

FEB 73

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MAGAZINE

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NORTH HUMBERSIDE MOTOR CLUB MAGAZINE

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Roger Stanford and anyone
around at the time.

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EDITORIAL:

Rallying has unfortunately suffered a blow recently. The Monte Carlo Rally which is obviously reported internationally has ended in controversy, to say the least. The countless reports on police activities, lost tempers, wrong decisions by the organisers, a 'park in' by excluded competitors which blocked the road for those still running, cannot have done much for rallying. The 'park in' caused some competitors to drive through hedges and take to the fields.

It will be a long while before these incidents are forgotten. Landowners particularly who are asked for permission for stages etc. to be run on their land may not forget. The accidental demolition of gates and fences by rally cars is bad enough and causes landowners to have second thoughts about rallies, but after reading reports of drivers deliberately driving through hedges and jumping ditches, they will probably say 'No'.

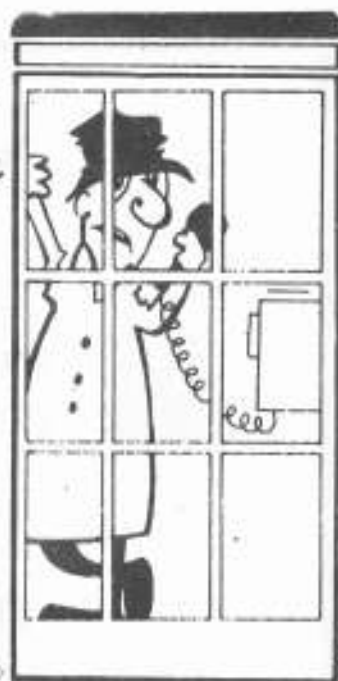
I trust all our club members will do their best to avoid adverse reports on local rallies in newspapers and help prove to everyone that all rally competitors and organisers are not 'tanned with the same brush'. Club level rallying in particular cannot afford bad publicity.

ED.

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Noonraker Rally 13/14th January, 1973

On behalf of my fellow organisers and myself I would like to convey our sincere thanks to all N.H.N.C. members who turned out to marshal, do the documentation, get out the results, provide the refreshments at Walton Street and the halfway halt, and everyone who contributed in any way to make the event a success.

Thanks also to Tony Raylor who at very short notice provided the club with the starting ramp, free of charge.

The rally contained eighteen selectives as well as route controls, time controls etc. which really strained our marshalling potential, however York Motor Club and British Motor Racing Marshal's club came to the rescue and provided us with some really enthusiastic and efficient marshals, to both these clubs our many thanks.

Many competitors made a point of telling me how much they enjoyed the event, this is all an organiser gets for all his hard work and it makes it worthwhile.

* * * * *

I would like to welcome the following new members on behalf of the Club:-

- No.30 - Graham, M. Pollard, 38 Wheatlands Drive, Beverley.
- No.32 - Geoffrey R. Craven, 90 Plantation Drive, North Ferriby.
- No.33 - Phillip Craven, address as above.
- No.35 - Ian E. Stewart, 31 Bricknell Avenue, Hull.
- No.43 - Nigel C. Leadbeater, 'Valhalla', Park Road, Airmyn, Goole.
- No.49 - Ray Adkins, 10 Raglan Avenue, Raglan Street, Hull.
- No.54 - Edward W. J. Holland, 189 Homethorpe, Orchard Park, Hull.
- No.66 - James Brian Beadle, Stoneways, Burniston, Scarborough.
- No.123 - David and Anne Watkins, 4 Sloe Lane, Beverley.
123A
- No.125 - John M. R. Parker, 121 Victoria Avenue, Hull.
- No.128 - Philip Ward, 72 Holmgarth Drive, Bellfield Avenue, Hull.
- No.130 - John and Heather Shearer, 19 Manor Close, Beverley.
130A
- No.126 - Roy C. Wilson, 190 Marlborough Avenue, Hull.
- No.127 - Peter D. Ward, 5 Weeton Close, Bilton.
- No.129 - David Thornes, Flat1, 9 Princes Avenue, Hull.
- No.131 - J. A. Mackman, Station Workshops, R.A.F. Leconfield.

