



MAY
87

NEWSLETTER



HOLDERNESS TROPHY RALLY - 22 MARCH 1987

No	NHMC starters		O/a posn	Class
1	Mike/Julie Stephenson	Escort RS1800	2	2
6	Tim/Angela Allsop	Escort 1600	5	1
11	Nigel Deeth/Robin Hall	Escort 2000	20	6
18	Gavin Ruler/John Elliott	Escort 1300	18	1
19	Martin Duffield/ Ken Hailstone	Escort 2000	Engine failure	
21	John/David Everard	Lancer Turbo	10	6
26	John Dixon/Rob Pattison	Escort 2000	25	9
31	Adrian Hannah/Gill Sawyer	Escort 2000	32	12
41	Andy Graham/Alistair Brown	Escort 2100	45	15
47	Dave Hoffman/Dez Cullen	Escort 2000	29	11
55	Neil Fewlass/Linda Colebourn	Lada 1200	67	16
65	Dave Fletcher/Chris Riley	Sunbeam	13	5
66	Mark Nicholson/Alan Gilbert	Escort 1600	Engine failure	
70	Tim Clarkson/Ian Walker	Escort 1600	36	11
75	Andrew Hoggard/Simon Gibson	Escort 1600	Excluded	
97	Dawn Stead/John Stead	Rover V8	68	16

Award Winners

1st o/a David Turnbull/Graeme Kellet
 2nd o/a Mike/Julie Stephenson
 3rd o/a Cliff Spencer/David Lambourne

Class 1

1st Gavin Ruler/John Elliott
2nd Geoff Goodwin/Robert Taylor

Class 2

1st Tim/Angela Allsop
2nd Mark Booth/Glynn Frost

Class 3

1st Andrew Womock/Julian Garforth
2nd Frank Taylor/Neil Scott

Class 4

1st Mick Moore/Mike Elliott
2nd J Scrivner/Rob Taylor
Mixed crew - Andrew/Sarah Etherington
Novice crew - Dave Fletcher/Chris Riley
NHMC crew - John/David Everard

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THE DIARY OF A SHE-DEVIL !

The build up of a budget RWD Mini engined special

I have always wanted to build a car of some sort: kit, off-road, kart, etc.

Having seen D Haigh, etc I decided to build an autotest special. Being used to a front wheel drive, I decided to try rear wheel drive for a change.

Having "happened upon" a complete mini (traveller, circa 1967) which had been standing outside for 2-3 years, I took all the mechanical parts, except rear suspension home. Another front subframe was bought from Arthur Da ley Carvell.

Both subframes were jointed by a primitive chassis. The advantage of using mini subframes is that the suspension and steering are already attached. To stop the rear wheels from turning, two drag links were made and fitted. There proved to have too much play - resulting in a degree of wheel steer! The inner ends were replaced by rose joints which solved the problem.

The steering column/rack was fitted along with pedals/ front bulkhead and seat.

One of the advantages of a special is that you can design the driving position to suit yourself, resulting in a car which is easier to drive - hopefully!

Next job was to fit the engine and ancillaries and make the gear linkage. The cylinder head was taken off and at this stage, the engine was found to be an 1100cc overbored by 20/1000" which makes the cubic capacity 1115cc, also the head was a 998 Cooper/MG 1100 type with larger valves and not a recon 850cc engine as I was lead to believe.

The head was cleaned up, valves reground and put back.

I also happened upon a clubman type fibreglass front which was bolted up. Starting to look like a car now! (A matter of opinion - Ed.)

A hydraulic hand brake was made up, fitted and the braking system plumbed in, bled and adjusted. The floor, made from plyboard, was painted and fitted. The sides were made and welded on and a rear, detachable engine cover made.

The electrics were fitted using a mini wiring loom. The petrol tank (Honda moped) was fitted and the engine started (first time!!!).

Roll bar, mirror, lights, aeroscreen, accelerator cable (Imp) were fitted and bodywork tidied up ready for painting.

After painting and a quick test, it was off to Walton Street for her maiden event.

Here, all the teething problems showed themselves - overheating, body work too enclosed, understeering and wouldn't turn in (put wider tyres on front and dropped pressure to 10PSI, this helped but didn't solve the problem), jumping out of gear - could be caused by engine moving too much - seat back too high, couldn't see too well when reversing, brakes failing - master cylinder seals perished.

We finished 3rd overall, 1st rear wheel drive after a fraught event.

To cure the understeer, I softened the front suspension by drilling out the rubber cones and fitting fiddle brakes (one handbrake for each rear wheel) so I can lock the inside wheel when turning and power round via the outside wheel.

To stop it jumping out of gear I made all four engine mounts solid to stop the engine moving under acceleration and decel ration.

A new master seal kit was fitted and brakes bled.

It took me 5 months to build and cost £150.69.

The next event is the Horton Motor Spares Shell League Autotest at Hartshead Moor Service Station, where hopefully the modifications will cure the above problems but no doubt others will appear!

