



NEWSLETTER



HOLDERNESS TROPHY RALLY 1987
AWARD WINNERS

GENERAL CLASSIFICATION

POSITION	NUMBER	CREW	
1	3	David Turnbull/Graeme Kellett	RS1800
2	1	Mike Stephenson/Julie Stephenson	RS1800
3	10	Cliff Spencer/David Lambourne	Rover

CLASS 1

1	18	Gavin Ruler/John Elliott	Escort
2	60	Geoff Goodwin/Robert Taylor	Lada

CLASS 2

1	6	Tim Allsop/Angela Allsop	Escort
2	58	Mark Booth/Glynn Frost	Escort

CLASS 3

1	62	Andrew Womack/Julian Garforth	Opel
2	28	Frank Taylor/Neil Scott	Escort

CLASS 4

1	9	Mick Moore/Mike Elliott	Rover
2	13	J Scrivner/Rob Taylor	RS1700

Mixed crew

1	35	Andrew Etherington/Sarah Etherington	Chevet
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Novice crew

1	65	Dave Fletcher/C Riley	Sunbeam
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NHMC crew

1	21	John Everard/David Everard	Lancer
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Competitor of the Rally

T.B.A.

Issued at 18:35 on 22 March 87

Results by Tynemouth Computer Services

LISTING OF 1987 'LOCAL' EVENTS

DATE	ORGANISING CLUB		C'SHIP	EVENT TYPE
321	KIRBY LONSDALE	R	ANCC	STAGE MULTI VENU
328	NHMC	R	NHMC	STAGE SINGLE VEN
405	TRACKROD	C	ANCC	AUTOTESTS
405	DAVID BROWN	R		STAGE SINGLE VEN
411	WHITBY	R	ANCC	ANECCROAD RALLY
412	POLTON LE MOORS	C	ANCC	AUTOTESTS
412	LINCS & LOUTH	R	ANCC	STAGE MULTI VENU
412	WAKEFIELD	R		STAGE SINGLE VEN
415	BARC NORTH.	N		H'CLB-HAREWOOD
420	AUTO 66	R		KART
425	HUDDERSFIELD	R	ANCC	ROAD RALLY
425	ALWOODLEY	R	ANCC	STAGE MULTI VENU
425	NHMC	CL	ANCC NHMC	AUTOTESTS
426	W. LANDS	C	ANCC	AUTOTESTS
426	SHIPLEY	R		H'CLB-BATTINGS
426	DADWELL	N		KART
502	STLEY	R	ANCC	ROAD RALLY
503	BRIMSDY	CL	ANCC	AUTOTESTS
503	KROKILDALE	R		H'CLB-SCAMMONDEN
503	SLATHWAITE	R		STAGE SINGLE VEN
504	DADWELL	R		RACE
504	DROFT	R		RALLYCROSS
509	BARC NORTH.	N		H'CLB-HAREWOOD
510	YORK	C	SHELL GILBERT	
510	YORK	CL		STAGE SINGLE VEN
516	YORK RACEWAY	R		DRAG RACING
517	NAHE	R	CANCELLED	ROAD RALLY
517	AIRE & FENNERS	R	SHELL GILBERT	AUTOTESTS
517	LANCS AC	R		H'CLB-SCAMMONDEN
517	PEACHERS	R		STAGE MULTI VENU
517	WHITBY	R		STAGE MULTI VENU
524	BORDER	R		STAGE SINGLE VEN
525	DROFT	R		RALLYCROSS
530	BARC NORTH.	R		H'CLB-HAREWOOD
531	DADWELL	N		RALLYCROSS
600	ILKLEY	R	SHELL GILBERT	
600	HECC	CL		STAGE SINGLE VEN
606	SHEFF. & HALL	R		ROAD RALLY
606	CRIMSBY	CL		STAGE SINGLE VEN
607	HARTLEY HILL	C	ANCC	AUTOTESTS
607	YORK	R	SHELL GILBERT	H'CLB-SCAMMONDEN
607	AUTO 66	R		KART
607	DROFT R. RALLY	R		STAGE MULTI VENU