- No.62 - Leslie A. Gibson, 300 Cranbrooke Avenue, Hull.
No.87 - Michael Grice, 5A Gibson Lane, Melton, North Ferriby.
No.137 - Kenneth L. Burnett, 31 Old Road, Melton, North Ferriby.
No.136 - Richard Hachen, 59 Northolme Road, Hessle.
No.148 - Stephen W. Todd, 'Bayes Elliott', Hall Road, Hornsea.
No.149 - Stephen Martin Neill, 1 Monkton Walk, Medina Road, Hull.

CONGRATULATIONS to members Richard G. Walton and Fiona K. Moody who have married and become joint members with a new address of:
Hawthorne Cottage, Flinton, Sproatley, Nr. Hull.

MEMBERSHIP FEES

Were due with effect from 1st January, 1973. £1.50 single membership, or joint membership £2.00 (husband and wife). Please send to me at 33 Grafton Street, Beverley Road, Hull.

MINTEX DALES RALLY - 23rd/24th February, 1973

Due to some extensive 'rehashing' our stages at Wykeham Pores now open about midday on Saturday 24th February. Entries have been received from Roger Clark, Mike Hibbert, Chris Sclater, Roy Fidler, Will Sparrow, Harold Morley etc. so it should be quite entertaining. I have ordered some good weather! We are still very short of marshals so how about it. Ring me now at Hull 403203. Most of the Northern Motor Clubs are either manning stages or helping in some way. Marshals' meeting at Cross Keys Hotel, Beverley at 8.00 p.m. prompt Thursday, 15th February, 1973.

OUR ANNUAL GENERAL MEETING

Will be held at The Darleys Hotel, Boothferry Road, Hessle on Tuesday, 24th April, 1973 at 8.00 p.m. prompt, I have applied for an hours extension on drinking time, more about the A.G.M. in the next mag.

VENUES FOR AUTOTESTS ETC.

This is one of our biggest headaches, if anybody can help with suggestions or ideas, PLEASE let me know. If you don't fancy tackling the landowner for any reason I or any committee member would only be too pleased to do so. Has any of your farmer friends got a nice long stretch of white road that would make special stage? Your help would be appreciated.

HARRY AHLERN

107 Poplar Way,
Leeds LS1 34SU

14th January, 1973.

Dear Mr. Beadle,

We would like to thank you and your club for the way in which you organised the 'Moonraker' last week-end. We enjoyed it very much indeed and the cheerful attitude of the marshals after we had left the road helped a great deal towards our continuing and finishing.

Having now put the bodywork right, we look forward to being able to run again and hope we will be available for your future promotions.

Our sincere thanks to everyone once again.

Yours sincerely,

Keith Bowen & Peter Smith
Glossop & District Car Club

ON THE AIR

It would appear that I have been (at great expense) "got at" by the radio bug, or rather David Egglestone of Radio Humberside (who looks nothing like a bug).

From the last week in February there will be a motoring programme on Radio Humberside on alternate Sundays at 4.30 p.m. and repeated on Thursdays at 12.00 noon.

The programme will cater for a wide range of motoring enthusiasts from the weekend driver (or weekly polisher) to the depths of our motor club, oily-fingered, grass roots rally men. Needless to say my part in the programme is purely concerned with Motor Sport and I would appreciate any help I can get from your goodselves.

The first programme will of course be concerned with the Mintex Seven Dales Rally and I hope to be able to provide something of interest about the rally on the programme the day after the rally.

So, if you have anything you think may be of interest please let me know, if not just tune in on Radio Humberside and you may hear something to your advantage (watch it sailor!)

Big Ed.

Home telephone ; 42556
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Corner 13,
Cropton Forest,
North Yorkshire Nat.Park.

The Editor,
N.H.M.C. Magazine.

Dear Sir,

It is not our usual want to disagree with so erudite a journal as that which you have the honour to head but, having just read Vol.5 No.1 we have been driven to putting quill to parchment in order to express our disbelief that so experienced a person as our Competition Secretary could be so out of touch with Modern Day Rallying as to deliberately mislead our new volunteer (?) marshals.