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WANTED - Low back bucket seat - any condition in exchange for high back black cloth seat - contact Rob Pattison

SATURDAY 18.4.87

With a car with smoke billowing out of the exhaust and zero oil pressure on the eve of my first non-NHMC RAC autotest, it was decided a new engine was needed. Round to 'Speedy Spares', Hull and an engine/box was bought. This was taken out of it's donor body and dropped into my mini.

SUNDAY 19.4.87

Having modified the handbrake and a 'new' engine, I was optimistic of a good day ahead. Good time was made to Bolton (Lancs).

The first three tests went well but on the 4th I could hear a clunking noise just before it stopped dead. A drive shaft had pulled out and jammed. Having pushed the car back to the 'paddock' on a trolley jack, it was decided by onlookers that they should push it onto it's side! (Geoff Warcup - Lada fashion!) This we did and the shaft freed.

If it hadn't been for the new V bolts being reluctant to fit, it would have been a 10 minute job, but took over half an hour. This resulted in missing tests 5 and 6. My timecard was credited with 3 washouts. The afternoon went fairly well except for another washout - rushing to catch up. I finished the day 9th in class after being 5th earlier on. Thankfully the car was in one piece for driving home.

Malcolm Livingstone won in his Lotus 7. After the event he and his father drove home to Birmingham down the motorway in the pouring rain.

MONDAY 20.4.87

After a quick check and a gather up of my last tyres, we set off for Blyton Airfield near Kirton Lindsey for the last round of the HMSG Championships.

The tests were all driven forwards and instead of bollards, piles of tyres were used.

Rob White was in his element as was 'Scratch' sharing Robert Newlove's new Citroen Mini! Pete Ward unfortunately retired with a worn clutch.

A bit of excitement was caused when a Ford RS2000 arrived but unfortunately was being driven by a spectator and not a competitor!

The event was enjoyable even though the marshalling was a bit lax.

After being first in class by 1 second, a washout dropped me down to 4th in class.

All in all quite a memorable bank holiday weekend!

HARTSHEAD MOOR AUTOTEST

A full entry of 50 gathered on a cold, wet and very slippery car park for the only autotest in this year's Yorkshire Shell League.

North Humberside had a full team of 5: Robert and John Newlove in their mini, Pete Ward in his Escort, Phil Cherry in his Toyota and myself in my special.

Being so slippery resulted in me performing a number of near spins and a lot of slow times (at least it didn't understeer any more!).

At half way, Glenn Simpson was leading David Haigh by 0.5 second. As it had stopped raining, it was expected that David Haigh would have the advantage in the afternoon as he would have more grip.

The slightly drier tarmac meant I could try a bit harder and start to get used to using two handbrakes and hopefully, put in some faster times.

I was pleased with the way the car went, especially that no other shortcomings showed themselves.

Glenn eventually won after losing the lead and then putting in some spirited driving on the last three tests.

Rob Pattison
Prontaprint Special

CITROËN 87

"SCORE 86" — Castle Combe



The last sporting venue in the "SCORE 86" promotion took place on 6th March at Castle Combe, Twenty Parts Managers had the chance to emulate Hannu Mikkola and did they take it! After a couple of practice laps, confidence grew and so did the speeds. The fastest time recorded was by Brian Svenson of Broach Hill, seen here receiving his trophy.

1987 SHELL OILS LEAGUE

After a slow start in this year's competition, we are now well in contention. The first round the 3 Swans Road Rally we managed a team of three:

Andy Graham/Fred - Retired
Dave Bowden/P Marshall - Retired
N Bowden/T Grassby - finished 10th in a class of 27,
scoring a valuable 73 points

After this first round, Ripon were well in the lead with us down in 13th place.

The second round was our own Alex E Carr Engineers Holderness Trophy Rally on 22 March. We entered a full team of five, picking the team was a nightmare with such a large number of high calibre NHMC entrants.

We eventually plumped for:

Mike and Julie Stephenson RS1800
Tim and Angela Allsop Escort 1600
Gavin Ruler/John Elliott Escort 1300
Martin Duffield/Ken Hailstone Escort 2000
Andy Graham/Alistair Brown Escort 2100

Tim and Angela, Gavin and John won their class and Mike and Julie were second. A total score of 311.5 points winning the round and moving us up to 5th place.

The 3rd round was a stage rally held in Kirton Lindsay Quarry organised by David Brown Motor Club. As this venue is not very popular, we only managed a team of two, a bad showing from a mainly rally-orientated club. Many thanks to Rob White/Anne Cherry and Tim/Angela Allsop for the effort.

Both Tim and Angela and Rob White/Anne Cherry had an excellent day, both winning their classes.

Rob was first out of a class of ten scoring exactly 100 points and Tim first out of 19, scoring 104.7. This excellent result moved us up to 2nd place. If we had managed another entry we would now be winning the league. Results overall after 3 rounds:

1st	Selby	707.9
2nd	NHMC	599.2
3rd	Alwoodley	563.9
4th	Beverley	537.5

The next round is an autotest on 17 May at Hartshead Moor on the M62.

Note

Change of date - The Shell League PCT at Thixendale organised by York Motor Club is now on 19 July.

