



NEWSLETTER

OCT 87



FORTHCOMING EVENTS

November 11 - High Moor MC Stages ANCC
November 28/29 - Clitheroe DMC Road Rally

December 5/6 - Beverley DMC Beaver Road Rally
December 13 - NHMC closed Autotest
December 17 - NHMC Christmas Party
December 27 - Sherwoods of Darlington Stages

January 1 - NHMC Autotest

FOR SALE

2 x 1275cc blocks (need rebores)
1 set polished rods + 1275 balanced crank
1 x 12G940 head
2 x 129295 heads (1 skimmed)
Other assorted Mini bits

Offers to Rob Pattison - tel: 0904 85587

CHEQUERED FLAG AUTOTEST - 13 September A round of the RAC National Championship

			sec	
FTD	D Haigh	Special 1397	673.9	YSCC
2	G Simpson	Mini 1275	711.9	York
3	D Golightly	DRG 872 1300	715.7	Lincs Louth
4	D Sowman	Special 1275	758.4	Ilkley
5	P Jackson	Jola 1275	761.0	Windsor
6	T Bowsher	Special 1275	767.6	Worksop
7	B Philipson	Special 1098	840.5	Grimsby
8	S Morton	Midget 1600	862.4	Alwoodley
9	P Knight	Special 1300	869.9	Worksop
10	E Wood	Special 1300	878.2	Lindholme
11	I Giles	Giles 998	909.2	Grimsby

12	R Pattison	Prontaprint Special	929.6	1st NHMC
13	A Cohen	Midget 1600	945.9	Alwoodley
14	E Frei	Special 1275	969.9	Worksop
15	R Newlove	Mini 998	1083.4	NHMC
16	A Scarborough	Mini 998	1086.8	York
17	P Ward	Escort 1600	1162.6	NHMC
18	M Spooner	Avenger 1500	1398.6	NHMC
19	R Spooner	Avenger 1500	1400.1	NHMC
	M Mumby	Retired		
	S Baker	"		
	R Heath	"		
	H Everingham	"		
	D Robinson	"		

PROVISIONAL UK 1988 INTERNATIONAL CALENDAR FOR RALLIES

Feb 19/21	De Lacy MC (Groups A, B, N)
Apr 1/3	Ulster AC (A, B, N Euro champ)
Apr 29/1	South Wales AC (A, B, N)
June 10/13	Royal Scottish AC (A, B, N, Euro champ)
July 29/30	N Ireland (A, B, N)
Sept 14/17	Manx (A, B, N, Euro champ)
Sept 19/25*	BRSCC (N)
Nov 20/24	RAC MSA (A, B, N, World champ)

*Is this the old tour of Britain?

CHAIRMAN'S NOTES

Recent items discussed by the committee include:

- Next year's calendar

We hope to run:

a compact multi-venue stage event

a single venue stage event

a forest rally

a production car trial

several autotests

New membership cards have been ordered.

A lot of discussion took place on the lack of support of certain events, in particular the camping weekend. A questionnaire has been issued on this subject and will be used to ease the present shortcomings.

Geoff Allen has left the committee due to his work moving out of the area. The committee thanked him for his valuable work.

The possibility of purchasing fluorescent jackets for NHMC marshalls to use (these being owned by the club) is currently being investigated.

The club's trailer is presently in need of some attention, especially the indespension units - any help or advice would be gratefully accepted.

As I write this, the club's first forest rally - the Crystal Esso Stelrad Forest Stages has just run. Congratulations to all concerned.

CHEQUERED FLAG OF BEEFORD

Sunday 13 September - RAC National Championship

Carnaby Industrial Estate

25 entries were received, some from as far away as High Wycombe, Nottingham and Manchester. Specials were favourite with eleven entries in their class.

Favourite for outright victory was David Haigh in his Haigh special and second was anticipated to be Glen Simpson's Mini.

As usual Rob White was clerk of the course, who laid out 3 tests to run concurrently totalling 18 tests. I will leave details of the actual running of the event to be told by a competitor (I hope).

A good turn out of marshalls did an excellent job, many thanks to them, Steve Varey for scrutineering, Gavin Heseltine and Mike Norton (stewards), and Gail Newlove and Linda Warkup for the results.

