

*North Humberside
Motor Club*



NEWSLETTER

Volume 1

1990

EDITORS FOREWORD

Once again its back to me for the production of this (wonderful!) magazine. We have to say farewell to Yvonne as Co-Editor as she cannot find the necessary time so thanks for your help Yvonne and good luck with your studies.

I had hoped (a vain one as usual) to get this production out before Christmas but owing to the dreaded flu I wasn't able to do so. (You noticed that perhaps?) I will take this opportunity therefore to wish you a very happy and prosperous New Year. Before going any further I have two jobs to advertise: one is the post of Social Secretary from which I have resigned for the simple reason that I just do not have the time to organise the sort of events which appeal to Motor Club members even if I could have thought of any. The other job is that of Press and Publicity Secretary. Gavin took it on as a temporary job but feels that it would be better if someone took over from him. If any of you feel that you could, or would like to try either of these jobs please speak to any member of the Committee (who would be delighted to welcome you to our team.)

A large number of the articles in this mag. have been written by Dave Cogan and in fact Dave is the single greatest contributor at the moment, so my usual plea, let me have your articles etc and don't leave all the work to Dave. Having said that, thank you to all those people who suddenly provided me with extra things just before Christmas which have boosted the thickness of the mag. (Do I hear groans from the Treasurer about postage?)

A big thank you from the Crystal organising team to all those who helped make the Rally one of the most successful we have put on. The results of the Rally will be found in this magazine somewhere.

I must also thank Ken Hailstone for his contribution to the mag. and on behalf of the North Humberside Motor Club thank him for the contribution he has made to the Club as a whole. His efficient running of rallies and stages, and his organising abilities in a whole range of other areas will be sadly missed. Don't desert us completely for the Vintage Motor Cycle Club Ken!

Apologies to Dave Cogan for not getting a magazine or newsletter out in time to ask for marshals for all the events which happened before Christmas. Hopefully, now I fully understand the requirements of the National Curriculum (hollow laughter) I will try and get out a bi-monthly newsletter telling you about forthcoming events etc.

I don't get out on many rallies now (old age thickening the blood!) but I did go and spectate at Croft and Waithwith on the Christmas Stages. Congratulations to Steve Darvell and Jane Sturdy who managed 63rd and to John Dixon and Gavin Heseltine who would have finished 10th but for going off on the last stage. However they still finished a respectable 46th thanks to the 30+ people who manhandled them out of the dyke. Gavin said it was a great weekend (sorry 'mint') and mentioned specifically the services of Gavin (guaranteed 1300) Ruler in the service barge. Hopefully we shall hear more of this when Jane writes her article.

Another event I actually went and marshalled(!) on was the Talkland Rally on Melbourne Airfield. It was extremely foggy and actually seeing the cars go round was something of a novelty but once the fog cleared Steve Herd and Chris Fewlass who were debuting the ex Russell Dykes Mark 2 Escort 2 litre and Steve Darvell and Jane Sturdy made the exercise of getting up at 5 o'clock well worth while. Steve and Chris finished 3rd. overall and Steve and Jane took the 1st. novice award.

In early December it was the BTRDA's annual awards presentation and dinner dance. This year it was held just outside Birmingham at Moor Hall Sutton Coldfield. There was a party of 8 representing NHMC and I have a feeling that whereas our table was right at the front this time it will be tucked well away at the back behind some convenient pillar or something next year. We all arrived early for the meeting which was to be held at lunchtime(ish) complete with buffet. We did this justice then Jane confided that she had left her shoes behind in Sproatley. As she couldn't possibly go down to dinner in an elegant dress and trainers we decided that the meeting would have to do without our valuable presence and that a trip into Birmingham was indicated. Pausing only to collect Ken's cheque book we set off in the Astra. As we negotiated Spaghetti Junction with our fingers crossed and doing a very law-abiding speed, the car phone rang! (shock horror!) Naturally enough it was Ken but his request seemed rather strange in view of the fact that we were staying in an hotel.....would we bring back some cans and a bottle of whisky. We duly complied with this request and started to have a party in Ken and Janes room before we went down to dinner.

When we got down to the awards room we found that there were two stangers on our table from the Woodpecker MC. They didn't seem very enthusiastic at first but after 10 minutes of Gavins outrageous asides, ably assisted by Alan Carvell, Ian James and Ken, they settled down to enjoy themselves. The rest of their party was on the next table and appeared very boring by comparison. (They were also very quiet but possibly that might have something to do with the noise level on our table...we couldn't hear them!) The food was very good but our wine bill bordered on the astronomic with Gavin developing a taste for Burgundy. After a reasonably un-boring presentation enlivened by a speech from Fred and one from Steve Bannister the serious part of the evening began. We were exhorted by Ian to do some public relations work but we felt that he was best qualified to do that so we took to the dance floor. After a fairly spirited can-can by Gavin and Ken my recollections of the evening are rather hazy but everyone made it down to breakfast in more or less one piece so I assume a good time was had by all. I will close with a poem which was handed out to all teachers in Primary Education. It describes perfectly the chaos and mayhem in my classroom at least.

A Teachers Christmas

- | | |
|---|--|
| 1. December's here, oh what fun
Decorations are begun. | 2. Justification isn't hard
Lots of A.T's Fit a Christmas card. |
| 3. Fetch the paper, bring the paste,
No, NO, Dean, - mustn't taste! | 4. Can't do P.E. in the Hall,
There's tissue paper wall to wall. |
| 5. Flying angels, Santas too.
Sarah's shoes are full of glue. | 6. Each child cuts with loving care,
Peter's cut off Susans hair. |
| 7. Painted cards, painted candles,
Classroom doors have painted handles. | 8. See the stable, all serene.
Goodness me - where's Joseph been? |
| 9. Christmas lunch with special dishes,
Oh, OH! Tracey fed hers to the fishes. | 9. Party time, what fun and games,
Fighting, scratching, calling names. |
| 10. Terms last day! With new heart,
Christmas now can really start. | 10. Go home! Relax! Think quite hard
Of a good design FOR AN EASTER CARD! |

Before I go, a big thank you to Don Pattison and Prentaprint for sorting out these magazines and making them look good and thanks to Jane Sturdy for the Cartoons both of which she provided. (I expect you will realise how appropriate the Midwife one is, knowing Janes chosen profession.)

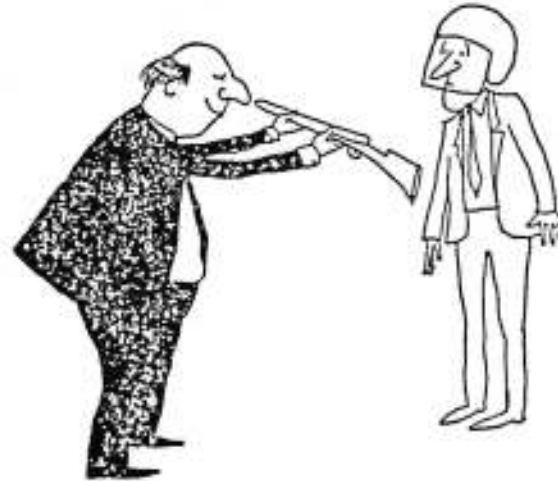
B. F. N. Cynthia.

Soap and Education are not as sudden as a massacre, but they are more deadly in the long run.
— Mark Twain

THE GOOD COARSE Teacher knows that the initial meeting between teacher and student is of the greatest possible importance. Indeed, it can be confidently stated that those first four crucial minutes can establish a pattern for nearly everything which follows.

The Reality

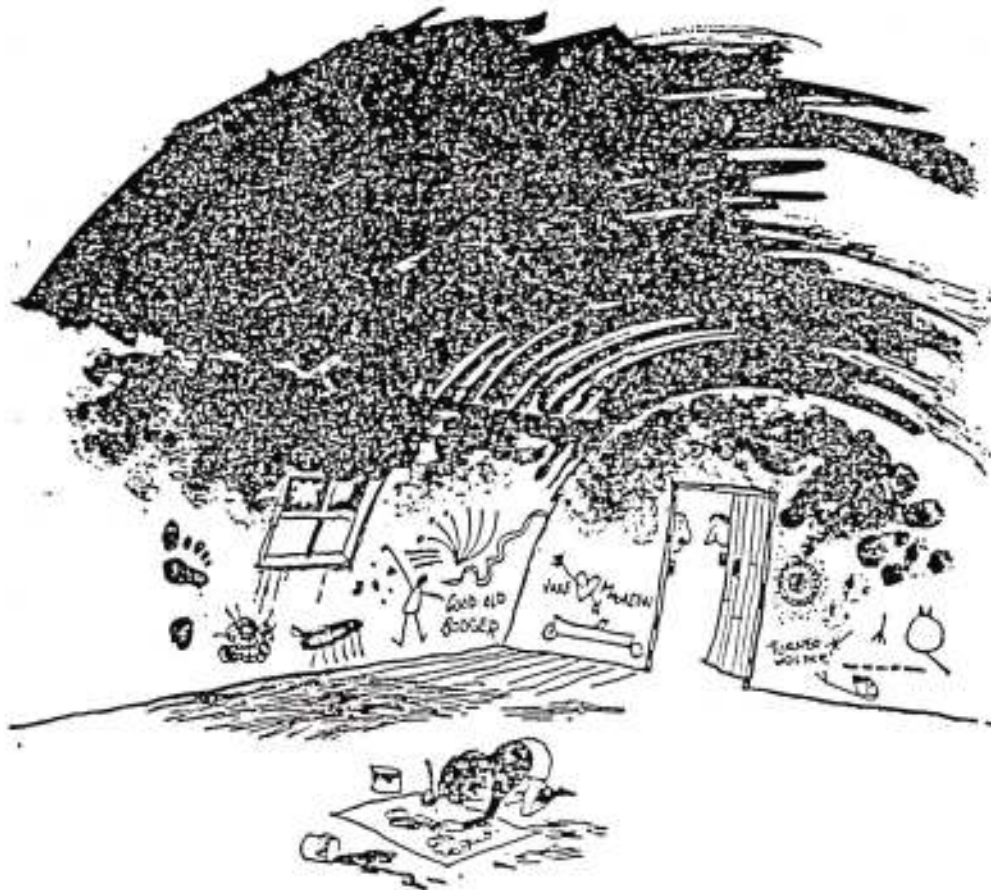
THE OPENING CONFRONTATION



'Post of Special Responsibility'

But, good gracious, you've got to educate him first. You can't expect a boy to be vicious till he's been to a good school.

— Saki



'Is this really the Art room?'

RAC BREAKDOWN SERVICES

The RAC are offering discount on their Breakdown and Recovery Services to members of the RAC Motorsport Association, affiliated Motor Clubs. The discount is 15% off normal rates, plus a special "off road" recovery service for rallies etc.

If there is sufficient interest the Club can register and gain a payment for each member joining. As far as we know this will also apply to existing RAC members who wish to use this scheme. If you require more details please contact Robert Newlove.

STOP PRESS

CLUB RALLIES IN 1990

We have been informed by the Ministry of defence that they will not allow any motor sport on Alamein or Normandy Barracks for the foreseeable future. This is due to increased security procedures after the Deal bombing etc. As well as affecting the Holderness and Everquip, Beverley, Selby and Wakefield have also lost their events.

We are urgently looking for new venues and have managed to book a date on Manby Airfield in Lincolnshire for a single venue (or multi-use as the RAC now call it) This will be on Saturday February 17th. We do not know at this stage what it will be called but we would like to run a multi venue event later on in the year if possible.

NB. The rally now has a name...The Everquip Stages Rally 1990... and we are indebted to John Everard and Everquip for sponsoring it. Marshals are needed so please support this new event with your time and energy to make it a success and see Robert Newlove to offer your services.