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WALTON STREET AUTOTEST - 26 APRIL 1987
(Organised by Ken Sturdy)

			Time (sec)	Class posn
FTD	Phil Cherry	Mini 1098	1029.5	-
2	Mike Reed	Mini 998	1039.9	1
3	Ben Philipson	Special	1097.4	1
4	Ian Giles	Special	1184.3	2
5	Rob White	Colt 1975	1195.4	1
6	Rob Newlove	Mini 850	1256.1	2
7	Pete Ward	Escort 1300	1258.6	2
8	Rob Pattison	Datsun 1200	1272.8	1
9	Anne Cherry	Mini 1098	1292.5	3
10	Alistair Brown	Datsun 1200	1373.9	2
11	Andy Graham	Datsun 1200	1382.4	3
12	M Brown	Special	1399.1	3
13	John Newlove	Mini 850	1432.9	4
14	Ian Painler	?	1470.0	3
15	P Curtiss	?	1567.2	5

1st lady - Anne Cherry

1986/87 HUMBERSIDE COUNTY COUNCIL MOTORSPORT
CHAMPIONSHIP

Final placings:

Grimsby DMC	255 points
Southbank MC	252 points
NHMC	167 points
Beverley DMC	41 points

Awards and quiz - 2 June, Darleys Arms, Hessle

Awards to go to:	Rob Pattison
	Phil Cherry
	Pete Ward
	Ian North

CHAIRMAN'S NOTES

As I started in last magazine, I continue the short notes on items of interest to members discussed at Committee Meetings.

Events: It was confirmed that we had applied for the use of the forests next year through the ANCC. The dates meeting for 1988 will be held shortly and we must formulate next year's calendar as soon as possible. It was thought it would be nice to have a grass autotest if a suitable site could be found some time during the summer. The next club event will be an autotest organised by Phil Cherry on 14 June, followed by our annual production car trial at Sledmere on 5 July. Organisation of the Moonraker is well in hand and we now have a sponsor.

Social events: The recent dinner dance was discussed and although we felt it had been a good night, it would be nice to attract a few more people and to this end, we are looking at having the event out of town somewhere possibly on a Saturday night with buses laid on from various locations.

On 23 August Rob Pattison is running his annual autotest at John Overend's farm at Sandholme and as last year, we would like to organise a barbecue and camping weekend. Last year the event lost a lot of money so we have to look to new ideas this year.

The matter of club nights at the Dog and Duck were discussed - some members are not very happy with certain aspects of the pub. Unfortunately we do not have exclusive use of the room so if someone wants to play POOL we should not get in their way. Also, the landlady had complained of people putting drinks onto the surface of the pool table. On the other side of things, the landlady is very helpful and is running a monthly quiz and raffle to help club funds.

PRESS AND PUBLICITY

Pete Stock|has volunteered to take on the job of press and publicity for the club so if you have anything you wish publicising, contact him on Market Weighton 72302.

QUIZ NIGHTS

On Thursday night 14 May we had a very successful quiz run by the landlady at the Dog and Duck. Nine teams of four entered, each member of the team paying 50p. Questions ranged from history to pop music and were answered on a team basis with twenty questions in all. The winners at the end of the quiz were the 'navigators' consisting of Angela Allsop, Gavin Hesletine, Rob Pattison and Steven Styles. The landlady also ran a raffle for a bottle of wine and donated the money to club funds.

The quiz was so successful we have decided to run one every month on the second Thursday of each month at 8.30pm, the winning team for each month will be awarded a trophy to keep until the next month and so on. The next one will be on 11 June so why not "Come On Down" and have a go, all answers are written down so it's quite easy (if Gavin and Pat are on the winning team it must be very easy).

STAGE RALLY CHAMPIONSHIP

The job of running the stage rally championship has now been taken on by Angela Allsop so make sure she gets your results if you want to score points. She can be contacted at 29 St John Street, Bridlington Tel 0262 670435.

EVERQUIP GARAGE EQUIPMENT MOONRAKER RALLY 2 AUGUST ON LECONFIELD

We ahve been fortunate in finding a sponsor for this year's event in the name of Everquip Garage who, as the name implies, are in the field of garage equipment. This year's event is on 2 August and officials are as follows:

Clerks of the course - Ken Hailstone and Mike Reed
Secretary - John Newlove

Entries secretary - Gavin Hesletine, 8 Chapel Hill
Welton, Hull, N Humberside

Chief Marshall - Steve Darvell who will gladly accept offers of help on Hull 504050, remember no spectators will be allowed.

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CONGRATULATIONS to Julian Doyle on the birth of Oliver.

Standing in a field at 2 a.m., the mid-winter wind ripping through 20 layers of clothing, condensed breath forming dew drops on my nose... all this used to be my idea of fun. Spectating on a muddy white in the Yorkshire uplands is fine until the last competitor passes — then you realise that 90% of your body is numb and your heights are well and truly wuthering!

On such a night last January, as the course closing car splattered me with mud from a puddle everyone else had missed, I snapped. The departing note of its exhaust seemed to mock me, saying "it's a bloody sight warmer on the inside looking out!"