As expected, David Haigh took FTD, Glen Simpson second and first in class (beating all the other specials and just 37 seconds behind Haigh).

Class winners were Robert Newlove, Pete Ward (NHMC) and David Golightly (Lincs Louth). 1st NHMC was Rob Pattison.

Finally, many thanks to Chequered Flag of Beeford for their continued support of the event.

Chairman

FORTHCOMING EVENTS

NHMC's November autotest has been cancelled due to a clash with the RAC, the new date is 13 December, Readers Transport Yard, Brandesburton.

December 17 - NHMC Christmas Party - Dog & Duck - buffet £3.50 - tickets from committee members.

1 January 1988 - New Year's Day Autotest.

EDITORS FOREWORD

The Club has run two major events since the last newsletter, namely the Chequered Flag of Beeford National Autotest and the Crystal Esso Stelrad stages. Results of both should appear elsewhere, the Chairman has written a short summary of the Autotest which ran successfully and should guarantee a National round next year.

The Forest Rally also ran very successfully, with a good entry and many top northern crews entering. Hopefully this showing will ensure the Crystall Esso Stelrad backing (forest allocation has already been given for '88) in future years.

Note that the November Autotest is now in December, that John Smith and Cynthia Mumby (now Social Secretary) are added to the list of committee members and Geoff Allen deleted, also Martyn Milner has a new address.

Editor

RAC MSA 1988 REGS

Yet again the MSA has dropped the competitors a bombshell by announcing a log book requirement for rally cars, ie a log book signed and sealed by a scrutineer for every rally car.

A circular sent to regional committees (not clubs or licence holders) vaguely describes a preprinted MSA form filled out, then signed by a scrutineer, then sealed by the MSA.

Further details are virtually nil, ie does it cover all rally cars, will it cost £10 as 'anticipated' by the MSA, when can you get your log book scrutineered, etc.

The committee is endeavouring to gain further details.

IT'LL BE RIGHT
A STORY OF THE CRYSTAL ESSO STELRAD RALLY

(with apologies to Rob White for use of his favourite printable expression!).

by Ian James

By the time you read this the Crystal Esso Stelrad Rally may well be long past. However, the Magazine Editor has asked that the organisers write about the event from their point of view.

The old Crystal Stages Rally was this club's premier event, which had been run for many years by the duo of David Shipley and Robert Newlove, as Clerk of the Course and Secretary of the Meeting respectively, assisted by Gail Newlove and Harry Hannah.

When David Shipley and Harry Hannah both decided to retire in the same year the rally was left short of a Clerk of the Course and Deputy. This was at the end of 1984. Denis Robinson agreed to be the Clerk for 1985 but wanted some assistance. Rob White and I agreed to be his deputies. After Denis's employers had been inconsiderate enough to send him to sea just two and a half months before the 1985 event, Rob and I found ourselves as joint Clerks. That was the first of three very successful years. At the same time Ken Sturdy had joined the organising team as the Chief Marshal. As for the Clerk of the Course, we had both done that job on single venue events, me with the Moonraker and Rob with the Holderness. It soon became apparent that multi-venue events took more organising. There was the major problem of a road book. Geoff Allen agreed to take that job on for 1985 and stayed with it for 1986 - during 1985 one competitor stated it was "an excellent road book". 1985 also saw the first use of the computerised results service by Tynemouth Computer Services (TCS) courtesy of David James and Martin Liddle. In 1985 we actually held the presentation on time in the early evening. But the major problem was that the rally ran virtually entirely on airfields and stubble fields, farm trucks were becoming more and more difficult to obtain because of the damage powerful rally cars can do to them. Additionally, stages could not be designed much before the event because we didn't know whether it would rain and make

part of a field impassable, or alternatively whether the part of the field we wanted would be harvested. Additionally, every land owner had to be sought out and persuaded to sign a permission slip for us to use their land. All this led to much burning of the midnight oil in the fortnight before the event. This is the backdrop against which the organising team felt that a good event could do better with better venues. During 1985 and 1986 we also became increasingly alarmed at over usage of Leconfield and Drifffield, the backbone of the old Crystal Rally. We were fortunate after some enquiries to discover in 1986, albeit too late for that year's Crystal, that a forestry commission allocation might be available.

