



DEC
87.

NEWSLETTER



RAC MSA - RALLY CAR LOG BOOKS

Just a reminder for those intending to compete in Stage events in 1988. The MSA ruling comes into effect on 1st January, without any sign of leniency. The last newsletter contained the details available to the club at the end of November (see also the magazine clipping elsewhere in this newsletter). The club organised a session with Jim Kilmartin on the weekend 5th/6th December, it was at rather short notice, however, many competitors were contacted in the time available. Many thanks to Jim, also to John Dixon whose premises (Delta Engineering, Unit 4, Browns Yard, Victoria Road, Beverley) were used. Those still requiring a logbook, please contact Robert Newlove. If there are sufficient requests another session can be arranged. Further details on the whole package can be obtained from Jim Kilmartin - 0757 - 84396. Remember - it is up to you to produce the correct documentation at the start of an event - this includes a log book completed and signed.

RAC MSA - PLUMBED-IN EXTINGUISHER SYSTEMS

Don't forget the new 1988 Stage requirement for a professional plumbed in extinguishing system - kits for converting existing hand-held bottles will not be accepted by scrutineers.

1987 SHELL OILS LEAGUE (YORKSHIRE)

Just to remind, the final positions in this year's league were:-

1. Selby Dmc
2. Ilkley Dmc
3. Shipley Dmc
4. Allwoodley Mc
5. Airedale & Pennine Mc
6. David Brown Msc
7. North Humberside Mc
8. Trackrod Mc
9. Yorkshire Sports Car Club
10. Ripon Msc

The first round the 3 Swans, was held in soaking conditions, Nigel Bowdon managing a good finish. David Bowdon's Fiesta wasn't classified and Andy Graham's Escort, between wins, removed what was previously thought an immovable object. Round two, our own Holderness Trophy Stages saw a vast club entry and the Allsop's Escort took a narrow points victory over Gavin Ruler.

Round three was another Stage event, curiously there was a poor club entry - fortunately the two crews entered won their respective classes. Rob White and Anne Cherry taking the unusual front wheel drive Colt Mirage into the award position.

Round four was the usual Hartshead Moor Autotest, Robert Newlove making a comeback in another Mini took the points. Round five saw Phil and Pete Ward battling away in Phil's Mexico, Phil narrowly taking the win.

Round Six saw Ken Sturdy and Steve Darvell battling it out in the lanes on the White Rose Road Rally, Ken narrowly taking the win despite some very dubious goings on, including a puncture allegedly taking Ken and fiancée Jane nearly ten minutes to change.

Round seven was a Production Car Trial organised by Ilkley, Phil Cherry mastered the hills, trailing Mike Reed, Robert Newlove, Rob White and Alan Carvell.

Round eight was another P.C.T. this time organised by York and held very close by at Thixendale.

A similar team entered, Linda Warcup (VW Golf) and Pete Ward (mini) tying on points scores.

Round nine was Trackrod Mc's final Costa Road Rally, just Steve Darvell and Andy Graham entered and both suffered problems, Steve with poor marshalling and Andy suffering from an Escort attempting to hurl itself at various bits of solid countryside whilst taking the trophy.

The final round, as usual, was Alwoodley Dmc's Larkspeed, Steve Darvell suffering mechanical ailments, but taking the points.

Seventh overall is a disappointing result, but bearing in mind the club doesn't have a membership which naturally compete in these type of events then any top ten placing is good (remember a top ten placing this year ensures the Club organisers one of the ten qualifying rounds next year). The unluckiest results were in Road Rallies, there being just one trouble free run all year (courtesy Nigel Bowdon).

Steve Darvell suffering problems in the two rounds he and Dave Adams entered in their Fiesta, Ken Sturdy suffering with his Datsun on one round and Andy Graham/Paul Pattison pushing the big Escort into the top ten on both rounds entered but such speed is only attained at great risk and a variety of accidents saw two non-finishes.

Curiously the Stage event at Kirton Lindsay was poorest supported - this from a mainly Stage Rally orientated club.

The award for the highest points scoring competitor during the year wasn't too closely fought over, perhaps because of the wide spread of events. The top ten scorers for NHMC were:-

Rob White	214.0	3 Rounds
Tim & Angela Allsop	210.5	2
Pete Ward	160.5	3
Phil Cherry	154.7	2
Robert Newlove	138.6	3
Gavin Ruler & John Elliot	105.2	1
Mike & Julie Stephenson	100.5	1
Anne Cherry	100.00	1
Mike Reed	74.00	1
Nigel Bowden	73.00	1

Shell Oils award cash prizes for the top 4 clubs NHMC managed a 1st, 2nd, and 3rd and consequently won around £60.00

Congratulations to Robert and Alison Pattison on the birth of a Son (Adam).

Measurements are being taken to enable little Adam to reach the Mini Specials pedals to make a debut on the New Year's Day Autotest.

1987 SHELL OILS LEAGUE (YORKSHIRE) (Continued)

The individual award winners for the highest points scoring results in each of the ten rounds were as follows:-

Round 1	3 Swans Road Rally Nigel Bowden	- Selby Dmc - Escort 1600
Round 2	Holderness Trophy Stages Tim & Angela Allsop	- NHMC - Escort 1600
Round 3	Kirton Lindsay Stages Rob White/Anne Cherry	- David Brown Mc - Colt Mirage
Round 4	Horton Motor Spares Autotest Robert Newlove	Airdale & - Pennine Mc - Mini 998
Round 5	Scammonden Dam Hillclimb Phil Ward	Yorkshire Sports - Car Club - Mexico
Round 6	White Rose Road Rally KenSturdy/Jane Wright	- Shipley Dmc - Datsun 1200
Round 7	Ilkley P.C.T. Phil Cherry	- Ilkley Dmc - Mini 1098
Round 8	Thixendale P.C.T. Linda Warcup/Pete Ward	- York Mc - Colt 1975
Round 9	Costa Road Rally Andy Graham/Paul Pattison	- Trackrod Mc - Escort 2100
Round 10	Larkspeed Road Rally Steve Darvell/Dave Adams	- Alwoodley Mc - Fiesta 1100

CRYSTAL ESSO STELRAD FOREST STAGES RALLY

COMPETITORS COMMENT FORMS

			<u>Position</u>	<u>Award</u>	
<u>No.</u>	<u>2.</u>	<u>Yuk Hodgson/Andy Moss</u>	<u>Manta</u>	<u>2nd O/A</u>	<u>2nd O/A</u>
		Mint Event!	Good Day!		

