



MAY

1958

NEWSLETTER



EDITOR

Sorry about the delay since the last magazine but help from members is at a very low ebb.

The Holderness has been and gone, three autotests have run successfully and the club is holding a commanding position in this year's Shell Oils League.

There have been numerous changes to the Committee recently (see elsewhere) - remember the Committee represents you, it is up to you to make sure that they are doing this.

Noticeably, the recent road rallies have run with minimal entries and a variety of bodged timing systems (some undoubtedly plainly illegal). Those that have moved to stages have met with success - Gwyndaf Evans, Steve Hill, Steve King, Ron Beecroft, Eynon Price and Steve Eggleston: at National level and Graham Hawkrige and Dave Shaw at local level.

Autotests seem to be enjoying a more structured approach - witness specials taking the top five places at Walton Street recently as more thought seems to be going behind entries.

The 6R4's are filtering through to club level in stage events enabling also rans to 'point and squirt' to victory. Many can be seen in the motoring classifieds as owners who bought them originally at 'Bargain Basement' prices direct from ARC are cashing in (some have 'cashed in' to extremes and are enjoying 2½ years at Her Majesty's pleasure!).

COMMITTEE NEWS

Following the AGM, the following changes to the club are to take place:-

John Beadle retires from the Committee;
John Dixon and Neil Fewlass are voted on to the Committee;
Ken Sturdy volunteered to take up the position of Club Captain.

Martyn Milner has also stepped down from his position (he is moving to Middlesbrough). Sharon Smith has agreed to take over the position of Membership Secretary. The Club Captain wishes Martyn success with his new job.

As expected, the club has made the decision to move venue for club nights. As from 5th May, we shall meet at the Black Horse at Little Weighton, just up the road from Walkington. Let's see you there from 8.30 pm onwards - please try to come a little earlier.

At the Committee meeting following the AGM, John Newlove asked to stand down as Chairman. Robert Pattison was elected to take the position.

I'm sure the membership wishes to thank those departing for their efforts and gives a warm welcome to the new position holders.

Finally, I am taking this opportunity to make my own resignation as Magazine Editor. I have held the position for over two years solely and before that jointly with Gavin Heseltine. I have written a paragraph or two elsewhere in the magazine.

Paul Pattison

FORTHCOMING EVENTS

| | |
|-----------|--|
| 19 June | NHMC Carnaby Autotest |
| 26 June | Sheffield and Hallam MC Solstice Stages - Kirton Quarry |
| 05 June | Grimsby DMC Stages - RAF Northcoates |
| 11 June | ShIPLEY DMC Road Rally - Shell Oils League |
| 25 June | Whitby DMC Stages - Venue? |
| 05 June | Yorks SCC Scamonden Hill Climb - Shell Oils League |
| 03 July | Eastwood DMC Quickbits Manby Stages |
| 02 July | Selby DMC Road - (not known if this will run) |
| 17 July | Beverley DMC Stages - Leconfield |
| 03 July | NHMC Annual Production Car Trial |
| 31 July | Trackrod DMC Stages - Manby Airfield |
| 10 July | Ilkley DMC P.C.T. - Shell Oils League |
| 24 July | Alwoodley DMC Autotest - Shell Oils League |
| 31 July | Rotherham MC Stages - Venue unknown |
| 24 July | 061 MC Manby Stages - Venue unknown |
| 21 August | Selby DMC Stage Rally - Driffield |
| 08 August | NHMC Moonraker Stages - Leconfield |
| 14 August | Glossop DMC Stages |
| 14 August | ShIPLEY DMC Stages |
| 21 August | NHMC Autotest - Sandholme |

DON'T FORGET THE FOLLOWING NHMC EVENTS:-

NHMC June Autotest - 19th June
To be held at Carnaby, along with a kart meeting
Passes will be needed to enter
Contact Phil Cherry or Robert Newlove

NHMC Production Car Trial - 3rd July

NHMC Everquip Moonraker Stages - 8th August

NHMC Autotest at Sandholme - 21st August
(date may change)

THE MAGAZINE

With some regret, I am taking this opportunity to stand down from my position as Magazine Editor. I have held this position for 4 or 5 years, latterly by myself, initially with Gavin Heseltine. Living in the West Riding has caused many problems, principally not being close by to collect information, etc., also only doing sporadic events myself causes problems.

