

NOV 73

NORTH HUMBERSIDE MOTOR CLUB



MAGAZINE

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EDITORIAL - Nov. 1973

I think you will find that this issue is shorter than usual this month. The response I anticipated for copy did not blossom, in fact less copy has been passed on to me than usual. I think I said last month, "enough must be said at the weekly meetings to fill several volumes," some things must filter through to the magazine - your magazine!

During the past month several events have taken place, mostly organised by neighbouring clubs, but unfortunately no reports have reached me.

If you don't wish to put pen to paper, we have two representatives for rally and motor sport, i.e. Ron Ship and Terry Lucas. - Although a few reports have come my way, one International event from Ian Maxey, I know this is the first one in the area and I hope not the last. One up for North Humberside.

I feel sure these two lads will only be too willing to make something out of your news and items. I ask again, Can I have all copy for future magazines in by the 3rd Thursday in the month, if not I am sorry it will not be possible to include it in the months mag. Don't forget this magazine is only as good as you make it!

See you out on some cold, dark corner on the Moonraker.

R.S.

BITS FROM HON. SEC.

The Club Secretary extends a sincere welcome to the following new members on behalf of the club:-

- No.295 Dave Whiteley, 22 Dorchester Road, Fixby.
No.296 Howard Blacker, 10 Bellcroft Drive, Thorngumbald.
No.297 Anthony R. Brough, 24 Corona Drive, Lambwath Road, Hull.
No.298 Kevin A. Endors 24, Corona Drive, Lambwath Road, Hull.
No.299 William Mason Barr, 29 Maple Drive, Beverley.

To date 299 Full Members + 38 Joint = 337 members.

FORDSPORT CLUB CHALLENGE - CROFT. 7th OCTOBER, 1973.

Well we didn't win, but we didn't do too badly either, at least we had a go. 50 clubs from Scotland and Northern England competed and NHMC came equal 12th, thanks to the team of:-

Tony Atkinson	Pete Kitching	Robin Duffield
Chris Cammack	Kevin Scott	Graham Oddy
		Dave Shipley

Ian North John Beadle
Nick Thompson

not forgetting our worthy reserve Chris Fowless who stood in twice for late comers and got within 20 seconds of being in the team. The event was I thought, well organised and enjoyable and a chance to get clubs together. I got 'nobbled' to do the timekeeping on the autotests but got compensated by having the chance to have a chat with "Roger C".

RESULTS First Twelve

- | | |
|------|--------------------------|
| 1st | Hawick D.M.C. |
| 2nd | Stockton D.M.C. |
| 3rd | Durham M.C. |
| 4th | Northallerton A.C. |
| | Cumberland M.C. |
| 6th | Lanarkshire M.C. |
| 7th | Y.S.C.C. |
| | Hexham D.M.C. |
| 9th | University Bradford M.C. |
| 10th | Ilkley D.M.C. |
| 11th | Whickham D.M.C. |
| 12th | N.H.M.C. |
| | Ripon D.M.C. |
-

Congratulations on a marvellous performance to Mike Jackson - Chris Cammack who managed a very creditable seventh on the 'Lindisfarne'.

Results: 1. Roger Clark 4. Tony Drummond 7. Mike Jackson
 2. Barry Lee 5. Ron McCartney
 3. Vic Preston 6. Colin Grewer

A great performance also by Dennis Pelling who came third on "The Illuminations Rally" in spite of throttle jamming, gearbox troubles and a little excursion for slight modifications to the front end. Great stuff Dennis, lets hope everything clicks on the next one.

Results: 1. Bob Bean 4. Andy Bawson
 2. George Hill 5. Nigel Rockey
 3. Dennis Pelling 6. Laurie Richards

A hard luck story of the month belonging to John Beadle and Tony Atkinson who should have made first place on the "Vincent Ferrand" Rally but dropped to twenty something due to misinterpretation of the regs.

For information only

North Humberside Motor Club's registration number for 1974 is No. 27.

I am very sorry to inform you that committee member Ian Maxey had had to tender his resignation from the committee due to being posted out of the area.

Ian has been a very hard working and valuable member of the committee and we owe him a lot, he was the brains and driving force behind our first stages rally.

Our grateful thanks Ian, we are certainly going to miss you and would like to take this opportunity of wishing you, Jenny and the family all the best for the future.