- No. 8. Steve Herd/Martin Woodhouse 1st Class 3
Escort 4th O/A Team Award
After finishing 13th On Saturday (Cambrian-North Wales)
Driver well wound up. Good Event - Loved It. Make
It Longer Next Year!
- No. 14. Jonathan Gratton/Neil Rowley 3rd Class 3
Escort 6th O/A
Very Enjoyable Drive
- No. 16. Richard Taylor/Charles Taylor
Escort 8th O/A
Hairy moment on SS3, Hit big pothole took off and came
down on front spoiler, other than that slippery in places
but very good event.
- No. 19. John Beadle/Mick Beadle
Datsun 36th O/A
Gear lever broke on finish of SS6
- No. 20. Ray Barnes/Steve Baker Astra 25th O/A
Wrong tyre selection for first two stages - Slight off
on last stage
- No. 23. Terry Cree/Howard Patterson
Golf GTI 34th O/A
Knocked over barrel on SS2 and then mounted it (Terry
thought it was full of Beer) lost 2 minutes.
- No. 26. Simon Pilling/Brian Godfrey
Sunbeam 58th O/A
Off twice in Wykeham (first and last stages!) I think
we'll stick to farm tracks.
- No. 28. Mark Booth/Glyn Frost Escort 27th O/A
Great day until last 90° right. Last stage - off
into under growth
- No. 33. Gavin Ruler/John Elliott 2nd Class 1
Escort 24th O/A Team Award
Trouble/incident free. First forest event. Didn't
go fast enough!

No. 38. Andrew Moverley/Peter Emmerson
Escort - Retired

Good roll, best I've seen

No. 39. Dave Fletcher/Chris Riley
Sunbeam 30th O/A

Good event - few moments, nothing serious -
Pleased to finish.

No. 40. Bob Armstrong/Jim Kitson
Datsun 12th O/A

Very good event, except for SS3

No. 46. David Elliott/Peter Cherry
Escort 14th O/A 3rd Class

Very good run (On Rum)

No. 47. Andrew Sirrs/Mark Appleyard
Escort 15th O/A 3rd Class

Large pothole on stage - Gave driver a closer look
at road from his door window. Survived with a bent
rim and puncture.

No. 48. Andrew Kelly/David Sillito
Escort 45th O/A

Snapped gear lever on SS2 - No intercom

No. 51. Philip Boothroyd/Martin Dransfield
Escort 21st O/A 1st Class

Position Award

Good event - Just not long enough

No. 54. Geoff Reiss/Gary Edwards
Metro OTL

Had a great time

No. 56. Neil Fewleass/Linda Colebourn
Lada 63rd O/A

Nothing apart from going off on the first corner of
the first stage !!

- No. 60. Graham Perkins/John Caborn
Sunbeam 20th O/A
 Faulty brake bias gave all braking on front. Thus would not turn into bends, hence collected from various parts of the body at the finish - 1 Arrow (minus stake), 1 Load of Brushwood (from radiator grille), 1 Load of Top Grad Soil and 1 Brake bias unit complete with new back shoes
- No. 64. Chris Bursell/Stuart Mitchel
Escort 38th O/A
 Hit tree stump in Dalby 2, Spun on first four stages. Survived with minor panel damage. Thanks for service crew breaking down. Cheers to John, Oscar and Dave.
- No. 65 Richard Forster/David Davis
Nova 53rd O/A
 Good laugh - Bit bumpy in places. Tried to catch Bannister and broke a driveshaft!!
- No. 66. Glenn Wood/Martin Wood
Escort 31st O/A
 Due to the lack of power and handling equipment. We headed towards the banks quite a few times. But managed to clear the last flag - THANK YOU
- | | <u>Position</u> | <u>Award</u> |
|---------|---|----------------|
| No. 68. | <u>Philip Roberts/Robert Harrison</u> | |
| | <u>Escort</u> | <u>Retired</u> |
| | Alternator broke at start so used Service Barge's Service crew set off with intercoms. Rad. hose split while fitting alternator. Had great fun - Until studs sheared on SS5, lent battery to No. 63 but his petrol pump failed so gave it back. After we had swapped two studs from the other back wheel to get home - Still a fantastic event. | |
- No. 71. Martin McNair/Susan McNair
Kadatt 55th O/A
 Staindale wore brake pipe off (Very, Very Rough) So we did the afternoon without Brakes!!
- No. 73. Richard Kaye/John Porteus
Kadett 47th O/A
 Very enjoyable day - No clutch for last two stages.