The job of compiling the magazine hasn't been any harder than I originally anticipated, although the lack of support from certain quarters has been very surprising.

I have concentrated on trying to report the results of all club events, publicising the club's future events and displaying up to date positions in all the club's championships and also relaying any relevant rule changes.

In particular, I have tried to concentrate on the true clubman - not the top competitors or organisers. I have felt this to be important because I consider it to be an area in which the club in general is distinctly lacking.

The principle problem of not getting enough information has been the irregular intervals at which the newsletter is publicised - resulting in future events, etc., not being given adequate publicity.

Cost is another problem - because the agreement is that all members get a copy of the magazine, and the current trend is for people to join motor clubs for the legal and technical requirements rather than for the social side, this means that many magazines have to be posted.

The club is quite willing to sell advertising space in the magazine to offset costs - however, there have been no takers, that is unless you are interested.

Continued...

THE MAGAZINE (cont'd)

Club members should always be aware that the magazine is their magazine, to voice their views and so on. It is not produced by the Editor and some obscure Committee - if it seems that only a few people repeatedly appear in the magazine, this is because you are not exercising your rights (which are equally so for non-competitors as competitors).

Paul Pattison

New members since the last newsletter are:-

| | |
|-----------------|---------------------|
| Craig Dykes | Andrew Stone |
| Carl Painter | Simon Reed |
| Ian Trantam | Giles Brooksbank |
| Glen Smithson | Christopher Bursall |
| Damien Shields | Stuart Feather |
| Julian Cardew | Fred Jefferson |
| Magnus Mikkonen | Colin Thwaites |
| Tony Thompson | Mark Wilford |

ALEX E. CARR (ENGINEERS) LIMITED - HOLDERNESS TROPHY RALLY
20th March

NIMC starters were:-

| | | |
|---------------------------------|---------------|--------|
| Tim & Angela Allsop | Escort BD | 2nd |
| Paul Stephenson/Phil Shepherd | Mazda BD | 5th |
| Phil Duffill/Glen Smithson | Escort Pinto | 15th |
| John Dixon/Mark Wilford | Escort Pinto | 28th |
| Brian Svenson/Fred | Chevette 2600 | 22nd |
| Simon Rilling/Brian Godfrey | Sunbeam 1600 | Ret |
| Russell Dykes/Craig Dykes | Ascona 2.2 | 39th |
| Tony Thompson/Fred Jefferson | | D.N.S. |
| Adrian Hannah/Gill Sawyer | Escort Pinto | 36th |
| Andrew Hoggard/Nick Gamble | Escort | 30th |
| Geoff Wileman/Debbie Ruston | Escort Pinto | Ret |
| Chris Bursell/John L'Anson | Escort 1600 | Excl |
| Giles Brooksbank/Stuart Feather | Escort 1600 | 67th |

NORTH HUMBERSIDE MOTOR CLUB LIMITED

1987 AWARDS PRESENTATION AND DINNER DANCE

AUTOTEST AWARDS

8th March - Walton Street, organised by John Overend

FTD Glen Simpson
Class Winners Paula Simpson/Rob Pattison
2nd Class Rob White

26th April - Walton Street, organised by Ken Sturdy

FTD Phil Cherry
Class Winners Mike Reed/Rob Pattison/Rob White/Ben Phillips
2nd Class Rob Newlove

14th June - Carnaby Raceway, organised by Phil Cherry

FTD John Newlove
Class Winners Robert Newlove/Ken Hailstone/Rob White/
Ian Giles
2nd Class Mal Mumby

August - Sandholme, organised by Rob Pattison

FTD Glen Simpson
Class Winners Robert Newlove/Roy Heath/Rob White
2nd Class Adrian Scarborough/Paula Simpson/Ken Sturdy

