

MA-172.

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MAGAZINE

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NORTH HUMBERSIDE MOTOR CLUB MAGAZINE

Volume 4. No. 5.

May, 1972.

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EDITORIAL.

Anyone who was at the AGM will know that Don Pizzev has retired as Editor of this magazine, having finally conned me to take over. The work in producing this first volume has clearly demonstrated to me what a tremendous job Don has done.

It would appear to me that the principle function of this journal is to communicate facts to all club members. Not everyone can afford the time to be at every Thursday night Natter & Noggin, or be sure of hearing every announcement if he is there!

All organisers like to have their events well attended and the only way to guarantee this is to make sure that all the details are in the magazine. It is my intention to ensure that the Coming Events page will give clear details regarding venue, starting time etc., of all events to publicise them well before they are due to take place. This can only be done if organisers allow themselves plenty of time to plan. We all heard at the AGM that smaller closed to club events are very poorly supported. I feel certain that adequate notice is the answer.

The whole of the back page is dedicated to coming events, so that the list can be torn out and put in a prominent place. One suggestion that the page should actually be perforated has been dismissed as I feel that this might render it open to misuse.

I am asking for support from all members for articles, and a competitor at each event will be invited to provide the report. This will be accompanied by the full results. The latter was suggested at the AGM, and the feeling of the meeting was that this would be of interest.

By way of a change, I am also trying to introduce an article of a more technical nature. Hope the Ladies will forgive me. This will be a detailed description of the interesting cars belonging to club members. I hope that owners will all be as helpful as John Carmichael has been in the preparation of the first article. After the Holderness there aren't many left I suppose.

Finally I would value constructive criticism. It isn't my intention to bore you all to death each month. Besides, distribution of the mag. is far too costly for that. Any good ideas - do lets have them. Please try to collect your own copy which, God willing, will be available at the first meeting of every month.

Mike Lund.

ANNUAL GENERAL MEETING.

This well attended meeting was held at Darley's Hotel on Thursday 13th April. After the usual preliminaries the meeting was addressed by the President, Ted Booth.

He commenced by saying how the club had grown in numbers, and that despite the fact that this was a sign of success, he was concerned that all shades of members opinions should reach the committee. He said everyone should know who was on the committee, and that members should use the Club Captain and the magazine to air their views. Similarly, he felt that Natter & Noggin night was very important and hoped that an effort would be made to welcome new members. He went on to say that all clubs had to have rules, provided as a guide line for members, and that in his view these should always be interpreted with a measure of commonsense.

The Chairman - Harry Ahern thanked his committee for assisting him so conscientiously.

The Secretary - Peter Naylor remarked about the encouraging growth in the membership:

1968 - 174

1969 - 188

1970 - 254

1971 - 318

He thought that the indications were that we would have over 400 members by the end of the year. There have been 71 new members since January 1st. The club van has now been fitted out, and the Ladies' Committee have kindly donated £60 towards tax and insurance.

The Treasurer - John Beadle took over from Ken Spoor on January 1st. £1,000 has been transferred to a Building Society account as a start to a clubhouse fund. He expressed concern about the financing of smaller events. Entries for the driving test events are not high enough, forcing organisers to work on a very limited budget.

The Competition Secretary - Graham Gough reported a good year. He said that rallying was the major strength of the club, and so he has added a fourth rally to our calendar. He congratulated Mike Jackson and Ron Shipp on their international performances. He said that there was a need for new organisers.

There then followed the election of officers. There were 4 retiring members, plus one vacancy created by Chris Fewlass becoming Club Captain. Brian Auchterlounie, Mike Lund, Ian Sadofsky and Roy Webster were elected for 3 years and David Langdon for one year.

Presentations were made to Peter Naylor and Ken Spoor in appreciation for services that they had rendered to the club. They had both retired after 3 years of excellent service to the club. Harry Ahern has agreed to take over as Secretary, and he thanked Myra Webster for the help that she is giving him.

Don Pizzezy announced that he was relinquishing the title of magazine editor and handing over to Mike Lund. Don was thanked for the first class job that he has done.