613	SHIPLEY	R	SHELL	DILSKROAD RALLY
614	2300	R	ANCC	AUTOTESTS
614	NHMC	CL	ANCC	AUTOTESTS
614	LANCS & CHESHIRE	R		H*CLB-BAITINGS
614	CADWELL	N		RACE
620	YORK RACEWAY	R		DRAG RACING
620	STOCKTON	R	ANECC	ROAD RALLY
621	MALTON	C		STAGE SINGLE VEN
627	CROFT	R		RALLYCROSS
627	WHITBY	R		STAGE SINGLE VEN
628	SHEFF. & HALL.	R		STAGE SINGLE VEN
628	LONGTON	R	ANCC	STAGE MULTI VENU
704	KNUTSFORD	R	ANCC	STAGE MULTI VENU
705	NHMC	C	NHMC	PCT
705	CADWELL	R		RACE
712	GRIMSBY	R	ANCC	AUTOTESTS
712	BEVERLEY	R	ANCC	STAGE SINGLE VEN
718	BARC NORTH.	R		H*CLB-HAREWOOD
718	KIRBY LONSDALE	R	ANCC ANECC	ROAD RALLY
719	MID CHESHIRE	R	ANCC	AUTOTESTS
719	CROFT	R		RALLYCROSS
725	TRACKROD	CL		ROAD RALLY
726	ALWOODLEY	C	ANCC	AUTOTESTS
726	SHIPLEY	R		H*CLB-SCAMMONDEN
726	CADWELL	N		KART
801	RIPON	R	ANCC ANECC	ROAD RALLY
802	LONGTON	R		H*CLB-SCAMMONDEN
802	CADWELL	R		RACE
802	SELBY	CL		STAGE SINGLE VEN
808	YORK RACEWAY	R		DRAG RACING
809	HUDDERSFIELD	R	ANCC	AUTOTESTS
809	KNOWLDALE	R		H*CLB-BAITINGS
809	GLOSSOP	R	ANCC	STAGE MULTI VENU
812	NHMC	R	NHMC	STAGE SINGLE VEN
815	BARC NORTH.	R		H*CLB-HAREWOOD
815	DAVID BROWN	R	ANCC	ROAD RALLY
816	ROTHERHAM	R		STAGE SINGLE VEN
823	AUTO 66	R		KART
829	NORMANBY	R		ROAD RALLY
830	STOCKPORT	R	ANCC	AUTOTESTS
830	CADWELL	R		RACE
830	BORDER	R		STAGE MULTI VENU
905	CSMA	R		ROAD RALLY
906	MID CHESHIRE	CL	ANCC	AUTOTESTS
906	LANCS AC	R		H*CLB-SCAMMONDEN
906	CADWELL	N		RACE
906	CROFT	R		RALLYCROSS
906	NHMC	R	ANCC NHMC	STAGE MULTI VENU
906	MID CHESHIRE	C		STAGE SINGLE VEN

912	SHEFF & HALL.	R		ROAD RALLY
913	YORK RACEWAY	R		DRAG RACING
913	GRIMSBY	CL		STAGE SINGLE VEN
919	TRACKROD	R	SHELL OILS	ROAD RALLY
920	GLOSSOP	R	ANCC	AUTOTESTS
920	AUTO 66	R		KART
920	LINDHOLME	R		STAGE MULTI VENU
926	BARK NORTH.	N		M'CLB-MAREWOOD
926	CADWELL	R		KART
926	TRACKROD	R		STAGE MULTI VENU
926	SHEFF. & HALL.	R		STAGE SINGLE VEN
926	STOCKPORT	R	ANCC	STAGE MULTI VENU
927	CADWELL	R		RACE
1003	CADWELL	R		RACE
1003	YORK	CL		STAGE MULTI VENU
1009		R	2300	ROAD RALLY
1010	BORDER	R		ROAD RALLY
1010	WHITBY	R	ANCC	STAGE MULTI VENU
1017	DE LACY	R		ROAD RALLY
1017	ILLEY	N		ROAD RALLY
1017	BRID. INGTEN	CL		STAGE SINGLE VEN
1018	MANS	R	ANCC	AUTOTESTE
1018	CADWELL	N		RALLYCROSS
1024	HUDDESFIELD	R		ROAD RALLY
1025	KALTON	C		STAGE SINGLE VEN
1025	BURTON	R	ANCC	STAGE MULTI VENU
1031	ALWOODLEY	R	SHELL OILS	ROAD RALLY
1101	GRIMSBY	CL	ANCC	AUTOTESTE
1101	AUTO 66	R		KART
1101	SLAITHWAITE	CL		STAGE MULTI VENU
1101	LINDHOLME	R		STAGE SINGLE VEN
1101	SOUTH BARK	R		STAGE SINGLE VEN
1107	WEN RIVER	R	ANCC	STAGE MULTI VENU
1108	CADWELL	R		RALLYCROSS
1120	CROFT	R		RALLYCROSS
1125	ELTHAM	R		ROAD RALLY
1205	BEVERLEY	N		ROAD RALLY
1224	CROFT	R		RALLYCROSS
1227	NORTHALLERTON	R		STAGE MULTI VENU

NOTE: ROAD RALLY - 1000 METERS TO BE DRIVEN PER LAP

'HANDY (FOR) ANDY'

MOBIL 1 NORTHERN LIGHTS ROAD RALLY LEEDS UNIVERSITY UNION MC - MARCH 7/8

Andy Graham/'Fred'

Ford Escort RS 2100

Entered by Prontaprint of Hull/Alland Cleaning Services

The caption writer for MN certainly has a lot to answer for when recording Andy Graham's recent results!

