

AUG 73

NORTH HUMBERSIDE MOTOR CLUB



MAGAZINE

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EDITORIAL - August, 1973

Well it seems we no sooner get the last magazine out then the next one is in the pipeline.

This month's publication might seem a small one, but unfortunately half of the editorial staff is either off on holiday or away on honeymoon. Lucky blighter!! Anyway we will plot on regardless.

I think the night out at York M.C. seemed to go down well but I think "we were robbed!" For the members who did not attend the quiz, the team consisted of Ian and Mary North, Janet Scott and Chris Cammack. We were leading by a good margin but somehow died out at the end. All members of both teams gave of their best. A good night was had by all.

Following this on the Wednesday night was an invite by Thompsons of Hull to see some films and meet Gerry Marshall. Unfortunately Gerry could not keep the appointment but we all enjoyed the night all the same. After a break for coffee etc. several members of Vauxhall's staff and our own Ron Shipp were presented to the company.

Don't forget the Ripon M.C. Moss Tyres St. Wilfred Rally on the 11/12th August. Let us have a good turn out of marshalls for this event.

Anyway by time the next magazine comes out I will be packing my bucket and spade and making for the cider country.

All for now.

R.S.

After "Big Ed" had to be pushed off the start line at Rosedale on Test 1 did his tactics just seem to be to churn up the surface for the rest?

Did Dennis Haynes seem to be doing better after he took on his 4 (?) year old son as bouncer?

If Tony Carmichael could do as well as he did in a hired car and whilst suffering with hay fever how much worse would he have been in his own car perfectly fit?

Did Ian North use a prewar Lancia Aprilia just to give the others a chance, and did he take a lot of keeping up with?

Will the driver who ran over a can of Longlife belonging to the marshall on Test 2 own up to it? He made the beer flat!

During the afternoon how many ladies were spotted coming out of the men's loo (and vica versa)?

At the York MC quiz were our team most unfortunate to be defeated? Was it just coincidence that our lot's questions seemed so much harder than theirs?

Did Nick Thompson pull the handle off the loo door in temper or was this also just coincidence?

Did we all still enjoy it though (especially as Audrey was back about again)?

Are we waiting for a return "Return Game" just to show them the unboundless intelligence we have hidden?

Should the Full Sutton Slalom in future be redesignated A Regatta and is it right that Harry Ahern has invited Ted to compete in Morning Cloud?

Do all the people who dashed to help right a Mark 1 Cortina which rolled deserve a medal as big as a dustbin lid? (There are gentlemen in M.H.N.C. despite rumours to the contrary). Pleased that everything turned out alright.

Did Ron Shipp really motor faster after taking his trousers off? Was it really to save weight?

ROSEDALE 1973

Having been told "You will enter Rosedale this year" I had to prepare a car of my own.

My Lancia was dug out and as it had been off the road for twelve months it required an M.O.T. Test. It failed and Don Hoggard sent me home to renew a rear wheel bearing and overhaul the steering. (I'll remember to penalise him when next marshalling an event he is in). Bearings are easy to get but where do you get silentbloc bushes - straight ones not tapered! Lotus came to the rescue and our friendly local dealer (no advertising) supplied them and we were mobile again.

We left home 6.30 p.m. Friday and got to Rosedale at 8.30 p.m., slow but sure. We were greeted by Graham Oddy and Roger Stanford who descended upon our camping gear and with great skill had our tents pitched in double quick time. By dark quite a few N.H.M.C. members had arrived and a few noggins were sunk.

Saturday dawned and after a walk in the morning lunch time came and we all ate our open air lunches - then came my weekend highlight, a short trip up the chimney in the Myson Mini. If I may nick a bit of Brittans Ford Sport column - "didn't have the heart to tell the owner that I hadn't found the courage to pull it into top. Leaping around like a randy mountain goat at max revs. in third was enough for me".

We all went to Hackness later and had an expensive but enjoyable swim. I left the pool wondering if in fact Pop Webster actually is the Webster boys father. The way he carried on he seemed more like another brother.

Next came the main part of the weekend - ale. This was quaffed in the barn behind the pub and as I retired early, around midnight, I did not see much of the serious business performed.

Sunday morning was spoilt by the absence of the sight of one Carmichael A. hanging his head out of his igloo crying out for Alka Seltzer.