Onto the 1987 event itself, the major bombshell here being that just as David Shipley and Harry Hannah before them, Robert and Gail Newlove wanted to retire from the organising team - this left us short of a Secretary of the Meeting and an Entries Secretary. However, two other organisers stepped in to replace them, Ian Sadofsky transferring from the single venue Holderness Rally Secretary of Meeting in the same post on the Forest Rally, the event now jointly sponsored by Crystal and Stelrad, and Alan Carvell as the Entries Secretary. A change of job however meant that Geoff Allen ceased to be the Route Co-Ordinator - a major loss to the organising team. Gavin Heseltine was persuaded as a current Forest Stage Rally navigator to take on that mammoth task, which includes the production of the road book, and joined the nucleus of the organising team, combining that role with the post of Assistant Secretary of the Meeting. These jobs being as time consuming as any, and without his assistance the '87 event would not have run nearly as smoothly. Gavin spent over a week's holiday on event organising.

Initial press releases for the 1987 Crystal Esso Stelrad Rally went out with the Regulations for the 1987 Holderness Trophy Rally.

Prior to that I had spent some time chasing rally championship organisers. We were only successful

with a few of those "wooded". Initial negotiations with the Downe Estate had been undertaken in November, 1986 and an initial site meeting over the Christmas period. A second meeting took place in March about two weeks before the Holderness, in each case at the Downe Arms. Three weeks after the Holderness, Rob White and I were in the forests looking for possible stages. This was a very busy time of year for us, as the organising teams for the Holderness and the Crystal Stelrad have vast overlap - the Clerks of the Course are the same, the Entry Secretary in 1987 was the same (Alan Carvell). The equipment officers have overlap (Malc and Cynthia Mumby did both rallies - John Smith joining them for the Crystal Stelrad). Gavin Heseltine was the Chief Marshal on the Holderness too. In June the P.R. team set to work with house to house visits, John Overend, David Shipley, Harry Hannah and Geoff Allen.

Amongst us we must have made 20 separate trips to North Yorkshire. These included three visits for the road book which was also checked by two members of the organising team not connected with drawing it up.

The weekend of the rally itself was a great success. Everything went well and the stoppages on Stage 1 were over in time for the course cars and front runners to go back through the part of Stage 1 required for access to Stage 6, all stages started to time. Of the 78 starters, 66 finished, there was only one serious accident and the most serious injury to a competitor was described by Neil Somerville as being "housemaids knee of the elbow!". The delays to mid-field and tail enders on Stage 1 meant that the subsequent delay in collecting check sheets put the presentation 20 minutes late. In the organisers' view 1987 was the best year yet. The event was well received and well reported which proved a great tonic for the organisers - at least most of whom will be doing the same job next year. We thank Crystal, Esso and Stelrad for their sponsorship.

All that remains is my thanks to Gordon Forster both the Forestry Liaison Officer, and the Senior Steward on the event, and to Ian North and Mike Norton the other Stewards. Chrys and Terry Warboys, Mercury Radio, The Stage Co-Ordinators, the Closing Car Crews, the Downe Estate and T.C.S.

But the greatest thanks of all to the organising team:-

Rob White	)	Clerks of the Course
Ian James		
Ian Sadofsky	)	Secretary of the Meeting
Ken Sturdy		
Gavin Heseltine	)	Chief Marshal
Alan Carvell		
Neil Somerville	)	Asst. Secretary/Route Co-ordinator
Robin Beagle		
David James	)	Entries Secretary
David Shipley		
Harry Hannah	)	Chief Medical Officer
John Overend		
Geoff Allen	)	Safety Officer
John Smith		
Malc Mumby	)	Chief Timekeeper
Cynthia Mumby		
John Newlove	)	Deputy Chief Marshal
	)	Public Relations Officers
	)	Equipment Officers

● Base suggestion

IT WAS a pleasure to spectate on the recent Crystal Esso Stclairad Forest Rally, run in the Dalby Wykeham complex.

It was a compact event ideal for the spectator, with a good entry from local club competitors and was won in what can only be described as typical 'Vatanen style' by Steve Bannister.