- No. 82. Geoff Howard/Dave Wheeler
 Escort 65th O/A

 Was it slippy!
- No. 88. Graham 'Kamikaze' Wakefield/John 'Oh Sh*t not
 again Cheetham Lada Retired

 Put car on its side down a ditch on SS1, Got
 pulled out, skipped SS2 to service, Completed
 SS3 and 4 before putting it onto its side again
 whilst braking for a corner. Not bad since we
 only continued for practice.
- No. 89. Reg Mallinson/Timothy Stead
 Lada Retired

 Driver re-built engine hurriedly (3 months) only for
 crankshaft pulley nut to fall off! At MTC O. set
 off from SS1 with lots of enthusiasm, attempted
 first corner but did not know driver had been
 on the Waltzers. And ended up in a ditch. Can
 now plant potatoes in the headlamps and wings.
 So that was the end of our Rally - THANK YOU
- No. 93. Peter Thomas/Andrew Howlett
 Lada 60th O/A

 What happened to the sign posts between stages?
 Information given misleading!!
- No. 94. Paul Drury/Ian Beaushaw
 Lada 56th O/A

 Nearly rolled on hairpin right on SS4 - Trying
 to impress Girlfriend's/Wive's with Cameras
 for photo album

Information From Damage Declarations (Not Shown
 As Press Information)

- No. 6. Warren Philliskirk/Christine Parling
 Escort

 Broken propshaft - Retired
- No. 18. Neil Hiorns/Paul Hirst
 Escort

 Hit tree stump on outside of exit from
 corner SS1 junction 1 - Bent axle -
 Retired

Autotesting Across the Universe Boldy Going Forward 'Cos We Cannot Find Reverse

Having recovered from my "blow out" at Walton Street, I entered the H.M.S.G. round at Blyton Airfield. As we dragged up from the Humber Bridge Rob White's bus passed us at warp factor 8 with the Lancer crouched like a cat on the back. We eventually arrived at Blyton to find the Gin twins, "Scratch" and Rob Pattison in various states of unloading. As soon as we had tipped the car I took it down the main runway to warm it up (the car). It went through the gears very quickly, but without that "kick in the back" that I was expecting, (and flat out in top wasn't exactly frightening either).

When we started the tests I seemed to be getting a lot of wheelspin, after the second test the "penny dropped" and I realised the clutch was slipping. I adjusted it as far as I could, but on the fifth tests it let go as I changed from 2nd into bottom. We pushed the car onto the trailer, had our lunch in Rob's bus (very civilised) and then departed.

One face of the clutch had broken up leaving metal to metal contact, my own fault for trying to cut corners on a vital component. I replaced the clutch and flywheel with a 1600 GT item, so far this one hasn't shown any signs of slipping.

I just got the clutch refitted in time for the next N.H.M.C. round at Walton Street. The car went a lot better until dinner time when I decided to change to 13 inch wheels. On the third test after dinner I was woken up by a loud knocking noise, it sounded serious so I started to drive slowly back to the paddock. After about 100 yards the noise sounded really serious so I stopped and had a walk around, it was then I noticed the rearside front wheel was trying to leave the car. I tightened up the wheelnuts and the terminal noise disappeared.

Walton Street had started to break up quite badly by this time and after 18 tests I noticed the car had started to handle strangely. I was turning left into a stop astride gate when the car shot across and took out the right hand cone (so what you all say he's always doing that - but this time the car slid another six feet before stopping, I'm not usually that inaccurate). When I checked the right hand suspension the problem became apparent, the shock absorber had pulled out of the strut allowing the suspension to bounce up and down and in and out (almost sounds fun!). There weren't many left hand turns on the last three tests so I flogged on at an unabated pace winding up second in class to Rob White (again!) and 7th o/a.

The event had lots of interest in the other classes, Phil Cherry just beating Mike Reed by 10 secs for FTD, the three cornered fight in Ken Sturdy's Datsun going to Rob Pattison and Bill Phillipson winning the special class.

I managed to get a pair of uprated struts and springs quite cheaply from Pete Stansfield at Malton, I fitted these and tracked the car up ready for the Shell Sport round at Hartshead Moor. (They didn't take long to fit, the front suspension has been in and out so many times that it almost reassembles itself).

The Shell Sport round was held as usual on the lorry park at Hartshead Services (plenty of water and diesel to make it slippery). The marshalling area was a lot better than last year, almost too good, I got my first line fault in two years. I'm still not sure how you can judge line faults looking sideways on at motorway pylons that have 12" wide bases (John Newlove also fell foul of the line faults). I got my finger out eventually and managed 2nd in class, Phil Cherry won his class in the Toyota, Robert Newlove got an excellent 4th in a class of 16 and Rob Pattison got 9th in class in his special. Glen Simpson got FTD after a day long scrap with David Haigh in the special.

The next event I tried was the Shell Sport Hill climb at Scammonden, this was the first Hill climb I had attempted, my brother Phil kindly offering me a drive in his Mexico (if I fitted my rev limiter to it first!) I thought fine, good chance to score some points and show Phil how to get the "Mex" up the hill in record time.

As we got within 5 miles of Scammonden the rain started (does it ever stop on the Pennines ?) I set off to "walk the hill" (very professional. eh ?) whilst Phil went to get the car re-entined. When I got

