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NEWSLETTER



1987 NHMC CLUBMANS CHAMPIONSHIP

All NHMC Promoted events count towards this Championship. All Club members score points as soon as they are paid - up. Points needn't be claimed. For points scoring see elsewhere. Although membership immediately qualifies you for points, you must ensure that your points have been awarded shortly after an event - it is no good deciding at the end of the year that some of your points are missing from events at the beginning of the year. For provisional list of qualifying events see elsewhere in this Newsletter.

1987 NHMC AUTOTEST CHAMPIONSHIP

Members automatically score points as soon as they are paid - up. For points scoring structure see elsewhere. A provisional list of qualifying events is below (note that if Grimsby MC organise the Grimsby/NHMC Autotest Championship then the relevant rounds of this Championship will be added to the list. Approximately $\frac{2}{3}$ of the events will be counted towards the final points total. Final details as soon as they are available). As the Clubmans Championship it is up to you to make sure your points have been awarded after the event.

Date	Organised by	NHMC	Clubmans status
Jan 1	"	NHMC	Closed
Feb 8	"	NHMC	Clubmans
Apr 26	"	Airedale & Pennine DMC	"
May 17	"	NHMC	Clubmans
Jun 14	"	NHMC	Clubmans
Aug 23	"	NHMC	British National status
Sept/Oct	"	NHMC	Closed
Nov 22	"	NHMC	"

POINTS SCORING STRUCTURE FOR 1987 NHMC AUTOTEST, STAGE RALLY AND CLUBMANS CHAMPIONSHIPS.

The points scoring for these Championships remains unchanged, and is detailed below. Two points to note however:

People scoring points in the Stage (Driver & Navigator) Championship must claim their points within 4 weeks of the relevant event taking place. Copies of the Results must be presented to Alan Heseltine (Championship Coordinator), (firstly to validate the claim and secondly so Gavin can calculate the points to be awarded).

The Autotest and Clubmans Championship points needn't be claimed but the onus is on you to ensure that I have the results in good time and that your points have been awarded - it is no good deciding at the end of the year that there are some points missing - if you don't be bothered to check your points why should the Club be

1987 NHMC CHAMPIONSHIP POINTS SCORING STRUCTURE cont.

gathered to compile the Championships and award the awards ?
The points structure is based almost solely on class placings not overall placings, thus the Novice/lower capacity/less suitable cars have as equal a chance to win as possible. Notice also that the majority of events in either Autotest or Clubmans Championships are common to both - in other words you score points in both Championships through competing in I event.

Points scoring structure ;

Start	20	Points	
Finish	10	"	
Plus; 1st Overall	30	"	
Or ; 1st in class	25	"	}
2nd "	20	"	
3rd "	15	"	
4th "	10	"	
5th "	5	"	

Plus ; 1 Point for every finisher in class outside the top 5.

* Where there are 5 or more finishers in class. Where there are 4 or fewer finishers then the points awarded will be 5 fewer per finisher or the classes will be amalgamated.

1987 YORKSHIRE SHELL OILS LEAGUE CHAMPIONSHIP

This Championship is run every year for Yorkshire based Clubs who compete in a no. of pre-determined events organised by the competing Clubs. This is the only Championship that brings Yorkshire Clubs together to compete openly. Points are scored by the 5 highest scoring Drivers/Teams from 5 initially nominated by the Clubs.

These scores are totalled for the 10 rounds. The results of this Championship are considered as highly important to the competing clubs, and as a result the Clubs gain some status. The 10 qualifying rounds are put forward by the top 10 Clubs from the previous years Championship. The 1987 rounds are ;

Jan 24/25	3 Swans Road Rally	Selby DMC
Mar 22	Holderness Trophy Stages	NHMC
Apr 5	Single Venue Stages	David Brown
May 10	Production Car Trial	York MC
May 17	Autotest	Airedale & Pennine
Jun 7	Speed Hillclimb	Yorks. Sports CC
Jun ?	Production Car Trial	Ilkley DMC
Jun 14/14	White Rose Road Rally	Shipley DMC
Sep 19/20	Costa Road Rally	Trackrod MC

1987 YORKSHIRE SHELL OILS LEAGUE CHAMPIONSHIP

Because this Championship is designed for Clubs as entities in themselves there can seem to be no or little incentive for individual competitors. In order to counteract this, NHMC has 4 'schemes' to encourage individuals to participate in the relevant events.

