a reduction of 3 seconds off the first time and another 30 seconds off Ken Cawood.

Arras was a fair bit drier this time round although still resembled a paddling pool. Most of the loose muck had been thrown aside enabling the Mini to be driven through the tighter corners flat in second as the banked up mud on the outside of the corners simply pushed the car back onto the track when it slid wide. Boiling furiously up the finishing straight we caught that Ascona again.

Pulling out of the stage a funny knocking noise was evident. Investigation revealed a fuel tank rolling about the floor held onto the car solely by the fuel line. The spare wheel was dumped in the back of the car and its strap used to tie the tank in place. Perhaps this problem would account for a petrol smell in the stage I thought.

All that was left now was a run across the Road Rail roads above Newbald to Sancton, then to South Cave and the A63.

Results were posted provisional within half an hour of us arriving at the Crest (including individual stage times and class positions) and finalised without question.

39th O/A and 3rd in class was certainly a surprise after the clutch problems on three stages (costing about three minutes) and we were just 30 seconds or so adrift of second in class. Most of our time loss was on the stages with long straights so Mike was happy with our times.

Backing us up were Shelley, Paula and Richard who navigated and steered the Sherpa around the countryside, waited for us when we were late (every time and usually very) and put up with some frayed tempers (it does get a little demoralising when the course closing car keeps overtaking you).

Events after the prize giving are a little blurred, but on Monday morning the Mini was at Beverley and I was at South Cave so all was well.

CHEQUERED FLAG OF BREKORD RAC/AMCC AUTOTEST 198527TH OCTOBER

Posn	Name	Time	Class	Class Posn.	Car
1st	Dave Haigh	579.8	6	1	Baigh Special
2	Steve Jewell	776.4	5	1	Midget Ford
3	David Deliganly	825.0	1	1	Mini 1090
4	David Coomes	838.2	2	1	Mini 1090
5	Peter Cohen	50.4	1	2	Mini 1090
6	Ken Reid	855.5	2	2	Mini 1090
7	Shirone Simpson	858.1	1	3	Mini 1090
8	Mike Road	893.2	5	1	Mini Special
9	H. Clark	899.88	5	2	?
10	John North	9.22 0.22.7	3	1	VW Polo
11	Robert Pattison	1022.0	1	4	Mini 990 (1st HMSC)
12	Peter Cox	1025.0	5	3	Midget
13	Phil Cherry	1036.9	5	2	Toyota 1000
14	P. Wignall	1037.5	5*	4	Lotus 7
15	S. Motton	1043.4	5	5	Midget
16	L. Beest	1175.3	2	3	Mini 1275
18	Alan Sturdy	1134.5	4	1	Datsun 1200
19	J. Wignall	1252.7	5	7	Lotus 7
20	Alan Cervell	1331.9	1	5	Mini 1090
21	Adriana Mann	1423.5	5	2	Datsun 1200
22	Pete Ward	1450.5	4	3	Escort 1300
23xx11xix					
23	Neil Critchley	1533.4	4	4	Accona 1500
Ret	Ken Walker				Accona 1500
Ret	Henry Hoedler				Mini 990
Ret	John Taylor				Mini 990

???????????

SUPERSEVEN MOVEMENT - HILL HOUSE 13 PARKOrganised by Mike Road, 29th Sept 1985.

1st	Phil Cherry	377.0	5	-	Toyota 1000
2	Robert Pattison	330.4	1	1	Mini 990
3	Adriana Mann	933.0	5	1	Datsun 1200
4	Alan Bailstone	934.9	5	2	Toyota 1000
5	Alan Sturdy	940.5	5	3	Datsun 1200
6	Pete Ward	957.7	5	4	Escort 1300
7	Alan Cervell	979.1	1	2	Mini 1090
8	Anna Cherry	1011.6	1	3	Mini 1090
9	Neil Critchley	1015.0	5	5	Accona 1500
10	HEATH HILMER	1072.9	5	6	Datsun 1200
11	Ken Walker	1076.5	5	7	Accona 1500

HUMBERSIDE MOTOR SPROTS GROUP HMSC

If you look at page 57 of the Blue colour coded section in the Blue book you will see the list of AMCC Clubs and in the corner just where you can't find it is the HMSC AND M3 HMSC AND HMSC. There are 13 Clubs mentioned there but Auto 56 Club can be discounted and as they tend to concentrate on 2 wheeled things (Bicycles I think). Anyway out of the 17 clubs remaining, the one who provide the 2-wed/Step Rallye usually get a chance of their event being included in the HMSC Championship. HMSC had two events in this year (Widowhood and Crystal), maybe next year the Moonraker will be included. (If you didn't already know this is the 1985 Calendar:

Round 1 3 Swans Road Selby 2 Ridings Road Alwoodley
 3 Wakefield SV Stage Wakefield 4 Armstrong Hussy Stage Beverley
 D.C.
 5 Holderness Stage H&C 6 Crystal Stage H&C
 7 Costa Di Pienti Road Track Rod C David Brown Stage David
 Brown
 9 Wakefield SV Stage Wakefield 10 Larkspur Road Alwoodley.

