



*8/20/78*

# North Humberside Motor Club



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### "WHAT'S HE DOING" COLUMN

Big John Stangward tells me he is giving up rallying whilst at the top and will probably go F.F.1600 "Van Deimen" single seater racing with all the other LooLoo's, but after all that I'm sure that if he drives his F.F. as quick as his R.S. he will be with em at the top.

Slim, suerve debonaire, Davy Jobling he! he! is going big time next year with one of our quicker rallyists Steve Reed and they hope to contest B.T.R.D.A. Championship. Davy goes into hospital next week for his operation. He assures me they are only removing part of his brain, he'll probably find he should have had it all removed (I've been with that barmy sod)

Concours specialist John Dixon is, he says, going to give Tony Pond some tension next year as he intends to build a Sunbeam (should be worth while seeing) only joking John, honest. Graham Blyth will again be in the hot seat.

Bernie Knowlen or Rowley for short will be having a crack at B.T.R.D.A. Championship in his Twink. Let's hope he can keep it on the island and have a good year.

The fastest security officer in the business Dave Pallier, and I do mean in a car, is to attempt Castrol Autosport Championship in his ex Pybus RS1700. If he can put it together in 1979 and drive like he did on the first half of the Crystal he will have a good season I'm sure.

Mike Wood, the Holderness flyer tells me he is to contest the 1300cc Ford Championship in 1979 he has had his engine to Neil Brown Engineering. to blue print it for him. If he drives as quick on stages as he can at Autotests he'll also have a good 1979.

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Chris Feulless or "Lymie" to his friends is not going to be so involved with servicing in 1979 he will probably just do the Internationals for Mike Jacko. I'm sure his services will be missed greatly.

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The Craven boys have aquired a Mk II Essy Shell and hope to have it completed by October 1979. It will still be powered by a Twink unless Mike Jacko gives Phil his spare engine for services rendered.

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Two other brothers going Mk II are the Towse lads, their outfit to be powered by a 1600 GT. poor old dad, still sponsoring these two in the form of Jet Petrol. They hope to do most local rallies and an odd one or two Castrol rounds.

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Wolwo head salesman for the U.K. Howard Paterson is rebuilding his Mini for next season. He is also hoping to contest most local rallies and all Shell League rounds. He will just have to watch his better half Sue doesn't blow him off though, as she is to contest the Shell League in her own Minbo. Well done Sue.

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Aircraft Electrician or should that read Haircraft Alextrician. Mike Wilkinson Sword Edge Carrol is after four years navigating, well that's what he said, is to prove to himself that he can drive and is intending to do most local rallies in 79. He did say, the first time he finished in the top ten he would shave his beard off.

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That's all the info at the moment, but watch this column for more mirth next month.

Barry

#### AUTOTESTS - MONDAY JANUARY 1st 1979.

The above tests will be held on private land adjoining C.B. North Ltd. Hedon Road, Hull, we can promise you a good day's sport and there will be a social in the evening with results announcement together with a "forum" consisting of top class comedians.

Tests start at 10/11 a.m.at Hedon Road.

Social at 8/9 p.m. The Grange.

Secretary: Ian North

C of C: John Beadle.

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#### WANTED

Navigator for B.T.R.D.A. 1979 Escort Champion-ship 1300 cc. Share expenses and "thrills" of rallying a rather mundane machine.

Contact: John Beadle. Tel: (day 20879)  
(evening 842700)

"ALL GOOD THINGS COME TO AN END"

My 'dad' and I have broken one or two records I think regarding a partnership in rallying in North Humberside Motor Club which may be of some interest to the younger members of the club who at one time or another get despondent regarding their performance (in rallying!) and their car's potential of obtaining a result.

In the middle of the Mexico Championship in 1974 Tony Atkinson had the hard word from the "dragon" who insisted they had a holiday and left J.B. with the Castrol Round to do with no navvi. I had heard about this bloke Norbny who reckoned he knew Wales like the back of his hand, so I signed him up and the result of the rally speaks for itself - 18th overall 1st in class on Ians first National Rally. Tony and I did the remaining rounds with Northy servicing occasionally.

J.B.

That was him, now it's me. When I was asked to do a rally with the great J.B. words couldn't describe my feelings. My bowels did before the rally itself but the result shows how I enjoyed it.