such as the 1st corner the Mexico didn't move, that's up, Phil: I said, stuck he said, give us a push". I carefully positioned myself at the dead centre of the rear and pushed, the car move forward nicely until it came onto the cam. At this point there was what can only be described at an "explosion of sheepsh*t, mud and grass". When I opened my eyes again the Mexico was on its way to scrutineering and my lower half was pebble-dashed. By the time I'd scraped most of the "mud" off my jeans the car had passed scrutineering. I took the first practice run steadily to see what the course looked like from the inside of a car (and helmet). The start of was incredibly slippery, the first corner came up very quickly I scabbled round it and eventually realised I was on the rev. limiter. I snatched second and the car flew forwards on the only flat piece of the hill, on the brakes and back into bottom for the first part of the "S's", the car scabbled for grip through the "S's" then back into second, lift slightly for the last bend and then just snatch third for the finish, brakes on and trickle into the muddy paddock. As I took the helmet off the car sounded a bit noisy. Phil jumped in and about halfway up the hill the car started making a noise like a spitfire, the manifold (Janspeed) had sheared across the bottom pipe, yet again. This made the engine quite rough and lost a lot of the low down torque (ideal for a slippery track and a wet day!) We couldn't repair it so we just let it blow for the afternoon "runs". After the first run we were 5th (Phil) and 6th behind a geezer in a rallycross X19 (who we'd seen at Cadwell a couple of weeks earlier), John Ruddock (Escort), Dave Bullock (Escort) and a chap from Scarborough in a Sunbeam. The next run I got within 0.2 of a second of Phil with a poor start, but on the third run I slid wide in the "S's" and posted a slower time. Phil had a crack on his last run but half spun losing half a second. So we wound up 5th and 6th out of a class of 14. I quite enjoyed the event (in spite of brother beating me) but would really have like another 3 or 4 practice turns at the hill to make it a little less "on/off".

As we went home the roads miraculously dried about 5 miles away from Scammonden, anyway just wait till next year when we get the manifold repaired.

The wife finally managed to get the sheepsh*t out of my trainers and jeans so I decided to squeeze in N.H.M.C. round at Carnaby before the family Hols. I managed to get 5 MK III Cortina wheels with tyres from my local scrapyard for £5, which gave me an excellent choice of rubber. I also got an as new rearside wing (not yet fitted) which had been attached to the donor car using self tappets, pop rivets and what looked like Bostic No. 47.

On arrival at Carnaby the first thing we noticed were Ken Sturdy's legs sticking out from under his Datsun. At first we just assumed that Jane had run him over, but as we watched a gearbox appeared followed by Ken followed by Steve Darvell (Jane was asleep in the car). Apparently Ken and Steve had competed in the White Rose Rally and then driven to Carnaby to compete. Ken's clutch had started slipping so he had decided to change it (I can understand the dedication, I don't understand were they get the energy from). The second thing we noticed was the number of minis entered, talk about a revival. The R.W.D. class was also healthy with Rob White, Linda Warkup, Ken Hailstone and the Spooner brothers along with the Datsun trio. My Escort went well before lunch but I couldn't make any impression on Ken Hailstone or Rob White. After lunch things got positively worse. The car started jumping out of reverse, I found that holding it in helped (the gear lever, dear!) but eventually my concentration went and I got a wrong test. I spent the rest of the event trying hard and getting nowhere, but as usual I thoroughly enjoyed the event.

During the final tests I found first gear getting harder to engage, I tried adjusting the clutch but this made no difference so I resolved to whip the gearbox out after my Hols.

When I got the gearbox out I could see that the constant bashing into reverse had removed/turned over the teeth on the reverse cog, first cog and the lay gear. I cured this quite easily by throwing the gearbox away and fitting another one (second hand of course).

During July I jumped at the chance to partner Robert Newlove in Phil Cherrys mini at York M.C.'s Thixendale P.C.T. Robert explained the rules and the theory on the way. The course consists of 12 pairs of stakes which wind up and sometimes downhill (No. 12 at the bottom and No. 1. at the top). You set off, and when your forward motion stops you score the number on the pair of stakes you haven't quite reached. If you hit a stake on the way you score that stake. The driving theory is easy - you set off with as little wheelspin as possible and then accelerate as hard as you can with as little wheelspin as possible until you get to the top of the hill! When we got into the valley at Thixendale we found Rob (who as most of you know has a different theory on driving) and Linda who were chasing a

From 1 January 1988, Rally Log Books will be required for all cars competing in rallies up to and including national status. To obtain one of these, you must have your car inspected by a Group 1 or 2 scrutineer, who will forward your Log Book to the RAC/MSA for verification. Naturally, this will cost money: £10 for the issue of the Log Book, or £20 to start a rally without one until 1 March (after which you may not compete without one).

Each Log Book contains 28 questions, and one respected convention is that it would be an "administrative nightmare". Among the likely problems: home-made or otherwise non-standard rollages. You must have a valid rollage certificate for your particular cage - the RAC/MSA hold copies of 400 such certificates, but anyone with an unusual car faces possible problems.

Many regional associations and some motor clubs are organising Log Book days, at which the task can be undertaken at relative leisure. If in doubt, contact your local association (details are on our Calendar pages).

turn up on a rally and be issued with a Log Book; you must make arrangements to have your car scrutineered in advance. You will need the following items with you to obtain a Log Book: vehicle registration document (DVLC V5); a 4in x 3in colour photograph (not a Polaroid) of the front offside three-quarter; the rollage certificate; and FISA homologation papers or RAC/MSA agreed specification sheet. If your car is fitted with an air restrictor, you must supply whatever tools are required to measure it.

