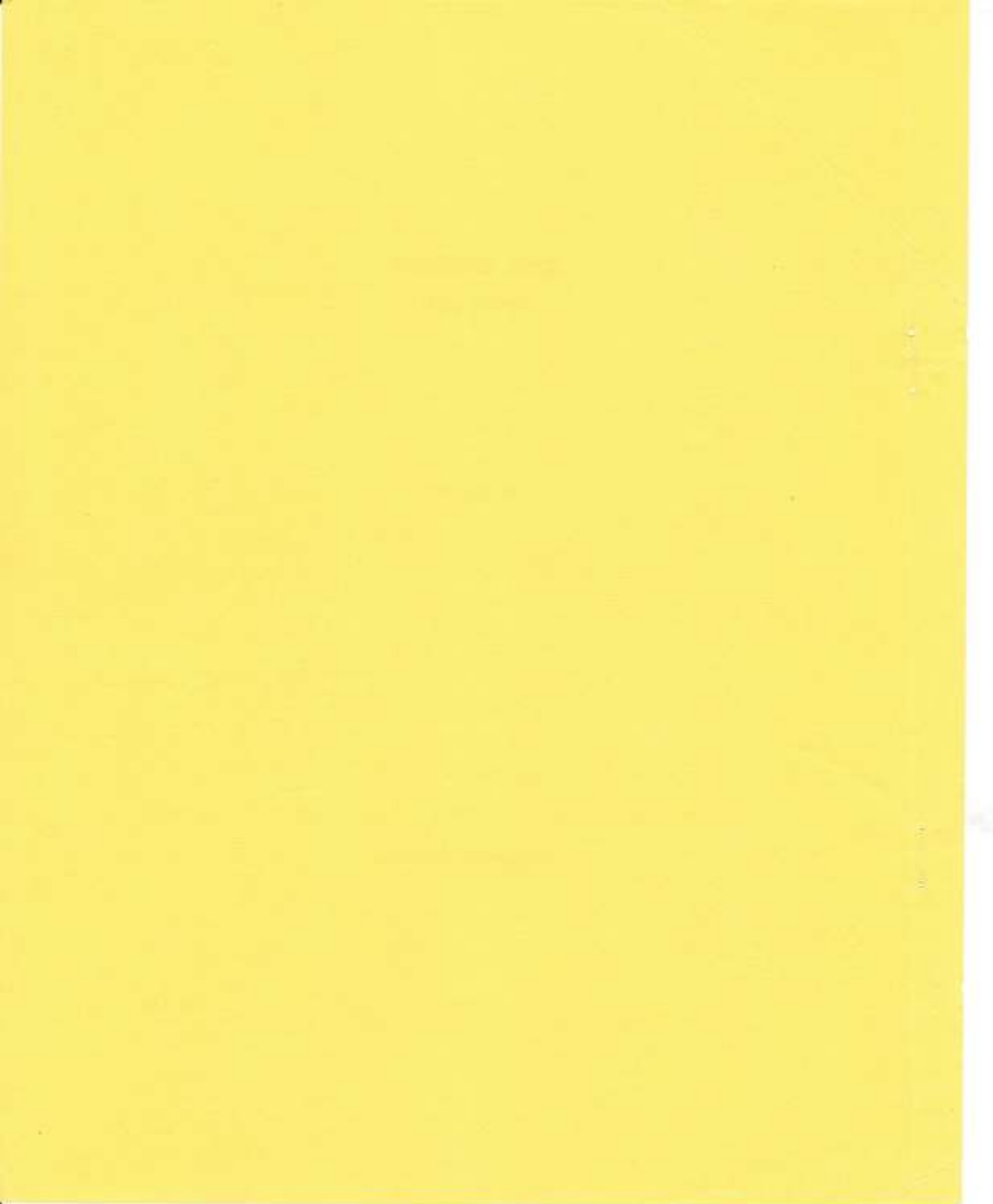


OCT 70

NORTH HUMBERSIDE
MOTOR CLUB.

MAGAZINE.

Emergency Covers.



Once more the time has come for us to write the monthly mumbblings. We wonder why Editors wish to be seen in print? - - one would have thought that they saw enough articles and opinions for them to steer clear themselves.