We have a first class Grand Prix, Formula I racing film in the pipe line for early 1974. The film supplied by "Marlboro" is the best of 1972-73 Grand Prix's. The event will probably be co-promoted with B.P. Car Club to be held at their Clubhouse.

R.A.C. RALLY OF GREAT BRITAIN 1973.

Just to remind you, the rally starts from York on Saturday 17th November, first car away at 8.30 a.m. The final day of the rally is Wednesday 21st November, this is the day that N.H.M.C. marshal as usual, the "Cropton Forest" stage. Signing on for marshals opens at 8.00 hours and closes at 8.45 hours. I hope you have all managed to have the day off to help us run this stage???

If you are lucky enough to manage two days off, your help would be appreciated to prepare the stage on Tuesday 20th November.

A marshals meeting will be held at The CROSS KEYS HOTEL, LAIRGATE, BEVERLEY on Wednesday 14th November at 8.30 p.m.

If you can manage to help the club to marshal the stage on Wednesday 21st or to help to prepare the stage on Tuesday 20th, then please let me know as soon as possible.

Ring Hull 403203.

MOSS TYRES NATIONAL RALLY - 15th Sept. 1973.

York M.C. and in particular the organising committee of the Moss Tyres National Rally wish to thank your club for its support and assistance on our major event in 1973.

Without your very generous help and excellent co-operation, rallies would not be able to take place and the sport would eventually become non existant. We are sincerely grateful to your club and hope you will accept our thanks which are difficult to express fully on paper.

Convey our thanks to all your team who helped to make the event a success, we hope we will be able to call on your support again in the future.

The organising committee.

Harry Ahorn.

CHRISTMAS PARTY

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633166 home

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Telephone: Burythorpe 308 or A. Lee, 1 Mold Terrace,
Leavening,
Malton.

SHELL MOTOR CLUB LEAGUE

BULLETIN NO. 6 4.10.73.

Round 6 took place some 10 days ago and Huddersfield Motor Club took the honours and the £10 from a rather meagre entry. Our thanks to the North Midland Motor Club for laying on their sprint at Curborough, lets hope that next year our league gives it more support.

Although the leading clubs are now getting away from the rest please keep entering your teams. REMEMBER THERE IS £10 to be won at each round AND THE TOP TEN CLUBS HAVE THE PRIVILEGE OF ORGANISING NEXT YEARS QUALIFYING EVENTS.

The next event is on Sunday and you have all had regs and entry forms from Huddersfield M.C.

After that comes the rearranged offering from One Eleven Motor Club. An Autotest meeting at Norton Airfield on October 21st. Once again regulations should have reached you.

The positions are now as follows:-

CLUB	PREVIOUS TOTAL	ROUND 6 SCORE	NEW TOTAL
1 YSCC	1633.17	93.3	1726.47
2 Huddersfield	1524.59	186.6	1711.19
3 BARC (Y)	1337.04	86.6	1423.64
4 Ilkley	1312.94		1312.94
5 Sheffield & H	1211.63	70.0	1281.63
6 Trackrod	993.50	113.3	1106.80
7 111 CC	676.19		
8 York MC	674.05		
9 David Brown	527.67		
10 MCCC (NE)	461.32		
11 NRMCC	432.42		
12 Northallerton	405.51		
13 NRMCC	202.77	90.0	292.77
14 A & P	247.39		
15 Ripon	193.45		
16 Whitby	166.94		
17 62 CC	118.26		
18 De Lacy	109.23		
19 Shipley	90.77		
20 Solby	88.18		
21 Jowett CC	42.50		
22 Lindholme	10.00		

Cash winners so far, Huddersfield £20 YSCC £10 BARC (Y) £10 York £10
Ilkley £10



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A SAGA OF CYPRUS - THE SUN I SAW AND SEA I SAWED,
OR "WHATEVER TURNS YOU ON DUCKY!" BY MORAG.

After the Ed's build up last month I dare not leave for the sunny South without saying a few (well - perhaps more) words on my trip to Cyprus if only to explain the lack of a tan.