Firstly all Autotests within the League (alright so there's only 1 this year) count towards the NHMC Autotest Championship.

Secondly NHMC total the points scored by every individual member and award a trophy to the highest scorer.

Thirdly the highest scoring member/Crew on every event is given a Trophy and £5. Only one award per member throughout the year so they are evenly spread.

Fourthly NHMC runs a Road Rally Championship for Drivers & Navigators consisting entirely of Road Rallies within the Shell Oils League.

NHMC MEMBERSHIP FEES FOR 1987

For 1987 the fees remain unchanged ; -

Single membership	£5.50
Joint membership	£6.00

These are marginally lower than most, if not all other local Clubs, in addition to which no other local Club provides the variety of events that NHMC offer (most Clubs concentrate on Stage events), NHMC organises everything from Autotest to British National status right upto British National), through Production to Stage Rallies (Single Venue to Forest) and in 1987 a Road Rally. For non-competitors the Club supplies more marshals for other Clubs events than any other comparable club. Last year NHMC reached 210 members - no other East Riding Club can do anything like this figure.

NHMC Membership secretary is Martyn Milner, Tel. 0430 41377

Make sure your friends join soon!

NHMC - SOCIAL SUB-COMMITTEE

In order to try and produce some form of social events for the Club members, we have formed a small social sub-committee consisting of the following members:

John Newlove	John Overend
John Beadle	Linda Colbourne
Phil Sash	Angela Broadley
Malc and Sharon Smith	Malc and Cynthia Mumby

We have had one meeting and another is planned shortly. If you have any ideas or would like to help, please contact one of the above.

Events provisionally under consideration are as follows:

12 February - Video night at the Dog and Duck 8.30pm

5 March - Photographic competition (more details from any committee member)

Other ideas being considered are: a quiz night, various visits, treasure hunt.

All we need is your support.

NORTH HUMBERSIDE MOTOR CLUB ANNUAL DINNER AND AWARDS PRESENTATION

HULL UNIVERSITY, NEEDLER HALL, COTTINGHAM

27 MARCH 1987

Tickets from committee members or Linda Colbourne.

1987 NATIONAL BREAKDOWN RALLY

NHMC are running a Cropton Stage twice on Saturday 21st February. Bearing in mind the RAC may not visit the Yorkshire forests again this year then this will be the only International to take in the local forests.

Prospective marshals should contact either Harry Hannah or Dave Shipley.

THE NORTH HUMBERSIDE MOTOR CLUB

NEWSLETTER

It has come to the editors attention (major understatement) that over the last twelve months, contributions towards the Club Newsletter from members has been largely non - existant, especially from 'non - committee members'.

The Newsletter is intended to communicate news and views between members - as such it is upto you, the members, to contribute and make it readable. That the majority of articles are written by either myself or other 'longer standing ' members is simply to keep the Newsletter going, not because it is 'our' Newsletter, it is the memberships.

It is agreed that the Newsletter is produced and given to all members (posted to those who are unable to go to Club nights), even though it is relatively expensive to do so. The principle is that the drain on the Clubs resources is insignificant in relation to the returns that the Newsletter brings.

The return that you get from the Club depends on what you put into it - if you compete, marshal, service, spectate, organise(Or are wife(husband ?) to any of these), then why not put your thoughts, experiences etc onto paper.

Also , as the Newsletter is produced by means of Photocopying it is possible to reproduce Photographs etc (provided they are of enough quality) - if you want your Competition car, or any other relevant publicising either on the front cover or inside then give a copy to me and I can include it in the next Newsletter.