My spectating days were numbered, but which direction to take? Having neither the cash for a competitive car nor the ability to drive one, the logical and welcome step was to take up navigation.

Like most people who pursue this noble art, I decided to eat myself, not being able to afford personal tuition from Martin Holmes. In April, after reading many books and articles and attempting every practical exercise they contained, I decided to increase my reliance upon the unsuspecting world of rallying, advertised in the motor press, for a ride. Listing my qualifications — enthusiasm and a navigation O-level! The world of rallying was so unsuspecting that it ignored me for three weeks. Then I was contacted by Ian Everard, proud owner of a MkII Cortina, which certainly looked as if it had seen better days but which had an extremely potent engine and a workmanlike interior to commend it.

It occurred to me during my studies that time and constant contact with the sport may have obscured some of the beginner's problems which the experts treat as commonplace. This then is the account of two rank beginners attempting, or failing, to deal with the unexpected problems of putting theory into practice.

To decide if we had the basis for a working relationship I plotted out a route which Ian tackled. Immediately we established a good rapport. After an uncontrolled gyration towards some trees (on my side!) I politely enquired if I could be dropped at the next bus stop and was told to "stop your griping and keep calling the bends." There's no arguing with a driver when the red mist comes down!

The next local rally was to be the Reckitt's M.C. Cossack, but not having the in-crowd's knowledge about availability of regulations and having no form to attract the organisers, how

Saturday Night Fever

Phil Markham, a CCC reader, recounts the chilling details of his rally debut



would we obtain an entry? I found the address of the club's competition secretary in the R.A.C. Year Book and applied for the entry form two months before the date of the rally.

To improve our teamwork and ensure the car was adequately prepared we decided on some evening runs over well-known local routes. Our first outing was traumatic. We were just warming up when the propshaft, universal joints and venerable 2000E gave up the ghost in unison whilst we were clocking

an illegality factor of plus 40mph. The ensuing sound was of intestine evacuating proportions. Apparently the car had been a 1300 when bought, a full house 1600 being substituted quickly, but the bulk of the transmission had remained at the lower spec without trouble for 10,000 miles until tried in a competitive manner. Fortunately we were near a phone box but we spent an embarrassing hour waiting for help to arrive. We tried to look nonchalant under the gaze of

passing motorists who obviously suspected us of deviant activities.

Having repaired the beast with 1600 GT parts from the local "flat yard" we were ready to try again the following week. We went about sixty miles before the carb, which normally makes a sound like Linda Lovelace coming up for air, started hacking and coughing. We turned for home mouthing obscenities and praying that we would not be deposited up

again. Not being the most technical of co-drivers I diagnosed a drowned Smurf in the fuel line, but actually Ian had run dry the day before and been given someone's glassfibre contaminated emergency can. At this point, with the boundless optimism of an obsessive, I reasoned that we had received our full ration of misfortunes and would now be in the clear, at least until after the rally.

Determined to go for broke we took our last excursion the week before the big day. This time we were really on song, my maps began to look like doodling pads under a plethora of markings, Ian even began warning me of impending yumps, though not before I had bruised my diametrically opposing ends! The only sour note was sounded when I scotted us into what appeared to be a lane entrance only to discover, to the accompanying noise of my partner's oaths and vigorous avoiding action, a pretty white timber construction, bearing the legend "Ivy Cottage" barring our way 10 yards ahead. Thankful we had not provided more ammunition for the rally abolitionists, or should I say kindling, we backed up and disappeared with all reasonable haste.

Ian had been brought to the edge of bankruptcy by the costly de-bugging runs, so when faced with the problem of providing suitable tyre we agreed to make do with, robbily recouids — it's "spot the deliberate mistake" time folks! The final adjustments to the interior were made, extra padding for my tender bits, and we considered ourselves ready.

The final instructions, which arrived on the preceding Monday, informed us our start number was 90 — stone last. This ignited a fanatical desire in us to do well, which was probably the worst psychological preparation we could have had. Along with 9 other crews we had entered the beginners class, for which there was a special award. Our sole topic of conversation was how we were going to win this class in Waldegaard fashion — leading from early on, right to the finish.

The great evening arrived and we turned up at the noise check at 8.25 p.m. to be tested immediately. Scrutineering presented no real hassles, except that one of the scruts informed us we were not "flashing" fast enough. Ian was about to ask him what this meant and would he care to come outside and explain when he added, "Try your indicator with the engine running." We did and reached the required flashing standard. I muttered that the state of our indicators as we approached a tight bend, ready to stick it sideways,

would be entirely of academic interest! Documentation and fixing the numbers to the car took very little time and all the formalities were completed by 9.00. The officials were very friendly, wished us luck and asked us to keep it on the island as none of their events had ever resulted in a hospitalisation. Luckily our early arrival at scrutineering had given us a cushion against last minute hitches as we now discovered that the petrol available was metered in £1 units only. Wanting to be topped up, we searched 20 minutes for a suitable supply, found one, and then took the arrowed route to the start area in Beverley town square.

