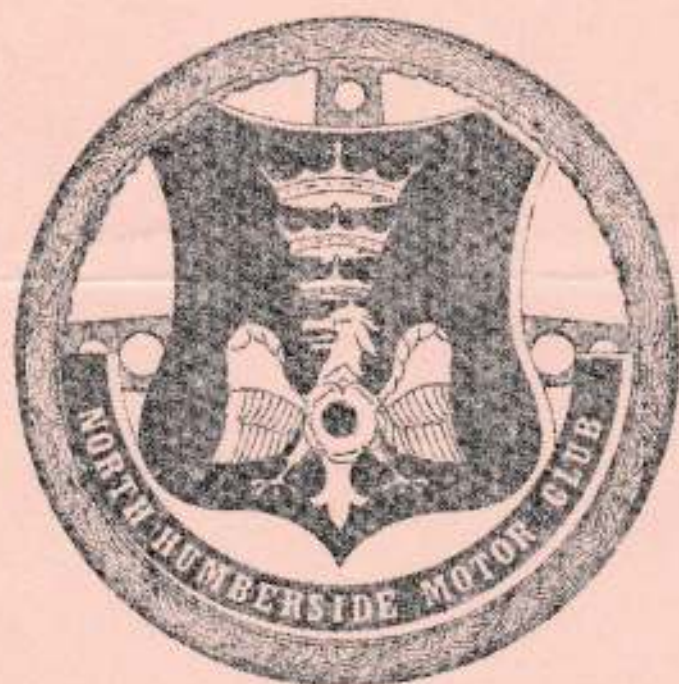
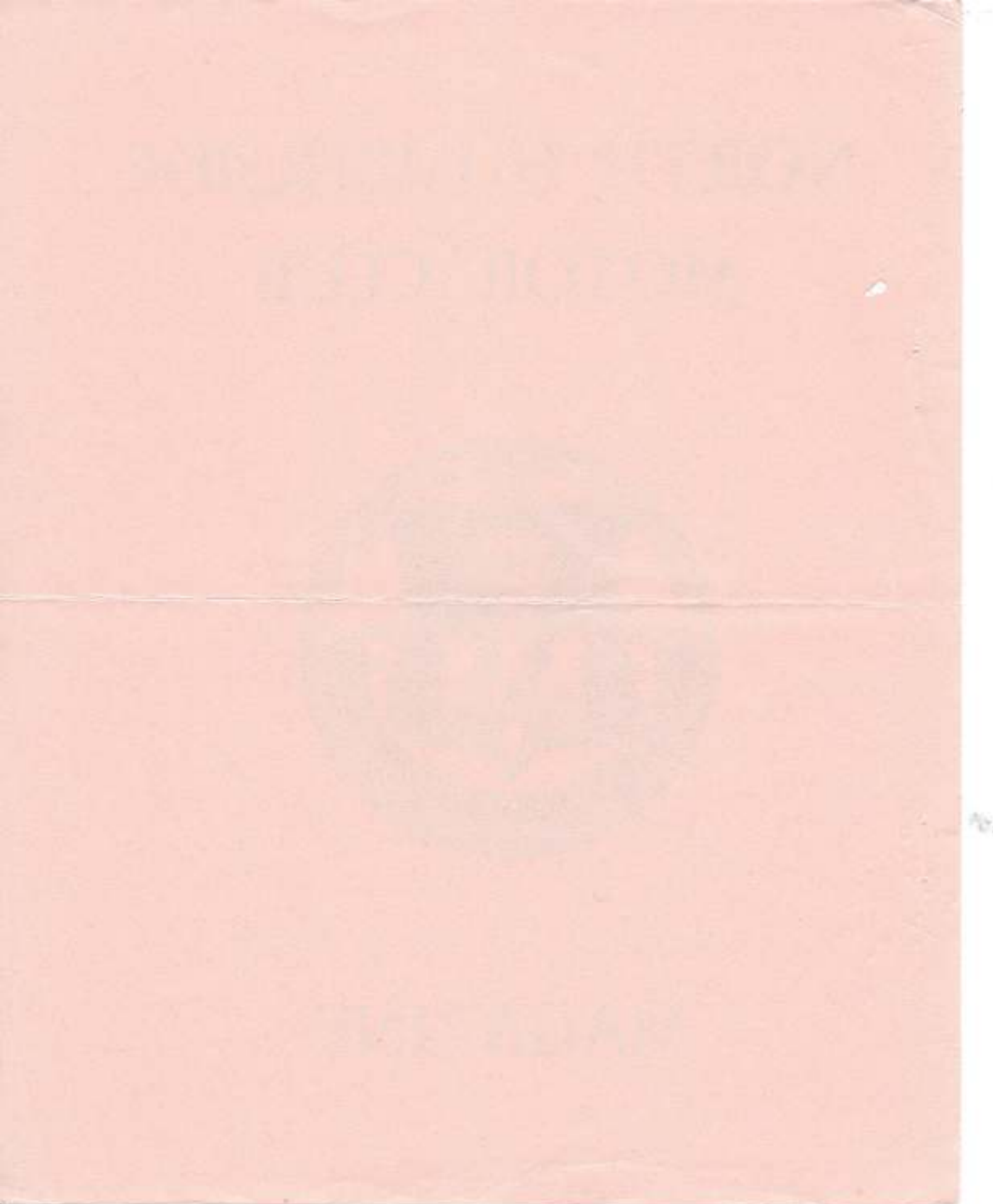