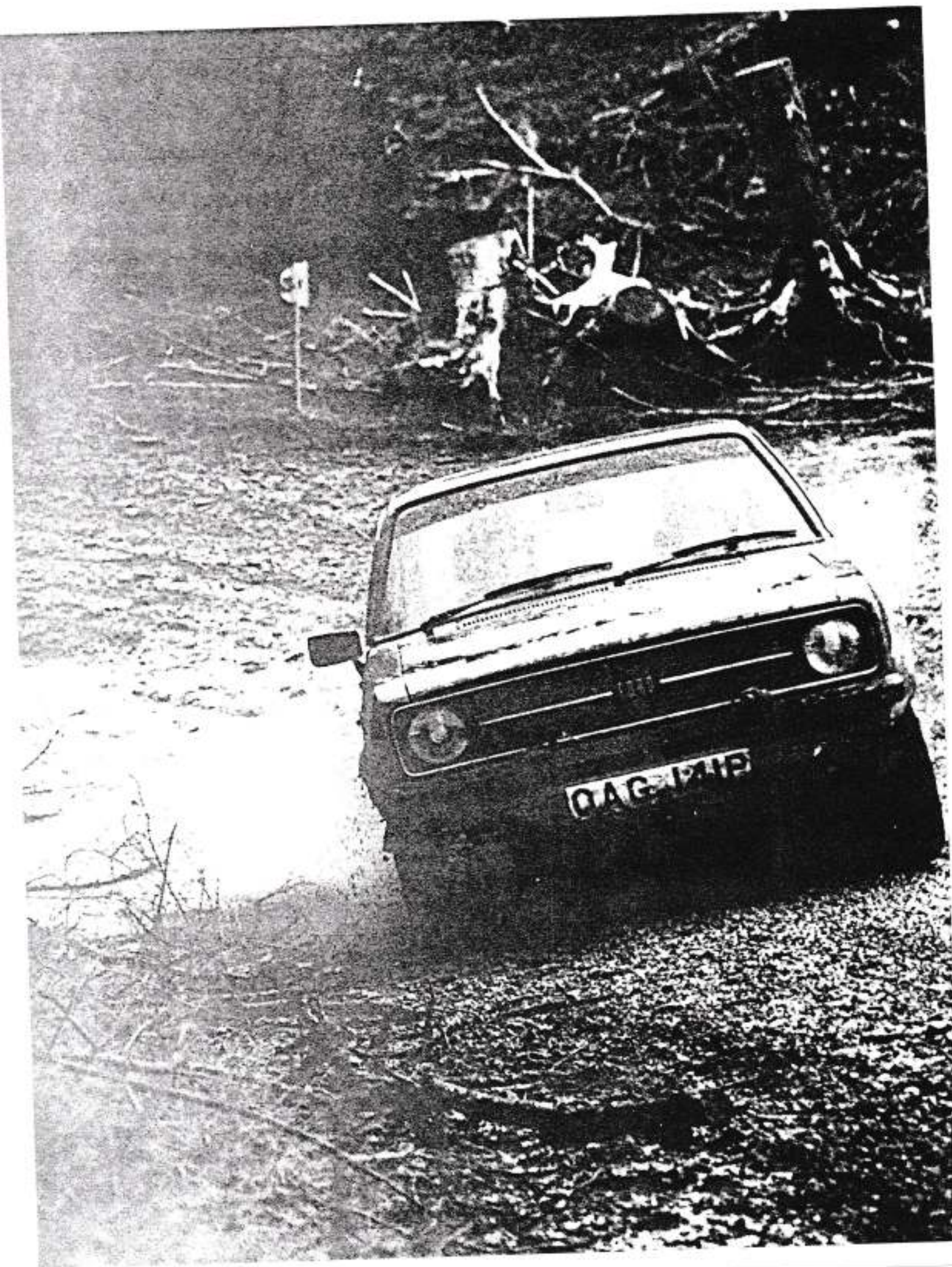
Crash helmets will also be a problem, and are best examined at the same time: remember that the new rules specify that your hat can be no older than its year of manufacture plus three years. We are told that at least 50% of existing RAC stickers are

invalid, so check first to avoid disappointment and expense.

NOTE: 6/4/88

VW Polo. We walked around the paddock with Robert pointing out "pig iron" bolted into engine compartments and lumps of lead strapped to sumpguards and explaining that it was mainly "these b*ggers from Ilkley that take it very seriously". Anyway as the event started one of the these b*ggers from Ilkley shot straight up the first hill (which was about 1 in 1) and scored a zero. Robert selected a "grippy" spot on the startline and got about halfway up the hill before terminal wheelspin set in. I craftily selected the same spot as Robert and carefully applied the throttle, the car moved off in a most business like manner. Flushed with success I increased the throttle pedal pressure, to my absolute horror the wheels spun and the forward motion almost stopped! I backed off the throttle and the wheels regained their grip but the momentum had gone and the car soon came to a stop. The second hill went up, then round an adverse camber corner, then up again. Robert got round the corner and quite a way up. I applied too much throttle in the corner and slid gently to a stop. We carried on like this with Robert gradually drawing away until I had what can only be described as a piece of "beginners luck" (which we won't go into here) Rob and Linda were in a different class but every now and again we kept seeing the yellow Polo (usually in a blue cloud if Rob was driving) getting up the hills.

In the afternoon we thought the course was drying out, this made me slightly over confident. We came to a 30° slope start followed by a left turn and traverse along the side of the hill. I duly applied the minimum amount of throttle and the wheels just spun (no problem I thought Nigel Mansell does that every other GP). The second time I attempted the test I carefully positioned the car and checked the surface for grip, much better the car moved at least a foot before coming to a stop. As the afternoon wore on we both started to get better and by the end of the day I was wishing we had another 20 or so climbs left, unfortunately we didn't and I ended up somewhere near the bottom of the class which turned out to be a Golf GTI benefit (although I would have liked to have seen how an XR3i or Escort Turbo fared). I felt that I had learnt a lot about throttle control. Hopefully this will help me get off the line faster in Autotests. We also had an interesting demonstration of hill-running by Robert's lad Russell (resplendent in new glasses) who kept terrifying his father by climbing about 100 yds up the 1 in 1 hillside and then running down an full pelt through a "minefield" of cowpats (Bet my trainers weren't the only ones in the wash on Sunday night).



United in support of sportsmen who glory in 'giving it death'

THERE are more glamorous gestures than draining one's car of oil to help a stricken woman driver negotiate the moors of North Yorkshire.

But the spectator who did just that in a vain attempt to keep Louise Aikens-Walker in the RAC rally yesterday was making the supreme sacrifice.