13th December - Brandesburton, organised by John Smith/Ian Job

FTD Rob Pattison
Class Winners Steve Baker/Rob White
2nd Class Howard Everingham

1st January - Chequered Flag of Beeford, organised by Rob White

FTD Glen Simpson
Class Winners Robert Newlove/Ken Sturdy/Pete Ward/Rob
Pattison
2nd Class Steve Baker

AWARDS PRESENTATION (cont'd)

Annual Production Car Trial, Sledmere

organised by Robert Newlove and Ken Hailstone

Most major awards were won by Grimsby and South Bank Motor Club members except the following:-

| | |
|---------------|--------------------------|
| Class Winners | Rob White/Margaret Varey |
| 2nd Class | Ken Sturdy |

The awards for the three annual stage rallies were awarded immediately after the events.

CHAMPIONSHIP AWARDS

Autotest

| | |
|-------------|----------------------------------|
| 1st Overall | Robert Pattison - Macklin Trophy |
| 2nd | Rob White - Norman Jordan Cup |
| 3rd | John Newlove |

Clubmans

| | |
|-------------|--|
| 1st Overall | Robert Pattison - Dan Gibson Memorial Trophy |
| 2nd | Rob White |
| 3rd | Pete Ward |

Stage Rally

| | |
|-------------|---|
| 1st Overall | Gavin Ruler/John Elliot (Trophy + £50 discount) |
| 2nd | Tim & Angela Allsop (Trophy + £30 discount) |
| 3rd | Simon Pilling/Brian Godfrey (Trophy + £20 discount) |

Road Rally

| | |
|---------------|--------------------------------|
| 1st Driver | Nigel Bowden - Thelwell Trophy |
| 2nd | Steve Darvell - Stephenson Cup |
| 1st Navigator | Dave Adams - Giles Trophy |
| 2nd | Jane Wright - 98/99 Cup |

AWARDS PRESENTATION (cont'd)

Shell Oils League Awards

- Round 1 Nigel Bowden
2 Tim & Angela Allsop
3 Rob White & Anne Cherry
4 Robert Newlove
5 Phil Ward
6 Ken Sturdy & Jane Wright
7 Phil Cherry
8 Linda Warkup & Pete Ward
9 Andy Graham & Paul Pattison
10 Steve Darvell & Dave Adams

Highest points scorer: Rob White - Minster Shield

Hessle and District Enthusiasts Award

Gavin Heseltine

Mike Jackson Award

Simon Pilling

Sanderson Cup

Steve Baker

Marshals Championship

Highest points scorer: Steve Baker - Stanford Trophy
Ladies award: Jill Balfour - Rispin Rosebowl

Other Awards

John Overend
Martyn Milner
Steve Darvell
Andy Graham
Dave Shipley



David Reynolds (l) and Stuart Heighton: 'accountants can't be boring if they enter car rallies'

Tyred and slow

As part of the ever enduring efforts to publicise the fact that accountants aren't really boring as everybody claims, David Reynolds, a management services manager

at Spicer and Oppenheim's Bristol office, is entering a car rally. And Spicers are sponsoring him. 'Accountants can't be boring if they enter car rallies,' said Reynolds.

The British National Rally championships take place on 30 April and 1 May through the forest tracks of Wales. These tracks will 'tear the tyres to shreds' and Reynolds anticipates that he will use 17 tyres in 200 miles. But there

will be a team of five mechanics on hand to help out.

Reynolds and his co-driver Stuart Heighton - who is an accountant at Great Universal Stores - will drive a Lada which has a similar power to an XR3 but a heavier body shell.

'Spicers would rather have a Lada than something like an Audi Quattro because their advertising will stay around longer and more people will

see it,' said Reynolds - a polite way of saying it is the slowest class of car in the rally.

But with all the work involved in accounting, how does Reynolds find the time to 'practice' rally driving? 'Spicers are very flexible,' he said.

But their flexibility does have a limit. 'I asked them if I could charge the rally mileage under business mileage on my P11D. But they said no.'