In view of what is happening to road rallying, surely the time has come for some of our bigger, highly expensive events to be diluted to allow more frequent, cost-realistic, forest events which can be afforded by large numbers of private entrants and local club members.

Give rallying back to the drivers and spectators before our clubs become merely organisational meeting places rather than a base for competitors.

MOTORING
NEWS Nov 4
S.Crew,
Wakefield.

Ian James

North
Humberside
Motor Club

CRYSTAL



STELRAD

Stages Rally



Sunday 18th
October
1987

New-look rally a roaring success

NORTH Humberside Motor Club's premier stages rally proved to be the best ever when for the first time the annual event included some of the testing North York-shire forest stages to be driven shortly in the Lombard RAC Rally.

The Crystal Esso Stelrad Stages Rally — sponsored by two Hull companies, Crystal Motor Group and heating equipment manufacturer Stelrad, and Esso attracted a field of 78 starters, 65 of whom managed to get round.

Local drivers did particularly well in Sunday's event with Malton pairing Steve Bannister and Dave Oldfield in a Mk. II Escort taking the overall honours.

Steve and Dave also picked up the Crystal Award for the best-placed Ford. They received their prize from Mrs Gill Howard — the wife of Steve Howard — Crystal fleet sales executive.

Yuk Hodgson and Andy Moss, in an Opel Manta, were second and Tynesiders Bill Lymburn and Allan Hutchinson were third in another Mk. II Escort.

North Humberside Motor Club won the team event — all three drivers counting towards the win were in Escorts.

Clerk of the course, Ian James, said the general consensus among the competitors was that the event had been extremely enjoyable to drive.

"The weather was good, the stages were in pristine condition and about 500 well-behaved spectators enjoyed some thrilling driving. And thankfully, despite a few spills, no one was seriously injured," Mr James said.

Representing Ford main dealers Crystal at the event, Steve Howard said: "There was some incredible driving on show and the whole event was a thoroughly enjoyable spectacle... It was also heartening to see Escorts dominating the placings."

RAC - 1988 RALLY CAR LOG BOOK

It is envisaged that the initial completion of the Vehicle Log Book will be open to various interpretations of what is required inserted in the various bordered sections. To avoid incomplete or inaccurate entries, below are the various headings and what is advised be entered in the Log Book:

ALL ENTRIES TO BE IN BLOCK CAPITALS IN BLACK INK

- | | | |
|------|-----------------------------------|---|
| 1.1 | MANUFACTURER | The original manufacturer of vehicle -
eg Ford, Nissan, Leyland, G M
As per Glasses Guide |
| 1.2 | /MODEL | The model as designated by the manufacturer
eg XR3i, Astra 1.5 GTE, Starion 2000 Turbo |
| 1.3 | CHASSIS NO | As stated in Vehicle Registration Document,
the vehicle chassis plate should also be
checked. |
| 1.4 | REGISTRATION NO | As on Number Plates, Registration Documents
should substantiate this. |
| 1.5 | COLOUR | The PREDOMINANT Colour (s). |
| 1.6 | FIA/FISA HOMOLOGATION GP | As printed in Yellow Book (if applicable) |
| 1.7 | DATE OF REGISTRATION | As stated in Registration document |
| 1.8 | PHOTOGRAPH (on back page) | Refer to back page. Photograph MUST be
available when vehicle is checked and be in
colour. |
| 1.9 | INSPECTING SCRUTINEER | Name in BLOCK CAPITALS and NUMBER |
| 2.1 | ENGINE CAPACITY | As stated by presenter of vehicle (check
against Registration Document, if capacity
is over 50% bigger refer 3.1) |
| 2.2 | NUMBER OF CYLINDERS | As presented |
| 2.3 | NUMBER OF VALVES PER CYL | As stated/presented |
| 2.4 | IS ENGINE AS ORIGINALLY
FITTED | YES/NO ie Is engine configuration/capacity
as ORIGINAL manufacturers fitment. |
| 2.5 | ENGINE MANUFACTURER | The ORIGINAL manufacturer of the engine ie
Ford, Cosworth, Rover, Nissan |
| 2.6 | CARBURETTER or INJECTION | State Carburetter or Injection |
| 2.7 | FORCED INDUCTION | If applicable state method -
TURBOCHARGED, SUPERCHARGED etc |
| 2.8 | IS RESTRICTOR FITTED | State YES or NO |
| 2.9 | RESTRICTOR SIZE | State in mm (if fitted) |
| 2.10 | RESTRICTOR POSITION | State position in relationship to throttle
spindle eg BETWEEN INTAKE and BUTTERFLY |