By following an unwritten code of honour among rallying enthusiasts he highlighted the dedication of the supporting cast in the most inaccessible event in British sport.

The die-hards sleep in their cars, arrive in remote forest stages in the early hours of the morning, and think nothing of walking four miles to secure the best vantage point.

As dawn broke yesterday morning they could be found gathering among the pine trees of the Dalby Forest, waiting for the surviving cars to accelerate over blind brows and into deceptively difficult bends.

There was a theatrical air to the scene, set off by the dark, brooding clouds and torrential rain. A solitary spectator, hunched against a chilling northerly wind, waved a Union Flag.

an early morning call to witness the dedication of the RAC Lombard Rally's 'supporting cast'

lore by the act of naming its site after the unfortunate driver. Landmarks on the RAC include Mikkola's Bend and the Pond Bend.

Watching mechanics struggle in public car parks to put together the pieces of their cars it is difficult to imagine that the rally is as much a test of human endurance as of technological excellence.

The drivers began yesterday, the longest of the four days on the rally, with alarm calls so early they numbed the brain.

Scotland's Jimmy McRae, for instance, was awoken from his bed in Chester at 2.50am and spent the next 19 hours attempting to keep his Sierra in something resembling full working order.

McRae, 41, this year's British Open champion, snatched a cooked breakfast at 5am in the motor home operated by his RED team. His only other

source of sustenance was a hurried lunch of coltsage pie.

He admitted that there were times when the intense concentration required took its toll. But he was grateful that "we are no longer expected to drive all day and all night."

Recent rule changes, designed to give drivers at least one decent night's sleep, reflect the sport's determination to improve its somewhat tarnished safety image.

British speculators, who do not seem to mind being showered with muddy spray, generally take heed of warnings about encroaching on to the narrow roads. But in the Latin countries, where spectators attempt to prove their manhood by touching speeding cars, there are severe problems.

The recklessness of British followers appears to be restricted to their conduct on the public highway. They race between stages with a disregard for other road users that would bring a smile to the face of an Italian taxi driver.

"Aye, some of them do seem to be frustrated rally drivers," admitted McRae. "That can be a bit of a problem sometimes. But they seem to enjoy themselves don't they?"

1987 NHMC CLUBMANS CHAMPIONSHIP - FINAL POSITIONS

1.	Rob Pattison	Prontaprint, Mini, Datsun 1200 RS2000, Prontaprint Special	350
2.	Rob White	Colt 1975	346
3.	Pete Ward	Escort 1300/1600	299
4.	Rob Newlove	Mini 998	283
5.	John Newlove	Mini 998	252 252
6.	Mal Mumby	Mini 850	238
7.	Steve Baker	Mini 850	198
8.	Glen Sampson	Mini 1275	184
9.	Phil Cherry	Mini 1098	182
10.	Rick Spooner	Avenger	179
11.	Maurice Spooner	Avenger	177
12.	Tim Allsop	Escort 1600/2000	166
13.	Angela Allsop	Escort 1600/2000	131
13.	Mike Stephenson	RS 1800	131
13.	Julie Stephenson	RS1800	131
16.	Dennis Robinson	Mini 998	130
17.	Gavin Ruler	Escort 1300	128
17.	John Elliot	Escort 1300	128
17.	Ken Sturdy	Datsun 1200	128
20.	Dave Fletcher	Sunbeam 1600	124
20.	Chris Riley	Sunbeam 1600	124
22.	Howard Everingham	Cooper S	117
23.	Neil Fewlass	Lada 1200	115
24.	Andy Elliott	Manta 400	109
25.	Roy Heath	Mini 1275	106
26.	Linda Colebourn	Lada 1200/Astra 1300	96
27.	Steve Herd	Escort BDA	95
27.	Martin Woodhouse	Escort BDA	95
29.	Andy Graham	RS 2100	87
29.	Anne Cherry	Mini 1098	87
29.	Andrew Hoggard	Escort 2000	87
32.	Andy Moss	Escort 2000	85
33.	Ian Painter		80
33.	Simon Pilling	Sunbeam 1600	80
33.	Brian Godfrey	Sunbeam 1600	80
33.	Bill Lymburn	Escort BDA	80
33.	Allan Hutchinson	Escort BDA	80
38.	Linda Warcup	Colt 1975	75
39.	Alistair Brown	Datsun 1200/RS2100	72

1987 NHMC CLUBMANS CHAMPIONSHIP - FINAL POSITIONS

40.	Tim Clarkson	Escort 1600	70
40.	Ian Walker	Escort 1600	70
40.	Ken Hailston	Toyota 1100	70
43.	John Sizon	Lada 1300/Escort 2000	69
44.	Martin Duffield	Escort 2000	68
45.	Nick Gamble	Escort 2000	67
46.	Steve Darvell	Escort 2000	66
46.	Albert Marshall	Mini 850	66
48.	Adrian Hannah	Escort 2000	65
48.	Gill Sawyer	Escort 2000	65
50.	John Everard	Colt Turbo	62
50.	David Everard	Colt Turbo	62
50.	John Smith		62
<u>All plus one place</u>			
52.	Chas Linsell	Seat Ibiza	61
53.	John Overend		60
54.	Alan Hardy	Chevette 2300	59
54.	Jimmy Burns	Chevette 2300	59
56.	Mike Reed	Mini 998	55
57.	Andrew Abott	Avenger 1600	54
57.	Richard Taylor	Avenger 1600	54
57.	Howard Staves	Sunbeam Lotus	54
57.	Martin Pettitt	Sunbeam Lotus	54
61.	Jane Wright	Datsun 1200	53
61.	Chris Marshall	Escort 2000	53
61.	Ian Houghton	Escort 2000	53
64.	Alan Gilbert	Escort 1600	52
65.	Graham Perkins	Sunbeam 1600	51
65.	John Caborn	Sunbeam 1600	51
67.	Malcolm Magnall	Escort 2000	48
67.	Paul Pattison	Prontaprint Special	48
69.	Martin Fox	Skoda Estelle	47
69.	Tony Ralph	Skoda Estelle	47
71.	Bernard Nolan	Escort 2000	46
72.	Phil Craven	Escort 1600	45
73.	Phil Barley	Escort 1600	44
73.	Rob Atkinson	Escort 1600	44
75.	Howard Paterson	Golf GTI	42