Any other business was the usual long drawn out affair covering a large variety of subjects. Alan Grinter wanted more film shows on club nights. Peter Bullock wanted a more lively band for the dinner dance. Peter Kitching wanted full results of events publishing in the magazine as well as the usual written report. Chris Fewlass wanted people to enter for events at the correct time, and needs a lot more help with the van. There were complaints about the closing of events. Several people wanted to know more about the recent suspension of members following participation in grass track racing. The President replied that it was not possible to have a full discussion on the subject at this stage as the matter was still sub judice. He asked the meeting to agree to leave the committee to handle the situation.

N.H.M.C. OFFICIALS AND COMMITTEE 1972/73.

President: E.B. Booth, 211 Westella Road, Kirkella.

Vice-Presidents: Peter Naylor, 25 Pulcroft Road, Hessle.
Roy Sanderson, "Jolly Roger", Lago Menor,
Puerto de Alcudia, Spain.

Secretary: Harry Ahern, 33 Grafton Street, Hull. Tel: 403203.

Treasurer: John Beadle, 31 Mill Rise, Skidby. Tel: 845700.

Comp. Secretary: Graham Gough, 15 Highgate, Beverley. Tel: 885196.

Club Captain: Chris Fewlass, Grange Farm, Leconfield, Beverley.
Tel: 040 15 238.

Committee:

Brian Auchterlounie, 569 Endyke Lane, Hull. Tel: 847551.

Tony Carmichael 16 The Oval, Garden Village, Hull. Tel: 71402.

Alec Henderson 7 Jefferson Drive, Brough. Tel: 667550.

Dave Langdon 41 Kerry Drive, Kirkella. Tel: 652063.

Graham Oddy 39 Molescroft Park, Beverley. Tel: 883967.

Nike Lund 23 Allanhall Way, Kirkella. Tel: 655672.

Don Pizzezy 259 Kingston Road, Willerby. Tel: 653452.

Dave Shipley Mount Pleasant, Leven. Tel: 04014 577

Ian Sadofsky 12 West Leys Court, West Leys Road,
Swanland. Tel: 633166.

Roger Stanford "Woodlands", 4 The Fairway, Westella.
Tel: 653035.

Dennis Webster 16 Preston Lane, Wyton Bar, Hull. Tel: 812755.

Roy Webster, 46 Summergange Dv., Thorngumbald. Tel: 09644 2733.

BREAKFAST SPECIAL.

The committee of the North Humberside Lady Supporters wish to thank all who helped to provide breakfast after the Holderness Rally. I am sure you didn't know what hard work it was going to be, but you all did your best and even said you had enjoyed doing it.

At the time of writing we do not know whether we made a profit or a loss, as the bills have not come in yet. We will let you know at a later date. I am sure that even if we do not gain financially, we do gain in experience. What is worth much more is that we all did our bit to make the rally a success.

Thank you once again to the following; Melanie Spruit, Karen deVries, Margaret Bottrill, Valerie Langdon, Susan Atkinson, Jacqueline Young, Anne Mendham, Jill Davieson, Mr. & Mrs. Duckwith, Pat Wharam, Susan Osler and Barbara (whose surname I do not know).

The Committee is as follows:- Enid Beadle, Myra Webster, Etra Pizzev, Joan Naylor and Yours Truly,

Audrey Ahern.

BP VISCOSTATIC OIL CASH AWARD SCHEME.

We have just received notification of yet another oil company who are promoting a competition for motor clubs, with generous cash prizes.

It appears that as from April 1st. cans of BP Super Viscostatic 20/50 motor oil have been fitted with special seals. They ask that we should collect these seals from both pint and quart tins until the closing date which is 31st August.

The club which collects the most seals per member, will receive a first prize of £1,000, and there are also prizes of £500, £200, £100 and £50. They also suggest that the winning clubs should offer some of the prize money to the member who collects the most seals.

This has arrived too late for the committee to be able to thrash out any details, but it does seem to be a good idea. So please will all you folks whose clapped-out engines gobble up gallons of oil make sure that it is Visco and start saving the seals right away. More details later.

* * * * *

GRASS TRACK CAR RACING -

Is it legal? Does it matter? Should you try it?

Far be it from me to tell you what you should or should not do and this article is not intended as a sort of moral encyclopaedia, it is merely an attempt to put to you all the facts of the case. You must then be your own judge.