The event itself had 36 starters and we all had four tries at five tests - all runs to count. 31 drivers completed all their runs. The tests themselves varied between easy and impossible. The fact that it was possible to clear one or two tests gives a lot of encouragement to try harder at the more difficult ones.

As drivers got used to the tests better results were obtained with most cars cleaning tests 1 and 2. 3 and 4 beat everybody and 5 was cleaned once by H. Paterson's Imp. K. G. Hair's Daf took the Premier award just beating the Imps.

Many thanks to David and Roger for organising and also the few marshalls who stuck to their posts all day with little rest.

This event is now very popular and must be the least car damaging event on the calender with maximum speed being approx. 5 mph, ground clearance not important - Lotus 7's and Midgets compete - and a light not heavy foot usually gaining extra adhesion.

FOR SALE

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SHELL MOTOR CLUB LEAGUE

From:-
PAUL HARGREAVES,
Redfield House,
Norwood Green, Halifax.

Round 4 took place some 10 days ago with NHMC's Autospeed Stages Rally. We are very grateful to North Humberside by the way they catered for the League and no seriously contending club went without a full strength team. York MC emerged triumphant by a mere 7 or so points from league leaders YSCC. The YSCC are a strictly non-rally club but by putting 5 men in with instructions to finish at all costs have shown what a team competition is all about. 68 crews were involved in the league teams and so it is impossible to list all the scores individually. Phil Cooper was the highest scorer with 108.07 but he was the only entrant in the BARC team. Next came Tony Drummond representing York with 107.83. New totals are listed beneath. Scoring was based on 3 classes only, as per the results. As already announced the next round (111 C.C. Road Rally) is postponed for the moment which leaves a bit of a gap until Sheffield and Hallamshire's Hill Climb at Cadwell Park on 26th August. Regulations will be posted to each club in the league in due course. Don't forget there is a £10 prize for the winner of each round. Winners so far are:-

YSCC - £10; Huddersfield - £10; Ilkley - £10 York - £10

	<u>Previous Total</u>	<u>Round 4</u>	<u>Total</u>
1. YSCC	1001.80	370.87	1372.67
2. Huddersfield	1010.63	231.86	1242.49
3. Ilkley	909.13	314.31	1223.44
4. Trackrod	598.77	351.43	950.20
5. BARC (Y)	786.97	108.07	895.04
6. Sheffield & H.	566.10	210.13	776.23
7. York	295.80	378.25	674.05
8. 111CC	342.90	296.69	639.59
9. North Humberside	97.14	335.28	432.42
10. David Brown	346.33	83.04	429.37
11. Northallerton	77.10	328.41	405.51
12. MGCC (NE)	321.32	Nil	321.32
13. A. & Pennine	52.85	194.54	247.39
14. Ripon	Nil	193.45	193.45
15. Whitby	Nil	166.94	166.94
16. 62 C.C.	Nil	118.26	118.26
17. De Lacy	10.00	99.23	109.23
18. North Midland	97.77	Nil	97.77
19. Shipley	Nil	90.77	90.77
20. Selby	Nil	10.00	10.00
21. Jowett C.C.	42.50	Nil	42.50
22. Lindholme	Nil	10.00	10.00

ECONOMY RALLY 1973

We arrived at the start of Willerby Car Park at 9.30 a.m. after the petrol cap was sealed at the Junction Filling Station. We had a bit of trouble sorting out the route from the start to the first control due to the new by-pass. We left at 10.15 along the old Willerby Road towards Beverley, we turned off on the new by-pass on to Kirkella where we nearly had a smashing time. A Milk float without any indication pulled out to the right hand side of the road. As we were passing on the inside he decided to go left just missing us by a fraction of an inch. We nearly had curdled milk and cream for the rest of the day.

Shaking a little we reached the first control just outside Swanland and found we were two minutes late. So from this point we decided to get a move on. The route then went on through South Cave, towards Newport. At Newport we took a rough white road which was strewn with boulders and potholes, on this part of the route we just had to drive on the smoothest part of the road due to the fact we have no sumpguard fitted on our Mini. At the end of the white road we arrived at TC.8 on time, we then went to an even rougher railway track which took us to Eastrington. The route went on to Blacktoft. After Blacktoft we decided to take a short cut through a track adjacent to a field which proved to be very difficult due to heavy rain the night before. Although a shorter distance due to the bad conditions we didn't save any time and wished we had gone the long way round. We then went on towards Howden where we missed a control out, to the Halfway halt at Brighton Airfield, where we had an excellent lunch by the courtesy of Selby & District M.C. with a pint to wash it down.