After clearing the car of litter that had rapidly accumulated (we may not be fast but we're neat) we started plotting the supplementary route information. Our route would be available at 11.00, 1½ hours before start time; so we had a similar interval for this black spot plotting. However, due to the distractions caused by well-wishes, "friends" who started rocking the car and interested hoverers we only finished with 15 minutes to spare before collecting the route.

As we began to unfold the mysteries of our night's work the pubs were turning out. Two neo-geriatric females staggered over and leaned in through Ian's window, making the car smell like a distillery. The point of their visit was to let us know how rib-splittingly hilarious they found Ian's surname. Finding us less than amused they lurched off into the night looking to molest some innocent teenage PC. Typical, I thought, — a town square full of talent and we had to attract those two. This was my first intimation that Lady Luck was not smiling on us this evening.

The route was plotted with 20 minutes to spare. Fortunately we had several friends amongst the competitors who confirmed our interpretation of the route. Just enough time left to say our prayers; as we are both agnostic we had a ciggy instead. We suddenly discovered that there was only one board to double for maps and road book. I fixed the road book on one side with a rubber band freeing the other side for use as a map board; with a little dexterity at controls I thought I'd manage all right.

Up the ramp, 5, 4, 3, 2, 1. Go — A pathetic cheer from the remnants of what was a large crowd and we were into the relaxed run-out to the first competitive section. The route followed well-known roads, so we overtook car 89, a black Renault 5, in order to arrive at the first control early. This I

thought, would give me time to organise the maps efficiently in relation to the route. As the regulations permitted waiting at controls our arrival 30 minutes early was OK. What was not OK was that the tension which had been draining away on the drive out, had now built up again. If only we'd taken a few detours down some quiet loops in order to warm up and arrived with only 10 minutes to spare.

The Renault retook its position ahead of us and was counted down. It took off like a scalded tortoise. Right, we thought, we'll have him for starters. This was it, our first competitive section; goodbye voyeurism, this is the real thing. The euphoria was to prove illusory and short lived. We overshot two slots through late braking, lost a few seconds at a passage control because the rubber band securing the road book prevented access to the correct page and the pedantic marshal insisted on lecturing us about this. We still managed to catch the frogmobile by the finish of that section. Our time for the section proved to be the ninth fastest out of the last forty competitors.

Up to the second selective start; there a lady marshal asked us if we'd been harvesting as, unknown to us, a good imitation of a field was spouting from the underside of our combine — she thoughtfully attempted to remove some and too late realised that it was largely composed of nettles. Her pained cries accompanied car signal to start. Two miles into the section, everything cooking, I called "Tightish 90 right."

Ian appeared to have it all in hand and the tail was just coming into line when the front end broke away on full opposite lock and the bitch slid into an innocuous bank with full lock still on. The sickening grating as we reversed told us all. On inspection we found that the bog-standard anti-roll bar bush brackets had stripped their bolts causing the bar and track control arm to bend under the impact. 22½ miles from the start and after only 7½ miles of competitive motoring our Saturday night fever had turned to early Sunday morning depression.

We hadn't long to wait before the course car, followed closely by another — containing the event secretary, stopped to enquire if we were in good health and were we retiring? The answer to both these questions was positive. We asked, that if anyone were to enquire, as several friends were spectating along the route, could they be told that we were going home and would not be answering calls! With the welcome assistance of a spec-

tator we lashed up the suspension with rope and limped to the petrol halt, taking the shortest route. Our arrival there, uncomfortably for us, coincided with that of the leaders.

Several of the top competitors and some of the marshals commiserated with us and asked where we'd had our moment. Our local second-hand parts dealer was in the top bunch and Ian, putting a brave face on matters asked "Any anti-roll bars in the yard?" We told him the full story; he took a look at the damage and his first reaction was an incredulous "Why are you on knobblies? I'm on racers." "Cost", we replied. Furthermore, on close inspection we saw that there were bald patches, forming on the front set caused by no more than 200 yards of all stops out braking!

Disappointment and frustration are words too shallow to express our feelings as the sun rose that morning. The only bright spot in the whole dreadful episode is that there were no recriminations between Ian and myself, such was the great team spirit we had forged. Of course, we were angry with ourselves but it was our collective mistakes which annoyed us; not whether the navigation or the driving had caused the terminal manoeuvre. Possibly we had tried too hard, too early, both in terms of the rally and our overall competition career. As I have already hinted this was probably due to our over-determined attitude, supernatural exuberance and the fact that we were psyched by the long build-up before the first competitive section. I bet the top Scandinavian drivers must have the most balanced personalities on this planet!

As for the car, besides the patent inadequacy of the tyres, the struts were far too soft. Ian planned to replace them before the next event; this is now a necessity. Also the suspension mounting points and components will be extensively strengthened.

We think a combination of the tyres and struts not responding when pressed so hard caused our down-fall, but ultimately the fault is ours for asking too much from them. To add the final insult to our injuries the results list informed us that number 89, the black Renault had finished 34th, walking away with the beginners' class.