Over the past few seasons we have compiled a list of equipment without which, no self respecting marshall would dare venture forth (or even fifth). We beg leave to offer this list in the hope that it might become a "Bible" to our fledglings.

1. MARKED MAP, in order that one may be in the correct place at the correct time. (The best are those supplied only by the firm of Arthur Guinness & Son of Dublin; but, we understand that a Wm. Younger and a Joshua Tetley have a following.
2. SLIT TRENCH (especially useful in the Holderness area, but it can also have it's uses here in the forests. The raw novice is recommended to take one already assembled as he may not have either the time or the inclination to build one.
3. PITH HELMET (the use of which does not need further elaboration).
4. AIRWICK AEROSOL (for clearing the air at the end of selectives).
5. SPACE HEATER (for drying out wet blankets - could also be
6. SWEAR BOX (most lucrative when kept near the organiser at BIG RALLIES, e.g. the R.A.C.).
7. COURSE IN ORIGAMY (with the ambition to rise to 3rd Dan-Black Belt).
8. 2 RED INDIANS (for arrowing late organised selectives.
9. INFLATABLE DINGHY (essential when the map reference plots into the North Sea).
10. WHITE STICK (this is essential for checking on Black Spots).

Continued.....

Continuation:

It will be seen that this list is much shorter than that issued by our Hon. Comp. Secretary but this is deliberate; in order that the fit, young, (in)temperate marshall may be so much more mobile. The reason for this will be obvious when he checks his control times and the mileage between on his first Rally. It will then be when he can use his optional item of equipment viz:

11. 1 pocket sized Mary Whitehouse in case the air turns blue.

Personal and portable items of baggage (if she will come) are best left to the individual's own requirements.

We trust and hope that room can be found in your journal, which is always so full to overflowing with titbits and scandle readily heaped upon your desk, to publish this list in order that any misapprehension can be cleared up before ignorant, unknowledgeable people or committee members begin to believe.

Rember 1984!!!

Yours faithfully,

THE LITTLE GREEN MEN & FRIENDS.

MY CONVERSION - or LIFE BEGINS AT 40 (m.p.h.?)

I realise now that my conversion really began the day my eldest son joined the Motor Club - North Humberside of course.

The first fact I had to accept was that I could no longer clean under his bed without removing all the spare Mini engine parts, for which this was, apparently, the only safe storage place, the second fact was that it was unwise to venture into the kitchen on certain evenings unless one was prepared to supply a very great number of drivers, mechanics and assistants with an endless supply of coffee. Whilst washing the cups for the second (or was it the third?) round of coffee, overheard fragments of conversation alarmed me. Did Henry really 'roll' his Anglia every other week?, what was a roll-bar?, did people really hit trees and gateposts? I dare not ask too many questions, anxious 'Mums' are not very popular, and as to watching an event I was convinced that my nerves would never stand up to the strain.

However, after my son had returned intact from two or three events, and my second son had also joined the Club I was persuaded to watch an Auto-Test event at South Cave. The day was fine, the event well organised and I had to admit a certain interest and enjoyment. There followed several Sunday afternoons spent in the most unlikely places, e.g. Beverley Barracks and a stubble field at Bishop Burton.

When the graduation came to Rally Driving I drew the line; Sunday afternoon was one thing, but stay up all Saturday night - never. After two sleepless Saturday 'Rally' nights at home my husband decided that if I was going to stay awake all night anyway I might just as well stay awake in the middle of the Yorkshire Moors. So suitably dressed as if for the Arctic, and suitably instructed by both sons as to the correct behaviour of Rally spectators, I ventured forth.

Now I'm hooked - Caydale, Pickering, Cropton, Wykeham, I've seen them all in the small hours, I've had anxious moments - especially the night neither No.30 or No.31 arrived at Caydale Mill. I've even had a drink in a certain nameless pub at 4 a.m., I've seen the sunrise, driven home at 7 a.m., thankful that a sleeping husband could not comment on my driving, and I've slept all Sunday to recover.

My education has also been improved, I know now what a roll-bar is, I can read an Ordnance Survey Map (sometimes), I know that a 'potty' is something quite different from what I thought it was, and I have learnt that navigators are the ones who often wear unusual hats, must not be fed or spoken to before a Rally, and that they sit at the side of the car most likely to be bent.