Why the RAF take out a team out there may need explanation first. As in many other old 'bastions of the Empire' the Services set in motion & controlled motor sport for the early years until the local organisation became strong enough to run things for themselves. In 1970 one of their best rallies was promoted to Cyprus National Status by the combined resources of the new Cyprus AA & the RAF (Cyprus) Motor Sports Ass'n. People like Mikkola & Jack Kelmeley were invited to observe differing aspects of the event which was modelled on the Acropolis, with a team of observers reporting the rally favourably to the FIA for upgrade next time. One of the RAFMSA (UK) navigators came back speaking favourably too, (he'd been in the winning car!) so that when the event was announced as International for '71 we set to work on the possibilities. As a number of people had rallied out theretofore we knew enough local firms to draw up a list of likely sponsors, for the RAF take no part in the affairs of its Sports Associations directly and we could only manage to fix personal air passage as a saving over doing the event privately. (Incidentally, Rothmans pay enough to UK entrants to cover air fare)

Lots of people showed interest in a team billed as the RAF (for the official recognition of their products quality it seemingly confers to their eyes) but no one came across with the offer of 3 cars so it could be directed toward a full team attack. However Fairways Motors wrote to Japan about it and Mitsubishi agreed to let them have 3 of the new Colt Galant models at the right price. Once that happened the haggling started in earnest for what was needed to make the project possible, and Fairways came across with all the help you dream of as an amateur competitor in an effort to make things successful.

However we didn't manage the team award as one of the 3 retired, but a no. of awards showed the prospects for the future, and they invited us again in 72. Offers from others, noticeably BMC Overseas & Lancia only amounted to two cars so we stuck with Colts again. As a small example of why, on one particular day that time we had a total of 21 cars on loan from their various showrooms!

The Colt GS Hardtops that time were standard for most respects, and were nearly new at the time we arrived. As the body panels are a very good weld & bolt job they don't need any strengthening, although we played a lot with the suspension height and stiffness: they use a similar arrangement to an Escort. Stiffer short springs and thicker oil in the struts and an extra leaf in the rear car springs were fitted by a team of lads we took out to prepare and service the cars - they also put on the normal rally goodies we took out; as spares for competition are rare out there we have to get nearly everything here. (for example in 71 we took out the first Duckhams seen on the Island)

On the event we had no mechanical problems and did very well because of it because the format was all pressure with no time for any more than quick check and refuel on 95% of the 1000 miles, and our support party, spread out in 6 radio equipped landrovers, did a terrific job of keeping us supplied. Over the tortuous network of narrow roads that cover the Island, mostly on dirt shelves half way up mountains or twisty, yumpy single track tar and adding in the heat, perpetual dust and roughness it was no surprise that stamina and reliability counted so much with only 8 of the 68 starters managing to stay within the 2 hours lateness. One of our crews were 3rd, Mui Lonsdale (he lived in Wiltshire before joining the RAF) and I were 4th and another crew 6th - so we took all 3 team awards, Group, Division and Overseas awards and generally made a reasonable impression - if only be our Moskvich - like tactics of conveying the road sections! However "M.N." and others seemed to think it was all a miracle, so much so that we didn't get any better offers this time around.

So when Fairways spoke of running a 5 car outfit under the management of our Rally Comp. Sec. Bill Ryall, with 3 RAF crews and 2 'aces' we could only agree it sounded good. Fairways negotiated to buy 3 cars to "Southern Cross" (Andy Cowan had won in Aussie in a fairly good Group 2 Galant) and intended to prepare them for a chance at overall victory. The other two would be 1600 cc, 105 bhp Hardtops as on the 72 rally, whilst the 3 works ones would have 145 brake from their 1600 GNC engines.

Bill Ryall negotiated with Cowan to come out and I got quite excited when they put me in as his Nav, unfortunately he was committed to develop a new Lancer model in time for this years Southern Cross and when production delays occurred the time available became too short for him to do both. For various reasons the other Pros approached couldn't make it, so the team finally included 4 RAF crews and a local lad with family interests in Fairways who would be Nav'd by a 5th RAF Co.

The total body of ruffians went as Service Crews, but the use of Landrovers and radios was prevented after representations by the GNC & local dealer teams that we had an unfair advantage resulted in a Government decree. Definitely this was to be the year of attrition, as feelings ran high against us throughout the entire time, even the British High Commission being involved!