In 1975 we did the Caravan Championship, won it and put the money into the R.A.C. It was the first event for the Alfasud and after climbing from 208 to 101 on the first day put the oil pickup on to the sump in Clipstone and retired.

1976 saw the Caravan Championship ours again interspersed with various events in the Sud. The main ones being Mintex 52nd, 4th in class behind the Hondas, Tour of Britain with 3rd in class until last stage when crown wheel bolts fell out and the RAC 42nd overall dropping to 62nd as I fell into the same trap as many others with the timing.

1977 got our Caravan Championship Hat trick and the Sud went after the Mintex 52nd again 2nd in class. A Mk I Escort then showed that Uncle John could handle a little more power and our biggest disappointment was the R.A.C. Clubmans when we were neck and neck 18 minutes in the lead with Thompsons Vauxhall, with three stages to go when it broke!

1978 was Bengys Banger year. Nearly as many stops as goes but we kept up amongst the head men as we were supposed to do.

During four years and some 50 rallies, only once did we damage a car - on the 1975 RAC in Dalby on N.H.M.C. stage - the door skin being removed from my door against some logs. We only went off and required assistance twice, both in the Escort.

My most memorable stage was Grizedale on the 1977 Clubmans, we overtook nine cars and got well into the lead which we kept until Keilder washboard threatened to shake us to bits.

Ian North.

NORTH HUMBERSIDE MOTOR CLUB  
MARSHALS CHAMPIONSHIP

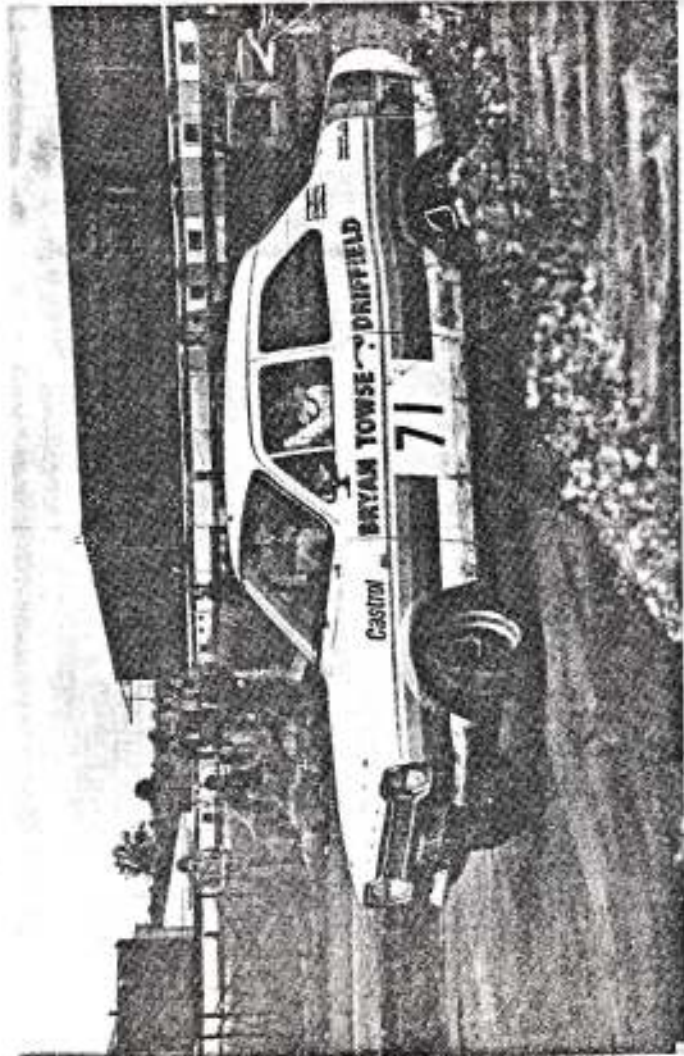
CONDITIONS

1. This Championship is open to all fully paid up members of N.H.M.C. and applies equally to full or joint, or associate members.
2. Points can only be scored for marshalling on events:-
  - (a) On which this Club has been asked, in writing, by the organiser to send marshals.
  - (b) Events which fall between 1st February and 1st December inclusive in each year.
3. Points can only be claimed from the date upon which membership fees are paid, if that date is after the first of February.
4. Although a score card will be provided by the Club, it is the responsibility of each individual member to make sure that the signatures giving proof of marshalling are obtained at the time of marshalling. Events appearing out of chronological order on the sheet will not be counted.