We'd just like to thank the marshals and organising committee for the concern they showed in our hour of need. We'll be back next year, if they'll have us, looking to the future we plan to do eight more rallies this year. Has anybody got a set of G.800 rally Specials they don't want? ■

AS REQUESTED AT THE AGM, I HAVE WRITTEN DOWN THE BODY OF THE QUESTIONS WHICH I ASKED AT THE AGM HELD ON 23 APRIL 1987

The problems as I see them are:

Lack of awareness of what is happening to members
 No support for new/younger/true club men competitors
 A committee of non-competitors
 Lack of, and resistance to, promotion of the club's own events, indeed the club itself
 Specific area which require (and have mostly) a person to oversee their control - these areas not being looked after
 A refusal by the committee to admit that any of the above problems exist, never mind attempt to cure them

Most of these problems have been present for some time, most have improved to a great degree - but most still exist.

NHMC's events need pushing as much as any other clubs events - latterly this hasn't been done, be it a closed autotest or a multi-venue stage rally. There are many outlets for such promotion - motor magazines, local press, the club's own newsletter and so on. Other comparative, competing clubs usually do their utmost to publicise themselves and their events. Granted a 'press and publicity' officer may have been non-existent - however, surely the organisers of individual events would wish to 'blow their trumpet'? It is not the best events always that people enter - it is the best known (Ken Sturdy pushes his events and gets good entries - this is no coincidence).

Recently event organisers have got the idea and give me pre-event publicity material for the newsletter, definitely a step forward.

There appears to be a lack of support for the new/young/true 'clubmen' members/competitors - without doubt this is a very vague area, but nevertheless the

problem exists. To some degree I myself have tried to redress the balance (ie reporting every members results, not just the front runners), but still these members do not appear to get a good deal. It is no good the committee saying new members should help themselves - they need prompting and encouraging.

The committee of non-competitors problem has largely been overcome by recent moves - there are now quite a few road rally and autotest competitors (although curiously there isn't really a stage rally competitor). This gives for a more balanced decision-making group. I think the current committee is overall the best since I have been on the committee (when I first was co-opted onto the committee, there were no regular stage/road rally competitors, no young members, mostly organisers not competitors). The publication of certain committee decisions is definitely a step forward.

The Shell Oils League is perhaps a good example of where the club falls down - as ever, it is a struggle to get people to compete. We have a person who is Shell Oils League captain yet little is done. On the 3 Swans I entered NHMC's team off my own bat - if I hadn't done this, NHMC would have had no points.

Also, I believe the competition secretary should do more on the competitions side - he should list forthcoming events and so on - this has never been done since I have been doing the newsletter.

There are many other points brought up by members, year in, year out - ie there being 'cliches' of members not helping new members, organisers organising for their own benefit and not looking after competitors' needs and so on. These have been brought up before today so I won't enlarge upon them here (certainly these are endemic to most clubs).

During the recent AGM when I raised these points - the view fo the Chairman was that I was criticising the committee in general and certain persons in particular - if people cannot divorce their personal selves from their duties, then this is very poor. If I ask a question, it is just that, it does not mean I think that everything is seriously wrong, simply that one aspect may be wrong.

At the AGM my questions were diverted to suggest that I was questioning certain persons' ability and to criticise certain events - this was not so.

As an aside, I have in the past and did so at the AGM, use other local motor clubs activities, decisions processes, etc as yardsticks with which to compare. NHMC must not bury it's head in the sand - it must compete with and beat the other clubs. If NHMC cannot stand up to comparison, then something is very wrong.

Paul Pattison

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ROAD RALLIES - THE FUTURE

The banning of Targa Timing will effectively remove Road Rallying as we know it - but what will take it's place, ie which other method of timing will replace it?

Regula ity sections are neither competitive nor conducive to slow speeds, plot and bash likewise can possibly be worse than the existing Targa method.

No doubt the RAC MSA will suggest alternatives (highly unlikely, in fact thinking about it, they haven't officially informed licence holders yet).

At least it should lessen the gap between the semi-works type front runners (recent quotes from top runners include things like "they've ruined our sport"). When proposals were being put forward, these very same people were conspicuous by their lack of help

You may have read last months letter from the organisers of the 3 Swans - I did and I was appalled by their attitude. Delays at scrutineering and at petrol, although beyond the organisers control, were treated as though the competitors should have instinctively arranged alternatives.

The route amendment was handed out on the start line, delay allowances were refused by the start marshall (we were $\frac{1}{4}$ late before we even saw the amendment). The amendment unbelievably was wrong itself! To quote the organisers, "semis and novices were less organised and wasted yet more of their valuable time"! Remember competitors, next time the organisers make their basic errors, it's your fault.

In addition, the event traversed the full length of the Castle Howard straight - how's that for encouraging excessive speed! Unfortunately, Tony Jenkin's accident occurred here - hopefully, Selby DMC have learned their lesson.