NE If anyone is interested in helping on the organising teams of any of these events, please contact Robert Newlove or any Committee member.

BLUE BOOK NOTES

A group of us went to a meeting in Lincoln before Christmas on interpretation of some new or changed paragraphs in the Blue Book for 1990. These are reproduced in full.

RESULTS

One set of results to pass on from the Readers Yard Autotest in December:

FTD:	Glen Simpson
1st.in Class 5	Robert Pattison
2nd.in Class 5	C. Shepherd.
1st.in Class 1	Adrian Scarborough
2nd.in Class 3	Neil Fewlass

Reproduced somewhere in the magazine is an application form for the ANEMMC Stage Championships for 1990. If anyone requires more details would they contact Robert Newlove.

NOTES FROM THE CHIEF MARSHAL

Many many thanks from Dave Cogan and Harry Hannah to all those who turned out to marshal on the RAC.

There were 54 marshals from NHMC at Clumber, 10 at Clipston and approximately 100 on the Cropton Stage. This was a magnificent effort!

MARSHALS.....OR, THEY ALSO SERVE.....

Marshalling may appear to be a fairly simple task, consisting of standing around with a tabard and armband looking slightly important.

In truth it is a task requiring specialised knowledge and the ability to gain the respect of the General Public. To coin a phrase, a marshal is a policeman without a warrant card, someone who must perform an important job on his/her own personal initiative. Marshals are there to control the gathered populus, and spectating on their part is merely a bonus, something that 'casual' marshals on such events as the Lombard RAC tend to forget.

(From the RALLYSPORT YEARBOOK 1983)

MORE MARSHALS NEEDED!

There is always a great demand for marshals on events throughout the year, therefore I have started to compile a list of names of people wishing to attend on these events.

You can help me by either phoning or writing to me with your phone number and the type of events which interest you. These could be Internationals only, Nationals, the Clubs own events or events say within a 30 mile radius of home...or whatever.

At the moment, the list comprises 44 names and telephone numbers of people who have, at some time, marshalled on behalf of this club. Your name maybe on the list or it may not, so if you want to help please contact me soon and I can add your name if it is not already there.

Ring me on (0482) 665373 anytime

or write to me at 37 King Edwards Terrace,
Brough,
North Humberside,
HU15 1EE

or see me at The Black Horse, Little Weighton
every Thursday night.

DAVE COGAN.....CHIEF MARSHAL

What do you call a Skoda on a return trip from the Supermarket?

A Lada!!!!

SWITCH OF REMINDER

During the Clubs recent Forest Rally, the Crystal Esso Stelrad Stages, it came to light that a number of crews, (SOME FROM THIS CLUB!!!) still have not been listening to the warnings regarding the correct use of plumbed-in fire extinguishers.

The Organisers of the event decided that the only way to ensure that every car complied with the regulations was to remind them at the start of SSI.

This, I am pleased to say, worked 100%. Every car that started the event, started with a fire safety system that was armed and ready to protect the crews if ever needed.

It is worth noting that some of the comments passed to us were very welcome too, all of them positive and most of them thanking either us or the Organisers for taking the trouble to remind 'absent-minded' crews.

Dave, Caroline, Gary and Ann.

PROVISIONAL CALENDAR OF NHMC EVENTS FOR 1990

February 4th	Autotest Clubmans	
February 17th	S.V Stages Rally	Manby
April 8th	Autotest Clubmans	
May 6th	Autotest Clubmans	
June 10th	Autotest Clubmans	
July 1st	Production Car Trial	
September 2nd	Jubilee Stages rally	
September 9th	RAC National Autotest	
October 20th	Crystal Forest Stages	
November 4th	Autotest Clubmans	

The club needs more members who are willing to get into event organisation. These members are a very rare breed indeed. You need enthusiasm, a good sense of humour and be willing to become a general dogsbody. We need people who are capable of performing a whole range of tasks from writing letters to proof reading regulations, setting up stages to signing important documentation.

If you are interested in joining an organising team for any of the above events for next year then ask anyone on the Committee.

ASSOCIATION OF NORTH EAST MIDLAND MOTOR CLUBS

Treasurer
G. WARE
16 Marshall Drive,
Bramcote, Beeston,
Notts.
Tel: Nottingham 387605

Chairman
Rally Liaison Officer
R. A. NEWSUM
29, Christopher Close,
Louth, Lincs.
Tel: Louth 805045

Secretary
J. WILKINSON
1 Bayona Avenue,
Springfield, Grimsby,
S. Humberside.
Tel: Grimsby 78700
Day: Grimsby 88232

1990 RALLY CHAMPIONSHIPS.

MULTI VENUE STAGE RALLY CHAMPIONSHIP.

February 10th	Eastern Counties M.C.	Breckland Forest.
April 1st	Lincolnshire-Louth M.C.	Tour of Lincs.
May 20th	Poachers M.C.	Pettite & Panasonic.
July 1st	Eastwood M.C.	Twyford Forest.
July 15th	Sporting C.C. of Norfolk	Midsummer Stages.
September 9th	Lindholme M.C.	Norking Alcan.
September 30th	Mablethorpe M.C.	Wolds Stages.
October 28th	Dukeries M.C.	Premier Stages.

S/V MULTI USE STAGE RALLY CHAMPIONSHIP

January 28th	Sporting Car Club Norfolk.	Snetterton.
February 11th	Eastwood M.C.	Cadwell Park.
February 18th	Dukeries M.C.	
February 24th	Eastern Counties M.C.	Snetterton.
May 27th	Border M.C.	Hibaldstow.
June 3rd	Grimsby M.C.	North Cotes.
August 5th	North Humberside M.C.	
August 11th	Glossop M.C.	North Cotes.
September 16th	Lincs-Louth M.C.	Manby.
October 28th	Lindholme MSC.	
November 11th	South Bank M.C.	Cadwell Park.

Individual registration by drivers and co-drivers is required for both the above championships, and be a member of an ANEMMC reg'd club. Registration forms are available from G.Blythe, 27, Kenwick Road, Louth, LN11 8 EH (Tel. 0507 606981) the Championship registrar.

- * Multi Venue Stage Rally Co-ordinator;-
N.Lester, "Samoa", Village Street, Mattersey, Doncaster, DN10 5DY.
- * S/V Multi Use Stage Rally Co-ordinator;-
T.Robinson, 2, Gilderway, Fishtoft, Boston, Linc's. PE21 0QS.

In a motoring argument there are always three points of view.....Your own, the other drivers....and the right one!!!!

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1 Bayons Avenue,
Springfield, Grimsby,
S. Humberside.
Tel: Grimsby 79700
Day: Grimsby 59232

1990 STAGE CHAMPIONSHIPS

COMPETITOR REGISTRATION

I wish to register for the A.N.E.M.M.C. Stage Championship/s as listed below and my details are as follows:

SIGNED.....

CHRISTIAN NAMES.....

SURNAME.....

ADDRESS.....

.....POSTCODE.....

TEL. NO. (H)..... (B).....

SINGLE VENUE STAGE CHAMPIONSHIP	DRIVER.....Reg.Fee £2.00
SINGLE VENUE STAGE-CHAMPIONSHIP	CO-DRIVER.....Reg.Fee £2.00
MULTI VENUE STAGE CHAMPIONSHIP	DRIVER.....Reg.Fee £2.00
MULTI VENUE STAGE CHAMPIONSHIP	CO-DRIVER.....Reg.Fee £2.00

(Please clearly delete which of the above you do NOT wish to register for)

I ENCLOSE CASH/CHEQUE FOR £.....MADE PAYABLE TO 'ANEMMC CHAMPIONSHIP A/C'
IN RESPECT OF REGISTRATION FEES AS INDICATED.

Please send this completed form to:

GERRY BLYTHE, RALLY COMPUTER SERVICES, 27 KENWICK ROAD, LOUTH. Lincs. LN11 8EH,

For many years the gap between PCTs at Club level and those at RAC Championship level has been too wide to be bridged by the Grass roots Clubman. It is with this problem in mind that the 1989 RACMSA British Production Car Trials Champion Peter Colman has devised a new Clubman's Championship for 1990.

The championship will be sponsored by Peter's company and is to be known as the Peco Shade Cards Clubman's Championship. It will be run in conjunction with the RACMSA National Championship in which contenders must initially register, then if they are eligible to register in the Peco Shade Cards Clubman's Championship they will do so with the Championship Co-ordinator free of charge.

In order to reserve this new Championship exclusively for the Grass Roots Clubman any driver who has won three 1st in class or overall awards in an RACMSA Championship Round in the last two consecutive years (ie 1988/9) will not be eligible for the Peco Championship.

What this regulation actually achieves is to exclude the top 15 or 20 drivers from this Clubman's Championship and leaves the Clubman to compete with cars and drivers of equal performance and ability to his own.

There will be Championship awards at the end of the season for 1st, 2nd, and 3rd. Event awards will be 1st Overall Clubman, and for classes A to F 1st in class Clubman. All the awards will be supplied by the sponsor so as not to increase costs to the Clubs.

The Championship will be run at the same 16 events as the RACMSA National Championship, although only any seven of these need be contested, and will use the same scoring system.

Anyone requiring further information or regulations can initially contact Peter Colman on (0943) 816157 Day (0943) 609981 Evening.
- or write to PO Box 46, Iikley, LS29 8PY.

Come on Clubman now is the time for you to show the experts how it's done. Peter has set up the championship for you. All we need now is your support with entries to make it a success.

SOME OF YOUR QUESTIONS ANSWERED

PRODUCTION CAR TRIALLING.....

-is an inexpensive form of motor sport, ideal for the first time motor club member or those competitors forced out of road or stage rallying by costs or legislation.
-has the thrills and spills of other forms of motor sport although speed is not a part of PCTing, therefore there is less chance of mechanical damage, hence negligible repair costs.
-is not as easy as it looks, skills of clutch and throttle control are essential for success in getting up the hills, as well as decisions on the correct line and speed of approach.
-can be a day out for the whole family and value for money. You get a full days motor sport, approx 40 hills, for a meagre entry fee.

COST.....

-of entry fees vary from 8.00 to 12.00 approx
-of an RACMSA Clubmans Licence - 7.00
-of registration in the RACMSA
 - British National Championship - 12.00
 -of registration in the Peco Shade Cards Clubman's PCT Championship - Free

All you need now is your road going car (with MOT certificate for 1990), a bit of advice on tyres and ballast, which will be gladly given by any of the regular RACMSA National Championship contenders...and off you go!!

You can enter the Peco Shade Cards Championship anytime during the year, but to have a chance of winning, plan to compete in at least seven events, as your best seven scores will count towards your total Championship score.