5. Method of scoring.

- (i) Upon payment of membership fees each member will receive a card showing the date of membership and the holders name.
- (ii) On this card spaces will be provided for the details of the event in question and a signature.
- (iii) Signatures will be obtained from any of the following persons for each event:-
  - (a) Stage events - the NHMC Chief Marshal for that stage or the stage commander.  
Signatures should be obtained at signing on.

F O R S A L E



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at Jet Station, Driffield.

The best six events to count. Points are calculated on the number of starters you beat. Competitors need not register for the autotest championship, a new idea this year is that an organiser of an autotest can claim maximum points for that event in the championship (only one event per competitor) so if you need some extra points why not organise an event. Best six to count again. Points are awarded on class positions, 1st in class 5 points, 5th in class 1 point and as a bonus 6 points for F.T.D.

Here are the first few events for the championships, a full list will be published next month.

#### AUTOTEST CHAMPIONSHIP

1st Jan	Autotest	N.H.M.C.
4th Feb	Autotest	Grimsby M.C.
18 Feb	Autotest	N.H.M.C.

#### RALLY CHAMPIONSHIP ROAD RALLY

20/21 Jan	Riponian	Ripon M.S.C.
27/28 Jan	Three Swans	Selby M.C.
31/1 April	Costa-di-Plenti	Trackrod

No Stage rallies as yet.

#### FORTHCOMING EVENTS

1.1.79.	Autotests	N.H.M.C.	J.Beadle/I.North
20/21.1.79.	Riponian	Ripon M.S.C.	
27/28.1.79.	3 Swans	Selby & Dist.	M.C.
4.2.79.	Autotests	Grimsby M.C.	
10/11.2.79.	Road Rally	Beverley & D.	M.C.
18.2.79.	Autotests	N.H.M.C.	
22/24.2.79.	Mintex		
3/4.3.79.	Diplomat Novice Rally.	Wakefield	M.C.

We were up with the mid field times although the car behind us, a black Mexico with a plastic wing on the boot went past us at SS2.

As we wellied down the long straight to the 90 left over the drain bridge I could see the Mexico's tail lights. When they disappeared I assumed that he had got the slot and was far away, actually they had taken off at the yump just before the end, lost it on landing and done an Olga Corbett into a ditch. Mike and Dave had touched 125 mph along this straight. We did 140, Italian speedo only registers kph.

On arrival at Petrol we discovered our road times were reasonable but our selectives were letting us down, the NHMC contingent were all of the opinion that the timing was ridiculous, it was to become even more so before the night was done. Mike Thompson, with the Blyth kid calling em was only 58 seconds ahead of us, John mentioned to our illustrious editor that the Alfetta might be a useful car with a little more attention paid to the brakes and shocks and the extra shove of the 2 litre engine. Then on to SS6 South Newbald. We took the road that joins the Beverley/Market Weighton road east of Arras. I had an embarrassing moment here as I said to John "flat out to selective finish" "you don't mind if I take this little S bend first, do you?" Mental note, always check that no vital detail has been obscured by a map fold, or you might end up in someone's living room not using the correct entrance.

John was barely able to keep a straight face as we came up to controls, the reason for this was my calling up technique.

Selective 9, Millington Pastures then south, was entertaining but uneventful, in fact we were ticking over quite smoothly in the team work department.

BEGINNERS CORNER - cont.

Selectives:- These are sections of the route which are timed to the nearest second, the start of this section is a selective start (SS) and finishes at a selective finish (FS) In between these controls there may be one or more passage controls where you must obtain a signature from the marshal.

Time Control Sections:- These sections are timed to the nearest minute. A system of timing called Targa Timing is used. With this method each clock is set back the time allowed from the previous control so to be on time you should arrive at each control at the same time throughout the rally. If you arrive early you may wait for your due time but you must not depart before your due time. Some time controls are called non-competitive sections, these have a neutral time control at the end of them (NTC) they are used in villages and built up areas and are timed at an average speed of 15 m.p.h. You must traverse them on dipped headlights only making as little noise as possible. You must not make up time in these sections. Some sections are timed so that you may make up time in them, these are called relaxed sections (RTC), although you must not infringe the  $\frac{1}{2}$  rule. This means that you must not take less than  $\frac{1}{4}$  of the time allowed for that section. Although this rule may not apply at petrol halts etc., where it will be written out in the regs, as you usually are required to make up all lost time at petrol halts.