After lunch we proceeded northwards where we encountered a very rough track which we had to take very steady which resulted in us losing a lot of time. After this we encountered another white road which was so well hidden that most competitors went flying past it (us included) much to the amusement of the Marshal. On reaching the marshal at the end of the white road we were warned to go quietly due to some young horses in a field. Unfortunately as we pulled away a Quail and its family decided to walk in front of the car and I blasted my horn much to the annoyance of the marshal..

After a few miles of country lanes we were going very nicely until going around a blind bend on a hill we came across an 1800 with the occupants stopped in the middle of the road looking at some calves.

As if this wasn't enough we were then harrassed by a tractor that pulled out in front of us and refused to let us pass. Due to these unforeseen circumstances we lost a lot of time. We then went on through Middleton and tricky blackspots to TC.26. Then the route went through some interesting roads to Bishop Burton, on to a white road just before Beverley which which twisted and turned and tested the driver's ability to the full (and the Navigator's nerves). We then travelled unhindered through Thearne, Dunswell, Cottingham and then to the finish at the Junction Filling Station.

It was a very fast rally which was enjoyed by all participants.

Pete Smith (Car No.15)

FROM THE HON. SECRETARY

ANECCC MEETING - 5th July, 1973

Most controversial subject of this meeting was the standard of the Association's Championship rounds. The majority of competitors who were present were appalled at the low level of organisation on most rounds so far this year. The Chairman made his usual comment that crews were at liberty to pick their events but does at last seem to accept that all is not well. The rules for the 1974 series will be compiled at the next meeting (6th September) and it appears that there will be a strong lobby for a reduction in the number of events comprising the Championship, with the selection being based on competitors' ratings. If you have any feelings about the way you want the Championship, write to the Association Secretary, D. P. Holliday, 29 Bedford Road, Nunthorpe, Teesside or the Competition Secretary who will pass them on.

Another big talking point was dates for events. The calendar is becoming excessively crowded, there not being enough road for everybody to have their rallies when they want them.

LETTERS TO THE EDITOR

Dear Sir,

I have been pressured into expressing more on the Moonraker route leakage business, and must say that I was very surprised that some marshals on that event should have taken the criticism personally. It must have been clear to most members that 90 odd percent of our club marshals on rallies or any other type of event are above reproach and do an excellent job. Although at least one person involved on the Moonraker did deliberately deliver intact one third of the route to a number of competitors, I personally did not ask his name. He (or she) could be a very good club member, possibly doing excellent work in other directions, and I would not like to start a 'witch hunt' which may cause more ill feeling than is called for.

I hope that all the words written on this subject will have been sufficient to deter anyone in the future from divulging privileged information. That is all from me on the subject, I don't care how big some dissenters are.

Robin Duffield.

LETTER FROM CRYSTAL OF SCARBOROUGH:

Dear Mr. Ahern,

During the period August 18th - 25th this Company will be celebrating with Ford Motor Company 50 years of Ford in Scarborough. As part of these Golden Jubilee Celebrations we are inviting local Motor Clubs to visit our new Showrooms in Castle Road, Scarborough on the evening of August 20th, when we shall have on show a Ford Motor Company Display which will include several vehicles and exhibits which we think will be of interest to your members. We shall also be showing films and will have in attendance members of the Crystal Rally Team, including we hope Harold Morley.

The showrooms will be open from 8.00 p.m. onwards. All your members are cordially invited, light refreshments will be available.

B. G. Fenner
Executive Manager
Crystal of Scarborough.

Will anyone wishing to attend please contact H. Ahern as soon as possible.
Tel. 403203.

EDITOR:

Ken Hailstone and myself would like to thank all the marshals, competitors and spectators for the very quick response in getting Ken out of his upturned car at the Slalom on Sunday, 15th July.

Thank you.

LETTER FROM YOUR COMMITTEE

At the last Committee Meeting considerable criticism was levelled at a certain group of members by event organisers. They were referred to as the INTERNATIONAL JET SET (if the cap fits!) who seem to specialise in criticising most of the events they attend. Criticism given by people of experience is very necessary and valid but it was pointed out that the critics in question have never assisted or organised an event in their career. It was considered that most of the group could not organise a good booze-up in a brewery, so please don't knock the lads that have a go and put on events for your enjoyment.