Howsoever! To pass on a word of praise to those concerned, at the close of the meeting at Scarborough last weekend the Chief Marshal made a point of seeking us out and asking to convey his thanks to all club members, who had turned out for their services; which he described as "a grand job". So thanks to you all, on behalf of MHC also.

It is with regret that we must allow this issue to be published late. This is entirely due to pressure of work on the Editor - his bread type work not his hobby type - - and to the fact that our proof typist is also much occupied with business and home affairs.

It would greatly help in the production of this magazine, if we could have some volunteer typists, some to cut the stencils on a rota system, so that they would be asked to cut stencils for a magazine perhaps once every three months - less if more if you see what we mean. Typists to help in the proof typing would also be most welcome, a couple of them would be able to whip through this essential preliminary to the production in a couple of hours per month apiece.

Alan Fellowes has now joined us as assistant to Clive Bottrill, and we need a pair of stout lads to take care of the monthly stapling and enveloping of the Mag. to complete the team.

It causes us great sorrow to tell you that we have indicated to the committee that we shall be unable to continue as Editor after this year, due to pressure of business. Instead we shall try to 'do our bit' by organising the odd event - a less regular task. Therefore if you know of any member who might be able to give of his time to take over this highly entertaining but completely unucrative post, please send us his name and address that we may seek to convert him to the ways of the Word. He will be fully supported by the members of the Editorial team.

All those who do NOT wish to help, one pace, step back,
MARCH!

On the subject of volunteering, what about coming in on the organisation of the odd event now and then? See later article and ACT NOW.

One great supporter of the club, a regular publisher of our future calendar and a newspaper that regularly prints reports of our events if the HULL MOTORING EXPRESS. In case you didn't already know it is now available through your newsagent - instead of your garage.

LETTER TO THE EDITOR

Dear Sir,

The Club has several championships running each year and points are accumulated event by event. However it is not until the Dinner Dance that the members become aware of how well they are, or are not, doing.

Would it be possible to stimulate more interest in events by publishing current championship points each month. A list of the year's remaining qualifying events in each championship shown with the current position will surely promote the friendly rivalry necessary to keep the club alive.

K.G.S.

HIWI RALLY - 10th September, 1970

Congratulations to Brian for 'having a bash' at organising and producing a good event enjoyed by all, its a pity that after all his efforts there was a lack of competitors which does tend to dishearten even the stoutest.

It was nice to see a few new faces and pleasing to see Dave Shipley 'in cog' with a romer again, also a nice gesture on Dave's part to boost the morale of up and coming Peter Walton by guiding him into second place.

RESULTS:-

<u>CAR NO.</u>	<u>DRIVER</u>	<u>NAVIGATOR</u>	<u>FAILS</u>	<u>PENS.</u>	<u>POSITION</u>
1.	Janet Scott	Kevin Scott	Clean	1 T	1
2.	Peter Walton	Dave Shipley	1	290	2
3.	Phil Clark	Nick Thompson	3	230	5
4.	D. Douglas	Ian Stallard	4	120	6
5.	J. Whittaker	Graham Whittaker	3	---	4
6.	Paul Simpson	John Wylie	2	130	3

Many thanks to all competitors and marshals for supporting the event.

John and Enid Beadle / Harry and Audrey Ahern / Bart Thewlass

THE MOONRAKER RALLY - 23/24th OCTOBER

This is another restricted event in your club's calendar and we hope that members will give all the help possible to their organisers.

This year's event will follow on similar lines to the 1969 event and the format will be:-

1. Distance 200 miles, petrol after 120 miles.
2. Some whites will be used but 90% of the route is tarmac.
3. Straightforward navigation with plenty of plotting time and marked maps on view to all.
4. At least 100 miles of fast road sections, plus selectives timed - to the second.
5. Timed in order to give the experts a run for their money; but giving newcomers to the sport a chance to keep within maximum lateness.
6. A low entry fee of 50/-
7. A long list of trophies and valuable prizes. (The overall winner receives 2 new Dunlop Tyres).
8. Start - Briggs National Tyres, Barmston Street.
Finish - The Grand Pavilion, Withernsea.
9. All controls within 25 miles of Hull so get your offer to marshals in quickly!!!
10. Regulations from Kevin Scott, 14 Starboard Avenue, Hull.
Telephone - 852980
and Robin Duffield, 14 Wheatlands Drive, Beverley.
Telephone - 885346

Again please do your best to help the organisers, your

R.A.C. INTERNATIONAL RALLY 1970

Once again we are organising our own bit of the R.A.C. Rally - namely Cropton Forest. We were complimented on our Stage last year and we would like a repeat this year. Obviously this is an excellent way to get the name North Humberide known and enhance our prestige.