Is it legal? According to the law of the land it is perfectly legal. However, it is not permitted for any person within the jurisdiction of the RAC to take part in or be connected with, whether as organiser, promoter, competitor or official or otherwise, any automobile competition organised other than in accordance with the General Competition Rules.

Does it matter? Taking part in such competition renders one liable to the consequences and penalties of GCR 161. Some may hold that taking part in such competition is morally indefensible for any member of an RAC affiliated club, since he has agreed to abide by the GCRs, therefore, any breach of those rules is an unsportsman-like breach of faith.

What are those penalties? Any person found in breach of this rule shall be disqualified or suspended and shall forfeit his right to hold a competitors or drivers licence, forfeit his right to hold any official appointment in connection with FIA or RAC or in connection with any meeting or competition and/or forfeit his right to be a registered member of a Club for competition purposes for a suitable period.

If you do not hold a competition licence for restricted events and above, do not think that you have escaped the net. You do hold a competition licence! Your club membership card is your licence for Closed events. Both on this card and on any licence obtained from Belgrave Square the holder signs to signify his/her acceptance of GCRs.

Is that all? Isn't there any other reason for not doing these grass racing events? There are certainly some things to ponder. In the event that the event is not insured or is not fully insured any competitor is wide open to a damages claim. Should there be an accident at the meeting and should a damages claim be pressed each and every competitor entered at the event, together with all the officials, is liable up to the limit of his individual resources. Taking one look at the sort of damages being awarded for personal injury or loss of life (especially of a breadwinner) by the courts today will show you that you could, in this event, finish up sans house, sans car and sans shirt, pants and possibly some even more personal attachments!

If this is your kind of motor sport TO THE EXCLUSION OF ALL OTHERS then go ahead and try it, but bear in mind that you will forfeit

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the right to participate in rallies, autotests, hill climbs, race meetings and all forms of RAC backed (and insured) motor sport. (This includes ACU events; and RAC suspension or disqualification is upheld by other controlling bodies who are answerable to the FIA).

In case this article has given the impression that all forms of car grass track racing are unacceptable to the RAC I hasten to reassure you. Some Grass Track Promoters, realising that they had their heads right over the chopping block, asked the RAC to recognise this type of motor sport, so as to come in out of the rain and under the umbrella of the controlling body for motor sport in Great Britain. A formula which was agreeable to both sides was worked out and now certain events are RAC recognised. To the best of my knowledge it is only in East Anglia that this is happening at the moment.

So, you see, whether you agree or not, GCR I6I was formulated in what was believed to be the best interests of competitors, spectators and the sport as a whole.

Personally, I do agree.

YEZZIPAD.

SEMPERIT TYRES NORTH YORKSHIRE RALLY. MAY 13TH & 14TH.

Whitby & District Motor Club sent several groups of marshals to assist with our own Holderness Rally. They now very reasonably ask that we should reciprocate by helping to marshal this event.

Those who fancy a night out on the moors, and there are several of our members competing, are asked to contact the Chief Marshal who is:-

Harry Tinkler, Roselea, Cliff Road, Staithes, Saltburn.
He can be telephoned at Hinderwell 225.

HOLDBERNESS RALLY.

Graham Oddy and David Shipley have undoubtedly done it again. An absolutely first class event which must enhance the image of our club. From the first rush for entries it was quite evident that the rallying fraternity hold this rally in high regard, and they were not to be disappointed.

Sponsored by Crystal of Hull the start from their premises in Anlaby Road was well organised and well attended. The competitors had an easy ride out to Huggate before the first selective. And what a start that turned out to be. The first couple of miles on the rough and tricky white through Greenwick was a good softening up process but this was followed up by about 14 miles of tortuous roads around Thixendale, including a difficult not as map route check, before the end of the selective. Immediately the casualty list was opened. Several cars took to the fields, including the Cooper of Walker & Jones who claim to have walked 20 miles on the way home! Dennis Pelling was a joy to watch at this point. He was 1½ minutes faster than anyone else on this selective, and nobody appeared to be hanging about.

Then on to the start of selective 2 but the Crystal crews didn't get that far. At a bend on the gentle slope down to Howsum approx. 750628 Steve Howard shot off the road into a hedge with the car on its side. He was able to right it again and was just setting off when Mike Jackson landed his Escort on top of the same hedge. John Carmichael came around the corner to the amazing sight of Mike Jackson sitting in his car on top of the hedge and Steve coming backwards up the road to investigate. They were both out of it. Steve had deranged the steering and Mike broke his wrist, which for him is hard luck indeed.