If men of the calibre of Stuart Turner and John Brown can lower themselves once a year to organise an event surely our Jet Set could manage it once every now and then.

It is very ironic that upon entering an out of town event, some of our workers cannot obtain an entry, but who should we see on the list, your right, our INTERNATIONAL JET SET.

SLALOM HELD 15th JULY in TEEMING RAIN

Harry and John would like to thank all the people who made the event worthwhile marshals and competitors alike. Special mention must be made of the timekeepers who did sterling work in impossible conditions, namely Bob Simpson, Colin Wright, Les Coulson, Alec Henderson, Phil Clark and their assistants.

Thanks also to the ladies in the tea van and Mrs. Ann Fishburn.

NORTH HUMBERSIDE MOTOR CLUB - SLALOM AUTOTESTS - FULL SUTTON

15th JULY, 1973 - RESULTS:-

	<u>Class</u>	<u>Car No.</u>	<u>Total</u>	<u>Class Postn</u>	
A. Carmichael	1	1	228.6	2	
M. Reed	1	2	220.12	1	An award
J. Dickenson	1	3	250.2	6	
P. Markham	1	4	256.2	7	
S. Neill	1	5	240.1	5	
K. Fishburn	1	6	231.4	4	
A. Greensmith	1	7	230.0	3	
N. Thompson	2	12	224.3	1	An award
K. Brown	2	13	250.8	5	
D. Webster	2	14	233.2	2	
C. Carmack	2	15	219.4	FTD	Slalom Cup
Janet Scott	2	16	247.9	4	
D. Davies	2	17	234.4	3	
G. Blades	4	30	222.0	1	An Award
R. Webster	4	31	237.5	9	
M. Beadle	4	32	237.9	10	
P. Kitching	4	33	233.4	6	
E. Craven	4	34	250.7	12	
M. Thompson	4	Non-starter			
M. Colley	4	36	231.2	4	
K. Hailstone	4	37	247.8	11	
P. Smith	4	38	235.1	8	
D. Haynes	4	39	254.4	14	
R. Shipp	4	40	229.6	2	An award
R. Duffield	4	41	234.5	7	
J. Prince	4	42	231.7	5	
P. Bullock	4	43	254.2	13	
H. Lowe	4	44	261.2	15	
B. Shaw	4	45	263.7	16	
D. Cropley	4	46	229.8	3	
J. Wylie	5	51	223.3	1	An award
A. Raylor	5	52	225.7	2	
A. Watson	5	53	226.6	4	
M. Williams	5	Non-starter			
M. Cross	5	21	244.9	3	

Many thanks for your support - John Beadle and Harry Ahern.

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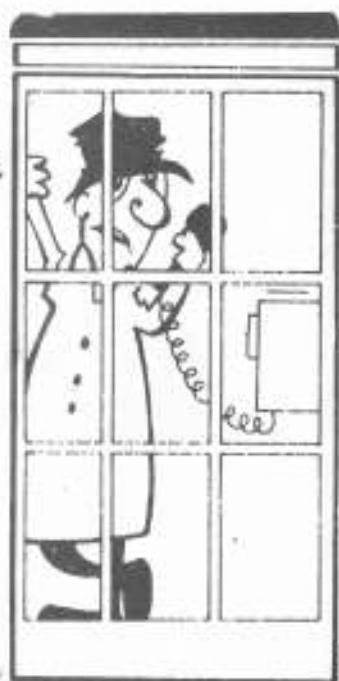
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THE GENTLE ART OF BALLOTING

I think it is time that some opinions are voiced about the current fad of balloting entries. My own suspicion is that it arises from the fact that the Seven Dales have a ballot and we follow suit to give the impression that ones own event is "the big one". As a club we seemed to have managed quite successfully without ballots and the old method of taking entries in order of receipt appears to create less feeling than a ballot.

If members or would be competitors are sufficiently interested they will ensure that they receive the regulations as soon as they are published and should have no difficulty in obtaining an entry. It seems wrong in principle that one of our own members who is keen enough to put in an early entry should be denied a run by a 1st minute entrant from a "foreign club". Of course no-one ever believes that a ballot isn't rigged if they don't get an entry; at least justice can appear to be seen to be done if order of receipt of entries is the criterion (even if it isn't in fact done).