Round 11 Sandal Motors Road De Lacy 12 Rosver Road, Beverley.

After Round 5 the positions were:-

1st Selby	**	274 points
2nd H&C		224 XXXXX
3rd York		205
4th Beverley		150
5th Wakefield		92

H&C did well on Round 7, the Costa or we should have at least retained our second place (also by the time you read this the 10th Round will have run). Rounds 3 & 5 were both cancelled due to lack of entries so the balance is not tipped in favour of David Kelly now, with six rounds to go. We do need some cross out on the final two events so blow out a few cobwebs and do a Lead ~~kukiki~~ Rally for a change. Whats in it for you youre saying. Nothing was shown as the points are awarded to Clubs, but H&C an individual Championship is planned. Even so lets not let Selby and Districk walk away with the Awards and Prize money again without a fight.

Basically the Rules are:

1st Cash awards:	1st O/A Club	500
	2nd " "	250
	3rd 2" "	£30 in 1963 H&C were 3rd
	4th " "	£20 in 1964 H&C were 2nd
	5th " "	£10 In 1965 H&C were ?

- All round of the Championship to count.
- Three highest scoring finishers from each Club to count.
- Points awarded per Class placings (as specified in the individual events regs).
- Points scored for the first 20 in Class, 20 for 1st Class 19 for 2nd etc.,

PLANS OF 1966

It is hoped in 1966 that there will be an individual personal Championship based around some 12 or so events with the following provisional awards:

Driver Star Award
 Navigator Star Award
 Driver Road award
 Navigator Road award
 Clubman Road Stage (one person who has a dabble at everything)

In these awards the best five out of 12 will count, but the Clubmans where all or all minus one will count. (to be decided).

Hopefully, H&C will have all of this finalised before the end of the year so I can let you all know ~~it~~ via the magazine of the format of both Championships.

Well that is, all you ever wanted to know about H&C.

+

H&C Rep. Ian Colbourne.

NAPLE GARAGE/SHEFF CARAVANS BEAVER RALLY

7/3th DECEMBER, 1965

50 Starters.

H.H.H.C. STARTERS:-

Andy Graher/Paul Pattison	Yadett 1830	5th Overall	77.04 min.
Tony Tate/Steve Greenwood	RS 2000	6th Overall	78.04 min
Ken Sturdy/Jane White	Latona 1200	16th Overall	74.58 Min 1 Fail.
D. Beaumont/E. Lowdon	Colice 1500	28th Overall	100.45 min 1 Fail.
C. Gibson/A. Rogers	Secret 1600	29th Overall	89.30-min 2 Fails.
G. Gration/S. Anderson	Mini 1275		Retired
A. Beaumont/J. Langan	Secret 2000		Retired
H. Lewdon/E. Edmondson	Secret 1600		Retired.
2nd Novice Award	Andy Graher/Paul Pattison		
2nd Beginner Award	Tony Tate/Steve Greenwood		
1st Latona award	Ken Sturdy/Jane White.		

A good gathering of H.H.H.C. crews for the annual trip round holderness were faced with fog, a very heavy frost and ice. It proved a great leveller of performance and the well driven lower powered cars to get into the top positions. Although no results were available at halfway, I later found out that Andy Graher and I were lying 2nd overall, 74 seconds behind the leader with Tony Tate 30 seconds behind as in third. Some long straights and improving weather conditions saw us drop down in the second half, whilst Tony Tate went into the last at 1/2 distance but dropped back over the last three collectives with engine problems.

Anyway, a very well run event with every control manned, all competitive standing give ways protected by passage controls and not a police car in sight.

Paul Pattison

CRYSTAL 1850 STAGES 1965

Following Mike's retirement after the first two stages on his last two rallies, I was a bit dubious when he asked me to do the Crystal with him. He usually does courses, etc., and I hadn't realised that it was 1975 when he last competed on it. Anyway he proved faithfully that we would either finish or go off trying! I'm glad he didn't tell me before the start that we were going to go with a second hand head gasket otherwise I wouldn't have had such faith in his promise.