Through Coxwold, up the White Horse and on through Caydale. Everywhere reports were the same - speeds were very high and Dennis was going like a bat. Caydale was very deep and caused many problems. Probably the most bizarre situation was when Phil Cooper dropped the front wheels cautiously into Caydale and the forwarded mounted Webers on his cross-flow 8 porter immediately sucked up gallons. Having withdrawn and dried it out he proceeded to go through in fine style backwards.

Then the inevitable happened. Dennis Pelling and Tony Atkinson had a real nasty at Cowdrey ruining the car. Fortunately they were both unhurt but rumour has it that they are both talking of calling it a day. This seems a shame, but who can blame them. Tony has been involved in 2 unpleasant situations in succession. Dennis's rallying must have cost him a fortune. All I can say is what tremendous excitement these two must have given to countless spectators.

Halfway was at Rosedale, and then another big loop around Egton before the forests. There are tales of some folks driving around still trying to find there way out. Certainly the retirement rate was high here. Bob Bean lost in Dalby and never seen again. Alan

Grinter forward roll over a log pile in Wykeham. Seen dejectedly standing at 05.00 he proclaimed sailing was the only sport for him.

Team Parish took a knock here when Reed and Sadofsky's clutch refused to take them further. The Websters were soldiering on despite a Caydale soaking, and John Carmichael's waiting game, which was very out of character, was beginning to pay off as the greyhounds continued to annihilate themselves. Unfortunately it was not to be, as his cylinder head gasket went.

Selective 13 was a nasty bit around by Towthorpe and Sir Tatton, and then the sting in the tail was an unbelievable bit around someone's haystacks at Coneygarth Hill Farm. The finish was at Brandesburton. At the village hall the Ladies served up one of the finest breakfasts I can recall.

The final reckoning was about half the starters made it to the end. Wrecked machinery littered North Yorkshire. Nine cars rolled, five of them our own club members. The reasons most probably were that the route was testing, motoring conditions absolutely perfect, competition tremendous, and so it had to be fast. Under these circumstances errors tend to be costly. The only criticism voiced was regarding the use of Caydale, which was undoubtedly deep and put paid to several teams chances.

The results were calculated very quickly under the supervision of Barbara Oddy and the popular winners were Phil Cooper and Tony Viles in their Mini. Special mention must be made of Ian Walker and Colin Townend who came fourth in their brand spanking new Fiat 128 Rally.

PROVISIONAL RESULTS.

1.	P. Cooper & Tony Viles	De Lacy	Clubman GT
2.	M. Whitely & P. Groom	62 C.C.	RS 1600
3.	D. Fotherby & U. Collier	A.P.M.C.C.	RS 1600
4.	I. Walker & C. Townend	N.H.M.C.	Fiat 128 Rally
5.	I. Pickup & R. Bailey	62. C.C.	Cooper S.
6.	G. Blades & M. Blackburn	York	RS 1600
7.	N. Mead & D. Bates	York	Mexico
8.	D. Lawton & D. Gill	Ilkley	Cortina
9.	G. Perkins & D. Langdon	N.H.M.C.	RS 1600
10.	R. Rowland & H. Cooper	York	Escort TC.

The Editor.

.... Postscript; Chris Fewless and Jim Beadle had a collision with a pheasant, in the Beadle Bros' Mini. John was sorting out the car afterwards. Embedded in the oil-cooler he discovered two spherical organs which no self-respecting cock pheasant would care to be without at this time of the year.

Having followed the old adage "If you can't beat 'em, join 'em" to the letter, Janet and I decided to have a bash at the current series of mini-rallies, somewhat dubiously encouraged by our respective spouses. Following reasonably good results on the two previous events we embarked on this one fairly optimistically. After the usual pre-rally rush of organising husband's tea, baby sitters, and finding maps, romers, rubbers etc., which aforesaid husbands had thoughtlessly borrowed, we arrived at the start somewhat flustered and rushed. It is always a little off-putting to see the professional looking array of cars and competitors at the start of a rally. At least they all look as though they know what they are doing, whilst we have precious little idea (ha Ed.).