Paul Pattison



NHMC CLUBMANS CHAMPIONSHIP 1987
Positions at end of April

1	Rob Pattison	195	Prontaprint Special/ Prontaprint Mini/RS 2000/ Datsun 1200
2	Rob White	156	Colt 1975
3	Pete Ward	141	Escort 1300
4	Phil Cherry	121	Toyota 1200
5	Anne Cherry	87	Mini 1098
6	Rob Newlove	81	Mini 850
7	Alistair Brown	72	Datsun 1200/RS 2100
8	Dennis Robinson	70	Mini 850
9 =	Tim Allsop	69	Escort 1600
9 =	Angela Allsop	69	Escort 1600
9 =	John Dixon	69	Lada 1300/RS 2000
12	Andy Graham	67	RS 2100/Datsun 1200
13=	Gavin Ruler	66	Escort 1300
13=	John Elliott	66	Escort 1300
15	Mal Mumby	65	Mini 850
16	Neil Fewlass	64	Lada 1200
17=	Mike Stephenson	61	RS 1800
17=	Julie Stephenson	61	RS 1800
19	Glen Simpson	60	Mini 1100
20	John Overend	60	-
21=	Steve Baker	55	Mini 850
21=	Mike Reed	55	Mini 998
23	Paula Simpson	50	Mini 1100
24=	Dave Fletcher	49	Sunbeam
24=	Chris Riley	49	Sunbeam
26=	John Everard	42	Colt Lancer Turbo
26=	David Everard	42	Colt Lancer Turbo
28=	Nigel Deeth	41	Escort 2000
28=	Robin Hall	41	Escort 2000
28=	Ian North	41	Datsun 1200
31	John Newlove	40	Mini 850
32=	Tim Clarkson	38	Escort 1600
32=	Ian Walker	38	Escort 1600
34=	Dave Hoffman	36	Escort 2000
34=	Dez Cullen	36	Escort 2000

NHMC CLUBMANS CHAMPIONSHIP 1987 (continued)

36= Ian Painter	35	?
36= P Curtiss	35	?
36= Maurice Spooner	35	?
36= Adrian Hannah	35	Escort 2000
36= Gill Sawyer	35	Escort 2000
41= Linda Colebourn	30	Lada 1200
41= Dawn Stead	30	Rover SD1
41= John Stead	30	Rover SD1
41= Roy Webster	30	Galant estate
45= Graham Rewcastle	20	RS Turbo
45= Dave Rewcastle	20	RS Turbo
45= Martin Duffield	20	Escort 2000
45 Ken Hailstone	20	Escort 2000
45= Mark Nicholson	20	Escort 1600
45= Alan Gilbert	20	Escort 1600
45= Andrew Hoggard	20	Escort 1600
45= Nick Gamble	20	Escort 1600

1987 NHMC AUTOTEST CHAMPIONSHIP AS AT END OF APRIL 1987

1	Rob Pattison	157	Prontaprint Special/ Mini/Datsun 1200
2	Rob White	156	Colt 1975
3	Pete Ward	141	Escort 1300
4	Phil Cherry	121	Toyota 1200
5	Anne Cherry	97	Mini 1098
6	Rob Newlove	81	Mini 850
7	Dennis Robinson	70	Mini 850
8	Mal Mumby	65	Mini 850
9=	John Overend	60	-
9=	Glen Simpson	60	Mini 1100
11=	Steve Baker	55	Mini 850
11=	Mike Reed	55	Mini 998
13	Paula Simpson	50	Mini 1100
14	Ian North	41	Datsun 1200
15=	John Newlove	40	Mini 850
15=	Rick Spooner	40	?
15=	Alistair Brown	40	Datsun 1200

NHMC AUTOTEST CHAMPIONSHIP AS AT END OF APRIL 1987 (cont'd)

18= Ian Painter	35	?
18= P Curtiss	35	?
18= Maurice Spooner	35	?
18= Andy Graham	35	Datsun 1200
22 Neil Fewlass	34	Lada 1200
23 John Dixon	31	Lada 1300
24 Roy Webster	30	Colt Galant
25= Graham Rewcastle	20	RS Turbo
25= Dave Rewcastle	20	RS Turbo

1987 COLMAN TYRES RALLY - 2/3 MAY
MN/BTRDA Round 3

Car No 31 - Andy Graham/Fred, RS 2100

Entered by - Bogg Bros, Rolling Road Tuning, East Lutton,
Nr Malton, Prontaprint of Hull, Alland Cleaning
Services of Hull, North Humberside Motor Club,
Delta Engineering, Beverley for Rally
preparation.

With the possibility of this being the last competitive Colman, and the only 'local' MN round, Mr Graham decided he would like to do this one. Despite a fairly early entry, we were on the reserve list. The entries secretary confirmed he received 130 entries for the 90 places! Anyway, we were soon given a run so I decided to do some map marking - borrowing Andy Munnis' markings (ex Charles Payne Navi) and going as far as Hawes with Clive Baty in his new Nova - I know what they mean about Northern brows now!

Noise check and scrutineering were easily passed (tyres were marked, maps were checked and initialled for notes) - Jim Kitson's, ex DOT, maps were absolutely covered with markings.

Two hours plotting left us with time to watch the top runners off - their paintwork is a work of art, and is polished heavily, a contrast to those behind them.

