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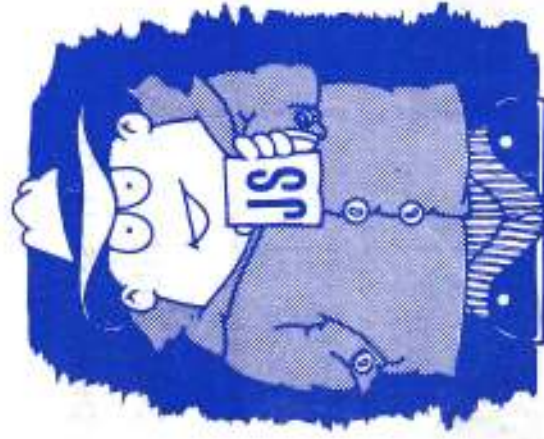
MOTORING WEEKLY

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Despite the fact that rallying is my first choice in motorsport, I have always wanted to drive a single seater racing car. Racing Schools have never appealed to me, being too regimented and a large amount of money has to be spent before you are let loose in a racing car at anywhere near its speed potential.

Thanks to Howard Paterson, who arranged for a number of our Members to go on a days outing to Cadwell Park, for a very reasonable sum, I was able to get to grips for the very first time with a single seater. The hosts were Touraco Race Hire, whose main business is the preparation of formula Ford Cars. Recently the owner, Graham Glew, has branched out into race training and is based at the very difficult circuit of Cadwell Park.

The day was cold but dry, which was a relief as driving a FF 1600 for the first time in wet weather is a frightening thought. Mike Reed, Roy Webster, Mike Peck, Mike Wood, Ian Carr and myself met at 9.30 a.m. in the Control Tower for a theory training session, which consisted of a rundown of the rules and regulations in FF 1600, and a detailed look at the circuit. Graham explained the corners one by one, which took some time as there are seven in 14 miles, with no real straight. He also explained where to change gear, brake and turn into the corners. Some of the lines looked strange on paper, but after a walk round the circuit it made more sense.

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We then adjourned for lunch while Graham laid out some marker cones to assist us. In the afternoon we were driven round, one at a time, in an 1100 Austin Allegro, of which, the sheer brute power astonished us. We then all drove Graham round and assessed our driving. We all passed. Ian and myself were the first in the Lola FF 1600 cars and after a brief run down we were off! The idea was to go out and do 3 laps very slowly, warm up the cars and become familiar with them. The most difficult thing in the first 3 laps was selecting the gears going down the box as they have no synchromesh. Heeling and Toe'ing has to be mastered. After checking the instruments we went out again gradually building up our speed! Obviously I was a little slow in building up my speed as I was passed by Ian on Park Straight. This spurred me on and we ended by recording identical times of 1 min. 18 secs. for the last lap. Next out were Mike Reed and Mike Peck but Mike Peck only managed one lap before the oil pressure disappeared and he switched off. The oil system was to blame and not Mike, so he had to wait until Mike Reed was called in for his turn. Mike Reed took to it like 'a duck takes to water'! He has had experience of Cadwell Park from his Karting days, and this showed in his last lap with a time of 1 min 12 secs. which is, apparently, very respectable.

Roy Webster was out next and he looked very safe and confident, apart from his tendency to take the rallying line, which amused Graham. Mike Wood was out last and drove the only way he knows - very quickly - especially when he exited Mansfield Corner backwards. After collecting it together he continued at a steadier pace, 'once bitten, twice shy' as they say.

Everyone stepped out of the cars with beaming faces and I think it was money well spent, both in enjoyment and also because I learned a lot about tarmac driving.

Many thanks to Graham for being so trusting and I, for one, hope to be back for the next stage in the Course.

Notes from a Novice

Well, after the Beaver, we entered the Autotest on New Year's Day, Gaining a Class Win. (Apparently everybody else in the class had retired.

Flushed by success, we entered Selby's Three Swan's Rally.

Starting at Selby, the run-out took us to Bubwith, through Foggerthorpe and Allerthorpe and on to Yapham, where the loop through Bishop Witton was cancelled, due to P.R. problems.