Naturally, a Stage such as ours which is one of the longest in the Rally (approx: 11 miles) does take a bit of organising and we do need a lot of Marshalls. Much of the work on the Stage is done on the Saturday afternoon, e.g. arrowing the course, laying telephone cables and setting up the lighting etc., etc., by a working party headed by our over-worked Chief Marshall Harry Ahern. Unfortunately, the number of members who turn out to help Harry with this working party are very few to say the least. This is why things can be a bit chaotic when the Marshalls turn up at night (some of them at the last minute) - work on the course is still being carried out instead of being finished before Marshalls sign on. Indeed, it is only due to the non-stop working of Harry and his few helpers that the course is finished at all. I can assure you that when the Stage is ready for opening, they are all extremely tired. Can I appeal therefore, to all of you who are able. WILL YOU PLEASE GIVE A HELPING HAND ON THE SATURDAY AFTERNOON.

Will all those who are willing to help with the working party and those who will turn out and marshal, please send in their names and addresses WITHOUT DELAY, to Peter Naylor, Don Pizzey or Harry Ahern.

Details of our STage up to going to press are that we open at 21.00 hours on Saturday the 14th November. We are a very early stage in the Rally which means we can expect virtually all the full field to come flying through at very close intervals. This should also mean that we will not be kept hanging around waiting for the stragglers.

THIS IS YOUR CHANCE TO SEE TOP DRIVERS IN ACTION & RALLYING AT IT'S FINEST

.....

—
—

by Geraint Phillips

A club magazine recently published some stern criticisms of the RAC for the way in which it apparently conducted a discussion on the rules concerning servicing on rallies. The criticisms lead to an opinion that servicing should be permitted, presumably on all grades of rallies.

I won't comment on the first point, but on the second I feel that the writer has expressed sentiments which are, to say the least, dangerous.

At present, service arranged in advance is permitted only on rallies of National and International status. Competitors on Restricted and Closed rallies are expected to go it alone. Supporters of the movement (if there is one) to change this rule presumably take the view that more people can thus become involved in the sport. Do would-be footballers arm themselves with a Magic Sponge apiece and turn up in strength at football grounds in the form of regiments of trainers?

"The serious business of rallying" is a phrase which I have heard several times, and it's one that I don't particularly like. Despite the involvement of factory teams and various other high-powered business interests in international rallying, the sport at its more local levels remains just that - a sport. If closed rallies begin to attract support cars en masse, sooner or later they will degenerate into battles of wealth and resources. Gone will be that all important sporting element. Some people will argue that this has already happened to major restricted events, but progress is like the tide, even though organised service is prohibited even on these rallies.

Already gone is the time when shopping Standard Eights had as much chance of winning a rally as anything else. I am not suggesting a return to that era (it would be impossible anyway) but if advancement becomes too rapid surely rallying will develop itself right out of existence. Relations with the country public are precarious enough as it is; if the vehicle population of closed rallies doubles as a result of attendant service cars, who knows what might happen?

But that isn't the main point. Closed rallies are fun; so are most restricted events. Two people in a motor car pitting their wits and knowledge against other pairs in other motor cars represents good entertainment. Let's keep it that way. It's all very well to say that more people want to take part than there are places available, and that servicing represents for them a means of sharing the fun. Will the Football Association one day permit teams of 120? Rallying is presently tied up in a pretty complicated tangle of legislation. Sorting out that side of it, and endeavouring to prevent over-legislation are matters which should be taken seriously. But when I'm enjoying myself on a little club one-nighter, anyone who suggests that my entertainment is a "serious business" will get the reply they deserve.

By - Courtesy of Castrol Sports Service.