Having had a mostly enjoyable event last year (6th o/a, 1st 1300 in the std Kadett) Andy decided he wanted to do this one again this year.

The bodyshell was looking pristine again following the 3 Swans and the car had had its customary rolling road tune prior to the event. Because of some dissatisfaction with Colways offerings, a set of Yokohamas were produced in order to keep the big Escort in a straight line.

The 90 strong entry list produced a few surprises as although 1/3 of the field were contesting one of the University Championships as expected, we were seeded behind some quick motors - Hawksworth, Gallagher, Shuffe, etc. We were at six behind Alan Larkins, Larkspeed Escort.

With instructions to ring Hull if it snows in Leeds things were set. It snowed. I rang but Andy had changed his phone number (a good try that Andy - but I know your new number!).

Andy had independently decided to leave the Yokohamas at home and arrived with snow tyres. With occasional flurries of snow and a freezing wind, he was anticipating heavy snow around Ripon.

A little apprehensively we lined up at the start along with everyone else. Everyone else had Tarmac tyres of one sort or another, and it was bone dry in York! Someone's got it wrong!

S1 was just a few miles out of York and we arrived amidst heavy police presence. The organisers had wisely cancelled this shortish, but rough, section and led us up to S2. Several of the top crews were in conversation here and were threatening to retire if this continued.

S2 passed fairly uneventfully, running from near Sutton on Forest to just short of Grimston Moor triangle. All ten miles were snow free. I made my usual slow start and we were caught by a flying Andy Bird/Plug Pulleyn.

S3 ran through the triangle and took in 11 miles of fairly fast yellow to Hovingham and I was beginning to warm to the task.

Straight into S4 - full marks to the organisers who packed as many dodgy bits as possible into just a few miles. This finished near Beodlam and was therefore dangerously close to Cockayne. Fortunately for both us (I don't like featureless roads) and the organisers, that loop wasn't used. Why fortunate for the organisers? The much prayed for snow had arrived in greater volumes as we climbed towards the moors and Cockayne must have been blocked.

A late amendment cancelled S5 (Wass Moor/Ampleforth) and took us non-competitively along the ploughed A170 to Hambleton.

S5 ran from Sutton Bank (down the White Horse bank yellow, not the main road) to Kilburn. It was well covered in snow and the top 5 struggled to even set off the line. We set off without too much trouble (aided by manpower) and set about catching Simon Stevinson/Carl Drake. This we did and had to follow them for a mile or two (taking 4 mins off Carl Drake in the process).

The next two selectives were equally snowy but only of a few miles length. We passed Carl Drake on one of them as his Escort was trying to dig a hole in the snow rather than go up a hill. Halfway was at Hutton Moor services which revealed no results so after a quick finish of the plotting it was into the second half.

Just 4 selectives made up the second half - each increasing in length. The first from Middleton Quernhow to Well passed uneventfully and set the score for the remaining 3 sections (Well to Ripon/Thorn 9 mile, Masham to Kirkby Malzeard 10 mile, Swetton to Brimham Rocks, Burnt Yates 17 miles). With just the Shuffe Sunbeam running 3 road minutes ahead we had a clear road.

These three were probably the most enjoyable I have ever done - only the Sunbeam's tyretracks ahead of us and mile after mile of deserted white countryside to go at. It made up for some of the disappointments for Andy, he was visibly getting quicker and quicker each mile.

At the finish the organisers were (as ever) hidden where no-one could find them - I think they were trying to tell us something.

Haliway results showed two scrubbed sections (White Horse Bank and following one) due to delays. We were in fifth position behind 2 back markers and Shuffe/Larkin. One or two dodgy decisions were made in addition to the cancellations, including a 'shortest route is correct', one which resulted in several crews gaining very unlucky fails.

Only 1 PC was manned all night and the code boards in substitution were anywhere but where they should have been. Many of the marshalls were unclear as to their tasks and particularly concerning route amendments (course opening car not doing its job?) but were very enthusiastic.

For example, at the start of the White Horse Bank selective we waited two minutes after the preceding car before starting - the marshall should have made us take the next minute as we were losing the following crews some of their valuable road time. Interestingly, no navigator asked for delay allowance.

Because of the cancelled sections, people being held up, etc the results were never clear cut. Final results showed us to have a 6 min plus margin to record two wins in the last two finishes.

Important, however, is that James Slack who used to run a quick Skoda, turned up as a late entry in a std 2.4 Citroen CX! and was several minutes ahead of us on time (jacked the suspension up, FWD and away he went) but picked up an unlucky fail.

So, a surprising and extremely satisfying win. In particular, I was pleased for Andy as the conditions were complimentary to his smooth driving style - he never once let the car stray towards snow banks.