Unfairness starts creeping in where as on the Stages Rally it appears that Phil Cooper started the rally without even being on the published list of entries accepted and not even being a reserve. If one is going to ballot it must be done fairly. Reserve entries who see this sort of thing happening are understandably aggrieved. We are always told that incomplete entry forms will not go into the ballot but this is never followed - how many people enter with navigators "to be announced". If organisers impose these conditions even though they have an absolute discretion over entries under the G.C.R.'s and have no need to impose conditions, then please let us have them followed.

As a matter of personal opinion I agree with the idea of seeding the first say 30 places as this does ensure that the standard of the event is maintained but after the publication of the seeds in the start list no other seedings should be made. I doubt whether the entries for the Holderness or even the Stages were so large as to justify a ballot and in any event I think that club events should be run for club members. Keen members who assist the club a great deal, e.g. by marshalling should not have difficulty in getting an entry. Their failure to get entries means disappointment and at least one member has said he'll never marshal another event.

If we must select entries here are three suggestions:-

1. Persons who are reserves in an event and do not get a run should be given priority for the next event of same status.
2. Members who do not get an entry at all should also have some priority for the next event.
3. Regard should also be had to the services rendered to the club and their willingness to participate other than by competing. We hear of several people being asked to help out on the Stages when marshals were desperately needed at Cottam but refused to help - why not given them deferred treatment for their next entry?

How do other club members feel?

Taken from the Hull Show Regulations for Dog Shows - will we see the like soon in Motor Club Regulations? :-

"The mating of bitches within the precincts of the show is strictly prohibited".

You think we have difficulties in defining classes; how about this:-

Graduate:- For dogs which have not won a Challenge Certificate or four or more first prizes each of the value of £2 or more in graduate, post graduate, minor limit, mid limit, limit and open classes whether restricted or not.

Name and address
withhold on request

A WEEKEND IN THE COSTA BRAVA

Many members attending the Noggin and Natter on Thursday 19th July were approached regarding the above weekend holiday. The response was so good we have decided to organise this event.

HOTEL MONTE CRISTO - LLORET ON THE COSTA BRAVA.

DEPART FROM LUTON AIRPORT 21.00 hrs. Friday, 25th January, 1974

3 NIGHT IN THE HOTEL

HOME LANDING LUTON AIRPORT 02.00 hrs. Tuesday, 29th January, 1974.

The COST £15 + Insurance £1.15. Airport Taxes £1.40.
2.3% currency surcharge.

Gerona Airport to resort: 75 minutes approximately.
Barcelona Airport to resort: 2 hours approximately.

LLORET situated between Tossa de Mar and Blanes, is one of the most colourful resorts on the Costa Brava. There are many fine beaches and coves close at hand, plenty of small bars, serving everything from Spanish wine to English beer and fish and chips, nightclubs and a bullring.

THINGS TO DO:- Tossa de Mar is only eight miles away and the Vila Vella (Old Town) is well worth exploring. You can visit Blanes, a picturesque fishing port four miles away. It's fun shopping in the market at Lloret - look for ceramics, handmade pottery and earthenware. You should try AROMAS del Monserrat, the liqueur made at the monastery at Montserrat.

NIGHTLIFE:- You can listen to the haunting guitar in a typically Catalan bar, or dance to the latest sounds in a lively discotheque; your Thomson representative will tell you about the best ones in the area. If you want to sample the local cuisine, there are several recommended restaurants, including Pops, which is cosy and intimate and La Forguilla, very spacious and decorated in Catalan style.

Continued.....

A HOLIDAY IN LLORET - Continued:

LOCATION: The Monte Cristo is about fifteen minutes stroll from Lloret's main beach. All the fascinating little streets where you can shop for souvenirs, or linger over a coffee or a drink, are within ten minutes walk.

AMENITIES: This is an impressive hotel. All public rooms are centrally heated. It has an elegant reception hall which opens into a spacious bar. There's a separate television room. The hotel has two heated swimming pools (one covered), and a separate pool for children, who also have their own playground. There is a late night snack service in the bar, and you will be served four course main meals in the dining room; early suppers are available -for children. You can dance in the hotel's nightclub/discotheque. Apart from the main lounge, the hotel has a separate room where you can play cards, and there is a quiet little writing room. A Thomson representative and an Entertainments Officer are in attendance.