199 David Reynolds/Stuart Heighton,
1.3 Lada. Finished 25th.

Tudor Webasto Manx Rally



AUTO GEMINI

RALLY SAFETY AND RESCUE COMMUNICATIONS

All licence holders on the RAC MSA 86.4375 Mhz.

Date: - 15.02.88

Ref: - 1988 MANX INTERNATIONAL RALLY.

I have some information about this years Manx Rally being held on the 14-16 September. Mike Summerfield of Rally Radio Link is controller and I as Radio Co-Ordinator for the Island will be assisting him and the organisers to staff the rally for safety cover on 86.4375 Mhz.

Previously the rally has been controlled and run on the Civil Defence frequency and CB radio which is not the best set up. In the past couple of years 86 has been used for safety cover. We would now like to have full safety cover, which can only be done with your help.

Can I ask you as the recognised licence holder to take information to your team/club and see about the possibilities of some of your radio crews operating on this event.

There will be a package deal by the organisers which covers the boat fare for yourself and car plus bed and breakfast at selected hotels but these will be limited. The price of the package has not yet been finalised but to give you some idea last year radio crews paid 85 POUNDS PER PERSON FOR 5 DAYS ALL IN

The rally is starting a day earlier than usual Wednesday AM and finishing Friday PM. Giving people some time to leave the Island instead of the usual rush on Sunday. So if you think you could be interested in not only the fastest rally in the U.K but also a few days holiday in September on the Island, the 5 days can easily be extended at the same rates. This ofcourse is not limited to just radio operators but to all that book and sign on as marshals. Maybe others in your party would like to marshal/ timekeep the event. In some cases the organisers have paid for a mini bus from home to home providing the personnel have marshalled/timekept on at least 2 days of the rally.

Please contact me if interested or would like anyone information.

BEST REGARDS

W.A. WILMER
RAC MSA AREA RADIO CO-ORDINATOR
BRIMMICROFT FARM.
BOLTON ROAD.
HOUGHTON. PRESTON.
LANCS. PR5 0SP.

Tel. Blackburn (0254) 71052

Manx International Rally Ltd.
Registered in the Isle of Man No. 25992
Registered Office: 16 St. George's Street,
Douglas, Isle of Man
Postal Address: P.O. Box 129, Regent Street,
Douglas, Isle of Man



Tudor Webasto is a member
of the CH Industrials PLC Group



BRITISH OPEN RALLY CHAMPIONSHIP

BRITISH TELECOM AUTOTEST ORGANISED BY NORTH HUMBERSIDE MOTOR CLUB
 1st May - Clerk of Course Ken Sturdy

| | | | | | |
|-----|--------------------|---------------------|--------|-----|----|
| FTD | Glen Simpson | Mini Special | 685.0 | sec | |
| 2 | W. Phillipson | Mini Special | 805.3 | | 1 |
| 3 | Ian Giles | Mini Special | 808.6 | | 2 |
| 4 | Rob Pattison | Prontaprint Special | 830.1 | | 3 |
| 5 | George Ellis | Mini Special | 840.6 | | 4 |
| 6 | Howard Everingham | Mini 1275 | 846.0 | | 1 |
| 7 | Roy Heath | Mini 1275 | 873.5 | | 2 |
| 8 | Henry Kitching | Metro 998 | 884.9 | | 1 |
| 9 | David Mosey | Mini 998 | 891.6 | | 2 |
| 10 | R. Richardson | Mini Pickup | 906.4 | | 3 |
| 11 | Mal Mumby | Mini 850 | 914.2 | | 3 |
| 12 | Robert Newlove | Mini 998 | 927.0 | | 4 |
| 13 | S. Walker | Mini 998 | 931.8 | | 5 |
| 14 | J. Newlove | Mini 998 | 935.1 | | 6 |
| 15 | Steve Baker | Mini 998 | 985.3 | | 7 |
| 16 | Dennis Robinson | Mini 998 | 986.1 | | 8 |
| 17 | John Richardson | Skoda | 989.6 | | 1 |
| 18 | Pete Ward | Escort 1600 | 994.9 | | 2 |
| 19 | Adrian Scarborough | Mini 998 | 1088.1 | | 9 |
| 20 | Barry Clark | VW Polo | 1138.3 | | 10 |
| 21 | Debra Scarborough | Mini 998 | 1169.3 | | 11 |
| 22 | Maurice Spooner | Avenger 1500 | 1169.8 | | 3 |
| 23 | Steve Varey | Escort 1300 | 1172.5 | | 4 |
| 24 | Rick Spooner | Avenger 1500 | 1250.3 | | 5 |
| 25 | Jane Wright | Datsun 1200 | 1297.0 | | 6 |

