

APRIL 73.

NORTH HUMBERSIDE MOTOR CLUB



MAGAZINE

Hull Brewery

We specialize in all types of machine work, for
Petrol and Diesel Engines . . .
Cylinder Reboring . . . Crankshaft Regrinding
Surface Grinding . Valve & Seat Reconditioning
Valve Guides Fitted (including INTEGRAL)

ALEX. E. CARR LTD.

Established 1912

Stockists of:

Pistons
Liners
Valves
Bearings
Gaskets



Official Stockists of:

POWERMAX

Pistons & Bearings

To Solve your Engine Problems call at

**2025 Spring Bank West Extension,
Hull.**

Telephones 51074 & 51255

Hull, East & North Riding **MOTORING EXPRESS**



- *MOTOR CAR INDUSTRY NEWS AND OPINIONS
- *CAR REPORTS AND ROAD TESTS
- *LOCAL MOTOR SPORT
- *NEWS FROM THE MOTOR CLUBS

**it's all in the
MOTORING EXPRESS**

MAKE SURE OF YOUR MONTHLY PAPER BY
ORDERING FROM YOUR NEWSAGENT NOW!



**SPECIAL TUNING PARTS
SPORTS and RALLY GEAR
STAGE 1 KITS**

get in tune at

Parish's 'PARTSMART'

For **SPEEDY SERVICE**

**SERVICE
with QUALITY CONTROL
and GUARANTEE**

Watch your car being
"POWER TUNED"
for Maximum Performance

The charge is small, the result
great in power and performance

EDITORIAL:

You will have read in recent issues of the magazine that due to other commitments I am having to give up the job of Editor.

This is the last editorial I shall be writing, therefore I would like to take the opportunity to thank all those who have supplied me with material for the magazine and also the printing and collating team.

Bob Simpson is the new Editor and I trust you will give him the same support as you have given me.

DENNIS HAYNES

LETTER

The Secretary, Harry Ahern, has received a letter from Roy and Jan Sanderson offering to put up a trophy for one of our rallies, or a weekend for two at the JOLLY ROGER in LAGO MENOR as a prize.

The Committee considered Roy's generous offer of the weekend at The Jolly Roger both unique and attractive as a prize on our 'Midsummer Stages Rally'. Many thanks Roy and Jan.

For the benefit of new members Roy is a Vice-President of the Club, a past chairman and was one of the neatest and fastest rally drivers in the Club and for that matter in any type of event.

Incidentally Roy and Jan would only be too pleased to have a visit from any of their old friends or anyone from N.H.M.C. I gather it is a meeting place for B.A.R.C., York and A. & P.M.C. and many motor sport enthusiasts.

The address:- The Jolly Roger ,
Lagor Menor,
Pto de Alcudia,
Mallorca,
Spain.

The Editor,
North Humberside Motor Club,

5th April, 1973.

Dear Sir,

After reading the letter in the last magazine from Mr. Robin Duffield (Moonraker Rally - A Disappointing Aspect) we Marshalls feel obliged to put pen to paper in reply, on behalf of all Marshalls involved.

Mr. Duffield and his organisers must be very disappointed indeed, so would we be on finding that after all the hard work that goes into putting on a Rally, the secrecy of certain map references, finishes and R.C.s had been leaked to Competitors. This would make anyone very disheartened indeed, but Mr. Duffield seems to be accusing we Marshalls and putting blame at our doorstep.

He states, quote "On the following day, Thursday, at least three Competitors had in their possession a list of map references of Starts and Finishes and R.C.s for a full third of the whole route" end of quote and then goes on to say quote "To think that some Marshalls far from helping their event are actually fifth columnists." end of quote.

Sir, you are accusing us without proof. What we now would like from you and your organising committee is a Meeting to be called with every person present who was involved on this third of the route. This included the three Competitors, Marshalls, Pilot Cars, Clerks of the Course and indeed, anyone else involved. Only in this way can the matter be investigated and the real story and the truth behind it be discovered.

As we are trusted Members of N.H.M.C. and proud to be so, this must be cleared up otherwise every other event The Club puts on, the organiser is going to have the feeling that this could happen again.