One of the crews went out early in September to get the route details and chat with Bill (who had been posted out there meanwhile) and on his return I got busy plotting up onto the 1 $\frac{1}{2}$ inch maps, comparing the notes I had and working out times. The ordering of lights, trips, wheels and tyres etc., and arrangements for the flight kept all of us active, so it was a relief to set out while all of you did the 'Moss'. However, Mui and I had to suffer the shock of having one of the 'last year spec' cars forced on us, as upon arrival it seemed the local lad had warmed one of the 'Works' cars - fortunately for our reputation he didn't do any good with it after all! Worse still was that we needed to use the car for our recovery as all the efforts were directed to the crews hoping for overall win, obviously the right thing for the sponsors but as the car had done 10,000 miles before we arrived not so bright for us.

Anyway over the next few days we had most of the 'goodies' bolted on and set off to look at the route. The Tulip road book had to have every junction proved, extra tulips added where you could go wrong and a host of info added ranging from the type and character of the surface to some hazard notes to break the boredom. (You can easily get carried away and make hosts of notes which just slow you down, with a fair bit of confidence in your driver it's best to make what you say have value and accept it is all a bit hairy anyway). This year they included 18 stages, half on dirt shelves and half on tarmac (mostly uphill) and slackened off the road times so with the emphasis changed we set about Pace Noting the stages. It is practically impossible to get the dirt shelves accurate due to the incredible numbers of bends and the effects of the roads becoming rutted as practicing continued, so we contented ourselves with a few hazard notes on those type and went to the tarmac ones to try. A few of those we could do reasonably well in 2 goes, but others were still a bit dodgy after 4 runs so we weren't too happy about using them on the day. With our lack of power it was important to corner well and those with good notes were obviously going to do quick times.

Eventually we had driven around the entire route and felt that any more efforts on the stages would just wear us and the car out to little effect, for reliability and fitness would still play their part in the results. So while Mal went swimming I got my notes and maps sorted out, then the car was serviced etc., and it was time to move up to the Ledra Hotel for rest before the Rally HQ opened. Documentation and scrutineering went well, although we moved into Group 2 because we'd fitted a Limited Slip Diff., and signed on to start No. 34 of the 96 entrants. As the team managers had shuffled the order of people in the team so the 3 full Group 2 cars lead our team, we couldn't say too much, but it was a bitter pill to swallow with our earlier disappointments. Generally seething was the only item of complaint on the event, the Organisers bowing to local pressure to elevate the most surprising people, and it played a significant role in the end result. This is due to the effects of being forced to drive in big dust clouds that prevent one overtaking when you catch up the clown in front, the rutted nature of the soft surfaces (more powerful motors this year highlighted it) and that one got less rest than the front runners when they closed up the field at the 2 regrouping points.

The first Sector of 400 miles started in Nicosia Stadium at 10 in the morning, with tremendous crowds cheering you on your way on the long run out. All through the event at unlikely times and in the most remote hill villages, everything stops to watch and as the place has so many natural grandstands, sidewalk cafes etc., the populace can give free rein to their excitable temperament - although if you play to the crowd too much (they're very appreciative as an audience) it's not too long before trouble.

Our tales of woe started on the opening stages, stopping on the 1st 3 when the temperature shot up boiling the fuel and brake pipe fluids. This was a problem in fact on all our cars but in the end we just kept the motor revved up at the start lines, pumped up the brakes left foisted (which nearly saw us over the edge twice when Mal became unco-ordinated - even curling my toes up, the drop was my side!) and waited for the gaskets to do in the second half.

Already however, we were being ~~passed~~ by a local lad seeded 7 behind us Mike Koumas being destined to finish 4th in his own Colt, riding on stilts as we had no hope of holding on dirt and using 8 grand to our 600 rpm he just waded on us uphill, and it was a pity he had to fight his way through everyone's dust: Fairways must have wondered why they hadn't given him one of the quick cars to play with!

After 9 stages and a few tight sections, we came in to Nicosia for the 2 hour halt with only 46 still left running, and us at 14th place restarting 19th on the road. On the way in we'd had a quick warning, wheel and track change etc., but were unable to rectify our problems to which we could add sagging front struts. Others obviously had seen better for some of the quick locals were well down, the Fiat team were nearly all out, Schuster/Liddon had gone missing, we were thrashing people like Williams and others who'd started in front of us, - so we set off on the next 450 mile Sector in fair spirits.