MOBIL 1 NORTHERN LIGHTS RALLY

LEEDS UNIVERSITY UNION MOTOR CLUB - 5/6 MARCH

Car 1 - Andy Graham/Fred - Escort 2000

With great trepidation, an entry was placed for this event - the lure being No. 1 seeding of course.

Being the first 1988 rules road rally in the area, the event would be a first and the number 1 seeds would be guinea pigs

Suspensions were confirmed when the regs arrived with a multitude of different penalties and types of time control. For example, the penalty for late arrival at the end of a competitive was 2 marks per second dropped, ie. 2 hours penalty for 1 minute's lateness!!!

Final instructions amended this but also amended every other penalty, etc., which left me with a real headache as every control and check had different penalties, arrival procedures, etc.

As a last minute present, the RAC informed us (2 days before the event) that the car had to have all 'interior trim'. Since we were using the John Dixon hire Escort, this caused a last minute problem but was solved, even if the back seat sat on the turrets and in photographs is halfway up the rear screen!

So to the start and we cannot find the scrutineering venue - there were rally cars all over Guiseley driving round and round. A little hassle at scrutineering as the Scrutineer announced that 'interior trim' meant 'standard production interior trim' and our trim without vinyl covering wasn't legal!

Continued...

MOBIL 1 NORTHERN LIGHTS RALLY (cont'd)

With 1 hour's plotting, including a runout to Otley, I managed to get 3½ selectives completed. On the first, timed to the second, we dropped 13 seconds. The second used that footpath above Otley and the following control is on the wrong road causing 1 minute delay as we search for it. In addition, the wrong check sheet had been given to the control marshal who insisted on signing for the wrong control costing us another minute.

Next comes a Regularity section which we manage to clean! and thus pull back to 2nd position behind Lloyd Walker who dropped 2 minutes on the regularity. A further minute dropped on the next competitive consolidates our 2nd place.

The next 4 selectives saw us drop just 66 seconds (including another regularity cleaned) but Lloyd now has 2½ minutes on us with Steve Kemp a further 25 seconds behind.

Another 4 'hardout' selectives, 2 being regularity, Lloyd takes a few seconds off us but we consolidate 2nd place. 1 regularity was cleaned, another saw us drop 91 seconds as I could'nt find a control on top of Sutton Bank (there are 2 roads but only 1 on the map). Then through Caydale (being timed at 28 mph average, we even had time to stop and spray WD40 before going into the ford!).

Disaster at Ampleforth as we get stuck in mud on a white within 50 yards of the finish control. We drop 4.18, Steve Kemp drops just 1 second but Lloyd must have had trouble dropping 11.03.

Next came more plot and bash - my maps were sealed in an envelope and we were given a sheet of Tulips. Straight into it with no problems until we came across a tulip with no arrow! A 50/50 choice but we fortunately chose correctly and cleaned the selective. The night continued in the same vein, some cleaned selectives, some with minor time loss.

Continued.....

MOBIL 1 NORTHERN LIGHTS RALLY (cont'd)

At the finish venue, we didn't hang around but were lying in 2nd place on times posted to 1/3 distance. Final results show us in 2nd position at 1/3, 1/2 and 3/4 distance (by just 3 minutes 22 seconds), but excluded from thereon. I don't know why this is, but since we never stopped, I cannot protest. Perhaps OTL was the reason but if this is so, I cannot see our penalties of 13.22 plus a very few minutes dropped plotting in neutrals exceeds 30 minutes. A lesson learned - never leave until results are made final.