The route was fairly obvious but utilised all whites, fields, footpaths, etc. Several amendments (sensitive areas?) were handed out at the start and caused a late panic.

The first selective was a very handy 30 miles dodging across 3 maps. Starting at Huby running to Wydra on yellows, using footpath at 2054, humpback bridge at 1955 (marked!) past Timble (home of Guyson) and missing the notorious Low Snowd on brows, fast to Blubberhouses, past Thuscross Reservoir, up a very fast yellow to PC in layby at Greenhow Hill, double caution at 0660, almost radarred by police and S to Badon using Phil Craven cautioned white and N to Hartlington.

We met our downfall at the footpath at 2054 - several massive rocks placed on the path were unavoidable. With no nearby dry stone wall and a group of spectators prior to this, we feel they were placed there deliberately. The manifold cracked all round and progressively began to split.

We carried on however, the car getting noisier and noisier. S2 was a short two miles from Burnsall to Linto with tricky bends at 9963.

S3 was 9 miles Crossington to Kettlewell via Hawkswick.

S4, 5 miles Buckden to Oughtershaw was more like it, running alongside the Wharfe across Horse Head Moor, across the iron bridges at 8979, badly baulked at 8780 by spectators, pity about the holiday caravan parked at 9078 - we passed it about 25 yards away!

Attempted repairs and lost a lot of road time.

S5, 9 miles to Hawes using fast yellows and then onto some very lengthy whites, across a ford and through several fields (in which the manifold gave up completely). Cut to halfway at this point (too much time lost attempting repairs) and retired.

...ate, fairly straightforward, pity about the rocks, the spectators and the farce at petrol halt. As usual the back markers suffered, just seven semis were within OTL at halfway, no novices were (only 2 novices finished), mostly due to cumulative delays.

Seeded between some handy crews (Mick Watkins, in PVY 1P!, Bob Bean and Kim Kirk) meant times were comparable and we managed to keep upfairly well. Most of our times were lowly forties, our best was 17th quickest on S5 and we were lying 31st when we retired.

I haven't seen any reports but I know Mick Watkins retired with the exact same problem as ours - not conducive to good tempers!

Paul 'Fred' Pattison
- - - - -

NHMC Annual Production Car Trial

5 July - Sledmere Grange, Nr Driffield (arrowed from Driffield)

Regs available shortly from Robert Newlove

Held on grass - use a standard road car - many class awards - take the family.

If you want to compete or marshall, contact Robert Newlove.
- - - - -

Stubble field Autotest and Social Evening (Barbecue)

23 August - Award for first novice - more details soon

Organised by Rob Pattison, held near Gilberdyke
- - - - -

DON'T FORGET photographs can be copied in this newsletter - any motor sport action will brighten up the pages.

THE EVERQUIP GARAGE EQUIPMENT MOONRAKER RALLY

Sunday 2nd August 1987.

The organisers of the above event invite competitors to a restricted status single venue stages rally. The rally will be held on Leconfield and the surface will be 90% good quality tarmac.

Scrutineering will start at 07.00 hrs. and the first car will start at 09.01 hrs. There will be approximately nine stages comprising around 30 stage miles.

Demand for the available 60 or so entries (at £48) is expected to be high and prospective competitors are advised to contact the Entries Secretary from whom regulations will shortly be available:


Gavin Heseltine
8 Chapel Hill
Welton
Brough
North humberside
HU15 1PD



Please enclose large S.A.E.

Ken Hailstone)	Clerks of Course
Mike Reed)	
John Newlove	Secretary of Meeting
Steve Darvell	Chief Marshal

ORGANISED BY NORTH HUMBERSIDE MOTOR CLUB LTD.

 **STELRAD** FOREST RALLY

On behalf of the organisers of North Humberside Motor Club Ltd forest stages rally, we extend a warm invitation to all competitors to join us on Sunday 18th October 1987 at the Crystal Esso Stelrad Forest Stages Rally. The event is a round of the ANCC Stage Championship and the ANEMMC Stage Championship.

The rally is based around the North Yorkshire village of Wykeham. Wykeham is situated on the A170 Thirsk to Scarborough Road, approximately 35 miles to the east of Thirsk and approximately 7 miles south west of Scarborough. Competitors approaching from the Thirsk direction are advised that trailers cannot be towed up Sutton Bank on the A170, and they should follow signposts marked "Alternative Route to Helmsley for caravans".

The route will comprise approximately six special stages totalling around 35 stage miles with a compact road route of less than 50 miles. The stages are the classic North Yorkshire forests, Dalby, Langdale and Wykeham. This is the only Restricted Status Forest event in the North Yorkshire Forests in 1987.

Regulations will be available from :

Geoffrey Allen
13 Strathmore Avenue
Beverley High Road
Hull HU6 7HJ

Please enclose a S.A.E.

Hoping to see you in Wykeham in October.

Ian James)
Rob White) Clerks of Course

Ian Sadofsky Secretary of Meeting
Geoffrey Allen Public Relations Officer
Ken Sturdy Chief Marshal



ORGANISED BY NORTH HUMBERSIDE MOTOR CLUB LTD.

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