As with most faithful navigators I had no hand whatsoever in the preparation of the car - I even left it to him to clean it! and was picked up at 6.30 on the evening of the rally to go to scrutineering. I'm glad it was a local event so we were to be scrutineered at 6.30 and I only live a mile from Crystal on Sandes Road so I had the luxury of a lie in.

There was already a great deal of activity when we arrived and after passing scrutineering and signing on and deciding I didn't need to do any plotting because of the excellent road book (and because the car could have found its own way round the number of times its done them!) We had two hours to go still before we were due to start. Andy Elliot arrived looking a little tired after driving his new Ferrari all the way back from the South of France (*dost you feel sorry for him).

A short while before we were due to start the Gaila Hill decided they wanted photos of the first five cars so we all lined up to have our photos taken and we were flagged off by John Kestcliffe from Gaila Hill who was navigating for Mark Smithson so that he could write an article on the rally. (I went with any comments about the lack of a write up in the paper, but his article did give some credit to navigators even though a lot of us don't deserve it).

Anyway - on to the rally.. SBA and Z were on Leconfield and I think I'm justified in saying that the car flew! It did through the flying finish on the 1st stage at least, cos we spun on the last stretch which was sweeping left hander and very slippery and went through the finish backwards! (we weren't the only ones to do it though!) We still managed to be 2nd fastest.

We improved by six seconds the 2nd time round and the only mishap on this stage was when a volley of bad language attracted my attention to the fact that Mike's car had become stuck under the starting wheel on a hairpin! He managed to get it out and says it won't happen again cos he raised the arm rest on his door. We set the fastest time on this stage and were leading Andy Elliot by three seconds.

The next two stages were on Briffield and I was a bit apprehensive because I'd only ever done one stage on Briffield and that was two years ago in a 15 Escort and I'd soon like drive here before and know I had a lot to worry about - I wasn't wrong!

Unfortunately, on the first of the two stages the windscreen wipers wouldn't work so Mike drove most of the stage virtually blind, but we managed to fix it for the second. We took the yumps rather quickly the first time round and bent the car - my side of course! but I am assured its been straightened.

Stage five was on Leconfield and unfortunately the Army decided to have maneuvers and only Steve Waterall and us managed to get through before Leconfield was closed for an hour. This proved to be very unfortunate for us because the delay which we didn't find out about till Pecklington meant that Arnes Wold and Arnes House had an extra hour to dry out after we had done it and Andy Elliot took 33 seconds of our time putting us too far behind him to catch up.

To make up for the delay, Pecklington two was supposed to be run the same as the first after a predictably exciting stage on Goodmansham Railway line which was marred only by the addition of a stubble field in the middle which bogged us down a bit but we flew (in several places) on the railway line. This was the first non-airfield rally that I'd done with Mike and the car, - which goes so well on an airfield you get not feeling of speed - moves so much quicker on these rough stages and is far more exciting than on tarmac.

Following the two Pecklington stages, we did Goodmansham Railway live again and then went on to take the fastest time on Arnes Wold 2 knocking a full minute off the time we did the first time.

Steve Waterall and Dave Shepherd were unfortunate to retire on the last stage with a broken gearbox when they would have finished third.

Many thanks to the organisers for a very enjoyable event and to the marshalls for turning out and especially the landowners (We wouldn't have a rally without you.).

Not so many club members completed as is usual but we had some award winners and a few retirements as well.

Following our success we decided to do Quip but I unfortunately didn't have enough signatures for upgrading my licence to National so Scarborough stages looked favourit to give me my first look at forest rallying and get my last signature - we didn't bank on it being cancelled though! We then had a choice of doing York H.C.'s Single venue in a quarry or the Wolds Rally starting in Skoggess. Mike chose the latter and we got in a late entry and ran at no 50 with Steve Metarell and Dave Shepherd running at 51.

As Mike put it, he disengaged his brain and at halfway, were leading David Bell (who wins all the Lincolnshire Rallies) by 20 seconds.

Car no. 49 Phil Shaw and Jerry O'Shea set some very quick times so did Steve and Dave. No 47 a TR7 with John McCullagh and Mike Coner.

Unfortunately, the video man didn't realise there were such quick tail enders and only managed to get us on the video on the last stage - he was rather embarrassed at the finish venue - and you can't drinker lot barracking him didn't help matters much.