How would this look also if no action is taken and other Clubs in the region heard about it; all the goodwill and reputation that this Club has built up over the past few years would be thrown out of the window.

Not a very satisfactory state of affairs.

Yours faithfully,

L. Coulson, 50 Swanfield Road, Hull.
C.S. Wright, 51 Wold Road, Hull.
R.S. Simpson, 136 St. Georges Road, Hull.
G.H. Hudson, 10 Brunswick Ave., St. Georges Road, Hull.
E. Holland, 189 Holmethorpe, Orchard Park Estate, Hull.

BITS FROM HON. SEC.

Mintex Dales Rally - Stages 26 and 27 Wykeham Forest

Letter received from Roger Scorch:-

Dear Harry,

I would like to take this opportunity to thank you and your Club for helping me so ably on this year's Mintex Dales Rally. The event as you know was a huge success and I hope that you and all who did so much to help me enjoyed the event as much as we who organised it did.

Once again our very many thanks.

Yours truly,

Roger Scorch
De Lacy Motor Club.

May I add my sincere thanks to all the marshals who turned out to enhance the growing reputation of N.H.A.C.

Synchro 68 Auto Club

I have received a letter from the magazine editor of the above Club suggesting an exchange of club magazines with the idea of bringing clubs into closer contact, help to disseminate information rapidly etc. This magazine 'swop' seems to me to be a good idea.

I note in Synchro's January magazine they have had a steering committee looking into 'Forming the Club into a Limited Company'. The Committee have recommended that the Club goes Limited as soon as practical and an extraordinary general meeting has been called for authorisation to go ahead.

Seems they have the same views as your committee

RALLY MAG.

When Audrey and I were on a camping/touring holiday in Wales last year we decided to have one lady day of 'sit and read' outside the tent, so we had a 'mouch' around for some reading matter and I saw a magazine 'Welsh Rally Sport'. It was very interesting and I thought it's a pity there is no equivalent our side of the border.

'Hey Pres!' - Welsh Rally Sport ceases publication on the 1st April, 1973 and the magazine goes National on the 1st May, 1973 to be known hence as 'Rally Sport'.

Rally Sport will be a magazine primarily for the enthusiastic clubman and intends to comment in depth and support the clubman's cause in this country, specialising mainly in rallying and club activities.

Some of the regular features will be:-

1. Club Pages - reports on club activities etc.
2. Letters, criticisms and suggestions.
3. Monthly test of a competition car.
4. Association of motor clubs, news championship positions etc.
5. A pen portrait of motor sport personalities.
6. A special classified adverts section for interchange of components and cars at no charge.

The monthly magazine will retail at 15p. Anyone interested

HOW THEY FARED ON 'THE DALES'

Steve Howard) Richard Ward)	9th Overall	9th in class
Pete Kitching) John DeVries)	28th "	27th "
John Beadle) Jim Beadle)	37th "	5th "
Roger Stanford) Melanie Spruit)	48th "	9th "
Tom Wheeler) Peter McNeill)	52nd "	11th "
Charlie Booth) Rich Kitching)	53rd "	12th "
Dennis Webster) Dennis Haynes)	58th "	14th "
Maurice Colley) Phil Clarke)	71st "	49th "

Hard luck for:-

Dennis Pelling) Tony Raylor)	Retired on SS16
Ron Shipp) Dave Whitley)	Retired on SS18
Pip Dale) Richard Stark)	Retired on SS10
Chris Cammack) Ian Maxey)	Retired on SS16
Steve Reed) Ian Sadofsky)	Retired on SS16

AUTOTESTS

Your Committee have accepted an offer from Reckitts Motor Club to co-promote their Autotests to be held at Hornsea Pottery on May 13th.

The proposed Autotests for 6th May have been cancelled as they clash with three invited events that weekend, i.e. Whitby's Rally, Auto 66 Sprint, Ilkley's P.C. Trials. These three events incidentally figure in N.H.M.C. championships.

Auto 66 Autotests at Cotton on Easter Monday, 23rd April, 1973.

COMPETITORS AND ORGANISERS - PLEASE NOTE:-

V.A.T.

As Competition Licences are issued on a yearly basis (like a subscription) they will not be liable to V.A.T. in 1973, they will, of course, be liable in 1974.