We were off at number 5, and followed the general direction of the previous cars until I got the maps sorted out and plotted the first control - by which time we were there. We found the timing procedure on this rally completely unintelligible, and decided to leave the matter in the capable hands of the marshals - who were as thoroughly confused as we were by the time we had finished with them. Fortunately the light dawned before we had gone much further, and from then on it was merely a matter of keeping on the right road. We managed to do this due to a fair knowledge of the area, and by remembering a white road near Newbald used on a previous mini-rally.

The section through Cawkeid on to Hutton Cranswick was tricky, but we were fairly confident we had got it right, and we were rather pleased to pass another competitor parked up in a farmyard looking very worried! We were even more pleased to see the marshals at the end of the section.

The directions for the last section were completely beyond our mental reasoning powers, but we decided to bash on to the finish by the shortest possible route - a wise decision as it turned out. We were amazed to find ourselves the winners, having lost 6 minutes and gone furthest clean. Second were Graham Gardham and Brian Auchterlounie, who also lost 6 minutes. Third were P. Simpson and J. Wright, who were 8 minutes down - a very close result.

The rally was most enjoyable, and not too taxing for the navigator (I'm pleased to say). We found the marshals very helpful to novices, and would like to encourage any other timid would-be competitors to have a go. Last but not least we would like to thank Messrs. Scott and Atkinson for their expert tuition, but would warn them to look to their laurels as we intend to go on from strength to strength.

Janet & Susan.

TO TIME OR NOT TO TIME. THAT IS THE QUESTION.

During the last Mini-rally it was apparent that some members did not understand the full implications of the so-called "Targa" timing system. In part this was due to them not reading ASR's fully, but in order that you may be even more confused in future you are advised to read on.

The main idea of the plot is to make it easier for the results team to get out the results quickly as, provided you are on time at every control, you will receive the same time throughout the rally. This time will be the start time for car 0 plus your rally number, i.e. if you are car I2 and car 0 starts at 23.00 hrs. then, if running to schedule, you will receive a time of 23.I2 at every time control.

This miracle is achieved by setting back each marshal's watch by the number of minutes his control is from the start as far as rally time is concerned. For example, if TCI is IO minutes from the start the watch at TC I will be set back by IO minutes. Say TC 2 is 6 minutes from TC I then the watch at TC 2 will be set back by I6 minutes, and so on.

The correct procedure at controls can only be a guide but is usually as follows. A control area is defined as a 50 yr radius from a point where the actual recordings take place, so once you are within 50 yds of this point you are within his jurisdiction. These limits should be marked by control boards. If you are early the marshal can insist that you take the time when you entered the control zone but providing you are not impeding the passage of another competitor he will usually allow you to wait for the time that you want, but remember this is at his discretion. The safer ploy is to wait outside the control zone and if you are in doubt as to the correct time get your navigator to walk into the control and find out. After all, that is what he is getting a free ride for.

The above can only be a guide as there are countless variations on the theme of rally timing. It is such an important aspect though that please make sure you read and understand the relevant paragraph in the regs. If you have any queries clear them with the organisers before the event. Marshals should not, and indeed cannot be expected to interpret the regs during the event.

Graham Gough.

AUTOTESTS, BEVERLEY BARRACKS. - APRIL 2ND.

Not since open day at the WRACS has so much fun been held at Beverley Barracks, as on Easter Sunday, when John Beadle was a day late making April fools of the opposition in this year's autotests.

The barracks proved to be the ideal place for the event and the six tests were well set out with a good balance of speed and manoeuvrability.

Competitors began arriving early to complete the usual minor adjustments i.e. engine rebuilds, clutches etc., with the gals in the chuck-wagon once again doing a great job sustaining them with coffee and hot-dogs.

After the scroot Harry showed us one of the other ways of doing the tests and, with the usual NEMC efficiency at 1.00.p.m. the event got under way.

Steve had opened the proceedings setting a hot pace with some fine times in his 850 mini. R. Smith in his Krautwagen showed how to make the old beetle competitive with some outstanding driving, setting fastest time on test 6.

Henry Shipp once again entertained us all until he tried to do what Hitler couldn't - demolish the barracks with this Anglia tank. No. 12 was in fine form and duly won his gallon of Uniflo, but yet again it was John Beadle who calmly and impressively walked off with the first prize. Not being content he proceeded to romp the organiser's chase.