The last two selectives were a little unreal - to travel at such speed in snow was a sight to see. I had to remember to call earlier, however, to allow for the limited traction, this requiring greater concentration.

Thank you's for this event include our entrants Prontaprint of Hull and Alland Cleaning Services, Delta Engineering for bodywork, Bogg Brothers for rolling road tuning and particularly to Andy for his perseverance and preparation work.

I must also thank the marshalls for whom it must have been the coldest night of the year as the wind was absolutely freezing - I remember how miserable it was at 3 in the morning in such weather.

And finally, the tyre choice was perfect. Perhaps the driver has some strange powers of foresight. Or perhaps he was a little lucky. But not nearly as lucky as the navigator.

Paul 'Fred' Pattison

GOING OFF AT A TANGENT

At the end of 1985, after a year doing local autotests in a standard 1300 Escort, I decided I liked the sport enough to continue for another season. This meant I had to do a bit of work on the car. I redrilled the front crossmember, fitted new engine and gear box mountings and a set of alloy wheels. The result was a bit disappointing, the car still understeered badly in spite of the negative camber.

I missed the first NHMC event (New Years Day) through having to work, but managed to find a South Bank event on the Sunday before New Year.

This was held on Blyton airfield and all the test were of the slalom (all forwards) type, laid out round piles of tyres. The entry (25) ranged from a Granada to a circuit racing mini. The car went quite well (with much handbraking) and I managed to win the class and get 2nd O/A in spite of being No.13.

The main excitement of the day occurred when the racer (on slicks) clipped a pile of tyres and spent the next 20 yards on two wheels - it finally came down right way up.

The next event was Round 1 in the Grimsby Championship. This was held inside a multi storey car park, on the second and third floors! I wasn't sure whether I liked this or not, I eventually ran over a 9 inch kerb (it was quite dark in there) and decided I didn't like it. I came second in class (6th O/A) to Ken Sturdy with his girlfriend Jane making the class a NHMC 1, 2, 3.

Next came the NHMC round at Readers yard in Brandesburton. This started off in thick snow and finished in thick slush. Phil Cherry drove well to win the class and also take FTD (by one second) from Robert Pattison.

It was a cold day, warmed up only by the barracking contest between Chris Fewlars and his son Neil, and of course the gent in the piebald Escort who started removing drainpipes.

The Grimsby round at Waltham airfield came next, the tests were so long and open that anyone with a rally car could have got in a "Mickey Mouse Stage" practise day for £6.50 plus petrol. I came 4th in class on this one behind Phil Cherry (Toyota) and Bill Philips/Ian Giles in the FWD Datsun.

There was then quite a break during which we marshalled ? (froze to death) on the Moonraker but very little else.

The next NHMC/Grimsby round was Hornsea Pottery! I had scrounged and fitted a weber for this to try and stop my slide down the results sheets. Unfortunately I failed to notice the tests sloped downhill. The first one I attempted I managed to flatten two cones and miss a stop astride going downhill and even managed to get a cone coming back uphill. Anyway some kind person in a house nearby must have noticed my mistake because he arranged to have the round cancelled. (Who says its only road rallying thats controversial)

The first Shell sport round took place in May on the Hatshead moor lorry park. I had quite a good day beating a lot of the more powerful Escorts (pity the marshalling was so slack, I'm sure everyone on the NHMC team would have gained

drawbacks - it is very hard on tyres and everyone goes home looking like a coalman or woman (unless its raining). The tests tend to be like mini stages with plenty of room to throw the cafts about. There was a good entry and I had a day long battle with Phil Thomlinson. He eventually beat me by 12 seconds over the day.

After this event I checked the car over and discovered one of the engine mountings had started to split (yes, the new ones). I replaced this with the round mexico type and have had no further trouble.

I decided at this point to buy an LSD, I managed to find a good 4.4 diff in scrap yard (£8) and fitted the LSD and new bearings. I ran it in on the road for a couple of weeks and apart from the low speed clanking noises it seemed OK.

So duly equipped with my secret weapon I trundled off to Carnaby, fully expecting to absolutely flay Rob White, Ken Sturdy and anyone else who had entered - little did I know! The car was quick enough off the mark but I had so much grip at the back that when I tried to spin it under power the car just shot forward in a straight line (no matter how much lock I had on!). The LSD seemed also to have affected the handbrake adversely - an Attila the Hun type effort being needed to lock the rear wheels. I spent the rest of the day watching Tony Swinscoe trying to remove his thumbs on Rob White's Lacer (by the end of the day he was looking almost as exciting as Rob usually does).

On the way home I convinced myself there was just too much grip on the surface (we were on the granite chipped section) and that there was nothing really wrong with the car at all (must have been a full moon!)