All the books issued by the Division (Motor Sport Regulations, Motor Sport Year Book, Kart Regulations, F.I.A. Yearbook, Homologation forms etc.) are zero rates, and therefore their price remains unchanged.

The following are subject to V.A.T. and the new prices shown will apply from 1st April, 1973.

Per Capita Permit fee - Closed	15p + 1½p
Restricted	25p + 2½p
National	50p + 5p
Per Capita Insurance fee	No change (exempt of V.A.T.)
Commercial Championship Permit Fee	£50 + £5
Protest fees (Closed & Restricted)	£5 + 50p
(Other events)	£10 + £1
Appeal fees	£20 + £2
(In the event of the fee being refunded, the V.A.T. component is also, of course, returned).	
Authorisation Visa to compete in foreign events	£1 + £10p
(plus the £2.00 per driver Medical Insurance)	
Permit fee for Kart Races (Closed)	£ 8 + 80p
(Restricted under 100)	£12 + £1.20
(Restricted over 100)	£15 + £1.50
(National)	£17 + £1.70
(International)	£28 + £2.80
(International Priority)	£37 + £3.70
Signing on forms (per 25)	10p + 1p
Club Membership Cards (per 200)	50p + 5p

To save unnecessary correspondence, please enclose the extra V.A.T. amount with all orders, after 1st April, 1973.

Rally Clerks of Course - Please Note

Rally Competition Licences can only be signed for up-grading if the competitor concerned has driven and finished in the event. It follows that Navigators DO NOT qualify for signatures.

PUBLICITY AND PRESS REPORTS

We have a new team raring to go, but without your help they have no chance. Any items of interest to:-

N.H.M.C. - Press Relations Officer

Melanie Spruit, Eastgate House, Newgate Street, Cottingham. Tel.847404

Magazine Editor

Bob Simpson, 136 St. Georges Road, Hull. Tel. 215994

Radio Humberside Reporter

Ed. Wharam, 135 Princes Avenue, Hull. Tel. 42556

* * * * *

AUTOTEST TECHNIQUES

How to prepare your car and how to clip those seconds off the clock. John Beadle and Chris Cammack two of the leading autotest drivers in the Club are prepared to tell you how it is done.

If interested contact John Beadle, Tel. 845700. John and Chris will arrange for a nights instruction.

* * * * *

O.S. MAP REVISIONS

One Inch.

Reprints with Major changes:

Sheet No.

55	Perth & Alloa	B*	Coloured and outline
168	Winchester	B*	" "

Revised sheets

153	Swansea	D	" "
156	Bristol & Stroud	C	" "

$\frac{1}{4}$ " Sheets

2	North West Scotland	C	" "
10	North Wales & Lancashire	E	" "
12	South Wales	C	" "
13	The Midlands	D	" "
16	Southern England	D	" "
17	South East England	D	" "

The Dukeries Mansfield and Sutton Observer Rally

10th March, 1973.

This was the first round of the BTRDA and Triple C Championship and as such received over 200 entries.

We managed to get in as 4th reserve and when final instructions were received the entry included -

No.11 R.SHIPP/D. WHITELEY
13 S. HOWARD/R. WARD
32 M.F. HUDDLESTON/D.C. HOWELL
35 S. SMITH/R. JACKSON

We were down at 102 and only just made it in time. After a quiet evening at the Centre Hotel we left home early on Saturday to be greeted by fog and an accident blocking Boothferry bridge so by the time we got to Mansfield the early numbers were on their way out.

We were scrutineered last but one - who was last? - Huddleston/Howell who's car was pushed to the scrutineering bay as it was loosing oil by the gallon.

Our faithful service crew arrived, my wife and a conscripted 16 year old navigator, service points arranged and the first half plotted. After a quick visit to the loo to move a few more of Fridays pints we were off.

The first stage was uneventful except for a gatepost which sprang out at us and bent the bodywork. How these objects can find the exact centre of the front of the car is amazing.

Next we had another old favourite along a track with water alongside with long straight at the end where we really got motoring (no need to check our times we weren't that fast).

No.3 was Rufford, through a wood and across some field tracks - very bumpy. We saw 32, H. & H. at the end adjusting clutch.