Editor

NHMC 1986 STAGE RALLY CHAMPIONSHIP - FINAL PLACINGS

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 Car
 No. Rounds Points
 Events

Name

1	Gavin Ruler	Escort 1.3	8	402	E, F, G, I, M, W, X, AI, DI, EI, II,
2	Tim Allsop	Escort 1.6	6	356	E, G, H, K, U, X.
3	Phil Barley	Escort 1.6	6	286	E, G, I, W, AI, BI.
4	Steve Herd	Escort 1.6	7	271	B, D, E, K, N, Z, CI.
6	Martin Duffield	Escort 2.0	5	242	E, L, P, U, Y.
8	Phil Duffill	Escort 2.0	7	251	E, I, U, X, GI, II.
7	Tony Dickinson	Escort 1.6	5	169	R, S, W, X, FI.
8	Tim Clarkson	Escort 1.6	4	160	E, G, H, I.
9	Rob White	Colt Mirage	3	143	H, M, O.
10	Neil Fewlass	Escort 1.6	3	103	E, I, X.
11	Mike Jackson	Manta 200	3	94	GI, HI, II.
12	Ian James	Escort 2.0	3	77	C, J, T.
13	Brian Svenson	Capri 2.8 I / Chevette HSR	2	63	U, X.
14	John Smith	Ascona 400	2	51	E, I.
15	Phil Cherry	Toyota 1200	1	48	E.
16	Jim Beadle	Datsun 160	1	36	E.
17	Robert Pattison	Lada 1200	1	31	E.
18	John Dixon	Lada 1200	1	20	A.

WINDY 1986 STAGE RALLY CHAMPIONSHIP - FINAL PLACINGS

<u>Name</u>	<u>Car</u>	<u>No. Rounds</u>	<u>Points</u>	<u>Events</u>
1 Angela Allsop	Escort 1.6	6	356	E,G,H,K,U,X.
2 Rob Atkinson	Escort 1.6	6	286	E,G,I,W,AI,BI.
3 Martin Woodhouse	Escort 1.6	7	271	B,D,E,K,N,Z,CI.
4 Gavin Heseltine	Escort 1.6/2.0/ Nova & Lada 1.2	8	269	A,E,K,N,Q,R,S,U,FI.
6 Dave Shepherd	Nova 1.2/Sunbeam	6	230	B,D,K,N,Q,X.
5 Phil Shepherd	Escort 2.0	7	251	E,I,U,X,GI,II.
7 Ian Walker	Escort 1.6	4	160	E,G,H,I.
8 Linda Colebourn	Escort 1.6/ Manta 200	4	130	X,II,HI,GI.
9 Anne Cherry	Colt Mirage	2	97	O,H.
10 Steve Varey	Escort 1.6	2	67	I,E.
11 John Duffield	Escort 2.0	1	61	E.
12 Brian Godfrey	Ascona 200	2	51	E,I.
13 Rob Walker	Toyota 1.2	1	48	E.
14 Mike Norton	Colt Mirage	1	46	M.
15 John Dixon	Escort 1.6	1	45	X.
16 Paul Pattison	Capri 2.8I	1	43	J.
17 David James	Escort 2.0	2	40	F,J.
18 Tony Swinscoe	Escort 2.0	1	37	C.
19 Ian Colebourn	Datsun 160	1	36	A.

CRYSTAL / ESSO / STELRAD FOREST RALLY

18th October 1987

For 1987 our premier event has a forest allocation, and an additional sponsor. Around 35 pure forest stage miles will be available using the Dalby / Langdale / Wykeham North Yorkshire forest complexes. This will be the only forest rally in Yorkshire beneath National status. The event is a confirmed round of the ANCC stages championship and the Northern Lada Challenge. There will be a compact road route, scrutineering on the day of the rally with a mid morning start. Computerised results will be produced care of Tynemouth Computer Services. For regulations or further details please send an SAE to the entries secretary:

Geoffrey Allen
13. Strathmore Avenue
Beverley High Road
KINGSTON UPON HULL
HU6 7HJ
Tel. (0482) 853218

North Humberside Motor Club Ltd also runs a round of the RAC Autest Championship. The event is the final round of the championship but its date has not yet been fixed.

Membership of North Humberside Motorclub Ltd at £5.50 is available from

Martyn Milner
18. Cedar Wood
Gilberdyke
North Humberside
Tel. (0482) 41377

NORTH HUMBERSIDE MOTOR CLUB LIMITED
Advance Notice of Rally Calendar 1987

NHMC is a member of the ANCC, ANEMMC, and EMAMC. Regulations are now available for the

Alex E Carr (Engineers) Limited
Holderness Trophy Rally

On Sunday 22nd March 1987 North Humberside Motor Club Ltd. is organising a multi-venue stages rally. Scrutineering will be available from 06.30 hrs onwards and the rally itself starts from one of the venues at 09.30 hrs. It will finish at approximately 18.30 hrs. The rally is a round of the Humberside Motor Sports Group championship, the Northern Lada Challenge, EMAMC multi-venue stages championship and the Shell Oils League.