I missed the next round because of moving house/holidays, I also bought another car which left me in a bit of an awkward spot for the next Shell sports round. I had a car and no trailer, this was solved almost immediately by a combined effort from other club members (Thanks) who put me in touch with Julian Doyle (4-HIRE MARKET WEIGHTON 73195). I had never towed anything (couldn't quite get the rope around the wife's neck) before, but to my surprise I arrived in one piece. The NHMC team did well (Anne Cherry in particular) but my car was still understeering badly and the handbrake was again poor.

After much discussion with other autotesters I decided the problem was at the rear (no, not that one Ducky!) "Right", I thought (on the way home again) "soon sort this lot out". I removed the rear spring and rather than "bite the bullet" and buy a new pair I put an extra leaf in each one. I also adjusted the handbrake cable (which I had stretched trying to lock the back wheels).

The Sandholme tests were next, this was the first time I had driven on a loose surface and (yes, you've guessed) the car understeered still, but the handbrake worked (no wonder in a stubble field!). However, I enjoyed the day, as did everyone else.

The next month or so was taken up with building a garage and marshalling in the Crystal stages, but I did manage to change my front springs for a very weak standard pair before the National.

This completely transformed the car, instead of understeering, it understeered and oversteered depending on the amount of body roll, angle of pitch, etc. changing suddenly from one to another. To add to this the handbrake only worked on left hand turns. To cut a long story short I came stone last, but had good blast about and enjoyed watching the others. I was surprised at the small entry this year. I suppose it'll be difficult to get an entry when there

As far as the car I've bought a pair of rear springs and put the old front ones back. I also think I've found out what's been wrong with the handbrakes. When I finally removed the drum I noticed the shoes were black and glazed looking. I'm not sure, but I'm almost certain its cinder dust from Walton Street thats been ground into the shoes. Anyway I've cleaned out the drums, put new shoes in and it now leaves twin black streaks on the drive!

"CONGIAN THE BARBARIAN"

The Return of Ziggy Brakedust and the Red Escort from Mars

You may remember that coming last at the RAC round in October had stung me into action. (I had fitted a new pair of rear springs and sorted out my handbrake.) It was with some trepidation that I set off for Waltham airfield (the springs cost a fortune - no booze or dinners for 3 weeks) and the final Grimsby round. We unloaded the car and I took it for a quick trial. To my relief the car was much better, handbraking well and powering round on the throttle. There was still a trace of understeer on turn in, but I was quite happy with the overall improvement.

There was quite a large entry in the rally car class, as well as most of the championship contenders, but unfortunately (or fortunately) none of the N.H.M.C. aces (all getting "stoned" at the SHELL SPORT" booze up).

There was also one or two NOVICES (-NOVICE ? NOVICE ? ... Oh yes, I remember, isn't it a beginner or someone new to the sport ?) from Grimsby and South Bank who really seemed to enjoy the day.

Another interesting entry was a certain Mr. S. Haagensen in a nice kit-car, he kept wandering around between tests asking people if Rob White usually did Grimsby rounds and muttering something about a tape ?! Well he won his class, so it wasn't a wasted journey.

Pete Cox from Grimsby really flew in his sport getting FTD by a good margin from Ian Giles special, I managed 5th o/a winning my class by 2 secs, and the rally boys spent the day practising power slides and starts, but paying little attention to the cones and routes.

On the way home I decided that the trace of understeer I had was due to weak front shock absorbers (during the day I had tried all sorts of tyre pressure juggling). Both Phil Cherry and Ken Sturdy had suggested filling my front struts with oil (I think they said oil, it might have been soil!) rather than hydraulic fluid to stiffen the front end up (no, not that one Dear!). Now, being involved in Oil Additive Manufacture this appealed to me, I managed to get a pair of van struts (with DISC brakes!) from scrap yard for £10. I took these to bits (Stillson's and a big vice) and emptied out the hydraulic fluid. I put 280 cc's of SAE 90 gear oil in each, put the pistons etc. back in and screwed the seals up (now the problem is this, the oil thins as it heats up - I don't expect it to heat up much doing autotests, but it might on road or stage use). I put the standard springs back (didn't have any others), bought a set of pads, a couple of brake pipes and was mobile again for the N.H.M.C round at Readers Yard. I nearly missed this due to working commitments, but finally arrived. There was a small, but quality entry. The mini class was close as usual with Mike Read, Rob Pattison and Ken Hailstone fighting it out, although Ken lost time on one of the tests.

In the Saloon class I had a day long battle with Ken Sturdy finally beating him by a whisker (after two years of trying!) with Neil Fewlass next in the Lada. I wondered how Neil did so well in a car which is not really suited for Autotesting, he explained that before each test his father puts a large "self-tapper" through his foot, through the accelerator pedal and into the floor of the car, this enables him to keep the revs up at all times.

The ladies class had two entries Penny and Jane, both get faster with each event. Penny has a very neat style, whilst Jane's is based on "welly and oversteer" (Ask Ken, he's the one shouting "Keep it below 7000!!"). I'm not sure who won but they both seemed to be enjoying the day.