MOONRAKER RALLY - OCTOBER 24th/25th, 1970

This rally is one of our prestige events and stands or falls on its organisation. The organisers will be "burning midnight oil" to play their part, but can't run an event without assistance.

We know we will have a good entry from our Club Members and rightly so. WHAT part are you playing to help???

We need marshals and all the assistance we can get, there are bags of jobs to do.

What about it; although previous experience is a great help, lack of it is no excuse.

Marshal's Meeting THURSDAY 22nd OCTOBER at 8.00 p.m. at The Broad Highway Hotel, Willerby Road, Hull.

Volunteers please contact:-

Harry or Audrey Ahern NOW
33 Grafton Street,
Hull. or Phone Hull 403203

SPARE PARTS AUCTION - ROSE AND CROWN, BEVERLEY

THURSDAY, 20th OCTOBER, 1970

ANYTHING from a spanner to a complete engine, providing we can get it upstairs and into the room then bring it along.

This is a chance to get rid of all that junk, come handy stuff that never gets used, that hangs around in your garage, shed, boot or glove locker of your car. All you do is let me know what it is and how much you want for it.

If possible please deliver the item in question either to me or bring it along to the Rose and Crown EARLY on the night. Remember to leave a retaining price on EACH article, we will then auction it for you and anything over and above your reserve price we put to one side for the club bank.

Be sporting, give it thought, it is after all for the benefit of your club; the more you send the better, and better still come along anyway --you might even pick up a bargain!!

Tony Atkinson

JOINT DRIVING TESTS (B.A.R.C./N.H.M.C./Y.S.C.S.)

B.A.R.C.'s event - Tockwith Airfield, Sunday 23rd August.

The event attracted some 30 entrants, eight of which were N.H.M.C.

Stephen Reed	Roy Webster	John Beadle
George H. Shipp	George Wilkinson	Ian Walker
Roy Sanderson	Chris Fewlass	

What was the event like? well it left a lot to be desired regarding slickness and definition.

Test No.1., nobody seemed to quite know which was the correct way it should be performed, in view of this and the protests received the organisers decided to scrub it.

The Competitors were a little disgruntled at having to hang around due to delays, only two tests were run at a time and then all change for the next two tests on the same pitch. It is gathered that this was not all the fault of the organisers.

PROVISIONAL RESULTS N.H.M.C. lads

John Beadle - 3rd in Class 1, as usual with John, nothing spectacular but ruddy fast.

Steve Reed - 7th in Class 1, Experts watch out, this lad will be joining you soon.

George Wilkinson - Joint 15th in Class 1, Enthusiastic and improving.

Roy Webster - 9th in Class 2, Roy I think will admit, things just didn't click and it was one of his off days.

Roy Sanderson - Retired, started off with some good times but retired suffering from frustration with the organisation.

Ian Walker - A steady performance in a hotly contested Class. 5th in class 2.

George Henry S - 6th in Class 3. Thoroughly enjoyed himself as usual and 'wrote off another door/handle', he was I gather a little peeved because he couldn't finish that particular test when everything was the right way up again.

Chris Fewlass - Retired. Decided the 'Anglia' was not quite up to the event and therefore 'Discretion was the better part of valour'.

H.A.

HOSS TYRES RALLY 1970

This years Hoss Tyres took on a different style compared with previous years. The Rally, in three sections was being observed by the R.A.C. for possible upgrading to National.

North Humberside were well represented as usual with seven crews:-

No. 6	R. Sanderson	B. Graybine	Lotus
No. 7	D. Pelling	A. Atkinson	Escort T.C.
No.11	L. Panitzke	R. Shipp	Escort T.C.
No.12	H. Jackson	C. Cammack	Escort T.C.
No.14	P. Kitching	K. Scott	Anglia G.T.
No.26	D. Webster	R. Webster	Mini Cooper - non starter
No.36	H. Colley	R. Stanford	Anglia

Section 1 was an easy road section with special stages including airfields, Elvington was worth remembering for its 2 mile straights and chronic arrowing (try seeing a 2ft x 3 ins arrow at 115 mph) several crews wrong slotted because of the bad arrowing.