After an enjoyable day we had a very comfortable win by 59 seconds, Dave Bell was retiring on the last stage which Lydon had and Steve and Dave finishing 6th. Following trouble with the electric and gear stick, Tim and Angie Allrop had trouble with their axle and retired on the 3rd stage - about 200 yards before car no 12 which ended up sideways in a very deep dyke (ernt they all in Lincolnshire?) The only "moments" we had were on the 1st stage where we landed rather badly after a jump and bounced across a field sideways and on the 3rd stage where I shoulded "Nestor" and Mike got his foot down (he has a nasty habit of doing that and then laughing!) We drifted towards a dyke - but managed to get it together again and set the fastest time.

There were 15 stages SS2 being cancelled after a car and combine managed to get onto the stage, and the surfaces varied from tarmac on tarmac to quarry, grass, chald farm track and broken concrete and it proved to be very good value with not too much road mileage and most of the servicing taking place on tarmac.

May I finally say a special thanks to our service crew, Bob, Ian and the two Nails for everything they did and especially for their speed when changing the wheels on arrival at Skoggess. It only took 1 1/2 hours! Mike had borrowed some wheels and tyres and when we got half way to Skoggess on the Sunday morning and realised we were going to be late we took the car off the trailer and started to drive it there but it felt like we had a puncture - which we didn't - and the back end kept twitching and on checking, we discovered that the wheel nuts were loose but wouldn't tighten. We decided that we had better drive there and take off the wheels and put spacers on but when they tried to get the wals off they couldn't! I was in the service bay with Dave Shepherd helping me plot the route and looked out of the window to see the half shafts being removed!

Seriously though, the car ran very well except for a plug closing up which Mike noticed very quickly - and one of the radiator mountings breaking.

I hope our next rally is this trouble free, I'm really looking forward to doing Quip and with reverse seeding, we won't have to be up too early!

After the presentation of the trophies a reporter from Skoggess Times asked Mike if he had any comments on the rally. Being slightly pissed

Wolds Rally (Cont)

he said "it was a good rally". When asked for any more interesting comments he said "yes - I've only got one - and that's to thank the reporter up and our service crew who were kind to suffer "that" hot day stamped" to which we all fell about helpless.

Minda Colehourm

CHEQUERS FLAG OF REMFORD NEW STARS APPROX

PTD Robert Pattison	Mini 998	52.7	9 Tony Gate	Escort 2000	1129.8
2 Phil Cherry	Toyota 1000	959.8	9 John Newlove	Mini 1098	1180.3
3 Glen Simpson	Toyota 1000	986.1	10 Cal Hamby	Mini 998	1203.6
4 Paula Simpson	Mini 1098	1038.0	11 Steve Materall	Escort	1226.3
5 Anne Cherry	Mini 1098	1069.7	12 Martin Milner	Mini 998	1231.6
6 Graham Shortland	VW Polo	1095.3	13 John Overend	VW Polo	1256.0
7 Robert Newlove	Mini 1098	1120.3	14 Dennis Robinson	Mini 1098	1263.9

1996 WMC Events Calendar

February 9	Autotest	Closed static
March 29	Woolerster Stages	Clubmans
April 21	Autotest	Closed
May 25	Autotest	Restricted
June 15	Autotest	Closed
July 6	PCT	Clubmans
August 3	Holderness Stages	Restricted
August 24	Autotest	Closed
September 7	Crystal Stages	Restricted
September 28	Autotest	Closed
October 25	Autotest	Restricted RAC
November 23	Autotest	Closed

ADHOC WASTE TRADERS CUP & WOLD RALLY & SHELL OILS LEAGUE

5th Overall	Mike Roddy / Tony Beinson	Fiesta 1600	40.13	Min.
16th	Warranet Vary / Phil Craven	Escort 1600	43.15	"
23rd	Andy Graham / Paul Pattison	Adetti 1300	52.25	"
24th	Ken Sturdy / Adrian Mann	Palom 1200	54.09	"

LAR 3370 WOLD RALLY - SHELL OILS LEAGUE

Retired	Ken Sturdy / Adrian Mann	Palom 1200
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The Magazine

Gevin has decided that he can no longer spend the time necessary to produce a Newsletter/Magazine every two months, partially through pressure at work and partly through other mitigating circumstances. He will however continue to compile the "H & Stage Driver/Navigator Championships". Naturally I think the Club will thank Gevin for the many hours spent in a thankless task.

As a result this leaves myself with a problem. Both time and cost-wise an eight page bi-monthly magazine is out of the question (especially since as you can see the Duplicator is in the final throes of a terminal illness).

Favourite alternative at the moment is a three page newsletter to be produced more frequently than that at present, using a different method of copying, using a much smaller type face and with adverts to help cover the cost, - anyone seriously interested in advertising please contact me as soon as possible (remember that there are 200 rotating enthusiasts reading this).

Paul Pattison