The ideas on some rallies are changing a little using only two types of time control sections either competitive or non-competitive.

That's all this month, more of this boring stuff next month.

PLEASE HELP

Can you help your club and some who are less fortunate than you. We are collecting toys, games, books, records, old and new, broken, in any condition.

If you can help or have anything at all it doesn't matter how small, we would like the public to know that N.H.M.C. are not just a lot of mad men in cars and this is one way we will let them know.

We hope to have a good collection by Christmas which will be taken to a home or orphanage from the club.

Please bring your contribution to the club on a Thursday night or contact -

Philip Tomlinson,  
16 Belgrave Drive,  
Anlaby High Road,  
Hull.

or telephone John Law on 632051, we will collect.

PLEASE HELP

## BEAVER RALLY

Whether it was the foggy weather or whether it was us under-estimating it, I don't know, but this closed rally seemed to be one of the most difficult routes we have had to follow in our career of restricted events to date (Costa, Highwayman, Pennine and Mercury Motor Inns), we managed to get lost an unprecedented four times!

After being flagged away by Miss Yorkshire (oh! the ecstasy) from Jordans in Bridlington we made our way to NTC1/SS1 just east of Kilham. SS1 was a short sharp sprint just to get everyone in the mood, SS2 was much longer and contained a very popular ploughed field over yump at 101/120<sup>3</sup>736.

The route then took us in a westerly direction through Foxholes, Sherburn and West Lutton (Fs4) the fog and snow drifts getting thicker as we got higher above sea level. Turning southward through Duggleby and Wharran-le-Street, now going through time controls, we came across the first of the little tricks the organisers had fitted in, using a triangular T-Junction to catch the unwary with U.D.'s. This was at Burdale after which we proceeded toward Sledmere, breaking our accelerator cable en route. Then down to a cross roads at 101/929606<sup>1</sup> where the route took us along the white towards Sir Tatton Sykes Memorial, across the B1252 and on along another long white. (To the "caught-short" lady navvi in the Viva - don't worry Madam, your secret is safe with us!) Those whites though, were disappointing because had they not been covered in ice and snow they would have been very quick. As it was we had enough difficulty just keeping the car pointing in the right direction. From there we went via more ICs on to 107 and Hutton Cranswick where "halfway" was situated, we were one minute off DTL here due to our earlier breakdown. We just had time for welcome cups of tea, then we were off again into the fog.

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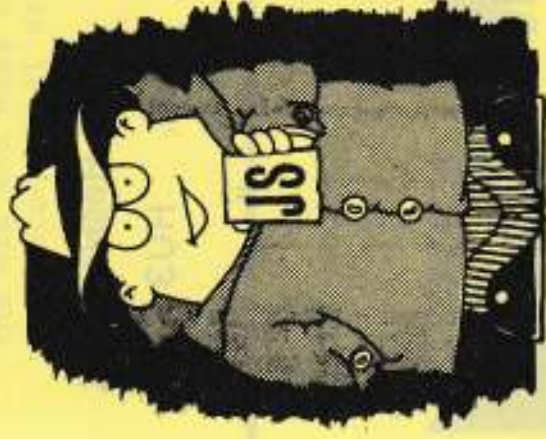
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Time controls took us to Wansford, briefly back on to 101 through Harpham Moor and Thornholme Moor then back on to 107 via Great Kelk and the outskirts of Beeford. After a two mile stretch of A165 came TC20 which caught out a few more crews with WDs. The control was situated on a section of old road, now a lay-by, off which the required slot ran, the correct approach was from the second entrance to the lay-by.

A further series of TCs took us through Rise, Burton Constable, Witherwick and Great Hatfield, then neutral around the Mere to Hornsea Potteries and the finish.

The Pie and Peas were excellent, so was the very economical draught Tetley's at 27p a pint!

John Cudbertson.