The stage at Throstles Nest was a good stage; but again an arrow at junction left was seen ten feet before. The last stage of section one was three laps of Wombledon airfield. The organisers tried to use as many farm type roads as possible but the mile long straights were in evidence, here again bad arrowing caused several wrong slots, R.S./B.G. received two fails for short cutting due to an arrow visible in the distance distracting attention from the correct one fifty yards to the right.

Section two was made up of selectives on the road with a few privates thrown in, these were tight but as the results received so far are only an abridged set, no comparative times are available.

Section 3 was an old fashioned road thrash in the North Yorks moors and an excellent section too, most competitors remarked that this should have been the main ingredient for the rally.

Provisional results were announced by 8.00 a.m.

Pete Kitching and Kevin Scott were declared winners with 1203 penalties-an excellent performance for Pete and Kevin in that ex-Panda car with wings. Second were a York crew R. Rowland/W. Welch - 1232 pen.

On the whole a fairly good event but marred by unmanned controls and poor arrowing on airfields.

Only one more crew finished from N.H.H.C. - RS/BG 27th!

There is a possibility of MHC official team Eagles winning the team award.

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of all the racing and rallying options available. And we have
an Escort RS 1600 in our showrooms now.

May we suggest you hurry along? After all, if you don't
come and see it here, chances are you won't see it.

CRYSTAL

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*An invitation to members of
North Humberside Motor Club*

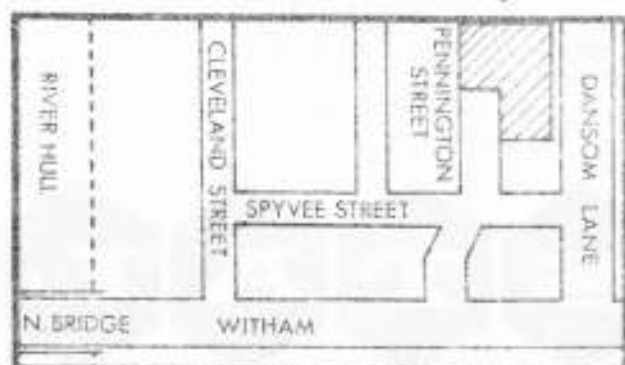
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WHITBY D.N.C. 'AUTOCROSS' 30th August, 1970

We set off for Aisleby near Whitby about ten to ten thinking we would get there before the bulk of the holiday traffic got really moving two hours later! on arriving we thought, we ought to have set off much earlier.

Parking for spectators cars cost 7/6d. and programmes were 2/- the event was run on a ploughed field and dust was chronic, as a spectator event it was a dead loss, the only place where one could see half the course was from the paddock, in which we were not allowed, anywhere else only a quarter of the course could be seen.

From the competitor's point of view so long as you were in front, O.K. if you were second you were in the dust storm, the course was rough and 90% of the bends were on the adverse elevation, as the course was on a hill side, this obviously slowed cornering, as it was too easy to roll it.

NHIC represented by those worthy stalwarts:-

Steve Reed, George Henry Shipp, Tony Carmichael, Maurice Colley.

Steve is improving rapidly and put up a very creditable performance he was paired with an evenly matched opponent which brought out his best, and he finished 3rd in his class.

George Henry despite expectations stayed on four wheels and sustained no damage to his door handle, he overcooked it on two of his runs and went off course, but had a very sophisticated last run, and returned a good time. Finished 5th in class.

Maurice ploughed away steady without being spectacular and gained about half a lap on the SAAB with whom he was paired. Finished 5th in Class.

Tony - well it wasn't his day. He was paired with J. Cockerill who has a works engine in his tailored autocross car. After two runs Tony thinking it was a long way back to Hull and noting the amount of blue smoke being emitted from his exhaust wisely decided to call it a day.

F.T.D. - Chris Fishwick - Y.H.C.

1st Class 1 - Gordon Wise - W.D.H.C.

1st Class 4 - H. M. Lyne - W.D.H.C.

1st Class 5 - G. Robson - S.D.H.C.

1st Class 6 - Don't know

1st Class 9 - H. K. Whitley - S.D.H.C.

The big disappointment was the retirement of Colin Grewer with his Volvo, after a hairy practice run and just raising sideways first heat. He had to retire with transmission problems.