The Marshalls also did a great job on a very cold day. The whole event was run in a very relaxed and friendly manner, with fairly simple tests ideally suited to novices, it's a pity there weren't any. All you need is a road worthy car and a spare set of tyres. The tests are awful to remember at first but if you stick at it they do get easier. Would more people enter if there was a novice award, rally car class, novices are given 5 seconds a test start, no reversing etc ?. Let's have your views, it's your club, what sort of events would you like ?

Sorry about the commercial but the bug bit me deep. Oh yes, the car - it went well, but it's still not quite right. I was talking to a chap in North Allerton who suggested the MK1 Mexico/RS 1600 anti-roll bar is the secret to a good turn in. (Apparently it's shorter and pulls the T.C.A's forwards increasing the Castor angle) (Yes, sounds wonderful doesn't it ?) I removed my anti-roll bar and took it in to work where the fitters machined the shoulders back $\frac{1}{2}$ " and gave me some washers to pack the T.C.A's forwards. Anyway it's now all tracked up waiting to do the York MC event at Tockwith with 3° castor!

"Coneman"

SHELL OILS LEAGUE 1987

ROUND 1 - 3 SWANS

NIGEL BOWDEN		T. GRASSBY	10/27	73 PTS
DAVID BOWDEN		P. MARSHALL	RET.	5 PTS
ANDY GRAHAM		FRED	RET.	5 PTS.

1987 NHMC AWARDS PRESENTATION

MARCH 27th 1987

AUTOTEST AWARDS

FEBRUARY 9th - MIKE REED - BRANDESBURTON

FTD	PHIL CHERRY
1st class	ROB PATTISON
"	PETE WARD
"	ROB WHITE
2nd class	NEIL FEWLASS

MAY 25 - KEN STURDY - WALTON STREET

FTD	GLEN SIMPSON
1st class	MIKE REED
"	PETE COX
"	PHIL TOMLINSON

JUNE 15 - PHIL CHERRY - CARNABY

FTD	ROB WHITE
1st class	ROB PATTISON
"	PETE WARD
2nd class	GRAHAM SHORTLAND

AUGUST 24 - ROB PATTISON - SANDHOLME

FTD	GLEN SIMPSON
1st class	KEN STURDY
"	ROB WHITE
"	IAN GILES
2nd class	PAULA SIMPSON
"	MAL MUMBY

NOVEMBER 23

FTD
1st class
"
"

- JOHN BEADLE - BRANDENBURG
MIKE REED
ROB PATTISON
PETE WARD
KEN STURDY

JANUARY 1

FTD
1st class
"
"
"
2nd class
"
"
"
1st lady

- ROB WHITE - BRIDGINGTON
GLEN SIMPSON
ROB PATTISON
PETE WARD
PHIL CHERRY
STEVE MERTON
R. RICHARDSON
J. RICHARDSON
G. HODGKINSON
I. GILES
PAULA SIMPSON

SUMMER PRODUCTION CAR TRIAL - SEEDMORE GRANGE
- GUY THOMAS

FTD ELLA FIELD TROPHY R. RICHARDSON
1st class BOB PARKER
" GLEN SIMPSON
" MARK LAMMING
" J. RICHARDSON
" MARGARET VAREY
2nd class ROB CURZEND
" PHIL CHERRY
" IAN PARKER
Ladies Award PAULA SIMPSON

NHMC AUTOTEST CHAMPIONSHIP

1st o/a	Phil Cherry	Macklin Trophy
2nd o/a	Rob White	Norman Jordan Cup
3rd o/a	Rob Pattison	Tankard

NHMC CURMANS CHAMPIONSHIP

1st o/a	Rob Pattison	Dan Gibson Memorial Trophy
2nd o/a	Phil Cherry	
3rd o/a	Pete Ward	

NHMC Rally Championships

Stage Rally

1st Driver	Garin Ruler
1st Co-driver	Angela Allsop
2nd Driver	Tim Allsop
2nd Co-driver	Rob Atkinson
3rd Driver	Phil Barley
3rd Co-driver	Martin Woodhouse

Road Rally

1st Driver	Margaret Varey	Thelwell Trophy
1st Navigator	Phil Craven	Giles Trophy
2nd Driver	Adrian Hannam	Stephenson Cup
2nd Navigator	Jane Wright	98/99 Cup

Small Oils League Trophies + \$5 'BONUS'

TONY TATE / STEVE GREENWOOD

JON SMITH

ADRIAN HANNAH / PHIL CRAVEN

MIKE REED

ROB WHITE

TIM / ANGELA ALLSOP

MARGARET VAREY / ADRIAN MANN

ROB PATTISON

KEN STURDY / JANE WRIGHT.