- 2.11 BODY MATERIAL Main body structure, STEEL, FIBRE GLASS, KEVLAR
- 2.12 CONSTRUCTION UNITARY, SPACEFRAME etc
- 3.1 ENGINE CHANGE If necessitated by 2.1 during original inspection or if changed during year. Original cc. As per 2.1; New cc as presented/stated by presenter
- 4.1 ROLL CAGE TYPE Refer to QM and state number of drawing (main structure only). If homemade state HOMEMADE and approximate description. Certificate numbers to be made available to scrutineers.
- 4.2 CERTIFICATE NUMBER As stated by RACMSA (refer to RACMSA if a query)
- 4.3 FUEL TANK TYPE/LOCATION State BAG, ALLOY, STEEL, and where located BOOT (LH RH Centre etc) UNDERFLOOR
- 4.4 FIRE EXT TYPE MECHANICAL or ELECTRICAL plus extinguishant.
- 5.1 CHANGES TO SPECIFICATION Changes made to vehicle after issue of Log Book ie anything different to that as stated in 1.1 to 4.4 inclusive. One change per line. When a change has been authorised the original entry is to be marked to the effect that a change has taken place but LEAVE the ORIGINAL entry readable.
- 6.1 CHANGE OF OWNERSHIP To be advised by the presenter and to be completed in BLOCK CAPITALS.
- EVENT ENTRIES The Book to be completed on EACH EVENT in which the vehicle participates. If no faults apparent state 'NO FAULT FOUND'. If there are many faults they are to be completed without fear of ambiguity when the vehicle is checked on its next event. The scrutineers NUMBER must be entered. When each vehicle has entered 25 events it MUST be re-checked and a NEW Log Book issued.

Log Book to be countersigned by competitor after completion as an admission that details entered are correct and technical changes to be counter initialed.

STAGE RALLY CHAMPIONSHIP (Including Crystal)

Drivers

Tim Allsop
Gavin Ruler
Simon Pilling
Phil Barley
Rob White
Adrian Hannah
Mark Nicholson
Tim Clarkson
Andy Graham
John Dixon
Steve Varey

*349
319
*317
*279
155
100
99
89
71
57
48

Navigators

Angela Allsop
John Elliott
Brian Godfrey
Rob Atkinson
Ann Cherry
Linda Colebourn
Gill Sawyer
Alan Gilbert
Ian Walker
Jane Pilling
Steve Darvell
Rob Pattison
Alistair Brown
Gavin Ruler

*349
319
*299
*279
155
142
100
99
89
60
40
37
31
20

*Denotes 6 rounds scores

1987 NHMC CLUBMANS CHAMPIONSHIP POSITIONS AS AT 14 SEPTEMBER

1	R White	309	24=	T Clarkson	70
2	R Pattison	288	24=	I Walker	70
3	R Newlove	283	27	T Allsop	69
4	P Ward	269	28	J Dixon	69
5	J Newlove	210	29	M Duffield	68
6	M Mumby	191	30=	G Ruler	66
7	G Simpson	184	30=	J Elliott	66
8	P Cherry	182	30=	A Marshall	66
9	R Spooner	179	33=	L Colebourn	65
10	M Spooner	177	33=	H Everingham	65
11	S Baker	141	35=	N Fewlass	64
12	D Robinson	130	35=	A Elliott	64
13	K Sturdy	128	37=	J Everard	62

14	I Allsop	104	37=	D Everard	62
15	P Simpson	100	39=	M Stephenson	61
16	A Cherry	97	39=	J Stephenson	61
17=	D Fletcher	87	41	J Overend	60
17=	C Riley	87	42=	A Hardy	59
17=	A Graham	87	42=	J Burns	59
20	I Painter	80	44=	M Reed	55
21=	R Heath	75			
21=	L Warcup	75			
23	A Brown	72			
24=	K Hailstone	70			

Remaining 70 positions as last newsletter.