Leading to SS1 through Stamford Bridge, this short selective was followed by SS2, which as we approached was cancelled, due to police activity.

Hoping these problems would not worsen we headed on to Map 100, starting SS3 at Strensall. Here again the police were in evidence and not wanting a repeat of 1980 (Moonraker and one endorsement) we slowed down. Heading through several controls with no problems to half way at Kirby Moorside.

At halfway point the Dolly Sprint was running well. I had been using 3rd and overdrive 3rd instead of top gear and was really enjoying driving - trying to remember to keep the revs. to 7000 per minute. The principle, being a blown engine, which means no new hall carpet, which means an unhappy wife and an unhappy wife means no rallying. See, its easy!!!

We were chatting to other crews, who told us to take Selective 5 flatland when we told them we had never been on that road they all went away chuckling!

For those of you who do not know this Selective, it is a 9 mile route known as the Cockayne Loop and is it hairy!

We spent most the time wondering if the sump guard would appear through the floor as we took a series of brows and jumps, the like of which I have never seen! As a matter of interest the best time was 4.14 against our 7.23. Oh well!! Suppose I could always take up brass rubbing.

We came down through Kirby Moorside and Sheriff Hutton to the Corn Mill at Stamford Bridge for breakfast.

A total of 6 Selectives, 39 controls and one secret check made up an enjoyable rally.

Big Rich was great in the navy.seat, not helped by an attack of flu, making him shiver most of the night and he had the heater on full - I must have lost about 20 lbs. in weight!

The results show that we came 19th overall, 4th Novice and we won the Best British Leyland Award. A Cup at last!! My wife will have to move the 'Royal Albert' from the sideboard.

The other results for NHMC showed Peter Smith at 8th Overall, Steve Varey retired (he had an argument with a telephone pole) and M. Lenney excluded (SGW's). NHMC gained 179.6 points to finish 6th in Shell League.

A great night. Next Report March 1981.

Paul Ashton

Shell League.

After the 3 Swan's Rally we are 5th overall in the league.

The next event we want a team for, is a hill climb at Castle Howard. This is a good day out, so bring the family. You will need either a speed licence or a clubmans licence.

In the events so far we have been represented mainly by novices where as the other leading clubs manage to get quite a bit of interest from their head men. So - come on, you lot - if anybody is interested in doing the hill climb (totally non-damaging!) please contact Robert Newlove.

Rally Championship.

Only five people have registered so far, and the entry fee is £1 not £1.50 as stated in last month's magazine.

Trophies.

Will any members who have any returnable Trophies, please given them to Robert Newlove or any Committee Member as soon as possible. Then they can be engraved before the Dinner Dance. If possible, it would be appreciated if these trophies could be polished.

Robert Newlove

A Day with Touraco Racing

Early one morning, Steve Harvey and myself found our way down the M62 in the back of Howard Paterson's Alfa, on our way to Cadwell Park.

We met up with the rest of our party on the way and was looking forward to a good day and a drive in a Formula Ford Single Seater.

After 2 hours in the class room, we were all ready to have a go, but first a walk round the circuit.

The sun was shining, but a very cold wind gave us all instant earache, but with jokes and hot coffee we soon forgot about the cold. A run around in a saloon car came first, so we could get used to the circuit and the brake turn markers.

First away was Andrew Towse, followed by Brent Towse, and then Mike Curtis, Steve and myself.

After a run around in the saloon car the moment came for which we had all been waiting - three practice laps and then ten laps of the circuit. Once in the Formula Ford I was off down to the hairpin, around in first gear, then accelerated up the hill into second gear, third gear around a fast right in to the long straight in top gear, followed by a 90° right in third, followed by a right loop in to a right, then left down a hill in to second and around a 90° left turn in to a short straight back towards the hairpin for another lap. The car was very fast but the non-synchromesh gearbox took a little time to get used to.

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A good day out and everyone had great fun. Thanks to Howard and Touraco Racing for the use of Cadwell Park circuit and their cars.

A Nights Marshalling (or a Fool's Night out)

Against our better judgment we agreed to help our lad to marshal on the 3 Swan's Rally (the fool had volunteered).