COMPETITORS NOT ELIGIBLE FOR 1990 BY REGULATION 1.4

Steve Courts	Peter Colman	Graham Brazier	Mike Stephens
Mike Hinde	Peter Phippen	Barrie Parker	Neil Mackay
Bill Maffett	Mac Hazlewood	John Boswell	Colin Reid
Ian Spencer	Garry Preston	Nick Pullian	Adrian Tate
Jeff Buchanan	Dave Smith	Cliff Morrell	Harry Tregenza

Regulation 1.4... Competitors who have gained a first in class or overall award on three or more RACMSA Championship rounds during the last two consecutive years (ie 1988 & 1989) are not eligible for the Peco Shade

Cards Clubman's Championship

<u>DATE</u>	<u>EVENT</u>	<u>CLUB</u>
Feb. 25th.	VT Fellows	Shenstone & DMC
Mar. 18th.	Knutsford	Knutsford & DMC
Apr. 15th.	Southern	Southern CC
Apr. 22nd.	Warwickshire	Coventry & Warks. MC
May 6th.	Dorset Fuels	Salisbury & Shaftesbury CC
May 20th.	Hazell Memorial	Crane Valley MC
June 3rd.	Wyre Forest	Kidderminster MCC
June 10th.	Brentwood	Glossop & DMC
June 17th.	Cotswold Trophy	North Oxon MC
June 24th.	Filtrate	Ilkley & DMC
July 1st.	Slaters	Clwyd Vale MC
July 22nd.	Cymru	North Wales CC
Aug. 12th.	Wolverhampton	Wolverhampton & SSCC
Sep. 2nd.	Edge Hill	Coventry & Warks. MC
Sep. 9th.	Jack Sivey	Lancs & Cheshire CC
Sep. 23rd.	Ernest Owen	Owen MC

SHELL OILS LEAGUE 1990 EVENTS

	<u>DATE</u>	<u>CLUB</u>	<u>EVENT</u>
1.	FEBRUARY 17TH	NHMC	S. V RALLY
2.	APRIL 8TH	SHIPLEY & DMC	HILL CLIMB
3.	MAY 20TH	AIREDALE & PENNINE	AUTOTEST
4.	JUNE 17TH	Y. S. C. C.	AUTOTEST
5.	JULY 22ND	ALWOODLEY MC	AUTOTEST
6.	JULY 29TH	ILKLEY MC	P. C. T.
7.	AUGUST 19TH	YORK MC	AUTOTEST
8.	SEPTEMBER 9TH	SLAITHWAITE MC	AUTOTEST
9.	OCTOBER 20/21ST	KEIGHLEY & DMC	NAVIGATIONAL RALLY
10.	NOVEMBER 4TH	TRACKROD MC	S. V. RALLY

WELSH Competition —EXHAUSTS—

BTRDA GOLD STAR CHAMPIONSHIP 1990

THE MOST POPULAR NATIONWIDE CHAMPIONSHIP

- ★
- EIGHT CLASSIC FOREST RALLIES
- ★
- ENGLAND, SCOTLAND, WALES
- ★
- REVERSE RUNNING ORDER
- ★
- GROUP N CAR CATEGORY
- ★
- EXCITING YOUNG DRIVER AWARD
- ★
- COMPUTERISED RESULTS
- ★
- COMPETITORS' LIAISON OFFICER
- ★
- SERIES' SCRUTINEERS

COLWAY
COMPETITION TYRES

RALLY
SPORT
Magazine

**CLUBMAN
CHAMPIONSHIP**

NATIONWIDE CHAMPIONSHIP FOR THE CLUBMAN

- ★
- SEVEN CLASSIC FOREST RALLIES
- ★
- OVERALL CHAMPION FROM FOUR CAPACITY CLASSES
- ★
- REVERSE RUNNING ORDER
- ★
- COMPUTERISED RESULTS
- ★
- GROUP N CATEGORY AND CLASSES
- ★
- COMPETITORS' LIAISON OFFICER
- ★
- RESTRICTED STATUS EVENTS
- ★
- COVERAGE OF EVENTS IN "RALLY SPORT"



**ASHLEY COMPETITION EXHAUSTS
BTRDA GOLD STAR STAR CHAMPIONSHIP 1990 LIST OF EVENTS**

Date	Event	Organising Club
February 3rd	Wyedean Stages	Forest of Dean M.C.
March 24th	York National Rally	York M.C. Ltd.
April 21st	Plains Natinal Rally	Knutsford and D. M.C.
May 12th	Hadrian Centurion	Hadrian M.C.
July 28th	Competition Car Stages	Quinton M.C.
August 18th	Border Auto Developments Rally	Hawick and Border C. and M.C.
September 16th	J.C. Van Hire Stages	Bridgend A.C. Ltd.
October 27th	Premier Camrian Rally	North Wales C.C.

(Events, titles and dates may be subject to variation.)

Competitors must sign on to claim eligibility at the start of each event and must display the decals supplied by the BTRDA Ltd and sponsors on all qualifying events (one of each to be visible on each side of the car) as required in the GR's of the RAC Motor Sports Association Ltd.

ASHLEY COMPETITION EXHAUSTS BTRDA GOLD CHAMPIONSHIP AWARDS

DRIVERS		
Champion	★	Gold Star Trophy and Replica
Runner-Up	★	Arnold Pownall Trophy and Replica
Third Overall	★	Nick Ford Trophy and Replica
Fourth and Fifth	★	Goblet
CO-DRIVERS		
Champion	★	Phil Short Trophy and Replica
Runner-Up	★	Goblet
Third to Fifth	★	Goblet
UP TO 1300cc		
Highest Placed Driver	★	John Foden Trophy and Replica
Runner Up	★	Goblet
Third	★	Goblet
1301 - 1600 cc		
Highest Placed Driver	★	Wendy Smith Memorial Trophy and Replica
Runner Up	★	Goblet
Third	★	Goblet
1601 - 2000 cc		
Highest Placed Driver	★	Trophy and Replica
Runner Up	★	Goblet
Third	★	Goblet
GROUP N CATEGORY		
Overall Highest Placed Driver	★	Challenge Trophy and Replica
CLASS 1		
Highest Placed Driver	★	Trophy and Replica
Runner Up	★	Goblet
CLASS 2		
Highest Placed Driver	★	Trophy and Replica
Runner Up	★	Goblet
CO-DRIVER		
First, Second and Third in Capacity Classes and First and Second in Group N Classes	★	An Award
LADIES' AWARD		
Highest Placed Driver	★	Ladies' Silver Garter and Replica
Highest Placed Co-Driver	★	Liz Crellin Trophy and Replica
'UNDER 25' DRIVER		
Highest Placed Driver	★	Chris Lord Trophy and Replica
Runner Up	★	Goblet
Rallyman of the Championship Award	★	The Pressprint Trophy
The Event considered the Best of the Gold Star Series to the BTRDA Committee	★	The Bill Turner Trophy

A competitor may not win more than one award in the Group N Category.

On each round of the Ashley Competition Exhausts Gold Star Championship the award of BTRDA goblet will be made to the highest placed registered BTRDA Driver and to the highest placed registered BTRDA Co-Driver. (See also Rule 3 - Competitors' Signing On)



1989 Gold Star Champions: Simon Paton/Judith Flavell

COLWAY TYRES RALLY SPORT BTRDA CLUBMAN CHAMPIONSHIP 1990 LIST OF EVENTS

Date	Event	Organising Club
March 17th	Malcolm Wilson Motorsport Lakeland Stages	Morecambe CC/Kirkby Lonsdale and Workington and D.M.C.
April 8th	Zwik Woodpecker Stages	60 and Worcester M.C.
May 12th/13th	South West Stages	Exeter M.C./Taunton M.C.
June 9th	John Harrison Peugeot Dukeries Rally	Dukeries M.C. Ltd.
July 24th	Jim Clark Memorial Rally	Berwick D.M.C./Border Ecosse C.C.
September 8th	A.T.S. Coracle Stages	Carmarthen M.C./Gwendraeth Valley M.C.
October 20th	Crystal Esso Stelrad Rally	North Humberside M.C.

(Events, titles and dates may be subject to variation.)

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THE COLWAY TYRES RALLY SPORT BTRDA CLUBMAN CHAMPIONSHIP 1990 AWARDS

SECTION 1

DRIVERS

Champion	★	Graham Lepley Trophy and Replica
Runner-Up	★	Engraved Goblet
Third Overall	★	Engraved Goblet
First in Each Class*	★	Engraved Goblet

CO-DRIVERS

Champion	★	Lyn Jenkins Trophy and Replica
Runner-Up	★	Engraved Goblet
Third Overall	★	Engraved Goblet
First in Each Class*	★	Engraved Goblet

SECTION 2

GROUP N CATEGORY

Champion Driver	★	Autosport Trophy and Replica
Champion Co-Driver	★	Engraved Goblet
1st Driver in Each Class	★	Engraved Goblet
1st Co-Driver in Each Class	★	Engraved Goblet

*No competitor may win more than one award in each section.

The event considered the best of the Clubman's Championship

Stephen Bye Trophy

On Wednesday 18th October 1989 the BBC's Look North programme screened a report on the latest developments in the attempts made by Humberside County Council to bring the Lombard RAC Rally to North Humberside.

For those who missed the programme here is a transcript of that report.

LOOK NORTH:- 'Humberside County Council has decided to go ahead with plans to seek an Act of Parliament to allow the Lombard RAC Rally to be run in the area despite protests from residents who feel it will cause serious damage to the environment. Several Parish Councils also objected. One of them is Millington near Pocklington which has produced its own report that claims the Rally will wreck sensitive sections of the countryside.'

Millington is one of a number of areas included in a plan by Humberside County Council to attract the International Lombard RAC Rally. The Council wants to promote a special bill through Parliament which will allow the Organisers of the Rally to switch part of the event on to public roads for the first time. In Millington this will mean sealing off the road to allow competing cars through, but local people, who formed an action group, say that the worst damage will probably come from the thousands of spectators who follow the rally each year. In sensitive areas such as Millington Wood an area of special scientific importance, they claim it will seriously damage the environment.'

PROF. MICHAEL MULKAY, MILLINGTON ACTION GROUP:- 'Some of the damage will be irreversible because some of the hedgerows are hundreds of years old and it would be impossible to replace them. The wildlife habitats, once destroyed, will be unable to support the wildlife species which will in turn be unable to replace themselves and will ultimately be destroyed permanently. These are the sort of consequences we are concerned with.'

LOOK NORTH:- 'County Councillors who considered the issue at their meeting on Thursday 19th October say they are concerned about the environment, the Authority owns Millington Woods. They have accused objectors of not taking the wider issues into account.'

CLLR. TERRY GERAGHTY, LEADER OF HUMBERSIDE COUNTY COUNCIL:- 'The benefits must be that we get world coverage and also put Humberside on the map. it would also mean we would bring a lot of money into the economy of Humberside, for example, most of the hotel space for the full fortnight would be taken up, and secondly we would be creating jobs in the tourism industry.'

LOOK NORTH:- 'The Millington Action Group has accused the County Council of inadequate consultation on the plan...the Authority has been drawing up the proposals for more than a year, it's claimed, and they say allowing it to go ahead will have a knock-on effect for rural areas all over the country.'

PROF. MICHAEL MULKAY:- 'In the long run it's not a Humberside issue, it's a national issue because Humberside County Council say quite clearly this will be the first instance where International Rallies will run on public roads and this will be done on a large scale; it will create a precedent; a new Act of Parliament will be passed and this will make it possible for this kind of event to occur in any rural area in Britain. This is the first time but it will create a precedent and this will happen time and time again.'

CLLR. TERRY GERAGHTY:- 'We have been consulting for quite some time now and as far as we are concerned we've got to do it now. If we start these proceedings now to go through the Act as far as Parliament is concerned, we won't be able to achieve what we want to achieve in 1991/92.'

LOOK NORTH:- 'If the Parliamentary Bill goes ahead, the plan is to hold practice stages in Humberside next year before the full event is approved.'
(end of interview.)

(interview transcribed by Dave Cogan)

Comments about this important issue can be given in writing to the Magazine Editor or to any NHMC committee member and they will be noted for future reference.

P. C. T.

LOUGHBOROUGH CAR CLUB LTD.

Having been disappointed in not being able to get to the Shell League event at Ilkley, Rob Woolley and I decided to have a go at the PCT organised by Loughborough Car Club Ltd., So, having made a provisional telephone entry, we set off on Sunday August 20th and made the run down to Hinkley in about an hour and a half.

This was a mixed event, part restricted, part closed, the restricted section being part of the EMAMC PCT championship.

The venue was very large with most of the hills being arranged around a high hill in the next field to the paddock. There was a large flock of sheep acting as spectators but they were well trained and kept well away from the test hills.