It was a brave effort by the organisers but with many 'avoidable' mistakes, ie. wrongly sited controls (again), dual time schedules, clocks not being accurate enough, references being 'off plot' and so on.

I don't think I'll do another one of these as it seems silly to spend a night cleaning controls and then to drop time on just one or two clocks. At least it was an experience.

There were just 51 starters (a far cry from last year's 120+) and just 13 finishers, including one beginner who booked into nearly every control early, picking up massive time penalties and fails but was classified as, since he ran ahead of schedule, he was within lateness!

Our 2 car loads of supporters were kept amused at the halfway by the 'beast' - a red Mkl Escort with spoilers, stickers, etc., and with what looked like a bird table on the boot! Ken claims he has pictures to prove it!

Paul Pattison

NHMC STAGE RALLY CHAMPIONSHIP - As at 23rd April, 1988

DRIVERS

| | | | |
|-----|------------|------------|----------|
| 1. | T. Allsop | 194 points | 3 events |
| 2. | G. Ruler | 124 | 2 |
| 3. | A. Hoggard | 94 | 3 |
| 4. | P. Duffil | 57 | 1 |
| 5. | G. Wileman | 55 | 2 |
| 6. | S. Herd | 53 | 1 |
| 7. | R. Dykes | 53 | 2 |
| 8. | J. Dixon | 39 | 1 |
| 9. | B. Svenson | 38 | 1 |
| 10. | J. Everard | 36 | 1 |
| 11. | N. Horns | 35 | 1 |
| 12. | A. Hannah | 34 | 1 |
| 13. | R. Wilson | 32 | 1 |
| 14. | S. Pilling | 20 | 1 |

NAVIGATORS

| | | | |
|-----|--------------|------------|----------|
| 1. | A. Allsop | 194 points | 3 events |
| 2. | J. Elliot | 124 | 2 |
| 3. | N. Gamble | 94 | 3 |
| 4. | G. Smithson | 57 | 1 |
| 5. | M. Woodhouse | 53 | 1 |
| 6. | M. Wilford | 39 | 1 |
| 7. | P. Pattison | 38 | 1 |
| 8. | H. Paterson | 36 | 1 |
| 9. | P. Hirst | 35 | 1 |
| 10. | G. Sawyer | 34 | 1 |
| 11. | C. Dykes | 33 | 1 |
| 12. | J. Wilson | 32 | 1 |
| 13. | B. Godfrey | 20 | 1 |

Remember - no results - no points!

1988 MIRC CLUBMANS CHAMPIONSHIP

Positions after 1st May Autotest

| | | | |
|------|-------------------|---------------------|------------|
| 1. | Rob Pattison | Prontaprint Special | 166 points |
| 2. | Ken Sturdy | Datsun 1200 | 164 |
| 3.= | Rob Newlove | Mini 998 | 149 |
| 3.= | Pete Ward | Escort 1600 | 149 |
| 5. | Mal Mumby | Mini 850 | 120 |
| 6. | Steve Baker | Mini 850 | 116 |
| 7. | Rob White | Colt 1975 | 109 |
| 8. | Jane Wright | Datsun 1200 | 97 |
| 9. | John Newlove | Mini 998 | 94 |
| 10. | Howard Everingham | Mini 1275 | 87 |
| 11. | Maurice Spooner | Avenger | 84 |
| 12. | Roy Heath | Mini 1275 | 76 |
| 13. | Dave May | Escort | 71 |
| 14.= | Rick Spooner | Avenger | 66 |
| 14.= | Tim Allsop | Escort 2.1 | 66 |
| 14.= | Angela Allsop | Escort 2.1 | 66 |
| 14.= | Ian James | - | 66 |
| 18. | John Overend | - | 59 |
| 19.= | Phil Duffill | Escort 2.0 | 57 |
| 19.= | Glen Smithson | Escort 2.0 | 57 |
| 21.= | Paul Stephenson | Mazda BDA | 56 |
| 21.= | Phil Shepherd | Mazda BDA | 56 |
| 23. | Steve Varey | Escort 1300 | 41 |
| 24.= | John Dixon | Escort 2000 | 39 |
| 24.= | Mark Wilford | Escort 2000 | 39 |
| 26.= | Brian Svenson | Chevette HSR | 38 |
| 26.= | Paul Pattison | Chevette HSR | 38 |
| 28.= | Adrian Hannah | Escort 2000 | 35 |
| 28.= | Gill Sawyer | Escort 2000 | 35 |
| 28.= | Andrew Hoggard | Escort 2000 | 35 |
| 28.= | Nick Gamble | Escort 2000 | 35 |
| 28.= | Damien Shields | Orion | 35 |
| 33. | Dennis Robinson | Mini 998 | 33 |
| 34.= | Malcolm Smith | Mini 850 | 32 |
| 34.= | Russell Dykes | Ascona 2200 | 32 |
| 34.= | Craig Dykes | Ascona 2200 | 32 |