ENTHUSIASTS TROPHIES

MOST IMPROVED COMPETITOR - SANDERSON TROPHY -

- PETE WARD

STANFORD TROPHY (MARSHALS CHAMP.) - STEVE DARWELL

NIGHT ENTHUSIAST CUP - TONY TATE

HESSLE + DISTRICT TROPHY - DAVE HAWKINS

MIKE JACKSON AWARD - GAVIN RULER

MAGAZINE EDITORS AWARD - DAVID BOWDEN

MARSHALS AWARDS - JOHN OVEREND

- KEN STURDY

- STEVE BAKER

- MALC SMITH

- STEVE GREENWOOD

Congratulations to Martyn and Julia Milner on the birth of triplets to add to the many Milners already present. Martyn has yet to answer rumours that this is an attempt to gain another three £5 a week emergency cold weather allowances.

Congratulations also to Ken Sturdy and Jane Wright who have recently got engaged - apparently the Datsun will stay within the family too.

More congratulations to Robert Pattison and his wife Alison on the news that she is expecting their first offspring. And everybody thought that he had spent the winter working on his Autotest special.

- - - - -
There are still some of the Club's 'Competitor' stickers available at 50p each (see Steve Varey) and also some of the small window stickers left at 30p each (see Martyn Milner).

- - - - -
Committee News

Tony Swinscoe has recently moved away from the area and no longer holds his place on the Committee.

My own address has changed to:

21 Temple View Terrace
Burmantofts
Leeds
LS9 9JE

Editor

NHMC AGM is to be held on 23 April - hopefully last year's minutes and this year's nomination forms are included in this newsletter.

Please attend the AGM - it is for every member to air their views, including the newer members.

The following is a list of members who have joined for 1987 and are new to the club. It is always good to see new members and the Committee trusts that existing members will encourage them to participate in club events:

David Adams
 Jonathon Bull
 Paula Deeth
 Peter Holmes
 Albert and Kathryn Marshall
 Peter Marshall
 Phil Sash and Angela Broadby
 Maurice Spooner
 Rick Spooner
 Bernard and Katherine Noble
 John Elliott

WALTON STREET AUTOTEST
MARCH 8, ORGANISED BY JOHN OUREND

FTD	GLEN	SIMPSON	-	Mini 998
2	PAULA	SIMPSON	1st class	Mini 998
3	ROB	PATTISON	1st	PRONTAPRINT SPECIAL
4	MAL	MUMBY	2nd	Mini 850
5	ROB	WHITE	2nd	COLT LANCER
6	PETE	WARD	3rd	ESCORT 1300
7	DENNIS	ROBINSON	3rd	Mini 850
8	STEVE	BAKER	4th	Mini 850
9	RICK	SPOONER	4th	?
10	MAURICE	SPOONER	5th	?
RET.	IAN	GILES		SPECIAL

1987 HUMBERSIDE MOTOR SPORT CLUB CHAMPIONSHIPS

CLUB CHAMPIONSHIP BELONGS, INDIVIDUAL CHAMPIONSHIP TO FOLLOW

The following events would count for the 1987 Championship:-

<u>Date</u>	<u>Event</u>	<u>Club</u>	<u>Type</u>
24/25 Jan	3 Swans Rally	Selsey	Road
22 Mar	Holderness Trophy Rally	NHMC	Stage
11/12 Apr	Dunfab Danum Rally	Lincholme	Road
5th Apr	DBSV	David Brown MC	Stage
12 Apr	SV Event (Leconfield)	Wakefield	Stage
12 July	Armstrong Stages	Beverley	Stage
2 Aug	Moonraker	NHMC	Stage
Aug	St. Wilfreds	Ripon	Road
Sept	Costa di Plenti	Trackrod	Road
17/18 Oct	Breadwinner	De Lacy	Road
25 Oct	Wombledon Stages	Malton	Stage
31/1 Nov	Larkspeed Trophy Rally	Alwoodley	Road
Dec	Beaver Rally	Beverley	Road

Humberside County Council Motorsport Championship (HCC)

The final round of this inter club championship will be an autotest organised by Southbank motor club.

The awards presentation will take place at a quiz night in late April/early May.

Quiz night at the Dog and Duck

The landlady at the Dog and Duck now organises a quiz every Wednesday evening. Teams of up to four people are welcome to compete with an entry fee of 50p per person with a chance to win a running jackpot (currently standing at £40).

CHAIRMAN'S NOTES FROM THE COMMITTEE

NHMC road rally

After giving the matter a great deal of thought, the Committee have decided not to go ahead with the running of a road rally this year. The main reason for this is that the main driving force behind the event, Tony Swinscoe has had to move down to Bristol with his work. This leaves us without a clerk of the course and a timekeeper.

It has always been said that if we were to run a road rally, it would not have to have been run properly to all the current regulations and we now feel that we do not have organisers left with the necessary experience to fulfil this aim.