My friends think I'm mad, but then they haven't been converted have they?

JOAN REED

After a trial run on the Scarborough Stages, it was decided that a 3500 was not the best car for the rough stuff but with careful selection it would be alright for a reasonably smooth straight night rally.

With the help of M.N., Regs and a little map checking the T. & IMC Three Rivers was chosen. Although the format was to be plot and bash a brief phone conversation with the organisers confirmed that there would be no mind-benders and the route was not too rough.

77 and 78 were required and purchased from Rally Maps of Lincolnshire - 77 being marked but with only a few difficult places shown - the majority of marking being whites that 'go'.

As the start was at Newcastle Airport we were instructed not to arrive before 20.30 hours because free parking was available after that time. Following a circular tour of delightful Newcastle we reached the airport and queued for the scrutineers. No difficulty was expected here as the car was as homologated - no auxiliary lights fitted etc. but when a depth gauge was produced we were informed that our N/S/F cover would be illegal if we lasted the full 210 miles. The driver expressed his disappointment in not being able to scrub the last mm. off his cherished Avon and we changed the wheel. We then signed on and received black spots and quiet zones.

A tour of the starters was then made revealing that Chrysler U.K. had a keen distributor about as Avengers were more numerous than usual also that the 'Hella' dealer was either slinging big discounts about or had slipped the Cibie agent a Mickey Fin. Other unusual mounts being a Triumph 1300 TC a Mazda RX2 and a much shortened Citroen DS. This car had the bodywork around the rear seats missing making a 2 seater.

At the start 50 G.R.'s were landed through the window and we were off. It was then that I realised that a fixed map reading light was essential for Plot and Bash unless you have an expensive Poti type light as most navigators only have two hands. Having watched the early runners disappear into the distance we knew which way to start and got the first few references down in comfort. After the first TC we began to motor in earnest and nearly came to grief before the first Via. As the night passed we were to learn that even though the roads were straight blind brows and yumps were in abundance and the first yump put us in the 'bronco' class as we took off and landed nose down on the second bump bringing the rear of the car down on to the brake discs and so on until we could slow down. A quick inspection of the oil filter revealed that all was in order but this lost us our first minute.

The route then took us up and down the South half of 77 with a few whites included but nothing really rough. The driver was heard to complain about the route once when a few briars came too close on a narrow white - 'might scratch the paint work'. We had earlier been warned about a certain bridge and although we had forgotten it we were going fairly slow because a competitor had been aviating upside down and the road was covered with glass. Even so only last second action avoided a staunch parapet.

A long wait at TC16 got most people on time again but we set off just in front of a Cortina Mk1 Estate. This vehicle proceeded to wrong slot and only just missed the next car as he got back on route.

A navigators error lost another minute unnecessarily before TC19 which was reached after a heart-stopping moment on a bridge which had a wooden surface - too much right foot brought this to light.

At halfway positions were quickly available and we appeared a respectable 22nd but with the thought that more effort was needed in the second half as it was all selective with only two TC's counting. Little damage was evident, the only interesting repair being done to the Citroen. The driver went home and returned with an L registered Estate off which he took the O/S drive shaft. He replaced the damaged one on his rally car, left his Estate up and roared off just a little late.

The local law were in evidence at the restart as they motored past on the grass in their Range Rover before waiting for a car to set off and then following it away with a wave to the marshall.

The first selective started with a four miles of nearly straight with lots of yumps followed by 13 miles of interesting moorland. We arrived at the end just behind an earlier number which had proved a little slow in the first half and we had to push a little to get past so that we could start the next selective in front of him. Selective 2 passed within 200 yds. of Kielder Forest and included a nasty similar to those found on the North Yorks Moors. They appear straight on the map but are in fact a 90 Right followed by a dip, a hairpin across a bridge and another 90 Right to get back on course again. A red Mini was seen airing its nether regions to all and sundry here - luckily we didn't treat it as straight.

The start of selective 3 was spoilt by the marshal pointing out a tricky slot on to a white (he was in the wrong place) and by the finish marshall not turning up. This was lucky because although it was straight there was a thick mist and we don't like motoring into it at speed.