1987 NHMC AUTOTEST CHAMPIONSHIP POSITIONS AS AT 14 SEPTEMBER

1	R Pattison	Prontaprint Mini/Special/ Datsun 1200	284
2=	P Ward	Escort 1300/1600	274
2=	R Newlove	Mini 850	274
4	R White	Colt 1975	259
5	J Newlove	Mini 850	246
6	P Cherry	Toyota 1200	227
7	G Simpson	Mini 1275	184
8	M Mumby	Mini 850	171
9	R Spooner	Avenger 1600	148
10	M Spooner	Avenger 1600	146
11	D Robinson	Mini	130
12	S Baker	Mini 850	121
13	P Simpson	Mini 1275	100
14	A Cherry	Mini 1100	97
15	R Heath	Mini 1275	75
16	K Sturdy	Datsun 1200	73
17	A Marshall	Mini 850	66
18	H Everingham	Mini Cooper S	65
19	J Overend	-	60
20	M Reed	Mini 998	55
21	K Hailstone	Toyota 1200	50
22	P Pattison	Prontaprint Special	48
23=	I North	Datsun 1200	41
23=	W Forbes	Metro	41
25	A Brown	Datsun 1200	40

Remaining 12 positions as last newsletter.

1987 SHELL OILS LEAGUE - FINAL PLACINGS

1	Selby DMC	2268.3
2	Ilkley DMC	2023.7
3	ShIPLEY DMC	1954.9
4	Alwoodley MC	1685.5
5	Airedale & Pennine MC	1679.9
6	David Brown MC	1606.7
7	North Humberside MC	1465.4
8	Trackrod MC	1300.5
9	Yorkshire SCC	1130.7
10	Ripon MSC	1078.6

Unfortunately, Steve Darvell/Dave Adams who were our only competitors on the Larkspeed retired their Fiesta. The club won £60 for it's efforts.

Individual trophy winners from each round will appear in the next newsletter.

From: CRANBERRY CAR SALES, Bryn 24.8.87

Dear Sir,

Ref: Moonraker Awards - 27.8.87

Unfortunately my co-driver and I will be unable to attend the awards presentation due to pressure of work, ie we have to work on Friday and it's a long way back to Wigan.

However, we would be grateful if you would pass on our thanks to the organisers for an excellent event and in particular to the results team for their quick and clear presentation of times.

Hope to see you at next year's event.

Chris Marshall/Ian Houghton
Car 12 - 2nd class 3

PS: the last stage was definitely the best we have ever done at Leconfield.



MOTOR SPORTS
ASSOCIATION

The RAC Motor Sports Association Limited

31 Belgrave Square, London SW1X 8QH Telephone: 01-235 8601 Telex: 27203 Racing G Fax: 01-235 2494

DATES CURRENTLY ARRANGED WITH GROUP
SCRUTINEER JIM KILMARTIN ARE:-
Ref: RNEG/MB/71 NOVEMBER 14/15 AT SELBY DMC'S
DECEMBER 12/13 CLUBHOUSE.

22nd September 1987 YOU MUST RING HIM ON 0757 84396 TO
BOOK YOUR CAR IN. REMEMBER YOU MUST
HAVE A PHOTOGRAPH AND REGISTRATION DOCUMENT.

Dear Sir

As you are aware the Rally Committee in association with the Technical Committee have produced and will be implementing a Rally Car Log Book from 1st January 1988.

It is intended that the system to be employed will be, the clubs and associations will organise suitable sessions where owners of vehicles can present their cars to a scrutineer to enable the log book to be completed. It will be necessary for all persons presenting vehicles to bring with them, a colour photograph, measuring 4" x 3" of a three quarter front off-side view of the vehicle. When you have completed the form, it is to be returned to the RAC MSA with the photograph so that it can be verified and perforated by the RAC. The necessary details will then be put on a master register for the forms issued. The form will then be perforated and signed by a representative of the Technical Department of the RAC and returned to the owner of the vehicle.

You will be supplied with, the blank forms and guide lines for completion, and we would ask you for your co-operation in this direction.