N.H.M.C. needed a fifth entry to make up a Shell Sport League team for the final round of this years competition, the Leeds Mercury Midnight Rally. J. Beadle offered both his services and those of his Italian showroom condition Smoker. Trouble was, Northy had gone A.W.O.L. for the weekend and the captain was stuck for a navvi. My regular driver, Ian Lambert who is a hit man for the Forth Garage mafia ("I can't get this manifold on - HIT IT") suggested that I might be interested in the vacant chair. As I hadn't been at the club when the plan was hatched, the first I knew was a series of last minute phone calls on the Saturday morning, made me an offer I couldn't refuse. It was explained that this was going to be a fun ride with no higher ambition than a decent finish. John asked me how I felt about the prospect of doing an event at such short notice. "Well, I've never used a halda but....." "Hold on, I'm not going to be using the Opel," said John in his best we've got a right one ere tone. "It'll be bog standard Alfetta, lap seat belts, shaky map light and no roll bar! I could hear Hodge type laughter in the background, sadistic sod. Actually, it could have been a Fiat 500 for all I cared, if a novice navigator gets the chance to crew with an expert of some standing (but usually reclining) he does not look a gift horse, or a Colt, in the mouth.

I turned up at Chez Beadle on the exact minute agreed. We travelled to start, at Garforth, in convoy with Mike Reed and Dave Jobling. Mike's evening started promisingly when he punctured on the way to collect Dave. On the journey John and I sorted out the problem of driver/navigator communication and generally got used to each other. At documentation I discovered we'd copped for start No. 9, not

bad for someone about to start their 4th ever rally. The noise check was mildly amusing. The Alfetta had one of those Italian made dynamically balanced precision built rev. counters, that is to say it was .....ed. John indicated that 5000 revs. had been reached by clenching his fists and extending his digits at two second intervals, ending up with all his digits displayed and a steady wine coming from the Alfetta's extremely well run in engine. Some people will fall for anything.

The route turned out to be straight forward, calling for no great plotting skill just an ability to cope with stop start competition and plenty of bhp on tap.

The actual start venue was the Mercury Motor Inn, which had a very large bar, this went down well with the NHMC contingent. After a short run out, the rally started in earnest with the first selective. Spectators were massed at the first slot right at staggered cross roads. We soon discovered why. It appeared to us that the cross roads were not staggered but in fact the first slot on the right was a gated entrance to someone's country seat. Spectators fall about in hysterics, we reverse up and get back on course again. A little further on at the first tight 90 left more spectators John's expected difficulty with the front bias brakes materialised. I sat there calmly detached repeating to myself "that gate post aint there" We took to the grass sideways, avoided the fence, then powered back on the road at unabated speed - great stuff! As we are chugging up to selective finish John chuckled "it's handling like a great pudding" he was enjoying himself I think.

The next four T.C.'s saw Reedy pulling out a clear lead on everybody, save the guy in RS2000 who had received a time for selective one, of 43 seconds up on Mike. This was stretching credibility to breaking point.

## BEGINNERS CORNER

This month I will try to explain the more important points of rallying.

Basically there are two types of rallies:-

1. Road rallies. 2. Stage rallies or sometimes a combination of both.

1. Road Rallies. As the name suggests, these are held on public roads so all normal road traffic laws apply.

Most events these days are what they call "pre-plot events" i.e. you are given the route before you start the event, whereas "plot and Bash" events you are given the route at certain points on the rally. The route is usually issued an hour before your start time although when you sign on at the start you are usually given a list of black spots and give-way signs to plot. Black spots are NO GO areas on the event usually because of complaints but they can also be used to define the route. They are either given as an ordinary map reference or maybe a full or part of a grid square. The Give-Way signs are given because on road events you must actually STOP at all these signs on route and some of them will be observed. With these plotted you are now ready to plot the route.

The route is given in control order using six figure map references and some will be given direction of approach or departure. Some map references will be given as vias to define the correct route. Taking into account black spots etc., and using the shortest route between controls you can now plot the route. (On Blue Peter they would say "here I have one already done". There are several types of sections on road rallies:-

The final five timed sections were little short of boring. The first was a straight blinder of 2½ miles for which everybody was timed at 2 minutes or more. In other words you had to arrive there before leaving the previous control. One competitor was so bored by this section that he decided to liven things up a bit. He ran straight into the back of a marshals brand new Cortina at TC25.