76.	William Forbes	Metro	41
76.	Ian North	Datsun 1200	41
76.	Nigel Deeth	Escort 2000	41
76.	Robin Hall	Escort 2000	41
80.	Geoff Wileman	Escort 2000	40
80.	Tim Winter	Escort 2000	40
80.	Steve Varey	Escort 1300	40
83.	P. Smith	Escort 2000	39
83.	J. Varley	Escort 2000	39
85.	P. Myers	Escort 2000	38
85.	C. Dixon	Escort 2000	38
87.	Simon Lord	Diesta XR2	36
87.	Neil Anderton	Fiesta XR2	36
87.	John Beadle	Datsun 160	36
87.	David Hoffman	Escort 2000	36
87.	Del Cullen	Escort 2000	36
87.	Jeremy Dodd	Manta	36
87.	Michael Umbrick	Manta	36
94.	P. Curtiss		35
94.	Paul Drury	Lada 1300	35
94.	Ian Beaushaw	Lada 1300	35
94.	Rick Kellett	Escort 1600	35
94.	Paul Lord	Escort 1600	35
99.	Mike Jackson		34
99.	Neil Wooliscroft	Escort 1600	34
101.	P. Bradley	Rover U8	33
101.	Deryci Major	Lada 1300	33
101.	Geoff Rand	Lada 1300	33
104.	Rose Foster	Seat Ibiza	31
105.	Dawn Stead	Rover U8	30
105.	John Stead	Rover U8	30
105.	Paul Batt	Sunbeam 1600	30
105.	Richard Simpson	Sunbeam 1600	30
105.	Roy Webster	Galant Estate	30
105.	Malc Smith	Mini 850	30
111.	David Hind	Skoda 110R	20
111.	Steven Sheehan	Skoda 110R	20
111.	Mark Nicholson	Escort 1600	20
111.	Andrew Smalley	Escort V8	20

1987 NHMC CLUBMANS CHAMPIONSHIP - FINAL POSITIONS (Continued)

111.	Martin Dixon	Escort V8	20
111.	Paul Rose	Sunbeam Lotus	20
111.	Janet Evans	Sunbeam Lotus	20
111.	Dave Rose	RS 2100	20
111.	S. Dobosn	Escort 2000	20
111.	D. Dobson	Escort 2000	20
111.	Mik Cheetham	Manta	20
111.	Mark Barry	Manta	20
111.	Simon Gibson	Escort 2000	20
111.	Paul Dowsett	Escort 1600	20
111.	A. Frisby	Escort 1600	20
111.	Graham Rewcastle	Escort Turbo	20
111.	Dave Rewcastle	Escort Turbo	20
111.	Richard Beaumont	Lotus Cortina	20
111.	David Bowdon	Lotus Cortina	20

1988 SHELL OILS LEAGUE CALENDAR

January	30th	Stage Rally	Ripon Msc
March	20th	Holderness Trophy	NHMC
April	3rd	Stage Rally	David Brown Mc
April	10th	Autotest	Trackrod Mc
May	22nd	Autotest	Airedale & Pennine Mc
June	5th	Hill Climb	Y.S.C.C.
June	11/12th	White Rose Road Rally	Shipley Dmc
July	10th	P.C.T.	Ilkley Dmc
July	24th	Autotest	Allwoodley Mc
August	21st	Stage Rally	Selby Dmc

A team is required for the first event - note it is a Saturday.
Contact Robert Newlove 0377 - 70888

1987 NHMC AUTOTEST CHAMPIONSHIP - FINAL PLACINGS

1.	Rob Pattison	Prontaprint Special/ Prontaprint Mini/Datsun 1200	313 (346)	7
2.	Rob White	Colt 1975	296	6
3.	John Newlove	Mini 998	288	6
4.	Pete Ward	Escort 1300/1600	274 (344)	8
4.	Rob Newlove	Mini 998	274	6
6.	Phil Cherry	Toyota 1100	227	4
7.	Mal Mumby	Mini 850	218	6
8.	Glen Simpson	Mini 1275	184	3
9.	Steve Baker	Mini 998	178	5
10.	Rick Spooner	Avenger	148	4
11.	Maurice Spooner	Avenger	146	4
12.	Dennis Robinson	Mini 998	130	4
13.	Howard Everingham	Cooper S	117	3
14.	Roy Heath	Mini 1275	106	3
15.	Paula Simpson	Mini 1275	100	2
16.	Anne Cherry	Mini 10(8	97	2
17.	Ken Sturdy	Datsun 1200	73	2
18.	Albert Marshall	Mini 998	66	2
19.*	John Overend		60	1
20.	Mike Reed	Mini 1275	55	1
21	Neil Fewlass	Lada 1200	54	2
22.	Ken Hailstone	Toyota 1100	50	1
23.	Paul Pattison	Prontaprint Special	48	1
24.	William Forbes	Metro	41	1
25.	Ian North	Datsun 1200	41	1
26.	Alistair Brown	Datsun 1200	40	1
27.	Andy Graham	Datsun 1200	35	1
27.	Linda Warcup	Colt 1975	35	1
27.	Ian Painter		35	1
27.	P. Curtiss		35	1
31.	John Dixon	Lada 1300	31	1
32.	Roy Webster	Colt Galant	30	1
32.	Malc Smith	Mini 850	30	1
34.	Jane Wright	Datsun 1200	20	1
34.	Steve Darvell	Datsun 1200	20	1
34.	Graham Rewcastle	Escort Turbo	20	1
34.	Dave Rewcastle	Escort Turbo	20	1

* Jenn Smith (Fifth)

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NORTH HUMBERSIDE MOTOR CLUB 1988

COMPETITORS CHAMPIONSHIPS

NHMC will continue to organise the following championships for its members in 1988.