Dec 74

NORTH HUMBERSIDE MOTOR CLUB



MAGAZINE



DECEMBER EDITORIAL

Well a lot has happened since the last magazine came out ie. The R.A.C. Rally, The Moonraker Rally and the newest road restriction, less said about that the better.

Firstly I must admit I really enjoyed myself again this year on the R.A.C., both on the Tuesday on the working party and on the Wednesday, making Robin & Colin Campbell remove their barricade to let us through with only minutes in front of the first car, but we made it to our corner, just in time. On the Moonraker, many thanks to all members and non-members who volunteered to turn out to marshall for me. Not only the regulars but also the many new faces, I won't mention names, I don't wish to cause embarrassment, But again - Many Thanks.

One thing that did come to the fore is the one or two accidents caused, I might add, not by members of Motor Clubs but by "Cowboys" etc. I think it is our duty to try and stop these ridiculous antics by these irresponsible people when ever we are involved with a rally.

Believe me motor clubs in general are not at all popular with the public at the moment. You only have to read the article in the Sunday Express about one poor 'Bloke' who was nearly strangled to prove my point.

Secondly thanks to the many contributions to the magazine in the past year, without you the magazine would not have been published.

Lastly I would like to take the opportunity to wish you all a Merry Christmas and a Happy New Year from me and all the staff at the Magazine.

R.S.

TRUE EXCERPTS FROM STATEMENTS TAKEN BY THE POLICE

- * The accident was due to the other man narrowly missing me.
- * I collided with a stationery car coming in the opposite way.
- * I left my Austin seven outside, but when I came out later to my amazement, there was an Austin 12.
- * To avoid collision I ran into the other car.
- * There was no damage to the car as the gatepost will testify.
- * There were plenty of lookers-on but no witnesses.
- * The water in my radiator accidentally froze at midnight.
- * Car had to turn sharper than was necessary owing to an invisible lorry.
- * I collided with a stationery tree.
- * The witness gave his occupation as a gentleman, but it would be more correct to call him a Garage Proprietor.
- * I told the idiot what he was and went on.
- * I remember nothing after passing the Crown Hotel until I came to and saw P.C. Brow.
- * A cow wandered into my car, I was afterwards informed that the cow was half-witted.
- * A bull was standing near and a fly must have tickled him because he gored my ear.
- * I bumped into a shop window and sustained injuries to my wife.
- * I heard a horn blow and was struck violently in the back. Evidently a lady was passing me.
- * Coming home I drove into the wrong house and collided with a tree I haven't got.
- * Three women were all talking to each other and when she stepped back and one stepped forward I had to have an accident.
- * I blew my horn but it would not work as it was stolen.
- * The car in front stopped suddenly and I crashed gently into his luggage grid.
- * I left my car unattended for a minute and whether by accident or design it ran away.

etc. etc. etc. !!!!!

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R.A.C. MUST HALT.

We have been exhorted by scientists, engineers and politicians to economise in our use of energy.