With 32 competitors (18 restricted and 14 closed) we were split into three groups starting at three different locations. The tests were quite fair but quite difficult, the only bare earth patches being on the tightest of corners on sideways slopes,.... and there were some hills with varying gradients which tested throttle control.

The main hill was so steep and slippery that moving between test hills was competitive itself.

We found ourselves in a class against two drivers from Coalville in a Ford Escort Mk. 1 and Peter Coleman from Sheffield and Hallamshire in his Panther Lima! This made the results look a bit sick

With a total of 40 hills we were not kept waiting around in the paddock for very long and the lunch break was very welcome, plus we had a very enjoyable day in the sunshine.

In the restricted event, best performance went to Peter Coleman in the Lima with a total of 2 marks, (index 4.48) and class wins went to a Nova on 24 marks (index 86.77) a Renault 5 with 38 marks (index 71.25), a Cortina on his own in the class with 128 marks (index 100) an Escort on 63 (index 141.06) and a Sunbeam Imp on 99, (index 100)

We were a bit surprised at the lax results as we found several mistakes on our marks alone. We pointed these out to the organisers early on in the afternoon but as we were not chasing any championship we left them as they were later on. We were listed as 13th and 14th overall on the results but if the Lima had run in class F on his own we would have crept up to about 8th. or 9th.

J. D. R.

R.A.C. Rules and Information

AMENDMENTS TO J.2.12

J.2.12 MULTI USE STAGE RALLIES

These are defined as Special Stage Rallies which may or may not include link sections on the Public Highway and which contain roads all or part of which are used 4 or more times in the course of the event. In addition to complying with regulations J.2.1 to J.2.11.11, they must meet the following requirements.

J.2.12.1. The SR's must state whether the Public Highway is being used or not.

J.2.12.2 At any venue on a multi use stage rally no stage route may be used more than twice. For a stage route to be recognised as different it must vary by at least 20% of the stage route if run in the same direction, or be reversed.

J.2.12.3 No part of a stage may be used in any one direction more than 12 times during the event.

J.2.12.4 A doctor and a rally ambulance must be present at each multi use venue.

J.2.12.5 Fire extinguishers to the requirements of E.12.3.a must be available in any area defined as 'service Area' or 'Paddock' and any area in which competing cars are assembled awaiting their attempt at the stage(s).

J.2.12.6 Where the event is confined to one venue, the RACMSA will appoint an RACMSA Steward. In all other cases the RAC.MSA may appoint an RAC.MSA Steward.

J.2.12.7 The RACMSA must be advised in advance, and written permission granted, of any other activity held at the venue(s) in order to effect suitable insurances if possible.

J.2.12.8. PR work, in accordance with J.2.7.4. must be undertaken irrespective of whether the public highway is used on the event.

J.2.12.9. All multi use stage venues where spectators are encouraged to attend should have a resident Spectator Control Car equipped with a PA system and a radio on the MSA safety frequency.

J.2.12.10 A navigator/co-driver who has signed on must be carried in each competing car.

J.2.12.11 Competitors are not required to complete more than two laps, where a special stage forms a continuous circuit. Organisers must allow at least 100m separation from the start of the stage before competitors join other cars already on the stage. No individual stage on a multi use stage rally will utilise any particular section of road more than twice.

J.2.9.6 Not use any section of the venue in opposite directions at the same time unless there is at least 15m separation between the two routes with a continuous barrier to prevent a car from crossing over into the path of another car travelling in the opposite direction. Crossroads used twice must preserve this separation. The barrier must consist of one or more of the following: Tyres banded in threes, straw bales, earth banks or similar immovable objects. 'Motorway cones' or 'Blocking tape' are not considered suitable for this purpose.

QH.4.1
17.1
18.1. Be currently registered and taxed as a Private Car as required by law, unless the SR's relax the requirement for TAX ONLY due to the event being being a multi use stage rally taking place wholly on private property. However, on such events, the car must bear the registration mark of the Registration documents, which must be produced at scrutineering. A current MOT test certificate must be produced at scrutineering for all cars required by law to be in possession of such a certificate, whether or not any part of the event takes place on the public highway.

ELIGIBLE CARS

- 1) Must have been homologated in Groups 1,2,3,or4 of Appendix J (1981 or before) or Groups A or N of the current Appendix J or be Non-Homologated Series Production Cars. Modifications are free within RACMSA Vehicle Regulations, but forced induction is only permitted for those models of vehicles on which it was originally homologated or originally manufactured. The number of driven wheels must not be more than originally homologated or originally manufactured and the engine location must remain as originally homologated or originally manufactured, ie front or rear. (A Non-Hologated Series Production Car is defined as one having been mass produced and permission for use granted, in writing, by the MSA)
- 2) Vehicles not complying with 1) above:
 - a) Have a normally aspirated engine not exceedinh 3000cc if fitted with a maximum of 2 valves per cylinder.
 - b) Have a normally aspirated engine not exceeding 2500cc if fitted with more than 2 valves per cylinder.
- 3) Vehicles not complying with 1(& 2) above:

May take part in events forming part of a RACMSA registered championship providing that, the RACMSA have approved the vehicle specifications, that an Eligibility Scrutineer is appointed, and that the championship has provision for such vehicles. They may not take part in any other events.

NEW TYRE REGULATIONS FOR SPECIAL STAGE RALLIES

QH.12.2. Tyres will comply with QP.1.1.2 or QP.2.

QP.1.1.2 RALLIES For rallies all tyres must comply with the relevant Motor Vehicle Construction & Use Regulations, in addition to the dimensions laid down in QH.12.(?? Q4.2.)

QP.2 TYRE TREAD ON SPECIAL STAGES AND THE PUBLIC HIGHWAY

- QP.2.1 The use of slick tyres is permitted only if they comply with the following:
- a) The number of equally spaced grooves to be positioned circumferentially will vary according to the width of the tyre, with a minimum of three grooves irrespective of tyre width.
 - b) The maximum spacing between grooves or between the outer groove and the tyre shoulder will not exceed 50mm and will be such that the distance between the outermost grooves is not less than 75% of the breadth of the tread.
 - c) The measurement of other than straight circumferential grooves, of whatever configuration, will be through the centre line of the pattern.
 - d) The minimum groove width will be 2mm at all times.
 - e) The minimum depth of groove will be 3mm on a new tyre and not less than 1.5mm at any other time.
 - f) Only NEW UNCUT tyres may be grooved to the above specification.
 - g) The unauthorised grooving of slick tyres is prohibited.

ROAD BOOKS

Contrary to the information published in the previous *Bulletin* (August 1989), it is strongly recommended that the location of radio points be indicated in any road book with the sign shown here. Each radio point should also have a sign displayed in the special stage with the word *RADIO* (not SOS as previously stated)



It is also recommended that other safety points, such as Rescue and Breakdown, be indicated in any road book with the sign shown here.



UNLEADED FUEL: FIRE RISKS

The following statement has been issued by Derek Ongaro, Consultant to the RAC Motor Sports Association.

I have completed a round-up of information, from many sources, to examine the many claims that unleaded fuel is difficult to extinguish when ignited. Probably the most unfortunate of these have been the two or three television 'exposes' with Fire Brigades.

My information is as follows:

1. The Home Office has not seen fit to issue any instructions or updates to Fire Brigades.
2. The Association of Chief Fire Officers has not made any recommendations or directives.
3. The fuel industry have made no special notes or issued any directives.
4. Suggestions have been made that any unleaded fuel under BS 7070 (as sold at roadside pumps) has a slightly higher oxygenation content and therefore burns a little more fiercely.
5. Marshals Training Days have experimented with burning unleaded petrol and have not noticed any increased difficulties in dealing with the fires.
6. The Fire Protection Association express no extra concern and have no intention of issuing any directives. They may, at a later date, if the concern increases to any great extent, issue "a few notes".
7. I believe that our fire marshals, who have trained with all types of inflammable substances and fuels, can cope with the situation.

1990 COMPETITION LICENCES

Application forms for the renewal of RAC MSA Competition Licences will be sent to all competitors in early November. 1990 Licences will be issued from 1 December 1989. As in previous years, 1989 Licences will continue to be valid for all events (except International events) until 31 January 1990.

Application forms for new licences will also be available from mid-November.

Important changes for 1990

1. Race Licences will be valid for entering Speed events up to and including Restricted status.
2. For Rallies up to Restricted status, it will be permitted to have a windscreen advertising strip as well as the five decals on each side of the car, without needing an Advertising Permit. A Permit will still be required for forward-facing advertising on National and International events.
3. Rallycross and Truck Racing competitors will in future both be subject to an upgrading procedure. Details will be included with the licence procedure leaflet.

ELIGIBILITY SCRUTINEERS

At their meeting on Thursday 21 September, the RAC British Motor Sports Council approved a proposal by the Technical Committee that Eligibility Scrutineers be licensed by the RAC MSA under a Code of Practice. Any championship with eligibility requirements will be required to nominate a Licensed Eligibility Scrutineer on their Application, unless a Technical Commissioner is nominated.

CRASH HELMETS

As promised in the August 1989 *Official Bulletin*, the full text of the amendment to QM10 for the 1990 *RAC MSA Motor Sports Yearbook* is given below.

The new yellow "Approved Sticker" should be available by the end of November: please check with either Derek Ongaro (0753 681736 ext 294) or Tom Kean (0753 681736 ext 290) before returning existing stickers for exchange.

Note the procedure for revalidation: some priority will need to be given to those helmets which would otherwise be due to expire at the end of December 1989.

10. CRASH HELMETS

10.1 Crash Helmets bearing an RAC Approval Sticker must be worn at all times during training, practice and competition. The user must ensure that the helmet is to a standard specified in the current RAC Yearbook, that it fits properly, is secured properly and that it is in a serviceable condition. It is strongly recommended that a fire resistant balaclava, helmet bib or face mask also be worn.

10.2 Total protection can never be given by any headgear, and the best of crash helmets may not entirely prevent head injury or death in a severe accident. Helmet users must understand that helmets are deliberately constructed so that the energy of a severe blow will be absorbed by the helmet and thereby partially destroy it.

10.3.2 **Fit and Security.** To ensure satisfactory fit and security of your helmet, proceed as follows:

1. Obtain correct size by measuring the crown of your head.
2. Check that there is no side-to-side movement; a helmet should be as closely fitting as possible consistent with comfort.
3. Tighten straps securely - the chin strap must be under tension at all times; ensure therefore that the strap cannot slip. Chin cups are prohibited.
4. With head forward attempt to pull up the back of the helmet, as shown in the diagram, to ensure the helmet cannot be removed in this way.



5. Ensure you can see clearly over each shoulder.
6. Make sure nothing impedes your breathing in the helmet and never cover your nose or mouth other than with a fire resistant balaclava or face mask. Helmets with life-support attachments must only be worn if they are connected to a life-support system.
7. Never wear a scarf, tie, or other clothing which could come loose and possibly cause an accident.
8. Ensure that the visor can be opened with one gloved hand.
9. Satisfy yourself that the back of the helmet provides protection for your neck.
10. Do not buy from mail order unless you can satisfactorily carry out the above checks; return a helmet unused if it does not fit.