The entry fee of £50.00 reflects the increased payments that all organising teams have to pay to the RAC in 1987 but with over 30+ stage miles on offer and a compact road route we still feel this is good value for money. 90 places are available and prospective competitors are advised to enter early as demand is likely to be high.

For Regulations or further information please send an SAE to the entries secretary:

Alan Carvell
15, Derwent Close
Cottingham
North Humberside
HU16 4QR

MOONRAKER RALLY

2nd August 1987

This event will now be held using its traditional venue as a summer time single venue stages rally. The event will run during the daytime on the Sunday and will be on a 90% sealed surface. Regulations and further details will be available from:

David Hawkins
"THEPITS"
Main Street
Thorngumbald
HULL
HU12 9LS
Tel: (0964) 42472

ANCC AUTOTEST CHAMPIONSHIP - YORKSHIRE BANK TROPHY
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12 qualifying rounds with the best 8 counting

15th March	Lancs & Chesire CC
5th April	Trackrod MC
12th April	Bolton Le Moors CC
26th April	West Lancs MC Ltd
7th June	Hartlepool DMC
14th June	2300 Club
12th July	Grimsby MC
19th July	Mid Cheshire MRC Ltd
26th July	Alwoodley MC
9th August	Huddersfield MC
30th August	Stockport MC
20th September	Glossop DMC
Reserve event -	
18th October	NHMC

Regs from Richard Ineson @ 0532 679329

1986 Beaver Rally
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By Car 40 - David Bowden / Peter Marshal - Fiesta 1300

Sound Check and Scrutineering went OK but we had a little difficulty with the plotting as we didn't know that there was a bridge at Goodmanham underneath the Railway, but fortunately a mate who was walking by at the time did - panic over.

The first Selective was taken very steadily, as almost bald Turbospeeds don't like Ice too much. On the second Selective we noticed Car 39 had not started the Selective and realised he had got lost, anyway we started going a little faster and, at the end of the selective (TCS5) we saw Car 39, he was in a ditch about 30 Metres from the Selective finish on a straight road.

The next Selective was OK as we passed a couple of Cars and were getting nicely settled down, or so we thought. After handing in Time Card I we took the wrong exit at the Roundabout and instead of going to noise at Tobthorpe, went to North Dalton and by the time we had got to noise Car 33 (a TR7) who we had overtaken at Watton was in front of us and we ended up chasing him until nearly halfway. We also overtook an Escort at Sledmere triangle and we had a 3 Car race from Towthorpe Roundabout to Burdale where we had our only uncontrollable slide of the night, going straight on instead of left, letting the Escort by us.

The Escort and the TR7 pulled away at Thixendale as my Fiesta with only a K&N Air Filter + ...

1986 Beaver Cont.
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climbing steep hills. We did manage to catch them again but I could not overtake for two reasons, the first one being I didnt have enough power and the second and most important reason is that I wasnt brave enough.

At NTC 18 the TR7 made up a couple of mistakes and ^{we} never saw him again. We started 1 minute in front of the Escort at NTC 18 but after 2 Kilometres we had a wrong slot down a very rough Farm Track and as we reversed out, the Escort went past us. This was very annoying but fortunately the Escort driver became a little too enthusiastic and went straight on into a field at a 90 left and we passed him (he looked OK so we didnt stop). All went until Petrol for us , but as we came to the secret check at High Mowthorpe Plantn (IOI/879³/₄699¹/₂) the Escort came into the check the wrong way and got a fail which must have been disappointing.

After Petrol all went well until TCS25 when we got lost again in a non - competitive on the way to Noise Check. I think the problem was my Navigator relaxed too much in long non-competitive sections and does not pay enough attention to the Maps. We got to Noise and found ourselves behind a mate of ours in Car 44 and managed to catch him by Kilham (which I was pleased about as he has a 2.1 Escort).