Selective 4 was a quick dash across another moor with half an hours wait at the adjoining TC as there had been no penalties for early arrival at selectives. Then followed two further TC's in between which were two tricky slots - one a gap in a wall leading to a white across a moor and the other a grass triangle which had to be approached with care so as not to incur a WD at a PC. Then in between TC23 and 24 was a long very slippery track and several gateways with stone pillars making any sideways travelling crews very wary. After TC24 came the fifth and final selective, a short 3 mile affair and then a few miles run back to the airport.

We finished at approx. 7.30 had an excellent breakfast and after a short chat with other competitors the results were decalred at 8.30 and made final at 9.00 a.m. After a short kip we left for home too tired to call at Croft for the Rallycross but well satisfied with our final position of 20th. There were 68 starters, 45 finishers and fails started at 32. Although it was said to be plot and bash we had it a lot easier than the lads in Lincolnshire who as well as having their route given out in 4 parts had icy roads.

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SHELL MOTOR CLUB LEAGUE 1973 - REGULATIONS

1. The Championships will be known as the Shell Motor Club League.
2. The League is sponsored by Shell and promoted by the Yorkshire Sports Car Club to encourage the friendly and sporting rivalry between motor clubs.

The League Organiser is:-

Paul Hargreaves, Redfield House, Norwood Green, Halifax, Yorks.
(Telephone: Bradford 670593)

3. Eligibility: The League is open to all R.A.C. Affiliated Motor Clubs having their centre of operations within the County of Yorkshire. This includes Yorkshire based centres of National Car Clubs based in Yorkshire (e.g. Jowett C.C.) Admission of borderline cases will be at the discretion of the Arbitration Board.
4. Arbitration Board: The Arbitration Board will meet as necessary to resolve points of difference between league members. The Board will comprise:-
The Organiser as Chairman plus delegates from B.A.R.C. (Y), Y.S.C.C., Huddersfield M.C., Trackrod M.C., and Ilkley & D.M.C. The Board has the power to exclude from the League, or part thereof, any club team which, in the opinion of the Board, infringes the spirit of these regulations.
5. Awards: The awards will be as follows:-

To the winning club	Shell Motor Club League Trophy & replica. Equipment to the value of £50.00
To the runners up:-	Equipment to the value of £20.00
To the third placed club:-	Equipment to the value of £10.00
To the winning club at each round:-	Equipment to the value of £10.00
To the 5 team members of the winning club, as nominated for the Finals:-	Token Awards

Total £180.00

The awards will be presented immediately after the finish of the Final on November, 11th 1973.

6. Qualifying Events: The Qualifying Events for the 1973 competition will be:-

<u>Date</u>	<u>Event</u>	<u>Organising Club</u>
Feb. 18th	Autotests (W. Riding)	B.A.R.C. (Y)
April 15th	Sprint (Topcliffe)	M.G.C.C. (N.E.)
May 6th	P.C.T.	Ilkley & D.M.C.
June 16/17th	Special Stages Rally	North Humberside M.C.
July 7th/8th	Road Rally	One Eleven C.C.
Aug. 26th	Hill Climb (Cadwell Park)	Sheff. & Hall. M.C.
Sept. 23rd	Sprint	North Midland M.C.
Oct. 7th	Autocross	Huddersfield M.C.
Nov. 4th	P.C.T.	Trackrod M.C.
<u>FINAL</u>		
Nov. 11th	Autotests (Halifax)	Y.S.C.C.

All efforts will be made to keep to the above dates but the calendar may be changed due to unforeseen circumstances. All such changes will be notified as far in advance as possible.