10.3.3 Condition and Care of Helmet

1. The user himself must bear the prime responsibility for ensuring that his helmet is fit for the purpose intended, since significant damage to the helmet may have been sustained without this being apparent to the scrutineer.
2. Anything other than minor superficial damage is likely to result in the scrutineer removing the MSA Sticker and impounding the helmet for the event.
3. It is in everyone's interest for the competitor to buy the best helmet he can and to look after it (the best is not necessarily the most expensive). A helmet bag should always be used as should a flame proof balaclava.
4. There must be no alteration to the structure of a helmet. Where a radio/intercom is fitted this should only be done in accordance with the helmet manufacturer's instructions.
5. Use only a weak solution of soft soap and water to clean the interior and exterior of the helmet; do not get the interior too wet. Using a balaclava will help keep the inside of your helmet clean.
6. Some moulded plastic helmets do meet approved standards; however, it is most strongly stressed that helmets manufactured from this material can be seriously damaged by substances such as petrol, paint, adhesives, cleaning agents and stickers (not the MSA stickers) - such damage may not always be apparent; however, crazing or obvious dulling of the surface finish could indicate serious structural weakening of the helmet and is likely to result in the scrutineer removing the RAC Approval Sticker and impounding the helmet for the event.
7. The helmet should be stored, preferably in a helmet bag, in a cool dry place away from sunlight when not in use. Do not strap the helmet to the rollcage or allow other unrestrained movement which could cause the helmet to be damaged.
8. A good helmet, properly cared for, is one very important link in a long chain of safety measures. Do not allow it to become the weak link. Do not rely on others. You are responsible for your own safety. Do not, through your own fault, become a grave burden to others.

FIRE EXTINGUISHER CABLES

It has been noted that an increasing number of extinguisher operating cables have shown signs of corrosion and partial seizing. To ensure correct operation, please ensure that all such cables are regularly cleaned and lubricated.

1989 BTRDA CLUBMANS PRODUCTION SALOON CHAMPIONSHIP

Round 6, the ATS Coracle Stages, resurrected as a Forest Rally and based in Carmarthen.

A compact day on offer - 10.00 a.m start, 3 p.m. finish, around 45 stage miles and just 60 road miles. six stages were on offer and just 2 services of 15 minutes and 25 minutes, and a total of 15 minutes lateness to last all day.

SS1, a 9 miler on the edge of the Brechfa complex passed uneventfully and gave us a nice 15 second buffer over our arch rivals in class. SS2. Lady Megan was recommended by a certain G. Heseltine. Again things went to plan and another 14 seconds up on the Samba. Nothing amiss in service so straight in to SS3,4 and 5 each of 6 miles.

Being Welsh in nature they were all very twisty with very few long straights, but mostly they enabled the momentum to be kept up which seems to narrow the gap between us and the quickest big - class production saloons. To give an idea one of these stages had 32 bends called off either the tulips or the O.S map, plus many more read directly off the stage diagram provided by the Organisers. These three stages showed again our upper hand as we took 17, 22, and 18 seconds off our rivals.

So we went into second service with a 1½ minute buffer over our rivals and just 12 seconds behind the leading Production saloon. At Llanbydder market car park (as used on the Welsh) nothing much amiss was discovered other than the sump guard being pushed into the exhaust.

Only one stage remained, 10 miles of Cwmyronnen. Having tried to steady Brian all day - (particularly in view of our decent time margin) to ensure another maximum points score, Brian had instructions not to go any quicker and not to take any unnecessary risks.

Everything went to plan until 1½ miles from the end of the stage when on a right-hander the Visa understeered violently across to the outside gully. So we completed the stage on the near side front rim which wasn't so bad in a straight line but on right-handers even at walking pace the car would barely pull itself round.

We reached the end of the stage with a loss of around 30 seconds, dropping just 9 seconds to the Samba and taking the BTRDA class by over a minute.

Although we dropped 30 seconds with the puncture, we still finished only 37 seconds down on the large class production saloon winner, a 2.8 Injection Capri.

Rounding off a successful day we won our class on the event and our class in the BTRDA Championship and we cannot be caught for the class title.

So to the Crystal where Brians aim is to beat the quickest large class production saloon. On the long straights I suspect this may not be possible but I feel that he will either achieve his goal or visit the scenery whilst trying.

A seeding of 156 and third on the road is adequate and the GODWIN/WYER Samba Rallye is ahead on the stage so we can keep an eye on his stage times.

The start was fairly uneventful apart from a Gin twin being verbally attacked by an old dear who contended that she had 'heard banging at seven this morning etc. etc. and what did we think we were doing in 'her' car park?' Funny enough she was quite happy to let her dog c**p in a Public Car Park!

Anyway, the first three stages were short runs through Harwood Dale and Newton House. Last year the Chevett's engine blew up on Junction 2 of SS1. This year the Visa lost fire on Junction 2 of SS1. Brian and I obviously both thought the worst. After about 10 seconds the Visa fired up again and we were off. We dropped 5 seconds to our class rival and a massive 15 seconds to the quickest prodsaloon in just 2 miles. SS2 & 3 went better, recording fastest overall prodsaloon times and taking 10 seconds off our class rival in just 3½ miles.

First service saw a variety of ignition parts changed to prevent any more problems, and with just new front tyres and petrol we were ready.

Just 5¼ miles of Langdale, 13½ miles of Dalby (split in two) and 6 miles of Staindale were left before 2nd. service and we managed to take 40 seconds off the Samba (despite an overshoot in Langdale) but dropped 42 seconds to the leading prodsaloon.

Again nothing obviously amiss in service so into 3 miles of Troutdale and 4 of Wykeham. Again these were uneventful and we managed to take another 30 seconds off the Samba to win our class for the third time in a row. Unbeknown to us the leading prodsaloon overall had retired with a broken leaf spring so we eventually finished the first prodsaloon overall.

The stages were, as expected, the fastest we've seen all year but we covered the lowest mileage. Gripes include the delays and the 'artificially tightened junctions' which would have been better left alone but with more chicanes. Our fellow BTRDA men agreed the stages were the best seen all year but more mileage is needed to justify the BTRDA status.

With a maximum score of 50 points we are confirmed overall and class winners of the 1989 BTRDA Clubmans Production Saloon Championship - this being our first attempt at any sort of Championship. Obviously luck has been with us at times, latterly entries have been appallingly low but nevertheless we have won each round from the front and not by default. Of the 79 stages we have done this year we have managed 55 fastest times in class and 10 fastest overall production saloon times. In addition we have scored enough points to finish around 5th. in the unrestricted 1600cc BTRDA class and around 20th. overall.

For anyone considering the Forests I would recommend the series as it offers a friendly atmosphere with (relatively) cheap events. (We reckon it has cost around £2750 for 7 rounds to cover entries, insurance, petrol, B&B etc.)

Thanks go to the many people from whom we have begged, borrowed and copied things, including our Sponsors; Peter Marwood Citroen, Richmond, N.Yorks; Forpak Stapling of Hull; Rix Petroleum of Hull; Amsoil Synthetic Lubricants; Prontaprint of Hull; also to our servicing crew of Steve Ashley, Neil Williamson, Andrew Welburn and one or two other occasionals, also Vicki and Natasha and those who have given technical and navigational assistance.

What of next year? At the moment nothing is decided, the Visa is for sale and we have no money available. We would like to stay GROUP N, but move up to a higher level, but we need around £4000 of sponsorship to compete even at Gold Star level.

'Feed'

BRIAN SVENSON OFFERS
FOR SALE

1985 CITROEN VISA GTI GROUP N

Converted from low mileage road car in February 1989.
Usual spec. Bilsteins, extensive cage, full underbody guards etc. Complete with spare alloys, tyres, electrical and mechanical parts (all genuine Citroen, many new) log book, homologation papers, technical papers etc.

This car has won the 1989 BTRDA Clubmans Production Saloon Championship outright and up to 1650cc Class with a maximum 50 point score.
This car has done just 8 events, (7 forest) has never retired and has had 5 Class wins and 2 second-in-class finishes on the 7 BTRDA rounds this year.

Y REGISTRATION FORD TRANSIT LWB TWIN WHEEL VAN

Used for servicing duties only, 2 litre engine, 2 years MOT, solid underside, above average condition and complete with many new panels ready to fit.

EX-WORKS/McRAE/FRED HENDERSON CHEVETTE HS

New Mike Taylor Developments bodyshell to identical Group 4 Works specification fitted 2700 twin cam Works development tarmac HSR engine otherwise all as original Works HS spec.

This car is unmarked and would suit a collector/investor or for classic rally use

DETAILS AND OFFERS FOR ALL THE ABOVE TO:-

BRIAN SVENSON

TEL. HOME (0377) 70021

WORK (0748) 3014



NOTES FOR THE BENEFIT OF INTENDED ENTRANTS

1. The acceptance of a competitor into the Championships does not in any way guarantee an entry to the events in the Championships and the BTRDA Ltd cannot enter into any correspondence or discussion on the matter of event entries, or event seeding. The only way you can assist yourself in any of these areas is to complete a full event entry form giving as much information as possible at the earliest possible date.
2. On acceptance and allocation of your registration, you will be sent a Registration Card, your set of Championship decals, a list of addresses for regulations etc., and an up to date bulletin on items of immediate interest to the Championships, subject to all these being available at the time of despatch.
3. An up to date results and general information bulletin will be published during the Championship year and sent to the registered entrants, who are nevertheless advised to watch the motoring press for any further details and changes in the Championships.
4. The awards will be presented at a special occasion at the end of the season of which due notice will be given in the BTRDA bulletin. All trophies may be retained for a period of nine months from the date of official presentation, provided that they are collected at the ceremony by the winner in person or his nominee.

CHAMPIONSHIP CONTACT

Ashley Competition Exhausts BTRDA Gold Star Championship

Liaison Officer
RODGER MacFARLANE
16 Riverside Drive
Tweedbank
Galashiels TD1 3SH
Tel: 0896 59147 (Evenings)

CHAMPIONSHIP CONTACT

Colway Tyres Rally Sport BTRDA Clubman Championship

Liaison Officer
HOWARD WILCOCK
52 Ravensdale Road
Dronfield Woodhouse
Sheffield, S18 5QQ
Tel: 0246 418404 (Evenings after 8 p.m.)

CHAMPIONSHIP SPONSORS – CONTACTS

RALLY SPORT MAGAZINE

ANGELA TYSON
Sovereign House
Brentwood
Essex
CN14 4SE
Tel: 0277 219876

COLWAY COMPETITION TYRES

FRED HENDERSON
Colway Competition Department
Aynsley Street
Durham City
England
Tel: 091 384 6319