During the Selective, at TC31, we were told of a Car parked on a junction on the route at Pockthorpe (by the usual method of a note signed by the Clerk Of The Course) so my Navigator took the paper and marked down the corner and we raced off without returning the paper (OOPs !!).

We had no further adventures and arrived at Broadacres and waited for the Provisional results and found we were about 20th, before we left for home.

When the results finally arrived we were 16th which is not too bad for my first go at a Road Rally.

Finally the thing that I will remember the most about the Rally was some of the Tyre Marks I saw. They were all over and could be seen weaving up the road, Grassbanks and Hedge Bottom through out the Rally whether the road was straight or twisty, competitive or not competitive, and all I can say is that there must have been a lot of heqdbangers about.

Dave Bowden

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Index of Events which Competitors did.

A Skip Brown	M Grimsby	Y Promenade
B Wyedean	N Severn Valley	Z Tour of Hamsterley
C Lakeland	O Croft	AI Armstrong
D York	P Cestrian	BI Harrier
E Moonraker	Q Plains	CI Red Garages
F Tour of Lincs	R Jackson Trophy	DI Alsecure Guards
G Wakefield	S Midsummer Stages	EI Tom Garner
H Endeavour	T Port Talbot	FI Michaelmas Stages
I Riva	U Hob Hey	GI Wolds
J Autofit	V Harry Flatters	HI Premier
K Centurian	W Manby	II Xmas Stages
L Bank Holiday	X Crystal	

FOR THE BENEFIT OF NEW MEMBERS, THE FOLLOWING ARE THE CHAMPIONSHIPS WHICH NHMC RUNS FOR THE BENEFIT OF ITS MEMBERSHIP ...

Road Rally	{ Driver	See Elsewhere in this Newsletter for details.
	{ Navigator	
Autotest	Driver	As above
Clubmans	{ Driver	As above
	{ Navigator	
	{ Organiser	
Shell Oils League	Overall	As above
	Ind. Event	
Stage Rally	{ Driver	Any Event below International status counts. For scoring see elsewhere in this Newsletter.
	{ Navigator	
Individual Trophies		Not Championships, but Trophies awarded at the end of the year for outstanding performances.

CHEQUERED FLAG OF BEEFORD NEW YEAR'S DAY
AUTOTEST

<u>POSN</u>	<u>NAME</u>	<u>TIME</u> <u>(SEC)</u>	<u>CLASS</u> <u>POSN</u>	<u>CLASS</u>
FTD	GLEN SIMPSON	418.4	-	1
2	S MORTON	470.2	1	5
3	I GILES	477.4	2	5
4	PETE COX	480.1	3	5
5	ROB PATTISON	487.6	1	1
6	PHIL CHERRY	493.2	1	4
7	DAVID GOLIGHTLY	503.1	4	5
8	W PHILIPSON	506.4	5	5
9	R RICHARDSON	507.0	2	1
10	PETE WARD	514.8	1	3
11	J RICHARDSON	525.2	2	3
12	PAULA SIMPSON	533.3	3	1
13	A COHEN	540.1	6	5
14	ANNE CHERRY	541.9	4	1
15	G HODGESON	545.2	2	4
16	S WALKER	545.4	5	1
17	R NEWLOVE	546.7	6	1
18	D ROBINSON	565.8	7	1
19	IAN NORTH	596.9	3	3
20	C TODD	597.0	4	3
21	NEIL FEWLASS	642.1	5	3
22	R SPOONER	642.7	6	3
23	M SPOONER	674.5	7	3
24	JOHN DIXON	690.5	8	3
25	ROY WEBSTER	704.0	3	4
26	G & R REWCASTLE	Retired		

CHEQUERED FLAG OF BEEFORD FOR COLT IN EAST YORKSHIRE SPONSORED

New Year's Day Autotest at Bridlington

New Year's Day here again already and there we were very early in the morning (well, not that early), along with some competitors from Grimsby waiting for the arrival of Rob White who, as usual, was Clerk of the Course. The weather was very bad - pouring down with rain and a cold biting wind, so we weren't expecting many competitors. Rob arrived with the Bus which is now our mobile office.