We were given an end of Selective just outside of Kirbymoorside, near a small ford (not a small car - a big puddle on the road), but it didn't open until 3.30 a.m.

With the control opening at that unearthly hour, we had time on our hands, so after a few jars at Wetwang Pub we went out to spectate.

We picked a nice bit of road with a road leading off 90° right, no signpost and a big deep dyke if you messed it up, somewhere near Skillington.

Well, we sat and waited for the first car, but there was rather a lot of traffic about for us, being in the middle of nowhere. They all had funny little aerials, I think they are called Twiggy Sticks. They were all going on about Breakers and one bloke asked us if we had a handle - I don't know what sort he meant - bucket, door, etc. Actually they all had CB Radio Sets, even

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the Course Car, Rubber Duck 10-4 and all that, and watch out for smoky bears.

Anyway, then the Rally started arriving. There were some very hairy moments. Steve Varey/ Geoff. Craven were going very well, as was Pete Smith/Dave Jobling. One mini came racing past us, missed the slot and stuck it in reverse just as the next competitor came along - very hairy!!

We then proceeded to our Selective finish point. We set up the control and put on about five layers of clothing and waited for car No.1.

We then discussed why when 'me and our lad' was rallying, our selective times were bloody awful, as well as us going a trife slower than the head men, they don't back off until they see the white of the Marshall's eyes.

Whilst we were braving the cold, rumour had it that a certain group of Marshals were just being thrown out of a female pub on the moors. Just in time for the first car.

Mike Lenney and Ruth Bower (without the sick bag) arrived at our control in their multi-coloured mini, (black, rust and filler) with the gearstick held in with a screwdriver and a pair of molegrips.

An Escort arrived belching great clouds of smoke and steam, both inside and out. The Navigator was experiencing great difficulty in seeing his maps through the murck as well as breathing!

The Course closing car was right behind the car handing our presents to the marshals.

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Competition Secretary's Report

Reminder

I have obtained an Entrants Licence for the Club so if you have not got a trade entrant, why not use the Club? Only one copy is required to be shown at each event, so everybody does not have to have their own copy.

Discounts

I still have some discount cards for Humber Frictions, who sell brake and clutch materials and are quite reasonably priced. We also have hundreds of Mintex Discount Cards - there should be enough for every member.

We did not have a very large entry for the Autotest on the 15th February, probably because some people were getting their cars ready for the Mintex. We could do with some new blood in the Autotest field, remember the 'closed to Club' events are the ones to commence with and there are always plenty of expert advice on hand. The next one is on 26th April - more details later. Thanks are due to John Law and Neil Hartley for organising a good event.

Humberside Police Motor Club.

The Humberside Police now have their own Motor Club. Their Competition Secretary came down to the Autotest on the 15th February and is very interested in getting involved with other clubs, especially in the Autotest field. I think we should try to encourage them although I realise that they are not all that popular at the moment.

First Aid

We are thinking of trying to run a First Aid Course, but in the past, have not had a lot of support. If you are interested could you please contact Harry Hannah.

Bridlington Film Show

Bridlington & District Motor Club have invited us to a film show by Northern Rallysport Films on the 18th March. You need a ticket to gain entry of which I have a limited number available.

V.A.T.

Apparently the Government have decided that V.A.T. will not now be charged on Entry Fees for Sporting Events. This means that there will be no V.A.T. charged on entry fees in motorsport events. Several Regs. already show V.A.T. charges, but can now be ignored.

ANCC Championships

As well as the Rally Championship the ANCC are running their Autotest Championship again, backed by the Yorkshire Bank. We will be holding a round of the championships in November.

The Production Car Trial Championship is also to be held again, still backed by Jack Tordoff's JCT600 Garages.

At a recent ANCC meeting there was a lot of discussion on reducing the amount of noise on road rallies, the main idea put forward was that Standard GPI cars obly should be allowed. Has anyone any other thoughts on this matter?

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New Year's Day Autotest

A few months ago, Rob White volunteered to organise the New Year's Day Autotest (I think he had been drinking at the time) so he put in a lot of work finding a venue and, even more, with a bit of help from his friends, clearing the runways of grass and mud.