No. 4 was Gamston Airfield and when we finished we received what was up to then the record time - 6 mins. 10 secs. over the 2 mins 30 secs target. The rev. limiter stuck and Pete had to remove distributor cap to find the trouble. Our spare rotor arm was found in pieces in the boot - the result of some low flying on the previous stage - so the old one was replaced and we continued.

We then went to Wigsley Airfield which was a bit of peritrack and then an unending maze through undergrowth - it was here that a stout sapling assaulted our O/S front

but we won that round and left it lying across the track. Towards the end of the stage a hillock (hi not do) was scaled and it left the thought that without a little speed a car could be left see-sawing on it all four wheels off the ground.

After this we went south again towards Newark and on our way passed two ossifers with a radar box before reaching our service crew and leaving them instructions to get a rotor arm.

No.6 was Fulbeck 1 a 4½ minute airfield where even Hawkeye could get lost as we wandered backwards and forwards across the runways and peritracks. It was here that a Triumph had written itself off against a pile of rubble.

Then back to Newark showground for a quick 1 minute blast around before lunch.

Lateness had been extended by 30 mins. and lunch by 15 as SS 8 had been cancelled. After a bit to eat we found Howard/Ward had been doing well, Shipp/Whiteley were still running, H and H were in the middle of a 100,000 mile service and Smith/Jackson had a rope attached to the front and were returning home after two head gaskets had gone.

SS9 was just East of Sleaford and consisted of farm tracks as per map. Before starting we were told SS 10 was cancelled so we went straight to 11 except for a slight detour to collect service car. 11 was an airfield again with a 180 right which we misjudged slightly - not the only ones either by the look of it.

We then had a long run back to 12 which was a repeat of 6 and we managed to take 13 seconds off our mornings time. Unfortunately the last few yards of this stage started our troubles again as a blast in bottom which took the revs. sky high jammed the rotor arm so we replaced this with the new one.

13 was Tonges farm about 7 miles S.W. of Lincoln and it was our 4th time here in a year. Having used lots of boot in between the stages to see if all was well we were disappointed to have the engine faulter after the first corner so we struggled on hoping it would not fail altogether.

We reach the end of the stage and Pete spent a little time on the electrics. We had 60 minutes to play with so did not have to panic although very few cars past us as we worked. He replaced a few more parts in the distributor before silence was once again broken.

On then to 14, the last stage, which was a re-run of 5. Light was falling so we put headlights on but even this failed to save the trees and another one surprised us but we managed to stop before it could hit us very hard. Our time was not as fast as in the morning as the thought of racing too high was still with us.

The final control was at the end of the stage and we were greeted by H and H who had finished and thought their afternoon times were better than their morning ones.

Many people were going to the jollifications in Lincoln but we headed for home. The T.C.'s lights were well and truly dipped but we were still mobile and left with the thought that we should be able to beat our start number even if it was because 18 cars may have retired.

The final results were as follows:-

No.11 Shipp/Whiteley 26th
No.13 Edward/ward Classified Finishers after a fail incurred because of mechanical problems when placed second.
No.82 Huddleston/Howell 30th - 3rd in class.
No.85 Smith/Jackson Retired.
No.102 82nd.

Geronimo.

The secretary extends a welcome to the following new members on behalf of the club:-

No. 154 Philip N. Tomlinson, 149 Finkle St. Cottingham.
No. 158 P. Hardy, 20 St. Michaels Close, Skidby.
No. 159 Paul R. Ritchie, 3 Haworth St., Cottingham Road.
No. 160 R.A. Davies, Station Workshops, R.A.F. Leconfield.
No. 161 & 161a Mr. & Mrs H.C. Aberg, Albermarle, 7 Garths End, Pocklington, York.
No. 165 J. Bruton, 4 Desmond Ave., Beverley Road.
No. 175 Ian S. Livesey, 63a Church St., Sutton.
No.178 David Atkinson, 13 Holmpton Grove, Preston Road.
No. 179 Gavin P. Giles, 99 Hermes Close, Bilton Grange Est.
No. 180 M. Goodman, 43 Woodland Drive, Anlaby.
No. 185 Donald I Hoggard, 210 Holme Church Lane, Beverley.
No. 186 Paul D. Thomas, 39 Lancaster Drive, Hull.
No. 191 Christopher Bennett, 186 Wansbeck Road, Hull.