Continued.....

1988 NHMC CLUBMANS CHAMPIONSHIP (cont'd)

| | | | |
|------|------------------|--------------|-----------|
| 37. | Barry Clark | VW Polo | 31 points |
| 38.= | Giles Brooksbank | | 30 |
| 38.= | Stuart Feather | | 30 |
| 40.= | Geoff Wileman | Escort 2000 | 20 |
| 40.= | Debbie Ruston | Escort 2000 | 20 |
| 40.= | Chris Bursell | | 20 |
| 40.= | John I'Anson | | 20 |
| 40.= | Simon Pilling | Sunbeam 1600 | 20 |
| 40.= | Brian Godfrey | Sunbeam 1600 | 20 |

1988 NHMC AUTOTEST CHAMPIONSHIP

Positions after 1st May Autotest

| | | | |
|-----|-------------------|---------------------|------------|
| 1. | Rob Newlove | Mini 998 | 199 points |
| 2. | Rob Pattison | Printaprint Special | 198 |
| 3. | Pete Ward | Escort 1600 | 187 |
| 4. | Ken Sturdy | Datsun 1200 | 164 |
| 5. | John Newlove | Mini 998 | 136 |
| 6. | Mal Mumby | Mini 850 | 120 |
| 7. | Steve Baker | Mini 850 | 116 |
| 8. | Rob White | Colt 1975 | 109 |
| 9. | Jane Wright | Datsun 1200 | 97 |
| 10. | Howard Everingham | Mini 1275 | 87 |
| 11. | Maurice Spooner | Avenger | 84 |
| 12. | Roy Heath | Mini 1275 | 76 |
| 13. | Dave May | Escort | 71 |
| 14. | Rick Spooner | Avenger | 66 |
| 15. | John Overend | - | 59 |
| 16. | Steve Varey | Escort 1300 | 41 |
| 17. | Damien Shields | Orion | 35 |
| 18. | Dennis Robinson | Mini 998 | 33 |
| 19. | Malc Smith | Mini 850 | 32 |
| 20. | Barry Clark | VW Polo | 31 |

ALEX E. CARR (ENGINEES) HOLDERNESS TROPHY RALLY

Just a few notes on this year's rally from an organiser's point of view. I hope we may get a competitor's viewpoint elsewhere in this magazine.

As usual, the day arrived quicker than we expected but we managed to sort out most problems before the day.

Saturday was setting up day. Thanks to John, Alan, Malc and Cynthia the boards, etc., were sorted out and delivered to the various venues. We were desperate for some round bales on Dalton Park stage - many thanks to Paul Stephenson for supplying them, Paul Towse for delivering them and John Butler for moving them with his fork lift.

John Overend and co. spent a long day on Leconfield setting up (and an even longer day clearing up). Many thanks to the lads from Beverley Motor Club for their help.

Ken Sturdy, Rob White, myself and one or two others sorted Driffield out and got very wet at the same time.

Sunday dawned bright and sunny. With scrutineering starting at 6.30 am, it was an early start for us. 82 competitors started the event with Driffield being the first stage. We started almost on time but we were then further delayed by the RAF gaining access to their Radar site. This was to be a problem all day, causing further delays. On to Leconfield next and more delays with some finish crews not arriving, then Boy Scouts leading waste paper on to the airfield caused even more delays. We nearly had another delay when the marshals on Leconfield could not find the lap boards but, after a few minutes of panic, the boards were found.