So amazingly, he was up at 7.30 a.m on New Year's Day setting up the tests by 8.30 a.m. Several more helpers were at hand...even I was there by 10.00 a.m.

We didn't see any Competitors until 11.30, all in different states of sleep and I think Harry Hannah looked the worst!

It was nice to see the return of Phil and Ann Cherry to the competition scene after a layoff of a year. They still have the same car!

We had 22 competitors who managed to get up in time for the event and all classes ran except for class 5, which only had one entry - Howard Paterson in his Midget. He was eventually put in the big mini class instead.

It was clear to see Phil, Cherry had not lost the knack as he won F.T.D. Some competitors seemed to have trouble remembering the Tests (some even wondered whether Rob had got a Spyrograph for Christmas and used it to draw the tests)

The Rob White Rally team had assembled the biggest collection of worn out Minis I have seen for a long time and I think they were trying to see who could be the first to roll. Andy Brown had a good

day in his mini winning his class, also trying hard

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was Johnny Walker, who finished second in class. Mick Wood was having his usual quick run and was in contention for F.T.D., eventually winning his class. Having a go in an unusual Autotest Car were Paul Ashton and Richard Akester in a Dolomite Sprint, although it was not the quickest car. Paul out up some consistent times and won his class. Ken Hailstone was the first Competitor to attempt the tests and did some good runs, finishing 2nd in class. Another pair were Phil Tomlinson and John Law in Phil's Escort. There were only two lady drivers Anne Cherry and Susanne Drew, who were very evenly matched.

Thanks are due to Rob, White and helpers and especially to all Marshalls who had to stand out in a bitterly cold wind all afternoon, also to the ladies who provided excellent refreshment.

Many thanks also to the land owner, Richard Charter, of allowing us to use his land and his generous donation of an Award, and also to the other Award presenters, Chequered Flag Beeford and Beach Bank Hostelry Centre, Ulrome.

Award Winners

F.T.D. The Chequered Flat Trophy.

1st Class, 1 Andy Brown
1st Class 2 Howard Paterson
2nd Class 1. Johnny Walker
2nd Class 2. P. Wildboore
1st Class 3. Mick Wood
1st Class 4. Paul Ashton
2nd Class 3. Ken Hailstone
1st NHC "The Beachbank" Trophy.
1st Lady "The Richard Charter Award"

Phil. Cherry.

Phil. Tomlinson
Susanne Drew

Forthcoming Events

- 1.3.81. Bruce Robinson Stages Rally.
Lincolnshire Car & Motor Cycle Club
- 7/8.3.81. Roskirk Trophy Rally.
South Shore Motor Club
(Road Rally ANCC Championship)
- 8.3.81 Dukeries National Rally
- 8.3.81 Autotest on Tarmac organised by
Reckitt's Motor Club.
- 22.3.81. Lakeland Stages National Rally.
28/29.3.81. Cost-di-Plenti
Trackrod Motor Club
- 28/29.3.81. Firecracker Rally.
Appleby Frodingham Works M.C.
- 4.4.81. York Forest Stages Rally.
York Motor Club.
- 12.4.81. Hill Climb Castle Howard
Y.S.C.C. (Shell League)
- 25.4.81. Tour of Lincs.
Lincs/Louth Motor Club.
- 26.4.81. Autotest - Closed to Club.
N.H.M.C.
- 25/26.4.81. Ribble Rally (organised by Ian Sadofsky &
Tony Carmichael)
ANCC Championship event.
Springhill Car Club.
- 2/3.5.81. Grimsby Clubman's Rally (Road Rally)
Organised by Grimsby Motor Club

Forthcoming Events - continued

- 4.5.81. Slaithwaite Single Venue Stage Rally
- 9/10.5.81. Barrett Oak Rally.
Otley Motor Club
- 17.5.81. Uniband Stages Rally
Poachers Motor Club
- 31.5.81. Autotest
N.H.M.C.

Film Shows

We have two more arranged both at the
'Pipe & Glass', South Dalton in the Stable Bar.
Suppers are available - to be paid for in advance.
Tickets available on Club Nights.

26th March 1981
30th April 1981

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