As usual they are based on positions in class, not overall placings - the aim being to equal the chances for all competitors regardless of class.

The scoring structure remains as last year, this being the same as in recent years. Modifications have been thought not necessary, but remember all these championships are designed to help you, the competitor and club member. You are the championships backbone and your suggestions are necessary in order that the championships fulfill their aim - that is to promote competition between and give some publicity and reward for, members.

Results should be published in every newsletter with every points scorer (where practical).

Obviously you must be a member of NHMC prior to scoring any points.

In all championships the onus is on you to check your points total shortly after the event(s) have taken place.

The four major championships are as follows:-

- 1) Clubmans
All NHMC organised competition events count towards this championship i.e. Autotests, Stage Rallying, PCT. The principle is to produce an all round competitor who supports NHMC supported events.

2) Autotest

All NHMC promoted Autotests plus those included as rounds of the Shell Oils League organised by other clubs. Because the number of eligible rounds may vary the best $\frac{3}{4}$ of the rounds will count. These events range from closed to club to a round of the British National Championship.

3) 4) Stage Rally (Driver and Navigator)

Any Stage Rally upto national status level is eligible, organised within the U.K. A maximum of 6 events count. Points must be claimed by competitors by production of the final official results to Angela Allsop either at a club night or at 29, St. John Street, Bridlington (0262 - 670435).

Where relevant, your entry must be under NHMC and you must claim your points within 4 weeks of the event taking place.

Points scoring for the above four championships are as follows:-

	Start	20
plus	Finish	10
plus	Outright Win	30
or	First in Class	25
	Second in Class	20
	Third in Class	15
	Fourth in Class	10
	Fifth in Class	5
plus	One point for everyone outside the top five finishers whom you have beaten.	

Where classes do not have five finishers, points scored for class positions will be reduced pro-rata or classes amalgamated.

In addition an organiser (per event) will score the same points as these for the highest scoring, NHMC member for the Clubmans, Autotest championships.

The idea is to recompense the 'Organiser' i.e., Clerk of the Course, for his inability to compete. Only one such score per person per championship.

Awards are as follows:-

Clubmans

Awards and replicas to the first three scorers.

Autotest

Awards and replicas to the first three scorers.

Stage Rally

Awards for first to third scoring Driver, likewise for Navigators.

In addition Drivers will get:-

First overall £50 redeemable against any NHMC organised event in 1989.

Second overall £30 redeemable against any NHMC organised event in 1989

Third overall £20 redeemable against any NHMC organised event in 1989.

In addition there are the following Championships or individual trophies to be won:-

Shell Oils League

To help promote members participation in the Annual Yorkshire Shell Oils League, the Club gives the following:-

£5 to the highest league points scorer per event (only one award per person).

The Shell Oils League shield awarded to the highest league points scorer over the year.

Most Improved Competitor Trophy

Awarded to the most promising and improved competitor in any sport.

Stanford Trophy

Awarded to the most diligent marshal.

Night Enthusiast Cup

Night marshal trophy

Hessle & District Trophy

Awarded to the most outstanding contributor to the club during the year.

Mike Jackson Award

Awarded by Mike to the competitor he chooses as being worthy of support.

Lady Enthusiasts Rispin Rose Bowl

Awarded to the outstanding female contributor to the club either competitively or socially or organisationally.

Magazine Editors Award

Awarded to the member who is the most outstanding contributor to the club's newsletter in the year.

Marshals Award

Awarded to the most supportive marshals during the year.

1988 SUBSCRIPTIONS

This is the last newsletter to be distributed to 1987 members - don't forget to renew your membership for 1988 soon.

As agreed at the last A.G.M. the subscriptions will be raised to

£6.00 single

£7.00 joint

This is still below the average for Motor Clubs generally, and includes the cost of the newsletter.

It is the newsletter which is the source of the increase in subscriptions - the vast majority of newsletters are posted which in addition to the copying costs takes a very substantial amount out of the membership fees in one fell swoop.

The membership secretary, Martyn Milner - address is on the back cover.

North Humberside Motor Club Officials

President; Ian North, Burnham House, Souttergate, Hedon.	0482 897105
Vice Presidents; Alex Carr, Ian Sadofsky, Dave Shipley.	
Chairman; John Newlove, 30 Colville Ave, Hull.	0482 52105
Secretary; Robert Newlove, 10 Orchard Lane, Hutton, Driffield.	0377 70888
Club Captain; Phil Cherry, Edge Cottage, North Frodingham.	0262 88470
Treasurer; Ian James, 17 Newland Park, Hull, HU5 2DN.	0482 43508
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Press & Publicity; Pete Stockhill, Blacksmith Cottage, Goodmanham, Market Weighton.	0696 72302
Membership Sec; Martyn Milner, Rutland House, Clementhorpe Road, Gilberdyke, Brough, HU15 2UB.	0430 41377
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Gavin Heseltine; 8 Chapel Hill, Welton. North Humberside.	
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Ken Sturdy; 17 Lismore Avenue, Hull.	0482 783410
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