We were back at the finish less than five hours after we had started despite a 40 minute halt at Shiptonthorpe. At this time we were all unaware of the various fails we'd received and Mike was looking forward to the Magnum's first win. John and I were hopeful of lifting the first foreign car marque award, not bad for a crew that was just out to finish.

We all had breakfast and then a hellish long wait for the results declaring some geriatric from Pately Bridge to be the winner, rumour has it, he's older than John. N.H.M.C. six men protest delegation tramped down to results office to give vent to our spleen (messy). Master Diplomat Sir John Beadle concocted a story to explain our lack of signature that was the biggest load of yale locks I've ever heard. The clerk of the Course nearly swallowed it (into a bit of oral sex eh! - Ed) then dug his heels in, so that was that.

By the way anybody who wants an Alfetta with 63000 miles on the clock, reclining seats, never raced or rallied, please contact J. Beadle at Forth Garage. I would just like to add a final thanks to John for putting up with me perhaps I will find out some day what he's like when he's really trying.

Phil Markham.

### COMP. SECS. REPORT

Well thats the R.A.C. over for another year, congratulations to Mike Jackson and Steve Howard on their 21st position, also their service crew of the Craven brothers and Chris Fewless on keeping them going. Another local crew who finished were in the Army Corps of Transport Mini from Leconfield. Unfortunately the other local crew of G.Warcup/Dean Smith from Skipsea in the Satra Motors Lada failed to finish having to retire at Carlisle with electrical failure, even Rob White's big hammer couldn't get them going in time.

Below is a copy of next years calendar, as usual I am short of organisers and venues for Autotests, so if you can help please let me know.

### N.H.M.C. EVENTS FOR 1979

1st Jan. Autotest	(CJ) Monday New Years Day
18th Feb. Autotest	(C)
4th March. Autotest	(R)
21/22 April Parish's Moonraker Rally	(AMCC Ch.)
13 May Autotest	(C)
1st July Production Car Trial	(CJ)
22 July Autotest	(CJ)
19 Aug Autotest	(C)
30 Sept Crystal Stages Rally	
28 Oct Autotest	(C)

### COMPETITION LICENCES

I have had no details of next years prices although I understand they will be going up, I have no application forms yet either, no doubt they will make up their minds some day.

### CLUB CHAMPIONSHIPS 1979

Both the club championships will remain the same as last year, that is a separate road and stage rally championship and an autotests championship. Members must register for the rally championship and pay £1 registration fee to Robert Newlove before they can score points.

- (b) Road events - the Chief Marshal of the promoting club or the NHMC Chief Marshal for the event.
- (c) Driving tests or off road events - The Chief Marshal or Secretary of the Meeting at signing on.
- (iv) Any entry which has been defaced or is illegible will be deemed not to have been made.
- (v) Any doubt or query as to the authenticity or any signature will be subject to judgement by the Committee of N.H.M.C. whose decision shall be final and binding.

### Points

- 6. For each stage manned on each event 3 points
- For marshalling on a road event, 2 points
- plus for each control manned 1 point
- Driving Tests/Production Car trials and off road events 2 points
- Points will be doubled for home club (NHMC) events.
- Any person who offers to marshal and then fails to turn up without giving adequate notice to the Chief Marshal will have 5 points deducted from his/her total.
- 7. At the end of the year cards will be returned to the NHMC Chief Marshal on or before the second Thursday in December for marking. Cards not returned by this deadline will be ineligible.
- 8. The person with the most number of points will collect a trophy, held for one year, and £15.00 There will also be a £10.00 for the second highest total and £5.00 for the third highest total.
- 9. In the event of more than one person having an equal number of points then 5 bonus points per NHMC event marshalled on will be added.

If this fails to break the tie then all the prize money will be totalled and divided equally amongst those with the same number of points and the trophy will be shared between those people for an equal part of the year.

10. All Judgements regarding this Championship other than provided in para 5 (v) will be the subject of decision by the N.H.M.C. Chief Marshal, whose decision is final and binding.