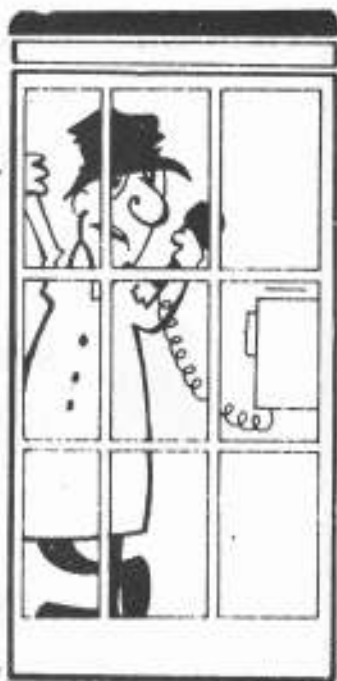
At 4.30.p.m. a very satisfactory day's competition was wound up with those who had not brought bald tyres, going home with a new set. Overall a great day with Easter eggs to Alec and Chris for a marvellous job of organisation and to the marshals, who with the cold wind blowing round their billets, did their job unflinchingly.

Jeff Prince.

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RESULTS.

<u>No.</u>	<u>Entrant.</u>	<u>Class Position.</u>	<u>Overall position.</u>
<u>Class 1. (with CI.2)</u>			
I.	S. Reed	3	7
<u>Class 2.</u>			
5.	B. Jones	8	21
6.	J. Prince	6	19
7.	M. Reed	10	26
8.	B. Graybire	9	23
9.	P. Clark	5	15
10.	J. Wylie	4	11
11.	P. Walker	7	20
12.	D. Townend	2	2
20.	J. Beadle	1	1
<u>Class 3. (with 6)</u>			
16	R. Smith	2	8
<u>Class 4.</u>			
19.	H. Shipp	2	6
21.	P. Atkinson	3	22
22.	T. Carmichael	4	25
23.	C. Cammack	1	4
<u>Class 5.</u>			
26.	M. Colley	2	12
27.	C. Brown	4	14
28.	P. Heron	3	13
30.	P. Kitching	1	5
31.	J. DeVries	7	18
32.	E. Wharam	6	17
33.	D. Webster	5	16
<u>Class 6.</u>			
37.	K. Hallstone	5	24
39.	P. Norman	3	9
40.	R. Webster	4	10
41.	N. Thompson	1	3

* * * * *

UNIFLOW "PIT STOP" COMPETITION.

This is a national competition for motor clubs that is being run by the Esso Petroleum Company. Clubs are invited to enter a team of between two and five members. They had to remove all the following parts from an unsuspecting K registered Ford Escort 1100 L. timed by stopwatch;

All road wheels, including spare	Spark plugs
brake drums - rear only	dynamo
seats - front only	distributor
radiator	carburettor air filter
battery	wiper blades
engine oil	headlamp units
oil filter	

No power tools or electric oil drainers allowed.

The local heat was held on Tuesday 28th March before a very sparse audience at the Anlaby Road workshop of Crystal of Hull Ltd. The two teams entered were from North Humberside and Reckitt's motor clubs.

North Humberside won the toss and went into action first. They went to work on the Escort with the speed and efficiency of the gun-carriage teams at the Royal Tournament. In 6 min. 26 secs. they had all the bits removed and over the line. The scrutineers pointed out that all nuts and bolts should have been shifted so these were hastily grabbed as well. After a breather they were off again - this time to put it all together again. It must have been about this time that Terry Lucas swallowed two large self-tappers in his excitement. The assembly time was a very creditable 9 min. 30.4 secs. making a total time of 15 min. 56.4 secs. Remember that this included such complicated manoeuvres as timing the ignition by stobe light. At the end everything was minutely checked by the scrutineers, including minimum torque settings for nuts and they were unable to fault the team's work.

The brilliance of the North Humbersiders was really shown when it came to the Reckitt's club's turn. Several of their members were recognised as also in North Humberside including Peter Bullock. They took 10 min. 22.6 secs. to strip the car, and then 22 mins. 01 secs. to reassemble. Unfortunately as they drove it spluttering over the finish line it left a trail of minor components in its wake. With the addition of penalties their total time was 38 mins. 23.6 secs. In fairness it must be added that their team consisted entirely of "amateurs" whilst ours was a very professional outfit.