That the Hudson Institute report (News, last week) paints a gloomy picture of the future of Britain is not surprising when the RAC, in the same week, ceremoniously launches more than 200 cars on a 2000 mile gallop around Britain. To the consumption of fuel and other wastage involved can be added the fuel of the thousands of immature motorists who flock to see such events.

Road transport is a very responsible activity and tragically a costly thing in terms of road casualties. One therefore questions the maturity, and even elementary commonsense of the RAC in continuing to promote "Sporting Events" on public roads. They had plenty of time to cancel this latest folly, so one must presume that they intend to carry on regardless of the National situation. This suggests that the prefix "Royal" is quite inappropriate. All sporting activities involving public highways should be made illegal.

EDWARD A. SMITH, COLEFORD.

Copy of letter sent to SUNDAY TIMES.

Church Garth,
2 South Newbald Road,
NORTH NEWBALD, YORK.

Sunday, Nov. 24th.

Dear Sir,

In reply to Edward A. Smith's narrow minded condemnation of the "Royal Automobile Club International Rally of Great Britain", I thought that I would add my views on the subject.

Despite the distinct lack of publicity in all the usual media, the RAC Rally remains one of the greatest events held in the United Kingdom. It brings together not only competitors but also spectators, supporters, trade sponsors and the like from many different Countries, without the rowdiness, vandalism, politics etc. associated with so many of our "leisure" activities of today.

Smith regards the rally as a wastage of fuel - in fact the actual amount of fuel consumed by the rally and it's followers is minimal compared with the fuel used by the millions flocking to support other forms of leisure activities e.g. football, horseracing.

Smith refers to the followers as being "immature" - surely not as immature as the thousands of football rowdies who regularly leave a trail of vandalism in their wake as they travel to and fro to watch their favourite team - these are the people who Smith should point his energy conserving finger at.

... contd.

Copy of Letter sent to SUNDAY TIMES (contd. 2)

Road transport may well be a very responsible activity. Rallying, too, is a very responsible activity. It is a veritable proving ground for many of today's motor cars.

ROGER STANFORD.

"BITS FROM HON. SEC."

The Club Secretary welcomes the following new members on behalf of the Club:-

No. 234 Alec Wilding, 3 Windsor Crescent, BEVERLEY.

No. 235 Michael Haagensen, 45 Southfield Drive, NORTH FERRIBY.

Membership 1974.

235 Full members, 31 Joint

Total = 266.

R.A.C. RALLY 1974.

S.S. 76 "CROFTON FOREST"

A marvellous response considering it was a work day, we signed on 94 marshals, many thanks to all concerned.

Audrey and I would like to take this opportunity to wish all members a Happy Xmas and a good year's motoring in 1975.

HARRY AHERN.

THOUGHTS FROM A MEMBER OF THE "PICK & SHOVEL BRIGADE" OF THE

1974 RAC RALLY.

Whilst cruising out of Pickering towards Cropton Forest and listening with half an ear to the radio, my attention was drawn to the strange antics of the vehicle in front of me - the sticker in the rear window exhorted me to see "Hull Speedway", and with a Hull number and a hairy young person at the wheel I expected to see some nifty driving up Swainsea Lane.

However, the road was very icy and the aforementioned vehicle had the most incredible navigational aid I have ever set eyes on - one big black labrador! At every corner that the Triumph was heaved round this dog hurtled across the seat, with it's tail stuck out and fangs menacing the rear quarterlight, it leaped into the corner like any veteran TT outrider. An amazing sight, a broadside Triumph 2000 with a raving dog, glaring red eyed out the back.

After having parted with the company of the Triumph at Cawthorne I motored sedately on to Sutherland Lodge and turned into the Forest and up to the start - where a few others were waiting, petrified by the early morning cold. More people arrived and we all agreed that we were mentally deficient in some way to stand around in the cold so we would get on with the arrowing up - problem - plenty of stakes but no arrows (i.e. no stage commander) more foot stamping!

Don arrived and we unloaded his car and shared out arrows etc. Don then took off and said he would meet us further up the stage, and left yours truly holding the stage plan. To the uninitiated this is a piece of (usually) white paper with black squiggles on it with circled numerals showing the corners, and red or green lines drawn over the roads to be blocked off. All very clear you say until you try to find out which way was up and not even a useful sentence like "you are here" which would totally unnerve you if you were given it anywhere except at the start.