This was a mixture of long fairly easy sections which wore one down for the 6 stages spaced along the route and saw us move up the order a little, moreover others dropping out than anything as we had now started blowing the head gasket, whilst on one very dusty stage had stopped 3 times to let the 'fog' clear. However, at a very crucial point I swung outside in Koumas's dust - because of the regs preventing a change in running order unless you took a smaller time loss than the bloke in front on an impossible section (there hadn't been any of those on the last 500 miles) he was still with us. This occurred on an easy section we'd planned to meet a Service Crew on for brake pad change and an overdue refreshment, but as we were late we couldn't stop for it and suffered on the following tight sections with high time losses to the others.

So at the end of the Sector at Limasol we were feeling quite disappointed as the results showed us down now to 12th, with the last few sections to come offering little chance of pulling up. However all the talent leaping around scantily clothed during the hour halt revived us considerably, and as long as the thing kept rolling we felt sure to reach the end later that day. Despite stops to change the pads (by now metal only), top up the water frequently and bleed the brakes we kept on time, although the lights pointing at the floor didn't stop us pulling back a place on the last 2 stages.

At the Nicosia Stadium finish it was quite a treat to draw in to great applause, particularly as they parked us behind Stig and shoved beer into our protesting (!) throats. Once Schuster had retired his Marine, there were no other challengers to the team victories we took again and even the M.N. man was forced to comment he'd have difficulty explaining a second miracle. We were quite satisfied to have finished 11th on a European Championship event and Mel even decided to talk to me again when it was pointed out to be our first wrong 'un in 4000 miles of rallying together.

Remembrances of this trip include -

Seeing a Lancia HF leap down 50 feet because we were right up his chuff on a tight bit - he was unhurt; getting vertigo as I leant out the window when crossing a ravine on a plank bridge; the incredible view down to the Aegean Sea from the cliff road near Kormakiti, so clear and blue I

didn't get in a "Care over Brow" in time; being ambushed by the Police with a road block and, (not seeing their Russian rifles with mags on, catches off,) still shouting the notes at Mel - fortunately during practice so he didn't bother; seeing the blisters on Colin McLean's hands and his look when I gave him "Big De" Dont rive at it Jockie", and at the look on Mel's face when the service crew doused him in water on my instructions.

All those things and the mixture of laughs and frights will keep me going until I get old and gray, i.e. next year!

Ian Maxey.

Well done Ian, I think you and the rest of the team deserves the C.D.M. for outstanding effort. - Editor.

SHELL MOTOR CLUB LEAGUE

BULLETIN NO. 7 9/10/73

Huddersfield Motor Club were hosts to the League last Sunday with Autocross at Holmfirth. The event was not too well supported from League Clubs although Ilkley, Trackrod and David Brown all managed to move up the ladder.

The next event is the Autotest meeting put on by 111 Motor Club on October 21st. You all have regulations for this meeting.

You will shortly receive regulations for Round 9 which is Trackrod's production car trial on Sunday November 4th. This will be an all day event at Whinpark, Arthington, near Poole-in-Wharfedale, and refreshments will be available. The Secretary of the meeting is Stephen Lloyd of 1 Bramble Avenue, Boston Spa, LS23 6PE, Telephone Boston Spa 843574.

The positions are now as follows:-

CLUB	NEW TOTAL	ROUND 7 SCORE	PREVIOUS TOTAL
1 YSCC	2113.07	386.6	1726.47
2 Huddersfield	2034.39	323.2	1711.19
3 Ilkley	1572.94	260.0	1312.94
4 BARC (Y)	1423.64		
5 Trackrod	1383.40	276.6	1106.80
6 Sheffield & H	1281.63		
7 David Brown	709.27	181.6	527.67
8 111 CC	676.19		
9 York	674.05		
10 MGCC (NE)	461.32		
11 NHMC	432.42		
12 Northallerton	405.51		
13 NPMC	292.77		
14 A & P	247.39		
15 Ripon	193.45		
16 Whitby	166.94		
17 62 CC	118.26		
18 De Lacy	109.23		
19 Shipley	90.77		
20 Selby	88.18		
21 Slaithwaite	60.00	60.00	N i l
22 Howett CC	42.50		
23 Lindholme	10.00		

Cash winners so far: Huddersfield £20 YSCC £20 BARC (Y) £10 York £10
Ilkley £10.