Contd.....

New Members Continued:

- No. 192 Michael Kirk, 9 Townend Villas, Humbleton, Hull.
No. 193 Keith Clubley, Camerton Farm, Thorngumbald, Hull.
No. 194 John R. Spencer, 25 Westbourne Ave., Hull.
No. 195 Stephen P. Hewick, 2 Kings Place, Hedon.
No. 196 Charles Spencer, 25 Westbourne Ave., Hull.
No. 203 Melvyn Cross, 93 Ings Road, Hull.
No. 204 Malcolm G. Wright, 19 Westfield Road, Cottingham.
No. 208 Michael Coan, 72 Essex St., Gipsyville, Hull.
No. 211 Graham H. Hudson, 10 Brunswick Ave., St. Georges
Road, Hull.
No. 213 Anthony Collins-Miskin, 26 Thorn Road, Hedon.
No. 215 Gail A. Holder, 3 Holmes Lane, Bilton.
No. 223 Anthony G. Barnett, 55 Gloucester St. Gipsyville.
No. 225 Suzanne M. Bradley, 6 Church Ave., North Ferriby.
No. 226 Graham Orouke, 25 Oakdene, Cottingham.
No. 228 Patrick Farnsworth, Rectory House Farm, Nafferton.

Paid up to date for 1973 (24th March 1973)

226 Full members and 27 joint members.

The following members have changed their address:-

- Graham Gough, 7 Pantmawr Road, Whitchurch, Cardiff.
Tony Baull, 35 Greenacre Park, Hornsea, HU18.1UP.
Brian Coan, 3 Elm Avenue, Elloughton, Brough.

Welcome back to a previous member who has now rejoined:-
David Ian Stathers.

SHELL MOTOR CLUB LEAGUE

Bulletin No. 1 - 1973

From: Paul Hargreaves, Redfield House, Norwood Green, Halifax
(Tel. Bradford 670593)

Thanks to the BARC the first round took place on February 18th with a most enjoyable industrial type autotest meeting held in welcome winter sunshine.

Some days after the event it was discovered that Gerald Taylor's marks had been incorrectly totalled which, in view of the closeness of class one, dropped Gerald from 2nd to 7th place. This has had a considerable effect on the team positions which corrected are as follows.

1st YSCC	Chippindale	102.8	
	Davis	88.6	
	Forrest	90.0	
	Richardson	87.7	
	Hardy	50.0	Total - 419.1
2nd 111CC	Thompson	67.1	
	Staves	81.4	
	Roberts	90.0	
	Bott	50.0	
	Stacey	54.4	Total - 342.9
3rd Ilkley	Kitching	70.0	
	Milligan	98.8	
	Tindall	95.7	
	Crook	10.0	
	Pulford	65.5	Total - 340.0
4th BARC(Y)	Allan	70.0	
	Cooper	60.0	
	Johnstone	80.0	
	Lanfranchi	32.2	
	Busfield	70.0	Total - 312.2
5th Huddersfield	Taylor	60.0	
	Leeper	40.0	
	Stewart	100.0	
	Ellis	21.1	
	Moore	90.0	Total - 311.1
6th York	Hodgson	52.9	
	Stark	74.3	
	Dale	35.0	
	Doughty	85.0	
	Wheater	38.6	Total - 285.8

7th Trackrod	Taylor	45.7	
	Jackson	20.0	
	Ineson	30.0	
	Atkinson	76.6	
	Soik	10.0	Total - 182.3
8th Sheffield & Hallenshire	Needham	50.0	
	Sorcelton	43.3	
	Pape	76.6	Total - 169.9
9th David Brown	Sykes	24.3	
	Gibson	10.0	
	Preston	10.0	
	Myers	43.3	Total - 87.6
10th Northallerton	Windress	10.0	
	Morton	17.1	
	Taylor	10.0	
	Damon	30.0	
	Coward	10.0	Total - 77.1
11th North Humberstone	Wylie	30.0	Total - 30.0

The next event is the M.G.C.C. Topcliffe Sprint on April 15th.
The M.G.C.C. have a list of all the Team Captains and supplies
of ASR's will be sent direct.