The organiser who is taking this car around for the competition said that our performance was first class and to date had only been bettered by Airedale and Pennine in 14 mins. 08 secs. He also said that the car had never got him home from an event without breaking down.

John de Vries, Roy Webster, Terry Lucas, Roger Jackson and Les Waites are to be congratulated. Special thanks from the team to Steve Howard for the loan of an Escort to practise on and to Mr. de Vries for premises.

The present shell of this car was bought in October 1970 by Barry Malkin, who is the brother of Colin Malkin of Rally Imp fame. He used few parts from the previous car and it was fitted with a 1330 c.c. Longman prepared engine. This car won the Hampshire Centre Rally by a margin of 16 minutes. He then went on to a class win on the Circuit of Gallagher.

The car was completely rebuilt using new parts, including a new 1293 c.c. engine for the Welsh Rally. He was forced to retire when he clipped a rock and broke a track-rod end, whilst lying in fifth place.

The car was then bought by John Carmichael of our club who has had an eventful ownership; The car is of course to full international specification Group 6. It has full roll-cage and dual braking. The seats are works Ford cloth competition Contours and it has an Atlas intercom. There is a Gemini Tripmeter. The laminated screen is washed by electric washers and the other windows are perspex. There are 4 spots and all lighting is Marchal QI.

The body has been strengthened and sub-frames are beefed-up. It has a works sump-guard with alloy back-plate. Although it has dry suspension there are hydrolastic bump-stops fitted front and rear. The rear end also sports adjustable shockers. All brake hoses are protected, and the rear brake pipes and handbrake cable are skidded. It has a works rally exhaust system which is surprisingly quiet. John has 10 wheels (not for hire!) 5 x 5½" and 5 x 6".

Undoubtedly the most interesting part of this projectile must be the engine. Anyone who has had John scream past them on a rally must have wondered what on earth he has got under that bonnet. The engine has been fully race prepared by Richard Longman, who served his apprenticeship with Downton Engineering. The curious feature of this 1293 c.c. motor is the dry-decked cylinder head. This means that there is no flow of water coolant across the gasket-joint between the head and the block. All the galleries have been threaded and then had brass plugs screwed in and machined flat. Obviously there are new inlet and exit points for the coolant. The theory of this is to reduce the risk of burst gaskets and get the maximum cooling of the head. The trouble that Longman goes to can be illustrated by the fact that he fits a 1300 GT radiator especially to reduce the volume flow and hence increase the cooling properties. Unfortunately this fancy headwork has given John a lot of head-scratching. When he first started competing with the car it kept boiling dry, and it took a long time to diagnose the fault. In fact one of the brass plugs was leaking, and pressure from the compression was blowing water out of the radiator.

The big-valved head has lightened and spacers valve gear. Dished-top pistons give a compression ratio of 12.5:1. It has a

spring camshaft with spider drive. Breathing is via a 45 DCOE Weber (which John says is very noisy), and a race large bore LCB manifold. Extra strong valve springs permit 8,500 revs. Timing gear and fly-wheel are lightened. The lightened competition clutch assembly is all fully balanced as a unit. The gearbox is B type, all synchro, straight cut, close ratio with a 4.13:1 limited slip diff. about which more later! The lights are fed by an alternator, and the brakes by a servo. The whole lot adds up to something over 120 bhp which gives a standing quarter in around 16 secs. No time is available for 0 - 60 for a reason which is best left out of print. So how about that lot then!

Now how about the handling. Those who have ridden with John will all readily admit that they are a hairy combination. The main problem is the diff which has an alarming habit of throwing the car a few feet right or left at the most unexpected times. John manages to stay on the road by steering down the middle of straights but negotiating corners presents big problems. He finds the only way is to approach the corner at a speed which looks too fast to get round and then accelerate! The throttle responds instantly snatching the car towards the apex of the corner and the back looks after itself. Then one has to steer off the apex to miss the inside edge. This shattering experience leaves two thick black lines out of the corner.

One thing which does not inspire John's confidence is the braking. He has gone onto standard linings and a servo which he says has made a slight improvement. He has also fitted a Mk. 2 steering rack to enhance his chances of getting round corners.