THE VINCENT FERRAND RALLY

It was to be a dodgy rally for most NHMC entrants as the story should tell, if you don't get a mention don't knock the system or blame others, contact the writer who is available most of the time at the telephone numbers below.

I have comments from the following: Pete Smith with Dave Jobling pulling the trip was having a real good thrash when whilst taking a yump rather quickly, sheered the oil pump from the block after first modifying the sumpguard, sellers of s/h magards should contact Pete at

Never mind Pete back end on the Moss Front end on this one where next, one wonders, for the next thrilling instalment in the P.S. saga dont miss the next issue of this mag.

Roy Webster and Dave Langdon are currently undergoing a course in Japan for K M K ZE pilots after their unfortunate not as map straight on at T, the only consolation was they were followed by at least a dozen others, the snag was Roy was going quicker than all the others and the bank that arrested their progress they leapt over! Upon landing a very large tree proceeded to reverse into them and body mods were abundant. Myself and Dave Howell were having a good run in between the alternator falling off and the heater hoses imitating cullenders, the gearbox finally submitted to a rather hasty snatch at first when travelling rather too fast for the revs that were on board at the time. So to the finishers of which there were only three out of the 14 starters from NHMC.

John Beadle in his second run in the new car helped by The Rt. Hon. Tony Atkinson were really flying when late in the night the car slid very gracefully into a wall. First off in how many years John? their progress was not retarded however and they finished with no further problems, nay lad the problems were just beginning, some rather strange decisions were made by the Organisers (is that the right adjective?) and the pair were relegated from 2nd to 28th, the reasons were not readily apparent and had I been told I probably still wouldn't have understood.

Paul Simpson partnered by John Wylie had no problems and they made a fine 7th overall in the murky conditions.

Frank Maslin and Ian North in their full works mini 998 (well they did put Q1 bulbs in before they set off!) after getting out and pushing on selective 5 their final result of 14th overall and 1st class was a real tribute to them.....GLERVAS.

ANY REPORTS OF ANY MOTOR SPORT TO ME AT 26016 day (Terry Lucas)
33937 night.

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for blue/green tinted version - for Escort.

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Tel: 09644 3441 evenings.

ILLUMINATIONS RALLY

N.H.M.C. Club only had one member flying the flag on this event but as it turned out that was all we needed! Dennis Pelling in the immaculate RS1600 finished in gleaming white with black tyres - there's a pun there somewhere, but if you haven't got it yet don't bother.

The rally consisted of 104 4 minute sections with not one relaxed section!, definitely not for the faint at heart this event. There were four petrol halts though so the pressure wasn't on all the time, nevertheless it certainly sorted out the men from the boys. In the words of the man himself, it was "an excellent event". With no dodgy times and super efficient marshals, the night went off very smoothly. As most of us now know the gear box locked itself in reverse on a competitive section (there weren't many that weren't after all) and after frantic efforts to disengage it the crew decided to carry on in reverse. It must have been decidedly hairy thinks the writer. As if this wasn't enough the throttle jammed flat out and having no time in which to fix it 11 controls were completed which ended up with joint fastest time for our Dennis ably guided by Dave Taylor, there must have been a h... of a lot of panic braking in this period! This brave crew eventually finished up 3rd overall and we would surely have seen a win had not Mr. Knights box decided to play the fool at a difficult point

THE LINDISFARNE

Our man Mike Jackson who had Chris Cammack hanging on beside him again very nearly didn't make this National British 'sortie' because of the service barges inability to fire on all four pots! the trouble was eventually traced to 3 valves being burnt out. Determined not to be outdone Mike contacted Steve Howard at our friendly local Ford dealers Crystal and a MK 3 Cortina estate was procured for brother Roger to point. (It must be quite a change Rog being able to move the steering wheel and the road wheels go similar ways!) After getting the back up sorted then the team set off, the start was at 9 a.m. in Tynemouth which is in Scotland for the dumbos, and continued through to 6 p.m. the real meat of the event was held in the KIELDER which for the statisticians is the biggest forest complex in G.B. Our lads finished up a BL...Y marvellous 7th yes 7th overall, only beaten by 6 other up and coming novices.

RESULTS: 1. R. Clarke 3. V. Preston 5. J. McCartney 7.M. Jackson
 2. B. Lee 4. T. Drummond 6. D. Grewer

By Torry Lucas.