So off we went to corner one and stuffed in arrows and brushed up the firebreaks with commendable speed and efficiency (which soon wears off) and shot off to corner No. 2. Now, whilst undergoing the traumatic experience of deciding whether the cartographer was insane or the Forestry had slipped another road in unnoticed since last year, the landrover was showing us how it became the "World's best selling utility vehicle," by climbing (but not always out of) gutters, ditches, quagmire etc. and disgorging it's passengers and diesel fumes at various places. However, some sort of system was applied and we went steadily round the course stuffing things in, up, and across and getting hawled out by forestry officers for leaving tree trunks (in all innocence) across access roads to the forestry offices.

... contd.

Anyone with a death-wish rode in the landrover, and frequent stops were made by it's crew for check on fumes leaking from the manifold - but I swear it was to make sure that the engine was still with them and not reclining in some treetop. The steering was good too, as anyone who happened to stand at the bottom of the ravine and watch it sliding down the ice will tell you. I don't know what the steering ratio is, but it must be in the region of 200 turns lock-to-lock.

The arrowing went on steadily and Don joined us again at Muffles and we soon reached the flying finish at Stape Gate. Here he was heard to mention FOOD and BOOZE and the fact that he would buy the first round at the New Inn in Cropton - needless to say we hurtled back through the Forest and cut on to the main road. Here the landrover was pulling hard up the incline to the road and leaped out of the sliproad and pounced (literally) on the opposite verge without touching tarmac once - amazing.

The pub was empty and we filled it with laughter, and told motoring stories to find out who was the biggest liar. We passed a pleasant hour in the bar (thanks for the drinks Don) with the editor of the club mag. leching after the barmaid with a pint of Guinness in one hand and filling his face with delicious egg and pork pie, with the other, it was delightful to watch and rather like patting your head and rubbing your stomach - very difficult to do until you master it. All too soon we had to leave, so pint pots were replaced with reverence on the tables, bar, and in some cases, the floor and we set off back to the start.

Now, all things being equal, having been refreshed we should have thrown ourselves into the work with renewed energy, but no, the first place was Cropton's rhododendron bushes to answer nature's call. If you hadn't known there were twenty blokes scattered along the 100 yd. front you could be forgiven if you had thought that by the columns of steam arising there was an Indian camp encamped in the bushes.

We split into two parties with the minimum of fuss set about completing the stage, laying telephone cables etc.

By the time dusk was falling it was as bitterly cold as it had been in the morning, but the stage was set (if you will pardon the pun) and at around 5 p.m. we pushed off home, after bidding Don a pleasant night with no visitations from ghosties, ghoulies and Ford Reccy Teams. Everyone enjoyed themselves in their own way which makes the job worth doing. Some of you people who don't come to do the hard work ought to have a go. As the advert says "Try it. You'll like it".

"ANCIENT BRITON"

LETTER RECEIVED BY HON. SEC. IN CONNECTION WITH R.A.C. RALLY.

Dear Harry,

Please accept my sincere thanks for your assistance on the stage at Cropton in this year's R.A.C. Rally. I should be most obliged if you would pass on my thanks to everybody who helped to marshal this stage and very especially to the lads of the working party who did a terrific job.

I do wish that the brushwood party had been made up of smaller and weaker men, for Peter Naylor and I had a very tiring time removing the bloody great trees which they had used, after the event.

It is really a great pity that the magazine, with details of the marshals meeting in, was not posted until after aforesaid meeting. Especially as the production team had worked so hard to get the mag. out, in time. You know it is only necessary to place the lot onto the counter at Jameson Street or Alfred Gelder Street Crown Post Office and pay the money - stamps don't have to be licked!

I have attached a letter from Gordon Forster, the Area Organiser, which you might like to print. As you know Gordon took his little playmates right through our stage and they were all delighted with it - as they said to Ted Booth, Area Co-ordinator, at the end.

Ourstage had even less litter than in previous years, and Forestry Officials and North Yorkshire Moors National Park Officers are very pleased with us. Many thanks to those from the stage who helped to clear up service crew's litter between Keys Beck and Nauley Cross.

Yours sincerely,
Signed: D. PIZZEX.

Copy of aforementioned letter:

Dear Don,

Following receipt of a multitude of compliments from Dean Delamont, Jim Porter, the Stewards of the Meeting (both British & Foreign) and the competitors, I have the most pleasant task of passing on their congratulations to you and your team for the splendid success of this year's R.A.C. Rally.