Hard luck stories so far:- First outing with Tony Atkinson boiled dry after 40 miles for reason already stated. Next event the Crystal autocross, broke a drive shaft in practice and spent best part of day repairing it. Reached semi-finals but missed a gear off the line and that was that.

Number three was the Moonraker and first off the ramp as the Parish team car. The fan belt came off so many times they ran out of time. Navigator Roger Stanford was so cross he ate a packet of 20.

Then the Chrysanthemum when, surprise - A FINISHER.

Next the Lincolnshire, again with the intrepid Tony who got very wet for his efforts. They were lying 3rd. at half way and first in class. Conditions were bad - fog and ice. John blames himself for failing to get round a bend and ditching it. There was a little body damage which has been beautifully straightened by Maurice Colley and painted by Graham Oddy. John has patiently dried and cleaned all the works, and Tony responded very well to the kiss of life.

Holderness with Chris Cammack, went very steady in a bid to outdistance the Escorts, but the gasket blew with 50 miles to go. Lost no water of course, but lost a lot of compression.

COMING EVENTS.

MAY 13/14th.

SEMPERIT TYRES NORTH YORKS. RALLY.

Organised by Whitby & District Motor Club, this rally has been upgraded to restricted status this year. A notoriously tough event, the start is at Ruswarp and finish at the Flask. They need marshals.

MAY 14th.

AUTOTESTS.

This will be a closed to club event, to be held on WALTON STREET FAIRGROUND. START 13.00 hrs. The organisers are Tony Carmichael and Ian Sadofsky, who say that regs will be available by the time that this is published. They promise a fast open test which they hope will not give minis an advantage. (Don't suppose this will bother John Beadle!)

MAY 21st.

BASS CHARRINGTON TOUR OF LINGS.

Restricted daylight stage event. Starts at Lincoln at 09.00 and finishes at Woodhall Spa. 200 road miles and 60 stage miles. Entry fee £6.00. Regs from Graham Gough.

JUNE 3/4th.

SCARBOROUGH WEEKEND.

The 24th postwar Scarborough Weekend will take the traditional form of a series of fast open autotests at various venues throughout eastern Yorkshire. Added to this is a dance at The Prince of Wales Hotel on Saturday night. The organisers feel confident that they have the ingredients of an enjoyable weekend for competitors and officials. They are looking forward to receiving a lot of entries from our club, as well as a team of marshals. Graham Gough should have regs by now. Offers of marshalling to:- J.R. Hardcastle, "Oaklea" Wetherby Road, Bardsey, Nr. Leeds.

JUNE 4th.

POINT TO POINT.

Big clash of dates here may set you a problem. Organiser Graham Oddy says we have had this date fixed for a long time so it will be held. This will be held by courtesy of Mr. Robinson at Sledmere Grange MR 974 628. Entry fee will be 50p. for which there will be a good first class award and a Ladies' award. Since this event is run under a waiver of RAC permit it will be possible for competitors to sign-on on the day; but not later than 13.00.

JUNE 17/18th.

MIDSUMMER RALLY.

Everyone wants to know details about this new rally on our calendar but it appears that the organiser, Dennis Webster, is having big problems. The route has been accepted by the RAC but rejected by the Police because it clashes with a bicycle race. They have suggested an alternative which is not promising. However, Dennis assures me that there will be no cancellation and that he will definitely stage an event of some sort. He will be making an announcement about this at a Thursday meeting.

JULY 1st & 2nd.

ROSEDALE WEEKEND.

This boozy weekend which calls itself a Production Car Trial is an absolute must. Most people go to Rosedale on the Saturday. The event centres around the White Horse Hotel. Rooms can be booked but we are advised that they are nearly all taken. Those still wishing to book are advised to contact the landlord - Bill Stamper, at once. He also makes a field available to campers and caravanners and it is not necessary to book for this. In the evening the barn will be open, providing music and ale. This is co-promoted with Hartlepoons NC who always manage to win the boat race. Organiser is David Shipley.

* * * * *

~~STOP-PRESS. POINT TO POINT CANCELLED. NEW
DATE TO BE ARRANGED LATER.~~

NATTER & NOGGIN NIGHT IS EVERY THURSDAY AT THE CROSS KEYS HOTEL, WHICH IS IN LAIRGATE, BEVERLEY.

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