We laid out three tests on the coach park. Rob said he had made them easy this time. It was still raining but surprisingly, quite a few people had turned up by this time, so Tim Allsop started off scrutineering whilst I sorted out the signing on. With it being the New Year, not many competitors had competition licences so I had to accept application forms instead. The event was a Round of the Humberside County Council Motorsport Team Championship (which is a competition between teams from motor clubs in Humberside), so we had full teams from Southbank and Grimsby Motor Clubs, Glen and Paula Simpson from York were in attendance and by the start of the event, we had 27 entries resulting in us running out of diagrams of the tests so some had to share. North Humberside MC were well represented with the usual competitors such as Phil and Anne Cherry, Robert Pattison and Dennis Robinson sharing a mini, my brother Robert in our newly acquired mini, Pete Ward in his Escort, who seems to be getting faster at each event. Two new members having a go in an Escort Turbo were Graham and Dave Rewcastle but after the first runs they found tyre wear was getting a bit excessive.

By the way, it was still raining, the lads in the open top cars finding it particularly hard, as were the results crew Angela Allsop and Linda Warkup deciphering the soggy bits of cardboard which were supposed to be time cards.

As usual, Glen Simpson soon took the lead with his very neat driving, at the lunch halt Rob Pattison was leading class 1, J Richardson from Southbank leading class 3, Phil Cherry in the Toyota leading class 4 and Pete Cox from Grimsby leading class 5.

The lunch break gave not only the competitors time to dry out but the poor old marshalls, who were wet through, got very thin on the ground - Bas Wilson, Julie Wilkinson, Dave Shipley, Harry Hannah (who got so wet his watch packed up) and Mal and Cynthia Mumby. As everybody was so wet we decided to only run another six tests making twelve in all. Rob Pattison's mini had a bit of bother with sticking gears and Roy Webster had fanbelt problems. One exciting moment was when John Dixon lost a wheel off his Lada - the wheel nuts had pulled through the wheel, adding to his gear selection problems.

At the end of the competition, Glen got FTD and the class positions remained as they were at the halfway. In the HCC championship, which is worked out on class positions, we had the winning team with Southbank second and Grimsby third. Overall this puts Grimsby in the lead, Southbank second and us third. The final round is an autotest organised by Southbank on 19 April.

Many thanks to all concerned on such a terrible day.

John Newlove

FORTHCOMING EVENTS

- | | |
|---------|---|
| Mar 8 | - Autotest closed, NHMC |
| Mar 7/8 | - Nat Students championship
Leeds University Motor Club |
| Mar 22 | - Holderness stages, NHMC, Shell Oils
League |
| Mar 27 | - NHMC Annual Prize presentation,
Needler Hall, Cottingham |

TWO MEN AND A DOG

OR

A TALE OF THREE SWANS.

Just for once, here is an article about marshalling (if you can call it that) in the hope that more members may see that they can also have fun marshalling as well as spectating.

A belated request from Selby and District M.C. had Harry looking for marshalls rather urgently, so with a quick reference to my diary-cum-chauffeur I said that I would go. Mind you I'm used to going off at short notice.

Next day I made arrangements with J.R. (is there any Ham in my mustard) Butler about what time to pick him up etc. and all was ready.

Saturday afternoon, reserved for a nap saw me felling trees and cleaning drains so I was as refreshed as the competitors for the evenings sport.

Called for J.R. only two minutes late. (I'm glad I don't live down there I'll tell you. The snow was still piled quite high at the roadside)

We got to the Hazlebush in good time and looked around for the paperwork desk. This set the standard for the evening, as we looked at every sign board except the one with the requisite directions on. We later failed to see the notice directing us to the Gents. J.R. by the way couldn't even find the door to this establishment.

After a cup of coffee and a quick look at the maps to see where we were going to spend the night, we set off in search of more suitable saturday night refreshment. The first establishment we tried was in a small village which seemed to be populated by cowboys but nothing daunted we slowly made our way through the crush towards the bar. As I said it was crowded and there were a lot of cowboys about which could account for the sounds of crashing glass and sloshing beer behind us. It was at this juncture that I unfortunately

Turned round to see what was happening behind when I inadvertently knocked over someones drink. Time to make a dive into the back room. We felt quite relieved at gaining the peace and quiet (not for long) of the back room. Then to our horror they did not have any of that low alcohol stuff so had a quick shandy and forced our way back out through the Cowboys, who by now had lit a campfire or something as they were all strumming guitars and singing. Thank god they left the cows at home.