#### MOTEC TROPHY

On October 21st Ian Mills and myself set off for Rawmarsh in the Winged Wheel Garage sponsored Mexico to do the Rotherham MC.Motec Trophy. On the entry list was one other NHMC crew - Strangward/Gill running at 6 and we were at 30. The start facilities were a bit of a "shambles" and not a lot of order 'park where you like' this was just the beginning.

The rally started with a run up the M1 to junction 36 then down the A61 just north of Chapelton from here we had two quick controls which brought us north of Stockbridge then the first neutral from here to TC4 south of Pennistone. From here we encountered what was to be quite regular - unmanned time controls. The first lost us time looking for a code board which wasn't there. On to TC7 which was manned, a short neutral to TC8. From here we went through two sgus, which were not given in the road book. Before one we met a secret check, then on to another unmanned control. It was along here that we were passed by a RS2000 which we followed for a while, saw him again nively perched through a stone wall - straight on at 'J'. Through TCs 10 and 11 south of Denby Dale on to TC12 which wasn't manned to TC13 at Cawthorne. From here we had three short competitive sections and three neutrals which brought us just south of Wakefield on the A61. The next two controls were unmanned and so vua Crofton and Featherstone to petrol at New Quarry Service Station at Pontefract. Halfway was at the interchange with the A1/M62 approach from the south. The first half results gave Strangward/Gill 2nd place, but a mis-plotted approach three controls after the restart got them stuck on a white and put them out.

The rally restarted east of Brotherton and between there and Selby we had 4 TCs and 4 neutrals, the last two controls being unmanned.

NTC30 was on the yellow east of Brayton. TC31 was not manned, TC32 was on the edge of the river Ouse north of Barlow. This took us down to the only selective in the event which started on the yellow north west of Camblesforth and included the white into Carlton. This white was arrowed as a stage, the only problem was that it had been arrowed up from the finish and therefore all arrows appeared after the corners.

From here we went through Carlton and Snaith on to A614 over the M62 on to new yellow and true to form the next two controls were not manned. The next control being NTC35 two competitive sections to finish east of Moss then a run down to Barnby Dunn and the finish at the Wheatley Hotel, Doncaster.

We finished 18th overall - not bad for a new team with a very enthusiastic sponsor in the Winged Wheel Garage.

R. Stoneley.

## SHELL LEAGUE 1978

In the final results for the year we finished 5th out of the 25 clubs entered, not bad eh! The final top five placings were:-

- 1st York M.C.
- 2nd Ilkley M.C.
- 3rd Trackrod M.C.
- 4th Sleithwaite M.C.
- 5th N.H.M.C. M.C.

We received a cheque for our 5th place, £40. We have the following members to thank for gaining us points this year:-

### Autotests

P. Cherry  
H. Paterson  
Mrs. S. Paterson  
J. Uylie  
P. Tomlinson  
G. Gardam  
A. Carvell  
B. Hodge  
M. Thompson  
E. Craven  
J. Newlove  
R. Newlove

### Rallying

J. Beadle/I. North  
T. Lucas/J. Tyzack  
M. Williams/B. Hodge  
A. Hird/B. Towse  
P. Smith/J. Matthews  
M. Reed/D. Howell  
J. Beadle/P. Markham  
M. Thompson/M. Blyth  
I. Mills/R. Stoneley  
J. Garvey/J. Cudbertson

The best Shell League points scorer who wins the Shell League Shield is Howard Paterson. Next years league is being sorted out at the moment, so let's have all your support again.

Gin Twins.

### CHRISTMAS PARTY 20.12.78.

At the above function, the Personality Awards for each month of 1978 will be presented.

For the new members, these awards are presented by the Club to individuals who have made a significant contribution to the car club whilst not appearing to get any credit for their deeds. They are then generally awarded to the back room boys and not the well known competitors.

SO DON'T FORGET TO TURN UP.

### FORTHCOMING EVENTS.

- 1st Jan. Autotests N.H.M.C. J. Beadle
- 20/21 Jan. Riponian Rally. Ripon M.S.C.
- 27/28 Jan. Three Swans, Selby & Dist. M.C.
- 4 Feb. Autotests. Grimsby M.C.
- 10/11 Feb. Road Rally. Beverley M.C.
- 18 Feb. Autotests. N.H.M.C.
- 22/24 Feb. Mintex.
- 3/4 March. Diplomat Novice Rally. Wakefield DMC.

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