ONE ELEVEN FALL TESTS SHELL LEAGUE

The venue was near Sheffield on a barge balloon camp which had been slightly renovated into a comprehensive driving centre by the local authority.

The tests, seven in all were arranged on various parts of the complex. Most of the tests were on kerbed roads apart from two which were on loose and soft ground.

North Huttonside were overwhelmingly represented by only two contestants!!! namely the writer and Nick Thompson in his 1275 Mini. The former driving a Crystal of Hull Ford Mexico. Nick did all his tests on his road tyres but I swapped mine to a set of "Baldies" for quicker turns on the tarmac. All the tests were of the open type thus being suitable for all types of cars.

Tests 1 & 2, consisted of open tarmac requiring the driver to enter a section of gates in both forward and reverse. Test 2 was later cancelled because a competitor overtook onto another service road used by "L" drivers, and also a new Hillman Avenger GT rolled whilst trying to keep within the boundary markings.

Test 3 consisted of a kerbed road around some corners onto a tennis court, this was fantastic for hand brake turns, some cars going too fast and spinning off altogether. The entry and exit to the tennis court was between two fixed posts which caused a few dints on front wings.

Test 4, this test consisted of a triangular affair coured using forward and reverse gears. (on the 2nd run I got a bit over confident and did a blinder off the road and into the grass thus losing valuable seconds)

Test 5, this was a 100 yard straight around a roundabout, a couple of shunts and around again. The outside of the roundabout being lined with trees, this is where an Escort Sport backed up the wrong tree (ho! ho!)

Test 6, this was the test which we completed first. On the first run we did a blinding run only to collect the marshals post on finishing, plus a present of 10 seconds. It was a loose gravel lollipop test (if you got my meaning)

Test 7 This was on a muddy covered road, surrounded by buildings and trees, leading into a car park, it having the same trouble as an Escort Sport in a previous test, namely up a tree.

Each test was attempted three times. The total times being accumulative which I considered being a much fairer way of scoring rather than our system of the best run to count.

Nicks first run Total	315.2
second " "	276.9
Third " "	287.0

He was in class 1 which consisted of most of the ruddy field - bloody minis 100's of 'em!

Our times: First run	314.3
second "	286.8
third "	284.1

The results briefly were 1st in class * B. Stavos.

Nick came a creditable 8th. 1st in class 3 Bob 'Yumping' Dean and in class 3 was myself as you could've guessed (bighead) otherwise I wouldn't have put pen to paper 'cos it wouldn't have been interesting. (ha!ha!) My prize is a carving set (very useful for playing games with the wife) I would like to take this opportunity of thanking the One Eleven Motor Club for some very well organised and laid out tests.

I would finally like to mention their method of starting and finishing a test. On Humberstone tests the watch starts and stops when the vehicle is stationary. Whereas on these tests you were allowed a rolling start within the length of the car, the clock starting when front wheels crossed the line. The finish was when the front wheels crossed this line on the return journey, but remembering to stop the car within the cars length after the finish line without penalty. This method on tarmac eliminates excessive tyre and brake wear which I feel must be in every car owning competitors mind.

Mick Goodle

P.S. One of these days I'll come first and fill the magazine with comment!

FORTHCOMING EVENTS

- Nov. 3/4 NHPC Moonraker Rally. ANCC Rally Championship Event. Marshals are required. This is one of the Clubs big events of the year. We need many marshals to make this a good event.
- Nov. 4 Shell League P.C.T. ? Trackrod M.C.
- Nov. 5 Fireworks Rally (Mini Rally) See Dave Langdon for Rags.
- Nov. 10/11 Fatlock M.C. Rally. E.M.A.M.C. Championship Event. Map 111.
- Nov. 10/11 Kirblyonsdale - Bullough Trophy. A.N.C.C. Rally Championship and Club Championship Event.
- Nov. 11 Shell League Final. Y.S.C.C. At Halifax.
- Nov. 19/21 R.A.C. Rally. Further details in mag.
- Dec. 5 Christmas Party - Sponcers Arms Hotel, Forensway (See advert)
- Dec Shell Markell Rally. Club Championship Event. See Comp.Soc. for Rags.

N.H.M.C. Chrysanthomum Rally now in January 1974.
Details later.

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