ASHLEY COMPETITION EXHAUSTS

1 New Street
Walsall
West Midlands
WS1 3DF
Tel: 0922 720767

BTRDA

GUIDE TO QH(S) 11

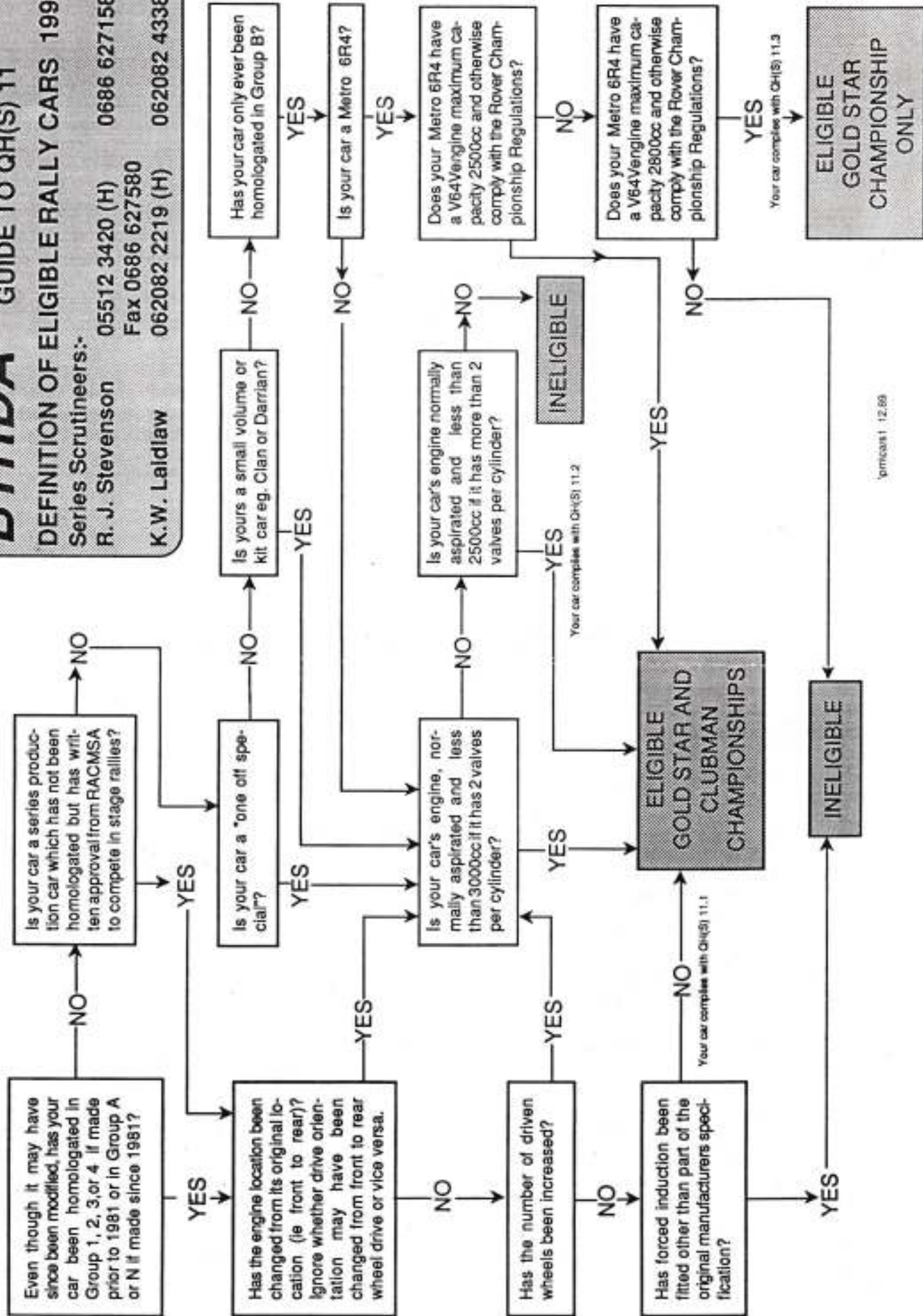
DEFINITION OF ELIGIBLE RALLY CARS 1990

Series Scrutineers:-

R. J. Stevenson 05512 3420 (H) 0686 627158 (B)

Fax 0686 627580

K.W. Laidlaw 062082 2219 (H) 062082 4338 (B)



NEARLY 20 YEARS INVOLVEMENT

(IF ANYBODY IS INTERESTED)

Sometimes you ask yourself, after weeks of preparing a rally like the Everquip, what on earth makes people give up their own time and energy to put on such an event. Only a small nucleus of the Club will know what I mean or have any idea of the commitment of ANY rally Committee or ORGANISER of a major event.

Such as - hours of paperwork, numerous meetings at someones house or on club nights, liaising with landowners, clearing up before, during and after the event. Purchasing equipment, arrows, barrels, bales, tape and stakes and checking on the club radios, caravan and trailer.

The only thing I got out of being an organiser was knowing after the event that everything had gone *nearly* to plan. No one was hurt and everyone had a good days sport, but mainly the fact that everything only comes to fruition because of the efforts of the team. They all want the same thing--a successful event.

We have put on a successful MOONRAKER/EVERQUIP rally for years, the last three have all been the same format, we even had the same two invited stewards as last year so I thought there would be no problems (as there had been none in other years,) but not so!

I don't mind altering things to suit them like re-arrowsing a junction, or moving an obstruction, but when I'm told I'm running a dangerous, disorganised event and then made to alter a route that has been perfectly safe for three years, on their whim, it all becomes sour and the day becomes tense, wondering how else they are going to hold up the event on what is already, for us, a very long day.

"A good steward is one who stays out of the way". Profound words once said to me by our Club President, but having spoken to organisers of other events it seems that this is no longer the case. Stewards interference has increased to the point where they will dampen the enthusiasm of the organising people and drive them from our sport, putting club rallying in jeopardy.

Could it be that, "THE MASTER PLAN" which has been despatched from the RACMSA for single and multi-venue restricted stage rallies, will have the same effect on these type of rallies as has happened with road rallying. Time will tell!

I did not go to the RAC Rally last year - an event I have never missed since joining NHMC. The reason being you are no longer expected to enjoy the rally, but treat it as a military exercise, having reams of instructions to digest if you have the smallest responsibility to perform. After attending the pre-rally talk by an RAC Official at a Club night I decided enough was enough.

I remember the halcyon days of NHMC when you could "do" every event the Club organised in the car you went to work in. Names like Pelling, Shipp, Cammack, Reed, and all the York MC people who seemed like NHMC Club members, Pip Dale, Dicksped (Dick Rowland) George Blades, Dan Grewer and our venerable members who are still going strong- Mike Jackson, John Beadle, Chris Fewlass, Denis and Roy Webster, Denis Haynes, John Dixon and many more, too numerous to mention.

The sport wasn't tied down with rules and regulations as tight as they are now. Enjoyment was the goal for competitors and organisers alike. It was fun to be a Club Member, exciting to take part in events, and there was always lots of socialising.

Oh dear! I'm reminiscing again, perhaps it happens to everyone after twenty years. I wonder who else can remember and understand what I mean. Those of you who don't!-- you will! if you get as much enjoyment out of NHMC as I have.

I would like to thank the following very hard-working people, Steve Varey, John Newlove, Ken and Jane Sturdy, Harry Hannah, Colin Wright, Ian James and Yvonne, Gav Heseltine, Steve Darvell, Julian Doyle, Andy Hoggard and Karen Rodman, Robert Newlove, Robert Pattison, Simon, Geoff, Yvonne's brother, and of course anyone who assisted on the Everquip that I have omitted. I would like to thank the pre-rally bomb-bays tidying team made up of most of those already mentioned and including John Dixon and Lloyd Walkers team from Beverley and District.

Thanks too, to Ian North for delivery and impeccable timing of arrival of our new barrels at Leconfield, Tony Reed for years of providing trucks, Roy Webster for his truck (which ran out of diesel on him the next day at work) (sorry Roy!) and Tim and Angela Allsop for their truck.

Thanks to the girls of the results crew and all the marshals on the field.

Last but not least, thanks to John Everard for his sponsorship of the past and future Everquip Rallies.

I wish you all success for all future NHMC events as Everquip 1989 is the last rally I will be officiating on. I am leaving the organising whilst I'm in front.

Yours
KEN HAILSTONE

Ex-Social Secretary
Ex-Club Captain
Ex-Clubmans Champion (had to get that one in)
Ex-Chairman
Ex-Clerk of the Course.

P.S. I joined the Vintage Motor Cycle Club and its just like NHMC used to be in the old days. Not too many rules to spoil the fun with lots of members competing on low-cost, well-organised, enjoyable friendly events.

Too good to miss.

Yet another successful Everquip/Moonraker over. The event ran very well with a full field of 60 entries. This year it was a round of the E.M.A.M.C. Single Venue championship and so attracted a good entry.

Setting up Leconfield for this event is no easy task but fortunately the weather was kind to us right through from Friday evening to Sunday evening.

The quite large band of workers worked very hard Friday evening and all day Saturday getting all the cones, drums etc. out onto the airfield. We have purchased more 45 gallon drums to use instead of bales as they don't make as much mess after the event. Unfortunately they were not all empty so made quite a mess of us handling them. Ken assured us it was quite harmful TOXIC WASTE!

Anyway, many thanks to all the people who helped and worked so hard. I will not name individuals in case I miss someone. Also, a special thanks to the following for the loan of vehicles..... Mr. Reed, Roy Webster, and Tim and Angela Ailsop....they speeded up our work quite considerably!

Details of results should appear elsewhere. Our manually operated computer results team worked very well so thanks to Jane Sturdy, Wendy Norton and Margaret Varey.

We struggled getting enough marshals but those who did attend did a splendid job with the help of Julian Doyle on the radio control and not forgetting Robin Beagle and his team with Humber Rescue.

Finally we are, of course, indebted to John Everard and Everquip Garage Equipment for their continued support of this event.

John Newlove.

MEMBERSHIP REMINDER

Don't forget, the time has come to renew your Club Membership!

It's still the same amount as last year so bring along your cheque books or cash to the meetings on a Thursday at the Black Horse, Little Weighton.

As Sharon Smith is expecting a baby in March and is not able to be around to take your money and issue receipts, Jane Sturdy is very kindly stepping in to take over until Sharon is able to return so please look for JANE on Club nights. We wish Sharon all the best and hope all goes well for her.

SEX BOUTIQUE

Many women find mechanical devices can stimulate their interest in sex...



The best example is a Ferrari



Wheelie fine offer for Mike

EXPRESS REPORTER

A BUILDER fined for doing a wheelie in his Lada has been offered a new career as a stunt driver for the Russian firm.

The front of Mike Cass's car took off when he loaded 150 bricks in the back. The rear tyres bulged, the mudflaps bulged, the mudflaps scraped and the front wheels stuck up in the air.

Magistrates on the Isle of Wight fined him £75 after he admitted carrying a dangerous load.

He told the court: "I was unaware that the front wheels had left the ground. The mudflaps scrape along the road when there are five people in it anyway."

But a Lada spokeswoman said: "He sounds just the chap we need for the Lada stunt team."

"They do display tours of the Soviet Union. The stunt men all drive Ladas on two wheels with people hanging out all over the place."

CRYSTAL ESSO STELRAD FOREST RALLY 1989

AWARD WINNERS

GENERAL CLASSIFICATION

POSITION	NUMBER	CREW	
1	1	Steve Bannister/Dave Oldfield	Escort
2	3	Peter Wells/Adrian Woodhouse	Escort
3	5	Robert Lawrence/Peter Bowles	Metro 6R4
CLASS 1			
1	30	Keiron Patterson/Mike Wilson	Samba
2	44	Gavin Ruler/Lorraine Nixon	Escort
3	65	Kevin Lee/Pam Lee	Nova
CLASS 2			
1	19	John Milner/Craig Thorley	Peugeot
2	24	Andy Madge/Pat Cooper	Escort
3	72	Marcus Tuplin/Clive Jenkins	Escort
CLASS 3			
1	15	Richard Statham/John Roberts	Escort
2	16	Nick Elliott/Mark Cresswell	Escort
3	17	Martyn Andrews/Denis Field	Escort
CLASS 4			
1	8	Mike Stephenson/Julie Stephenson	Escort
2	22	Malcolm Davey/Ian Shardlow	Escort
3	9	David Turnbull/Graeme Kellett	Escort
Novice			
1	54	Paul Thomas/Robert Cockerill	Escort
2	64	Ian Torkington/Paul Smith	Chevette
Mixed Crew			
1	82	John Brooks/Susan Rylatt	Escort
All Lady Crew			
NO AWARD			
NHMC Crew			
1	26	Steve Herd/Chris Fewlass	Escort
Best Ford			
1	1	Steve Bannister/Dave Oldfield	Escort
Competitor of the Rally			
	149	Stephen Benniman/Graham Cowan	Rover
Best Club Car			
	3	Peter Wells/Adrian Woodhouse	Escort
Highest placed BTRDA Clubman Crew			
1	5	Robert Lawrence/Peter Bowles	Metro 6R4
Best improvement on start number			
	151	John Gribbins/Colin Blunt	Escort
Cars & Car Conversions Fiat Challenge			
1	97	Chris Elkins/Phil Pavord	Fiat
TEAM AWARD			
No Team finished			