We made our way to another Village, J.R. knows where, as he was "navigating". Here we fared a little better. Having negotiated the back steps and door we narrowly failed to amputate the leg of the chippie who was perched on a stool behind the bar door, however, as there were no Cowboys in evidence here an apology sufficed to placate the locals and we settled down for a quiet drink or three. We were at one stage disturbed by the landlord who, gathering up glasses from a nearby table stopped to give us a sniff. Now I knew that J.R. had not stepped in anything recently but the man was insistent that there was a peculiar odour about us but eventually left us alone to our drinks.

After a while in this establishment we began to feel peckish so not having Big John Overend with us we decided that it was worth finding a chippie and plumped for Easingwold as the most likely spot.

J.R. navigated and I saw a signpost to the place so we made good time and beat most of the pub crowds to enjoy our alfresco supper.

We made our way slowly to our first spot, a standing give way at a crossroads in the middle or nowhere between Easingwold and Hovingham. Here we made ourselves ready with torches and check sheets etc. and settled down with our flasks (of soup, not the hard stuff) to await the arrival of the rally.

It was all rather mundane, as standing give way's tend to be until the second of two cars arriving together did not stop as quickly as the first. Anyway its a good job the first car was there as we would have had to give the second one a fall for not stopping if he hadn't hit the first one. The conversation that took place over the next half hour or so was quite good with things like

"It was your fault, you shouldn't have overtaken us" being bandied about. Shortly after one of the cars had left (both retired, hurt) the Police arrived with what is now quite a familiar request to road rally marshalls, "is there a rally on?" "Where does it start finish?" "Who is running it?"

Now I know that the organisers are not at fault here, as they have got to follow the rules but it seems to me that Chief Constables need a kick where it would do most good if they cannot be bothered to pass on all relevant information to their duty staff after the time and effort made by the organisers to keep the powers that be satisfied. Organisers please note that it may also be good PR to approach the local constabulary as well as their hierarchy when the route is finalised.

Political Speech over for now. The rest of our time at that control passed uneventfully apart from watching the spectators flouting the highway code and playing at dukes of Bazzard and we got ready for a quick getaway to our next control. The course closing car was a bit late and left us only an hour to get down to Fougatherpe. Needless to say with J.R.'s navigating and me looking for signposts we got there with a few seconds to spare.

we set out our boards etc and had a cup of something warm whilst we waited for the first of the entrants. Now as anyone who has done a lot of night rally marshalling will tell you, when you are standing in the pitch dark in the middle of nowhere, you can hear all sorts of things, like this funny scuffling and scratching sound that seemed to be getting nearer. Bravely, J.R. tried to cower behind me as I was trying to get behind him and as I won he had to get the torch and go see what it was. His worst fears were confirmed. At last we were faced with what all marshalls dread facing, a rather wet and bedraggled sheepdog who looked about as lost as J.R. on the A1079.

Having made friends with the wair, we decided that it couldn't stay loose with all these maniac rally drivers around so we fed it the last of J.R.'s sandwiches and chocolate then tied it up in the hedge bottom until the rally was over.

J.R. was filling in the check sheet here and was enjoying himself watching spectators for coming through the "TOILET" with their cars on until he decided to fill the sheet in after the cars had all been in the control. Things had by now begun to run late and the late cars were well over 1 hour late, and dawn had broken before the closing cars had arrived.

J.R. decided that the best thing to do with the dog was to take it into the village and phone its owner so he set off with the dog for the mile hike into Foggatherpe, leaving me to clear up and hand in the clock etc. I caught him up in the village and after getting no reply from the number on the dogtag we set off in search of signs of life, not an easy task at eight o'clock on a Sunday Morning. No sign of life at the pub, nor at the Post Office, so we tried a house which had a light on. Fortunately the occupier knew the dog and where it lived and duly gave us directions back to the farm road entrance that we had just spent four hours in.

I hope the dog enjoyed J.R.'s sandwiches.

Our homeward run was quite hilarious as we tried to imagine what the old dog thought of us, after invading his territory, was fed, tied up for three hours then dragged off on a two mile walk to the village and back before being sent home from his front gate by two complete strangers.

See Y'all at Otley.

J.D.R.

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