ACCOMMODATION:- Prices shown include twin or three-bedded room with central heating, internal telephone, private bathroom, w.c. and a balcony. For single room add 25p per night.

PRICES INCLUDE:- Full board (continental breakfast), 3 or 4 course lunch, 3 or 4 course dinner.

BOOKING FORM

I enclose cheque/P.O./cash to value of £6 to cover deposit.
I agree to pay the balance not later than 9 weeks before departure (22nd November, 1973).

NAME (Mr./Mrs./Miss) _____

ADDRESS _____

TELEPHONE NO. _____ Single room required
Yes / No

This form with cheques/P.O. payable to North Humberside Motor Club to:-

Vicky Fewlass, Grange Farm, Leconfield. Telephone 0415238 or
David Shipley, Mount Pleasant, Leven. Telephone 040142577

LAST DATE FOR ENTRY - 23rd August, 1973.

FORTHCOMING EVENTS

- 5th August Scarborough & District Autocross
(Club Championship Event)
- 5th August S. & D.M.C. Autocross
- 9th August Mini Rally:
Regs available from Kevin Scott & Peter Kitching
62 Plane Street, Hull.
First 12 cars there will get a run.
- 11/12th August Ripon Motor Sport Club.
Moss Tyres St. Wildred Rally.
Regs. from Mrs. M. Croft, 68 All Hollowgate,
Ripon.
- 16th August Merrimont Rally.
Starts and finishes at Cross Keys, Beverley.
- 19th August Y.S.C.C. Autotests.
Shell League and Club Championship event.
- 15th September YMC Moss Tyres Rally.
Regs. from Competition Secretary when
available.
- 28th October NHMC Chrysanthemum Rally (change of date)
- 3/4th November PLEASE NOTE CHANGE OF DATE
for 1973 Moonraker Rally.
- Regs. for the above events are available from
your Competition Secretary Graham Oddy on
a Thursday night or by telephone Watton 277.

FOUND AT ROSEDALE - Car rug. Please contact Myra Webster
Telephone 096.44.2733

STOP PRESS NEWS!

FORTHCOMING EVENTS.

9th September. Grasstrack event (Bishop Burton)
Entries will not be accepted after
6th September. Entries to
Harry Ahern, 33 Grafton Street, Hull.

TOOLTIME.

The possible use of a skid pan is being arranged for the exclusive use of the Club members. There is a full time Instructor on hand to help and advise you. No date has yet been fixed, but if 25 or more members are interested this can be arranged for a Sunday; during the Autumn, at a reasonable price per car. The skid pan is an ~~oil~~ oil and water one, but a proper water skid pan with a chemical surface is now being built. Please let the Editor know soon.

ROSEDALE WEEKEND.

Tony (I don't know your last name) has asked me to find out where his prize of 4 bottles of Lemonade have vanished to for coring last in the Production Car Trials. So far as I know he hasn't yet received them.

R.S.

MAP REVISIONS.

One Inch Tourist Series.

Reprint with Major Changes.

North York Moors. B+	coloured.
Ben Nevis & Glen Coe. A++	coloured.
Revised Sheet.	
Exmoor. D	coloured.

One Inch Maps.

67 Ayr	B+	coloured outline.
143 Gloucester & Malvern.	B+	coloured outline.

CRYSTAL HUMBERSIDE FORD SPORT CLUB

The Hull and East Riding Ford Sport Club has changed its name to the Crystal Humberside Ford Sport Club and are re-launching this Club on Monday September 3rd at 8 p.m. at Tiffany's night spot, Ferrensway, Hull.

There will be a full and interesting programme comprising of films, open forum, with names like Stuart Turner, Tony Mason, Rod Chapman, John Taylor, Harold Marley, Steve Howard, Mick Jones (nuts and bolts man) and Charles Reynolds - Ford Sport Club National Secretary.

For your interest there will be displays, demonstrations and Go-Go Girls, not to mention bar facilities.

All Club Members are cordially invited together with any interested friends, wife's, girlfriend's, or mistress's.

Should you require any further information, Peter McDonald at Crystal of Hull (25732) is the man to contact.

See you there!

Note: Mike Jackson driving the Crystal RS 1600 won the 62 Car Club Scarborough Autocross, on Sunday the 29th July, outright.

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WELL - WHO ISN'T THESE DAYS?

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your enthusiasm for Club activities. We
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