Issued at 20:48 on 14 October 89
Results by Tynemouth Computer Services

COLWAY TYRES RALLY SPORT BTRDA CLUBMAN CHAMPIONSHIP 1989

- Round 1 - Malcolm Wilson Motorsport Lakeland Stages
- Round 2 - Woodpecker Stages
- Round 3 - South West Stages
- Round 4 - John Harrison Peugeot Dukeries Rally
- Round 5 - Competition Car Magazine Stages
- Round 6 - A.T.S. Coracle Stages
- Round 7 - Crystal Esso Stelrad Forestry Stages

Overall Driver

POSN		Rounds ...							TOTAL
		1	2	3	4	5	6	7	
1	Patterson, Kieron	10	10	10	10	0	10	10	50*
2	Statham, Richard	6	10	10	0	5	10	10	46*
3	Madge, Andy	0	7	9	7	10	10	10	46*
4	Lawrence, Robert	7	9	-	10	10	0	10	46
5	Elliott, Nick	8	0	9	9	10	9	9	46*
6	Shipp, Bryan	-	-	9	9	10	9	5	42
7	Tuplin, Marcus	6	8	1	8	9	8	9	42*
8	Boothroyd, Philip	7	6	5	9	8	9	8	41*
9	Andrews, Martyn	10	6	6	6	9	5	8	39*
10	Henton, Brian	0	8	7	8	6	0	9	38
Overall Co-driver									
1	Wilson, Michael	10	-	10	10	0	10	10	50
2	Roberts, John	6	10	10	0	5	10	10	46*
3	Cooper, Patrick	0	7	9	7	10	10	10	46*
4	Bowles, Peter	7	9	-	10	10	0	10	46
5	Cresswell, Mark	8	0	9	9	10	9	9	46*
Class A Driver									
1	Patterson, Kieron	10	10	10	10	0	10	10	50*
2	Shipp, Bryan	-	-	9	9	10	9	5	42
3	Lee, Kevin	1	7	4	0	9	8	9	37*
Class B Driver									
1	Madge, Andy	0	7	9	7	10	10	10	46*
2	Tuplin, Marcus	6	8	1	8	9	8	9	42*
3	Boothroyd, Philip	0	0	0	9	8	9	8	34
Class C Driver									
1	Statham, Richard	6	10	10	0	5	10	10	46*
2	Elliott, Nick	8	0	9	9	10	9	9	46*
3	Andrews, Martyn	10	6	6	6	9	5	8	39*
Class D Driver									
1	Lawrence, Robert	7	9	-	10	10	0	10	46
2	Henton, Brian	0	8	7	8	6	0	9	38
3	Watson, Christopher	0	7	6	0	7	10	0	30
Budget Prodsaloon Driver Overall									
1	Svenson, Brian	9	10	10	9	10	10	10	50*
2	Stirling, Kevin	0	8	9	10	10	10	0	47
3	Godwin, Trevor	10	9	9	10	0	9	9	47*
4	Orme, Andy	9	0	8	8	0	9	10	44
5	Dobson, Iain	10	-	10	0	-	0	-	20
Budget Prodsaloon Co-driver Overall									
1	FRED, "	9	10	10	9	10	10	10	50*
2	Dines, Bernard	0	8	9	10	10	10	0	47
3	Wyer, David	10	9	9	10	0	9	9	47*
Budget Prodsaloon Class A Driver									
1	Svenson, Brian	9	10	10	9	10	10	10	50*
2	Godwin, Trevor	10	9	9	10	0	9	9	47*
3	Brown, Martin	0	8	-	-	-	-	-	8
Budget Prodsaloon Class B Driver									
1	Stirling, Kevin	0	8	9	10	10	10	0	47
2	Orme, Andy	9	0	8	8	0	9	10	44
3	Dobson, Iain	10	-	10	0	-	0	-	20
Fiat Challenge Driver									
1	Mullins, George	12	5	12	12	15	12	12	63*
2	McNulty, Michael	-	15	15	15	0	10	0	55
3	Elkins, Chris	-	-	-	-	10	15	15	40

* best 5 rounds count

tcs - 14 October 1989

CRYSTAL ESSO STELRAD FOREST RALLY 1989
FINAL RESULTS IN POSITION ORDER

POSITION	OVERALL	CLASS	NUMBER	CREW	CLASS	TOTAL
1	1	1	1	Steve Bannister/Dave Oldfield	Escort	40:10
2	2	3	3	Peter Wells/Adrian Woodhouse	Escort	41:00
3	3	5	5	Robert Lawrence/Peter Bowles	Metro 6R4	41:06
4	1	19	19	John Milner/Craig Thorley	Peugeot	41:18
5	1	15	15	Richard Statham/John Roberts	Escort	41:45
6	2	16	16	Nick Elliott/Mark Cresswell	Escort	41:52
7	4	8	8	Mike Stephenson/Julie Stephenson	Escort	41:57
8	5	22	22	Malcolm Davey/Ian Shardlow	Escort	42:08
9	6	9	9	David Turnbull/Graeme Kallett	Escort	42:16
10	3	17	17	Martyn Andrews/Denis Field	Escort	42:25
11	7	29	29	Brian Henton/David Frankish	Escort	42:41
12	8	23	23	Clifford Spencer/David Lambourne	Rover	42:56
13	9	20	20	Jonathan Gratton/Neil Rowley	Escort	42:57
14	10	12	12	Keith Stones/Mark Wareham	Escort	43:15
15	2	24	24	Andy Madge/Pat Cooper	Escort	43:23
16	4	25	25	Ian Gwynne/Geoff East	Escort	43:23
17	1	30	30	Keiron Patterson/Mike Wilson	Samba	43:35
18	5	41	41	Neil Hiorns/Paul Hirst	Escort	43:47
19	11	66	66	George Cockerill/Mark Winspear	Sunbeam	43:54
20	6	35	35	John Hardy/Barrie Hollis	Escort	44:07
21	3	72	72	Marcus Tuplin/Clive Jenkins	Escort	44:12
22	7	26	26	Steve Herd/Chris Fewless	Escort	44:18
23	12	37	37	Richard Spink/Andrew Skirrow	Escort	44:19
24	13	34	34	John Dixon/Gav Heseltine	Metro 8R4	44:20
25	4	43	43	Philip Boothroyd/Martyn Dransfield	Escort	44:32
26	8	32	32	Mick Linford/Graham Lake-Grange	Escort	44:33
27	2	44	44	Gavin Ruler/Lorraine Nixon	Escort	44:35
28	9	28	28	Ian Jemison/Jon Dunning	Avon	44:50
29	5	82	82	John Brooks/Susan Rylatt	Escort	44:52
30	14	112	112	Chris Bown/Roger Bown	Kadett	45:02
31	10	54	54	Paul Thomas/Robert Cockerill	Escort	45:05
32	6	57	57	Tony Moss/Simon Boddy	Escort	45:52
33	11	115	115	Colin Witherall/Simon Pain	Escort	45:54
34	15	64	64	Ian Torkington/Paul Smith	Chevette	45:57
35	7	55	55	Jeremy Greaves/Alec Curwen	Sunbeam	46:00
36	16	79	79	John Everard/Dave Hawkins	Colt	46:03
37	3	65	65	Kevin Lee/Pam Lee	Nova	46:06
38	4	87	87	Nigel Bramall/Roger Close	Escort	46:10
39	8	59	59	John Ruddock/John Oldfield	Escort	46:13
40	12	114	114	Andrew Moverley/Mark Atkinson	Escort	46:16
41	9	40	40	Bryan Gill/Malcolm Johnson	Daihatsu	46:29
42	5	88	88	Linden Spencer/Robert Gleadhill	Nova	46:29
43	13	46	46	Mark Gray/Martin Pullan	Escort	46:30
44	17	105	105	David Lomax/Nick Middleton	Manta	46:31
45	10	71	71	Kevin Johnson/Mike Corner	Sunbeam	46:35
46	6	76	76	John Brooks/Dean Kellett	Nova	46:39
47	11	151	151	John Gribbins/Colin Blunt	Escort	46:41
48	12	78	78	Simon Norwood/Nigel Bush	Alfa Sud	47:04
49	13	109	109	Steve Smith/Steve Baker	Sunbeam	47:10
50	14	73	73	Neil Freeman/Simon Maddocks	Escort	47:18
51	7	97	97	Chris Elkins/Phil Pavord	Fiat	47:18
52	14	83	83	Ian Towers/Mark Higgins	Peugeot205	47:26
53	15	107	107	George Anderson/W. Hunter	Escort	47:27
54	8	91	91	George Mullins/Glyn Sargeant	Fiat	47:28
55	16	61	61	Ewen Page/Simon Parkinson	Peugeot205	47:35
56	9	85	85	Michael Kheng/Andrew Darke	Astra	47:47
57	17	86	86	Ian Rudd/Murray Foster	Escort	48:04
58	10	117	117	Geoff Brown/Kevin Sutcliffe	Escort	48:08
59	11	104	104	Chris Mann/Andy Longthorn	Nova	48:18
60	18	84	84	Rick Kellett/Steve Nicholls	Sunbeam	48:25
61	19	156	156	Brian Svenson/" Fred"	Visa	48:25
62	15	80	80	Paul Crowe/Julian King	Escort	48:31
63	12	45	45	Bryan Shipp/David Moreton	Fiat	48:39
64	16	70	70	Alan Smith/Steven Eales	Escort	48:41
65	18	62	62	David Clibbery/Bob Berry	Rover	48:45
66	20	63	63	Dave Charlton/Martin Bradshaw	Beetle	48:46
67	13	50	50	Charles Hutchinson/Sarah Hutchinson	Escort	48:53
68	21	60	60	Timothy Bird/Jacqueline Tanner	Escort	49:04
69	22	140	140	Kevin Bielby/Peter Croft	Escort	49:05

Issued at 20:48 on 14 October 89
Results by Tynemouth Computer Services

CRYSTAL ESSO STELRAD FOREST RALLY 1989
FINAL RESULTS IN POSITION ORDER

POSITION	OVERALL	CLASS	NUMBER	CREW	CLASS	TOTAL
70	17	75	Tony Davis/John Spencer	Corolla	3	49:21
71	18	132	Andy Orme/Andy Foote	Golf GTI	3	49:22
72	23	101	Philip Ball/Michael Baker	Escort	2	49:23
73	14	159	Trevor Godwin/David Wyer	Samba	1	49:40
74	24	147	Steve Cowan/Paul Gubby	Peugeot	2	49:42
75	15	99	Brian Lawson/Stuart Martin	Fiat	1	49:45
76	16	128	David Howells/David Marshall	Lada	1	50:04
77	17	123	Tony Thomas/Nick Leuchars	Lada	1	50:07
78	18	96	Jon Anderson/Mark Wilson	Strada	1	50:28
79	19	148	Garry Hems/Les Hems	Metro	1	50:34
80	20	98	Gary Edgington/Jane Evans	Fiat	1	50:36
81	21	121	Adrian Welton/Stephen Mount	Lada	1	50:58
82	19	134	Stephen Young/Robert Baker	Escort	3	51:10
83	22	122	Andrew Worthington/Geoff Sharpe	Lada	1	51:11
84	25	141	Ali Khan/Steve Allen	Escort	2	51:12
85	26	89	Richard King/Peter Fox	Peugeot205	2	51:18
86	23	124	Lee Billingham/Ian Walker	Lada	1	51:56
87	27	133	Alan Norton/Alastair Rodda	Avenger	2	52:00
88	24	153	Geoff Rand/Deryck Major	Lada	1	52:18
89	19	119	Nicholas Dixon/Martyn Dixon	Dolomite	4	52:24
90	28	135	Malcolm Rigby/Adrian Dale	Escort	2	52:37
91	29	53	Robert Carr/Sally Cuthbert	Escort	2	52:45
92	25	95	Ian Parker/Michael Spanner	Fiat	1	52:52
93	26	127	Nigel Hotson/Barry Frankland	Lada	1	52:52
94	27	131	David Batho/Paul Hickson	Lada	1	53:00
95	20	154	John Dibbs/Dave Manson	Saab	3	54:10
96	28	111	Michael Pears/Graham Wingfield	Mini	1	57:31
97	20	142	David Fergusson/Roger Fergusson	Escort	4	58:10
98	29	155	Jonathan Mason/Brian Fox	Avenger	1	58:32
99	21	138	Andrew Starkey/John Hamblett	Escort	3	66:18

Issued at 20:48 on 14 October 89



"It's the midwife, dear!"