It is quite apparent from these results that we have a lot of
catching up to do in the future rounds of the Championship.

Club Captain - Chris Fewlass - requires names of interested
competitors for future teams. Please contact him NOW.

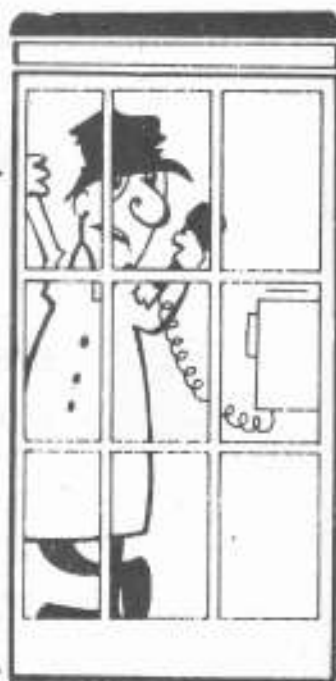
FORTHCOMING EVENTS

14th/15th April	Holderness Rally sponsored by Crystal of Hull.
23rd April	Auto 66 Autotests at Cotton.
24th April	A.G.M. - 8 p.m. Darleys Hotel, Boothferry Road, Hull.
6th May	Autotests - CANCELLED Whitby & D.M.C. Rally Auto 66 Sprint
13th May	Reckitts M.C. Autotests at Hornsea Pottery
17th June	Midsummer Stages Rally Regs. due 1st May.

Beware of every risk!

call Crowther & Hoe
the people to know!!

Hoe and Crowther?
...well you won't believe
this but...



MOTOR INSURANCE with 1st class claims service

Normal road policy inclusive of rally cover

SPECIALISTS IN FIRE AND ACCIDENT POLICIES

And specialist advice on all forms of Insurance



consult: HOE & CROWTHER

23 Trinity House Lane • Hull • Yorkshire •

Telephones 35769; 23811; AFTER HOURS 633144

L. Maudson and Sons

MOTOR ENGINEERS



**SPECIALISTS IN MOTOR BODY REPAIRS
CELLULOSE AND SYNTHETIC PAINTING**



... NEW AND USED CARS SUPPLIED

ITLINGS LANE, HESSLE.

Telephone 643399



**THERE'S MORE THAN ONE STRING TO OUR
BOW !**

As Printers and Designers why not give us a call when next you require any form of printed work. From POSTERS and all forms of LEAFLETS and PUBLICITY MATTER to BUSINESS FORMS, STATIONERY and so on.

Call or phone Richard Pearson who will be delighted to help you with your requirements.

INSTANTPRINT & DESIGN · HULL · LIMITED

17 DE LA POLE AVENUE · ANLABY RD · HULL

PHONE 505687 or 54088

AUSTIN AGENTS

Telephone 641864

Charles Welpton Ltd.

AUTOMOBILE ENGINEERS



IMPECUNIOUS ENTHUSIAST!

WELL - WHO ISN'T THESE DAYS?

We are not a Philanthropic Institution-
but we can assure you that we share
your enthusiasm for Club activities. We
would welcome your enquiry for
Tuning, Balancing, etc., and should you
be unfortunate enough to bend it a little,
our Body Repair Section will be pleased
to restore the model to it's original
pristine beauty!

We promise a good job at a fair price.

THE SQUARE . . . HESSLE

The Complete Answer

To all your AUTO-ELECTRICAL SPARE PARTS
and SPECIALIST AUTO-ELECTRICAL REPAIR
problems

Our fullest attention guaranteed for all your needs

Stockists of

AERIALS	DYNAMOS
ALTERNATORS	DISTRIBUTORS
AMMETERS	DRIVING LAMPS
AUTOCABLES	FLASHER UNITS & LAMPS
BATTERIES	FOG LAMPS
BATTERY CABLES	HEAD, SIDE & REAR LAMPS
BULBS	SPARK PLUGS
CAR RADIO	SWITCHES
CAR RECORD PLAYERS	WIPER MOTORS
CONTACT SETS	WIPER ARMS & BLADES
CONTROL BOXES	

consult



SPRING STREET HULL
Telephone 27705-6