You and your team have played a vital role in the production of an event which gave so much stern but safe competition and which was so ably organised as to cause no problems or produce any protests - truly an event to lead the INTERNATIONAL calendar.

I was delighted to be able to take the CSI representatives and the senior motor sport personalities of ITALY, SWEDEN, FINLAND, GREECE & FRANCE through the majority of the Yorkshire stages to demonstrate how "LEPREUVES" should be run! An experimental exercise which proved very worthwhile.

With hopes that you can pass on these respects to your many helpers.

Very sincerely,
Signed: P.A.G. FORSTER (AREA ORGANISER-YORKSHIRE)

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QUERIES TO ROBIN DUFFIELD.

EVENTS					
EMOTT DIGITES 28/29 SEPT.	ILLUMINATIONS 5/6th OCT.	PENNINE 19/20 OCT.	CYTAX 26/27 OCT.	BULLOUGH TROPHY 3rd NOV.	MOONRAKER 30/1st DEC.
	55				
	65				

A/T 7 JULY	sprint 21 JULY	AT/ 11 AUG.	HILL CL. 25 AUG.	A/T 8 SEPT.	A/T 29 SEPT.	PCT 27 OCT.	B/T 3 NOV.	A/T 10 NOV.
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2nd O/All No. 10 T. BAINES/A. WALKER
3rd O/All No. 11 R. ROWLAND/H. COOPER
4th O/All No. 16 J. COCKERILL/J. LAWSON

1st B.T.R.D.A. Dvr. ... No. 12 M. RAWSON
1st B.T.R.D.A. Co. Driver No. 24 A. FULLERTON
1st NOVICE No. 93 E. CRAVEN/J. CRAVEN
2nd NOVICE No. 85 D. MORTON/M. LODGE

CLASS 1 1st No. 56 J. LLOYD/M. KIND
2nd No. 27 Y. HODGSON/P. WELCH

CLASS 2 1st No. 24 P. ELLEBY/A. FULLERTON
2nd No. 39 R. BEECHROFT/J. MILLINGTON
3rd No. 60 D. COOK/C. COOK
4th No. 63 S. SMITH/F. WATSON
5th No. 64 A. WRIGGLESWORTH/M. ADDISON
6th No. 42 N. PRINCE/A. PRICE

CLASS 3 1st No. 19 C. BARNELL/R. BRISCOE
due to error in transferring from results sheet to awards
list Car No. 19 was omitted from awards list on original
results.
2nd No. 13 C. GREWER/T. BARKER
3rd No. 31 P. SHAW/R. SHAW
4th No. 15 D. BEEBY/P. MASKELL
5th No. 37 J. POTTER/J. WINDLEHURST
6th No. 14 P. BRAMFORD/T. BRAMFORD

1st NORTH HUMBERSIDE MOTOR CLUB:

Car No. 40 R. WEBSTER/D. LANGDON

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N.H.M.C. CALENDAR OF EVENTS 1975.



AUTOTESTS

12th Jan. 1975	Closed to Club.
9th Mar. 1975	" " "
4th May, 1975	Restricted.
20th July 1975	Closed to Club.
3rd Aug. 1975	Closed - Joint.
24th Aug. 1975	Closed to Club.
12th Oct. 1975	Closed - Joint.

1976

11th Jan. 1976	Closed to Club.
7th Mar. 1976	" " "

PRODUCTION CAR TRIAL

6th July 1975	Closed - Joint.
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RALLIES

5th/6th April 1975 Holderness (Restricted)
28th September 1975 Stages (Restricted)
29th/30th November
1975 Moonraker (Restricted)

MINI RALLIES

20th Feb. 1975	Mini Rally No. 1
7th Aug. 1975	" " No. 2
4th Sept. 1975	" " No. 3
2nd Oct. 1975	" " No. 4

OTHER EVENTS OF INTEREST:

RALLIES

20/22nd Feb ¹ 1975	De Lacy M.C. - Mintex.
8th/11th May 1975	S. Wales A.C. - Welsh.
31/5th June 1975	R.S.A.C. - Scottish.
6th Sept. 1975	York M.C. - Forest.
21/26th Nov. 1975	R.A.C. Rally.

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