To enable us to ascertain exactly how many log books have to be produced we would appreciate being informed by return the quantity you consider you would require to carry out the above operation.

There will be a charge to each competitor for the completion of a log book, which we would ask you to levy at the time the book is completed. At this time the exact cost is not known, but is envisaged it will be in the area of £10.

We look forward to hearing from you in this matter by return.

Yours faithfully

R N Eason Gibson

R N EASON GIBSON
TECHNICAL EXECUTIVE
SPORTING AND TECHNICAL SERVICES

PEOPLE WHO DO NOT COMPLY
WITH THESE REGULATIONS WILL
BE FINED AND/OR EXCLUDED.

FOR SALE

Mk II Escort 2.1 Pinto

48 Weber on Lynx, big valve head, 5 speed straight cut tran-
ex Sierra, baby atlas, 4.6 LSD, Bilsteins, hydraulic handbrake,
turreted, bias brakes, etc, etc.

Used for road events but prepared for stages

- 1st overall '86 Beaver

- 1st overall '87 Northern Lights

Was within 2sec/mile of Retchless on last event

Contact Andy Graham - 0482 649591

LOMBARD RAC RALLY

As usual we are marshalling Cropton Forest, - but in daylight.
Marshalls meeting Dog & Duck, 19 November 8.30pm.

For details see Dave Shipley or Harry Hannah (Hull 53454)

VIDEO NIGHT

November 26th - Dog & Duck

Possibly also showing of Crystal video

CONGRATULATIONS to the club, who via Stage controller
John Beadle won the Sachs & Fistel (Dampers) award for
the best stage on the Quip and a welcome cheque for £50.

NHMC ANNUAL DINNER DANCE AND AWARDS

23 April 1988 - Beverley Arms

ANDY GRAHAM/FRED RS2100

CSMA HIGHWAYMAN ROAD RALLY - 5/6 September

Another entry in the eighties including Mennell, Hawkrige, Blackburn, Shaw, Jenkins, etc.

It was a bad night even before the start, whilst filling up with petrol before signing on, the clerk of the course approached us and poured forth a torrent of abuse which culminated in the threat that we would be excluded if he saw Steve Darvell (who had followed us and was going to spectate) anywhere near the route!

Very heavy police presence followed us to the first selective. The first four selectives were pretty awful as I began a night of late calls resulting in several time-consuming overshoots.

The fifth selective (later cancelled for no given reason) was four miles at White Horse Bank, up the white and down the yellow. This white (uncautioned!) is probably rougher than Fountains Earth, those people without prepared cars would physically struggle to even get up the track. It took us 13 minutes to complete 2 miles of white and 2 miles of yellow!

Selective 6 passed off uneventfully, but S7 had a last minute amendment to avoid spectators. Well, I'd heard of Caydale Ford but never been through it before - suffice to say, we went paddling to the tune of 10 minutes.

The rest of the event was uneventful largely because we were both pretty fed up. The last selective included 12 time controls and took 103 minutes to complete!

Naturally, we didn't stay around for the results but surprises were in store when they arrived through the post! Despite our various time losses, we finished 18th and this included two separate errors totalling 3 extra minutes on our time! This seems too much of a coincidence or am I imagining things?

In addition, all bar 4 semis and 5 novices were OTL at the final MTC (this despite there being an RTC before the selective start control), some dropping up to 60 minutes, yet all were classified as finishers. Quite how this occurs with a 30 minute max lateness I haven't worked out yet. Many controls were unmanned which isn't surprising since a third of them appeared to have no reason for being. Also the marking of SGWs in the route is the worst I have come across ever and was potentially lethal. SGWs were simply not included in the route and several marked SGWs didn't even have road markings, never mind signs. One wasn't even an SGW - it was our right of way!

Without the delay and despite it being an 'off' night generally, we'd have finished 7th.

COSTA '87 TRACKROD MC - 19/20 September

Another Shell Oils League round and just us and Steve Darvell's Fiesta entered for NHMC.

All the big names were present - they are obviously doing the same as us and doing as many events as the bank balance will allow until the end of the year.