In addition, the current climate in this area regarding road rallies is not very good and from our experience several years ago, it is a case of once bitten, twice shy.

Stage rally championship

After a lot of discussion, the committee have decided to stick to their original decision regarding the awards for the 1986 stage rally championship. These will be as follows:

- 1st overall: Was a free entry in the Crystal Stages Rally. However the Crystal as such is not being run but replaced with a forest event, so the award will be £65.00 towards the entry fee of the forest event.
- 2nd overall: was a free entry in the Holderness trophy single venue event. Again this event has changed to a multi venue event with a higher entrance fee. The award will be £40 towards the entry fee of this year's Holderness multi venue event.
- 3rd overall: As published, a free entry in this year's Moonraker single venue event.

Amendments to regulations for 1987 NHMC Championships Road Rally (Shell Oils league)

Awards down to third overall for both driver and navigator.

Stage rally

Awards down to third overall for both driver and navigator. Also discounts of £50 (1st driver), £30 (2nd driver) and £20 (3rd driver) redeemable against any one NHMC organised event in 1988.

As from the publication date of this newsletter, in order to score points in this Championship you must, where possible, enter under NHMC on the relevant events.

Also, following requests from members, the best six scores will count towards the Championship. This is to help the (majority of) competitors who cannot afford to do 8 events per year, never mind do in excess of 8 and consequently drop scores. This is for a trial period of 1 year to see how it works.

Autotest

At present, it still isn't known whether Grimsby are organising a Grimsby MC/NHMC Autotest Championship - therefore, if it is held, NHMC's own internal autotest championship will include those Grimsby/NHMC rounds.

- - - - -

FORTHCOMING EVENTS

9 April at the club night at the Dog and Duck we will be holding an Auction of all your used and unwanted bits. Just bring along the items you have for sale, tell us your reserve price and if it makes over that price the money goes to club funds. Please bring bits to start the auction at 8.30pm and any large or dirty bits please leave outside. Buyers come along and get yourself a bargain.

14 May at the club night we will be holding a quiz night based on the game of Trivial Pursuits - more details later.

MAJOR AMENDMENTS TO RAC MSA REGULATIONS FOR
COMPETITIONS FOR 1987 (WITH EMPHASIS ON GENERAL/
AUTOTEST/RALLY RULES)

Q	Definitions
P115	'Pump fuel'
QA	Body
2	(G)
QA	Exhausts
16	(C)
QA	Miscellaneous
19	(H)
QH	4.1.1
QH	12
QH	14
QM	1
QM	3(a)
QM	10
QP	2.2
J	2.6.2 (f)
J	2.14.12
L	4.10.15 (ii)
L	4.10.25 (d) - which clears up a problem that has existed for a long time and always seemed totally unfair to me.
L	4.11.1

Particular note should be given to:

QH	14.1 to 14.8
QH	16
QM	3(a)
QM	10
QP	2.2
L	4.10.25
L	4.11.1

Chief Marshal
58 Danum Road,
Fulford,
YORK,
YO1 4LE
Tel. York 32166.

10th February 1987.

Mr Mike Reed
19 Main Street
Great Hatfield
Near Hull
HU11 4US

Dear Mike

Please would you pass on my thanks to the members of your club that marshalled for me on the night of the 'Swans'. I think that it can be said that all the marshals that came out that night performed above and beyond the call of their duty.

Unfortunately some competitors started the event very late meaning that all controls were closed well after their original closing time. To list a few reasons for this please read on:

- 1) The RAC Scrutineer had an accident on the way to the start and therefore arrived half an hour late.
- 2) Scrutineering did not exactly go quickly due to the meticulous (slow) RAC scrutineer who cost us an entry as he was applying Stage rally rules.
- 3) Petrol was available next to the Haslebush and was so advertised. Unfortunately the garage chose to close at 10.30pm and any competitors who got there after that time had to rush back into York to fill up.
- 4) A route amendment was handed out at MTC 1, this caused no problems to the experts but the semi's and novices were less organised and wasted yet more of their valuable time.

I trust that your marshals have not been put off and I hope for their troubles they win a prize in our marshals draw and I hope that our club can return the favour one day.

Yours sincerely,

Ralph Jackson

RALPH JACKSON

North Humberside Motor Club Officials

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Vice Presidents ; Alex Carr, Ian Sadofsky, Dave Shipley	
Secretary ; Dave Hawkins, 'The Pitts', Main Road, Thorngumbald	09644 2472
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or ; Steve Varey, 4 Greenfield Lane, Middleton.	0377 81668
Club Captain ; Phil Cherry, Edge Cottage, North Frodingham.	0262 88470
Chief Marshal ; Harry Hannah, 185 Hull Road, Anlaby.	0482 53454
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John Overend ; The Cottage, Sandholme, Gilberdyke, Hull.	0430 40251
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