7. Organising Clubs Responsibilities: All Clubs organising rounds will be provided with a list of names and addresses of the team organiser in each League Member Club. The Secretary of the meeting is asked to forward regulations as soon as possible to the names on the list. Despite this the onus of gaining entries to the event lies on the individual competitors. Representation of a club in the League does not constitute a guarantee of an entry in any event. The organising clubs still retain the right to accept or decline entries and run their event as they choose except that it must be of at least restricted status open to "Clubs registered as entrants in the Shell Motor Club League". Clubs promoting a qualifying round must send written agreement to the inclusion of their event in this Championship. In addition, if any licensed speed event course is used, there must be written agreement from all the relevant licence holders.
8. Right to Organise: The clubs finishing in the first 10 positions in the 1973 Championship will have the right to organise qualifying round for the 1974 Championship.
9. Drivers: Each club may nominate a team of up to 5 drivers at each event. These nominations must be in the hands of the organiser or the secretary of the meeting concerned before the first car starts. (Or starts practice in the case of speed events). Each driver must be a paid up member of the club he represents and he must enter the event in the name of that Club. Club membership cards may be inspected, those unable to produce them on the day will not be eligible to score points. Clubs may enter teams of different drivers at separate events but no driver may represent more than one club in one year.

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1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	1989-90	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42	2042-43	2043-44	2044-45	2045-46	2046-47	2047-48	2048-49	2049-50	2050-51	2051-52	2052-53	2053-54	2054-55	2055-56	2056-57	2057-58	2058-59	2059-60	2060-61	2061-62	2062-63	2063-64	2064-65	2065-66	2066-67	2067-68	2068-69	2069-70	2070-71	2071-72	2072-73	2073-74	2074-75	2075-76	2076-77	2077-78	2078-79	2079-80	2080-81	2081-82	2082-83	2083-84	2084-85	2085-86	2086-87	2087-88	2088-89	2089-90	2090-91	2091-92	2092-93	2093-94	2094-95	2095-96	2096-97	2097-98	2098-99	2099-00	2100-01	2101-02	2102-03	2103-04	2104-05	2105-06	2106-07	2107-08	2108-09	2109-10	2110-11	2111-12	2112-13	2113-14	2114-15	2115-16	2116-17	2117-18	2118-19	2119-20	2120-21	2121-22	2122-23	2123-24	2124-25	2125-26	2126-27	2127-28	2128-29	2129-30	2130-31	2131-32	2132-33	2133-34	2134-35	2135-36	2136-37	2137-38	2138-39	2139-40	2140-41	2141-42	2142-43	2143-44	2144-45	2145-46	2146-47	2147-48	2148-49	2149-50	2150-51	2151-52	2152-53	2153-54	2154-55	2155-56	2156-57	2157-58	2158-59	2159-60	2160-61	2161-62	2162-63	2163-64	2164-65	2165-66	2166-67	2167-68	2168-69	2169-70	2170-71	2171-72	2172-73	2173-74	2174-75	2175-76	2176-77	2177-78	2178-79	2179-80	2180-81	2181-82	2182-83	2183-84	2184-85	2185-86	2186-87	2187-88	2188-89	2189-90	2190-91	2191-92	2192-93	2193-94	2194-95	2195-96	2196-97	2197-98	2198-99	2199-00	2200-01	2201-02	2202-03	2203-04	2204-05	2205-06	2206-07	2207-08	2208-09	2209-10	2210-11	2211-12	2212-13	2213-14	2214-15	2215-16	2216-17	2217-18	2218-19	2219-20	2220-21	2221-22	2222-23	2223-24	2224-25	2225-26	2226-27	2227-28	2228-29	2229-30	2230-31	2231-32	2232-33	2233-34	2234-35	2235-36	2236-37	2237-38	2238-39	2239-40	2240-41	2241-42	2242-43	2243-44	2244-45	2245-46	2246-47	2247-48	2248-49	2249-50	2250-51	2251-52	2252-53	2253-54	2254-55	2255-56	2256-57	2257-58	2258-59	2259-60	2260-61	2261-62	2262-63	2263-64	2264-65	2265-66	2266-67	2267-68	2268-69	2269-70	2270-71	2271-72	2272-73	2273-74	2274-75	2275-76	2276-77	2277-78	2278-79	2279-80	2280-81	2281-82	2282-83	2283-84	2284-85	2285-86	228
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FORTHCOMING EVENTS

- Z
18th February Autotests
- 22nd February Mini Rally No.1
- 23/24th February Mintex Dales Rally
- 25th March Autotests
- 22nd March Tuition Rally
- 14th/15th April Holderness Rally

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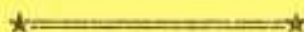
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