Players No.6 Autocross, De Lacy at High Eggborough, 6th September, a good event and well worth the journey.

H.A.

RESULTS OF MINI-RALLY - 23rd JULY, 1960

Organisers

J. P. Kitching
Mrs. Janet Scott
K. G. Scott

Marshals

A. Greensmith	G. Kemp
Mr. & Mrs. Ahern	Red Mini Crew
M. Beall	Blue Mini Crew
Mrs. Bullock	Corfina Crew
Mrs. Farrar	

1.	H. Colley/R. Shipp	155 points
2.	R. Sanderson/B. Auchterlounie	975 points
3.	T. Roach/D. K. Emsley	2 Fails 630 points
4.	Miss P. Harrison/E. Wharam	2 Fails 810 points
5.	P. Bullock/H. Farrar	6 Fails 365 points
6.	J. Carmichael/A. F. Printer	6 Fails 935 points
7.	D. Douglas/I. Stalard	11 Fails 760 points
8.	S. Batch/I. Sadofsky	17 Fails 1275 points
9.	P. Walton/L. Tharratt	20 Fails 10 points

Very many thanks to all marshals, without whom the competitors could not enjoy this form of rallying. My sincere apologies to the three marshalling crews whose names escape me.

Kev. Scott

NOTE:

If the three crews concerned wish to claim their points for the enthusiasts trophy they should contact either Kev. Scott or Chris Cammack.

ED.

FORTHCOMING ATTRACTIONS

- Oct. 21st Wednesday LADIES EVENING. A fashion show to be held at Jan Sanderson's, 245 Northgate, Cottingham at 8.00 p.m. This event has proved very popular in the past, so please be early. All ladies welcome.
This is a chance for you to bring your old jumble for:-
- Oct. 23rd Friday JUMBLE SALE. To be held at King Street Rooms, Cottingham, at 7.00 p.m. Much jumble wanted. Please deliver, as soon as possible, to Jan Sanderson, Etra Pizzey or Joan Naylor or to any Ladies Committee member. If you cannot deliver, ring any of the above and they will arrange for collection.
Several volunteers wanted to help on the night and also in the afternoon to help sort and layout the stalls. Try it - it's a good laugh!
- Oct. 24/25th Sat/Sun NOONRAKER RALLY. The second of our annual restricted rallies. See pages 3 and 6. Regs. from Robin Duffield or Kevin Scott.
- Oct. 29th Thursday SOCIAL. Spare parts Auction - see page six.
- Nov. 1st Sunday AUTOCROSS. De Lacy, at High Eggborough. We are invited. Regs. from guess who? That's it, Robin Duffield, 14 Wheatlands Drive, Beverley, Tel. 885436.
- Nov. 5th Thursday FIREWORKS RALLY & SOCIAL. More details later. Organised by Chris Cammack.
- Nov. 12th Thursday CASTROL DUNLOP QUIZ. This is the first round of this event and we are drawn to play Howden H.C. The venue is Darley's Hotel, Boothferry Road, Hessle. There will be a showing of the latest films as well as the quiz. Will anybody who would like to be considered for the team, and anyone who knows of a knowledgeable bod who is too retiring to come forward unassisted, please contact the team manager STUART SADDINGTON as soon as possible. The address is 72, The Roundway, Anlaby Park, Hull. Phone 507911.
- Nov. 13/20th R.A.C. RALLY. We are marshalling Cropton on the Saturday night (14th). See page Four. Marshals' names to Peter Naylor, Don Pizzey or Harry Ahern.

- Nov. 26th Thursday SOCIAL. Mini Beattie Drive, the Rose & Crown, Beverley at 8.00 p.m.
- Nov. 29th Sunday CHRYSANTHEMUM RALLY. A co-promoted daylight navigational rally perpetrated by Dave Shipley and Tony Atkinson.
- Dec. 10th Thursday GRAND CHRISTMAS PARTY. To be held at the HIGHFIELD COUNTRY CLUB, DRIFFIELD. It has been suggested by some members that we hire a bus or two so that we can all have a good night out without the worry of driving home. O.K.! We will do it providing that those who are in favour let us know in good time. Man to tell is Tony Atkinson. Tel. 52184.