S1 was eventually cancelled when we pointed out that the marshall was setting everyone off one minute early - this proved fortuitous as Andy had to spin the car to avoid a Transit on a junction.

S2 passed uneventfully and we secured a very pleasing 4th quickest (there being a 120 plus entry) but Roger Banks battered MKI Mexico took twelve seconds off us (this can easily be explained by the fact that he is one of Chris Cotton's proteges!).

S3 saw our first off a minor grass cutting incident dropping us to 17th quickest.

S4, 5 and 6 saw a good run with eleventh, fourth and sixth fastest and dropping just 13 seconds in total to Steve Retchless - this being just over 1.5 seconds/mile and is the nearest we have ever been to him.

S7 and 8 continued our good run with 8th and 6th fastest times.

S9 used a fast white running from 4791 to 5190 and we netted 10th quickest.

S10 saw our second minor off and we spent some time trying to get off the verge.

S11 was going very well across the moors until a tightening right tipped the car off the ledge backwards - still travelling at 40mph. We actually picked up speed going backwards downhill. It must have taken 20 or 30 seconds to come to a halt (during which time Andy asked me if we were going to hit anything because it was my side facing downhill). We stopped fortunately before a wood and it took much pushing before getting it up to the road again (after bump starting it further back down the hill). I was helped in this task by one of the Gallagher brothers who had stopped just up the road and had a grandstand view of the whole performance. Looking at the map we left the road at 529½ 928½ and came to a halt alongside the wood at 528 929!

S12 and 13 were also very quick leaving the moors for Leeming Bar, another couple of 7th fastest showing we hadn't lost pace.

At halfway despite the offs, we were lying 13th. Shortly after this was another trip across the moors which was our downfall. We clipped the bridge parapet at 080055 which put the fan into the radiator. After Andy cut the fan blades off with a penknife, we proceeded to Ken Sturdy's control, watched Steve go through and then drove steadily home.

Unfortunately Steve was refused delay allowance by a marshal and went OTL - one of many irregularities in the published results. Every third selective had very dodgy times and two in particular had times which must have been pulled out of a hat, ie many top 25 seeds having times several minutes off the pace (including us) and with back markers in ludicrously high positions. At least the rest of it was well organised.

I suppose in retrospect, we should feel lucky because if the first 'off' had been off a cliff face not down a smooth moorland hill, then the car would be in little bits, but it never feels like that does it?

RUSWARK SERVICE STATION BUTTERWICK TROPHY RALLY - WHITBY DMC - 10 October

The third event in five weeks, this time on Map 94 (which I've never used before). yet again, Retchless and Hawkridge top the entry lists. The Billams are at three (with new 2.2 engine) and we are a four with locals Stainthorpe and Corner behind us.

A late arrival at the start was Hawkridge as apparently his car had fallen off it's trailer on the way to the start.

S1 ran just north of Goathland and Andy was trying again - third quickest (behind guess who) was the result. The second selective would have run down the white through the middle of Cropton but the fords were totally flooded (this was the weekend it poured down - remember). So a long run to S3 and 4 on yellow south of Pickering. A fourth quickest (balked) and third quickest again kept us top of the 'other' rally.

S4 saw another off however, enough to cost us a few minutes and we decided to head for home as we were chasing a top 2 or 3 placing which seemed out of our grasp with no spotlamps.

Paul Pattison

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NORTH HUMBERSIDE MOTOR CLUB

After the very poor support of the recent barbecue and camping weekend the social committee have decided to issue this questionnaire to find out what the members really want in the way of social events if possibly any at all. So please would you answer the questions below and return this sheet.

Which of these events would you support:

YES

NO

Film Shows

Quiz Nights

Games Nights ie. Darts Dominoes etc possibly
against other clubs

Camping Weekend /Barbecue

Saturday night events disco's etc

Visits eg. Fire Station, Brewery , Satra Motors

Bowling Nights, Ice Skating etc

Marshals Training evenings

Excursions abroad eg. Lemans, Spa etc.

Auction nights of unwanted bits

Trip to Rally School

Treasure Hunts

Any other suggestions for events -----

If you have answered Yes to any of the above would you be willing to
pay money in advance Yes/ NO

Are you prepared to assist in organising any social events Yes / NO

NAME: -----