CRYSTAL STELRAD STAGES RALLY 1989

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.....CRYSTAL 89

NHMC CHAMPIONSHIPS AS AT THE END OF OCTOBER

AUTOIEST

1.	Howard Everingham	Mini Cooper	233
2.	Pete Ward	Dutton Phaeton	221
3.	Glen Simpson	Mini Special	219
4=	Robert Pattison	Mini Special	205
4=	C. Shepherd		205
6.	Chris Sheffield		182
7.	Roy Heath	Mini Cooper	177
8.	Amanda Sheffield		172
9.	Rob White	Colt	92
10.	Dave May	Dutton Phaeton	65
11.	Neil Critchley	Mini Special	40
12.	Steve Baker	Mini	36

CLUBMANS

1.	Chris Sheffield		227
2.	Glen Simpson	Mini Special	221
3.	Robert Pattison	Mini Special	198
4.	Roy Heath	Mini Cooper	177
5.	Amanda Sheffield		175
6.	Howard Everingham	Mini Cooper	157
7.	Ken Sturdy	Datsun	137
8.	Gavin Ruler	Escort 1300	130
8.	Lorraine Nixon	Escort 1300	130
10.	Phil Duffill	Escort 2000	116
11.	C. Shepherd		107
12.	Pete Ward	Dutton Phaeton	101
13=	Johnathon Milner	205 GTI	99
13=	John Dixon	Metro 8R4	99
13=	Gavin Heseltine	Metro 8R4	99
16=	Steve Varey	Escort 1300	86
16=	Rob White	Colt	86
18=	Brian Svenson	Citroen Visa GTI	80
18=	Paul Pattison	Citroen Visa GTI	80
20.	Steve Baker	Mini	71
21.	John Everard	Colt Lancer	70
22.	Ian Oldfield	Manta 400	67
22=	Andy Catchpool	Manta 400	67
22=	John Newlove		67
25=	Simon Plling	Sunbeam 1600	66
25=	Brian Godfrey	Sunbeam 1600	66
27.	Dave May	Dutton Phaeton	65
28=	Phil Shepherd	Escort 2000	59
28=	Barry Clark	Nova GTE	59
28=	Elaine Stephenson	Nova GTE	59
31.	Chris Duffill	Escort 2000	57
32.	A. Leedham		45
33=	Steve Herd	Escort 2000	44
33=	Chris Fewlass	Escort 2000	44
33=	Ewen Page	205 GTI	44
36=	Ian James		40
36=	Neil Critchley	Mini Special	40
38=	Michael O'Neil		37
38=	Ken Bills		37
40=	Neil Fewlass	Lada	36
40=	Mark Tanfield	Lada	36
40=	Chris Bown		36
40=	Roger Bown		36
40=	Roy Webster	Colt Lancer	36
40=	Steve Darvell	Escort 2000	36

Plus another 15 competitors with scores under 36.

Repair Charge Schedule for Consul and Zephyr Six, 1955. Courtesy of Nan Carvell

Op. No.	Description of Operation	'Consul'		'Zephyr Six'	
		£	s. d.	£	s. d.
COOLING SYSTEM					
300	REPLACE RADIATOR TOP HOSE ... (a) Extra to replace cylinder head water outlet and/or thermostat	3	0	3	0
301	REPLACE BOTH RADIATOR HOSES	5	6	5	6
302	REPLACE RADIATOR BOTTOM HOSE ...	3	0	3	0
304	REPLACE RADIATOR ASSEMBLY ...	11	0	15	0
305	REPLACE RADIATOR GRILLE ...	1	0	1	4
307	ADJUST FAN BELT ...	3	0	3	0
308	REPLACE FAN BELT AND ADJUST	5	0	5	0
309	REPLACE FAN BLADE ...	3	0	3	0
310	REPLACE WATER PUMP ASSEMBLY ... (a) Extra to overhaul water pump	11	6	11	6
311	REPLACE CYLINDER BLOCK DRAIN TAP ...	7	6	7	6
312	REPLACE RADIATOR DRAIN TAP	3	0	3	0

FUEL SYSTEM

350	CLEAN FUEL SYSTEM AND CARBURETTOR, (includes removing float chamber, cleaning all jets and passages, pump to carburettor and tank to pump fuel lines, cleaning fuel pump sediments bowl and filter and draining fuel tank)	13	6	13	6
352	REPLACE OR CLEAR CARBURETTOR TO FUEL PUMP PIPE ...	5	0	5	0
354	REMOVE CARBURETTOR FLOAT CHAMBER AND REPLACE OR CLEAR JETS ...	3	0	3	0
355	REPLACE FLEXIBLE PIPE TO FUEL PUMP ... (a) Extra to replace metal pipe, fuel tank to pump	3	0	3	0
356	CLEAN FUEL TANK TO PUMP PIPE	18	0	18	0
358	REPLACE FUEL TANK	4	6	4	6
360	REPLACE FUEL GAUGE TANK UNIT	15	0	15	0
362	REPLACE FUEL GAUGE ON DASH ... With steering column instrument panel	5	0	5	0

Op. No.	Description of Operation	'Consul'		'Zephyr Six'	
		£	s. d.	£	s. d.
FUEL SYSTEM—continued					
364	REPLACE FUEL AND VACUUM PUMP ASSEMBLY ... With engine splash shields ... (a) Extra to replace fuel pump diaphragm ... (b) Extra to replace vacuum pump diaphragm ... (c) Extra to replace any or all internal parts	5	6	5	6
365	OVERHAUL FUEL AND VACUUM PUMP ASSEMBLY ... (includes op. 364, 364a, 364b and 364c) With engine splash shields ...	19	6	19	6
368	REPLACE CARBURETTOR OR GAS-KET ... (a) Extra to overhaul carburettor	5	0	5	0
370	OVERHAUL CARBURETTOR ... (includes op. 368 and 368a)	13	0	13	0
371	REPLACE CHOKE CONTROL ... With steering column instrument panel	18	0	18	0

ELECTRICAL SYSTEM

400	REPLACE GENERATOR ASSEMBLY ... (a) Extra to replace generator brushes and clean commutator ... (b) Extra to overhaul generator	7	6	7	6
402	REPLACE GENERATOR BRUSHES AND CLEAN COMMUTATOR ... (includes op. 400 and 400a)	9	0	9	0
403	OVERHAUL GENERATOR ASSEMBLY ... (includes op. 400, 400a and 400b)	13	6	13	6
404	REPLACE GENERATOR FRONT BEARING ...	16	6	16	6
406	REPLACE VOLTAGE REGULATOR UNIT ...	10	0	10	0
408	REPLACE BATTERY ...	15	0	15	0
409	REPLACE AMMETER ... With steering column instrument panel	3	0	3	0

Qs. No.	Description of Operation	"Consult" £ s. d.	"Zephyr Six" £ s. d.	"Consult" £ s. d.	"Zephyr Six" £ s. d.
ACCESSORIES					
460	REPLACE SPEEDOMETER HEAD With steering column instrument panel (a) Extra to replace speedometer inner and outer cable	5 6 8 6	5 6 8 6	5 0 5 0	5 0 5 0
461	REPLACE SPEEDOMETER OUTER CABLE With steering column instrument panel	7 6	7 6		
462	REPLACE SPEEDOMETER INNER CABLE With steering column instrument panel	11 6 13 6	11 6 13 6		
465	REPLACE WINDSCREEN WIPER MOTOR With steering column instrument panel	5 0 8 0	5 0 8 0		
466	REPLACE VACUUM PUMP DIAPHRAGM With engine splash shields	5 0* 9 0	5 0* 9 0		
468	REPLACE FUEL GAUGE ON DASH With steering column instrument panel	8 0 8 6	8 0 8 6		
470	REPLACE REAR VIEW MIRROR ASSEMBLY	3 0	3 0		
471	REPLACE OIL PRESSURE WARNING LIGHT SWITCH	3 0	3 0		
478	INSTALL HEATER ASSEMBLY	3 0 6	2 9 0		
479	REPLACE HEATER BLOWER UNIT (a) Extra to replace blower motor	13 6 5 0	5 0 5 0		
480	REPLACE HEATER UNIT	13 0	13 0		
481	FIT RADIO INSTALLATION With steering column instrument panel	1 5 0 1 1 6	1 5 0 1 1 6		
482	REPLACE RADIO RECEIVER AND/OR POWER PACK With steering column instrument panel	11 0 10 0	11 0 10 0		
CHASSIS					
493	REPLACE BUMPER APRON (each) front or rear	3 0	3 0		
494	REPLACE BUMPER BAR (front or rear) (a) Extra to replace bumper bracket	5 6 5 0	8 6 5 0		
498	REFILL AND CHECK REAR SHOCK ABSORBERS	9 0	9 0		
500	REPLACE REAR SHOCK ABSORBERS (each)	5 6	5 6		
* When Radio fitted 15s. 6d.					
CHASSIS—continued					
501	REPLACE REAR SHOCK ABSORBER LINK (each)			5 0	5 0
BODYWORK					
550	REPLACE FRONT DOOR WINDOW GLASS (each)			1 0 0	1 0 0
	(a) Extra to replace window regulator			8 0	8 0
551	REPLACE FRONT DOOR WINDOW REGULATOR (each)			16 6	16 6
552	REPLACE REAR DOOR WINDOW GLASS (each)			16 6	16 6
	(a) Extra to replace window regulator			5 6	5 6
553	REPLACE REAR DOOR WINDOW REGULATOR (each)			9 0	9 0
554	REPLACE REAR VIEW GLASS AND/OR MOULDING Cars built prior to October, 1953 Cars built after October, 1953			15 6 14 6	1 8 0 1 8 0
555	REPLACE WINDSCREEN GLASS OR MOULDING Cars built prior to October, 1953 Cars built after October, 1953			15 6 1 8 0	1 8 0 1 8 0
556	REPLACE DOOR LOCK BARREL (Driver's Door)			6 6	6 6
557	REPLACE DOOR TRIM PAD (each)			4 6	4 6
558	REPLACE WINDOW REGULATOR HANDLE (each)			3 0	3 0
559	REPLACE DOOR INTERNAL LOCKING HANDLE (each)			3 0	3 0
560	REPLACE DOOR RATCHET ASSEMBLY			8 6	8 6
561	REPLACE (outside) DOOR HANDLE ASSEMBLY			4 6	4 6
562	REPLACE LUGGAGE BOOT LOCK ASSEMBLY			4 6	4 6
	(a) Extra to replace luggage boot latch			3 0	3 0
563	REPLACE LUGGAGE BOOT HINGE SPRING			3 0	3 0
564	REPLACE BONNET LOCK CATCH			3 0	3 0
565	REPLACE BONNET CATCH CABLE			3 0	3 0

N.B. An extra charge may be incurred on body work repair items where it is necessary to touch up or respray paintwork which is unavoidably damaged.

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