Dalton Park was the favourite stage of the day and went well, thanks to Dave Shipley and John Butler. Harry Hannah also came to Dalton, the first outing after his illness - nothing like a bit of fresh air and some exhaust fumes to speed his recovery.

Continued.....



ALEX E. CARR (ENGINEERS) HOLDERNESS TROPHY RALLY (cont'd)

David James' computer was on the ball as usual, although for some reason, the results weren't as soon as usual. Brian Bell's Metro 6R4 won the day but he was under pressure all day from Tim and Angela Allsop's Escort.

While the results were being produced, we cleared up Driffield and, of course, it rained again.

The results being final, the awards were presented in the Junior Ranks Club Bar on the barracks and then the organising team retired to the pub to dry out (from the rain not too much beer).

Many thanks to all club members who helped, even though it was not one of the slickest Holdernesses, mostly due to reasons beyond our control.

Robert Newlove

1988 SHELL OILS LEAGUE

The third round was a single venue rally organised by David Brown Motor Club at Kirton Quarry, on 3rd April. We only managed to enter a team of two but they did exceptionally well. Gavin Ruler/John Elliot won their class gaining 103.3 points and Rob and Joanne Wilson were 7th in class scoring 63.3 points. This excellent score for only two competitors managed to hold our second place overall.

Club positions after three rounds:-

| | | |
|----|---------------|-------|
| 1. | Selby | 819.1 |
| 2. | N. Humberside | 683.6 |
| 3. | Slaithwaite | 649.1 |
| 4. | Ripon | 588.4 |
| 5. | Trackrod | 460.7 |

Continued...

1988 SHELL OILS LEAGUE (cont'd)

The latest round was an Autotest organised by Trackrod Motor Club on 10th April. The venue was the HGV park at Hartshead Moor Services on the M62 - a very cold and bleak place.

We entered a team of five (best three scores to count), myself and brother John in our Mini, Pete Ward in his Escort, Ken Sturdy in the faithful Datsun and Pat Pattison in his special.

With nearly sixty entries, we were up against it but our team did quite well, scoring 231.7 points on the day. Full results are not to hand at the time of writing. We were third team on the day. Initially, we were winning the League because there was some doubt on Selby entering their team but it was sorted out and we remain in second position but nearer to the winners and almost 200 points clear of third place Slaithwaite.

Top team scores on the day:-

| | |
|-----------|-------|
| YSCC | 277.8 |
| Shipleby | 235.0 |
| NHMC | 231.7 |
| Alwoodley | 231.5 |
| Trackrod | 231.3 |

the last three positions were very close.

The three top teams overall after four rounds:-

| | |
|-------------|-------|
| Selby | 994.6 |
| NHMC | 915.3 |
| Slaithwaite | 719.1 |

We are well in contention and, if we get the support, we can win the League this year. Next event is an Autotest on 22nd May, again at Hartshead Moor.

Continued...

1988 SHELL OILS LEAGUE (cont'd)

We desperately need a team for the YSCC Hill Climb at Scamonden Dam on 5th June and the White Rose Rally on 11/12th June. Any volunteers to Robert Newlove.

Remaining events:-

| | |
|-------------|---------------------------------|
| 10th July | PCT Ilkley |
| 24th July | Autotest - Alwoodley |
| 21st August | Stage Rally - Selby (Driffield) |

Robert Newlove

NMC has been asked to help Grimsby DMC with their Kwik Fit Single Venue Stages at RAF Northcoates on Sunday, 5th June

Anyone able to help, please contact Steve Baker on Hull (0482) 814956 or Robert Newlove

Note that the RAC MSA has moved out its Penthouse Suite into its new premises:-

Motor Sports House,
Riverside Park,
Colnbrook,
Slough. SL3 0HG

Tel: 0753 681736
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PP/avs
1st June, 1988

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