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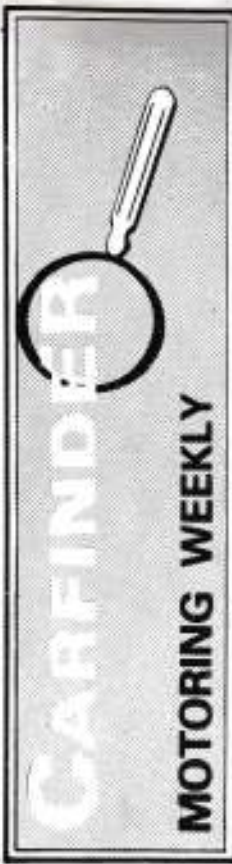
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WEST CORK RALLY



During the week before this event Mr. Pallier decided to sell his old car and buy himself another. The new vehicle came courtesy of a certain Dave Oldfield of York, but there was a snagit didn't have an engine (some people never learn do they!!). Dave's old engine had a damaged head so the next few days were spent looking for a new one. The only one available was via Yuk, but this was only a standard version, as opposed to the big valve type that was required.

After much persuasion, Dave's younger brother, Ray, was "conned" out of his twin-cam motor, which was fitted but then wait for it while running the motor it dropped a valve!! (oh heck! .. Ed) (thats not what Ray said.....Spick). It was eventually decided to purchase Yuk's head and fit it to Dave's engine and guess what, Yoker dropped a boo-boo, it was a big valve job! (hope Yuks not reading this or he'll want someone more money off you Mr. Pallier Ed). Dave Oldfield worked on the car all day Wednesday, and at 11.00 pm that night, Geoff Davis (Dave's navi) collected the car and delivered to to Victoria Speed, were Mr. Oldfield and Mr. Stow worked until 4.30 am to complete the car. (By the way, Geoff considerably damaged the back of his capri while towing the trailer back from York...but thats another story and you will have to ask him yourself)

When I asked, he swore alot, stamped his feet, chewed the wrong end of his cigar and ran off into the distance throwing abuse at everyone!!

Thursday lunchtime and I arrived expecting everything to be ready for the off. No such luck! "Go and get the trailer from Abbey St. come on, move it!!" That was Dave appealing to my better nature, with all of his natural charm "come on....move your arse!" I went to collect it, but only 'cos he shouted at me!! By two o'clock the show was eventually on the road. One granada estate (complete with half of Victoria Speed's stores) one rally car on one trailer, four personnel Dave, Geoff, Les and myself, and endless old motown and Donna Sommer cassettes.

The drive down to Pembroke included three minor problems..... and a major one. The minor ones were:-

1. Blew a fuse on the granada.
 2. Jockey wheel dropped through and caused quite a din.
 3. One of the trailer ramps fell down and made a bigger din.
- The biggest problem however, was having to sit for almost seven hours and watch Dave do a left arm jig, (the car is automatic, by the way) (Good job with him driving....Ed) and endlessly wriggling about in his seat while saying inbetween tracks "This is a classic you guys, listen to this!" and then turning the volume even louder. Not that we had any choice, you understand.

By 9.30 pm we had checked through customs and were boarding the ferry for the Emerald Isle (lot of very expensive machinery on this ship, I can tell you). Jimmy McHads chevette complete with full D.T.V. service crew. an Ex Russell Brookes escort being towed by a Rolley-Polley no less.....must be nice to be loaded! (Yeh, its not bad....Ed) The ships bar was found (you set of p--s artists....Ed). By 10.00 pm we were chatting with some fellow rally-ists from some exotic sounding places such as Macclesfield, Middlesborough, Boston Spar and also some very friendly welsh guys who had just paid

Ed grand for an Ex D.T.V. chevette (deep sighs all round) Alcoholic refreshment was taken until the small hours of the morning and then to bed.....well not quite bed. You see, Mr. Fallier in his infinite wisdom, had booked us four sleeper seats on the outward trip and a four berth cabin on the return journey. "These pullman seats are very comfy" he assured us. So bloody comfy infact, that he spent the night wrapped in a blanket on the floor!! Mind you, in his condition it was the best place for him!

Friday at 7.00 am we are entering Cork Harbour on an absolutely fabulous Irish morning. Beautiful sunshine a clear blue cloudless sky and a very gentle although rater fresh breeze. Sounds like a scene from the Love Boat dunit, or even Charlies Angles..... with Jacklyn Smith? ooh, ooh Jacklyn Smith....ooh,ooh,ooh (control yourself Spooner.....Ed) Sorry! But it really was very impressive. Geoff strolled across the deck and joined us, leaning against the ships hand rail, enjoying the scenery, he uttered those immortal words "Nice 'ere init, pity the bars shut!!"

Having disembarked (Oh. Hello sailors....Ed) and cleared Irish Customs, the first thing to become apparant, as we drove into Cork Town Centre, was the fact that everywhere was called.....wait for it.....Murphey's! (No, its not an intro for a bad Irish joke) Shops, Pubs, Clubs, Factories and all manner of other businesses all had one thing in common.....this guy Murphey owned the lot! After having found a suitably large parking area into which Dave could manoeuvre the outfit without causing any unnecessary damage, either to him or to anyone else! We set about looking for a bank (Oh yeh! - The magnificent four, eh....Ed) so as to change our pound notes for funny Irish punts. Mind you, the cashier was rather attractive.....well very attractive actually....(Spoonier!! Ed. Sorry. Breakfast was taken at the Imperial Hotel and what a mistake that was! Nearly four notes a piece for the same breakfast that we could have had on the ferry for half the price. (Think about it, if we'd had the ships breakfast we could have thrown up for half the price!!)

The rest of the morning before the pubs open, you understand, was spent wandering around the shops and generally making a nuisance of ourselves. "La Chataeu", Yes its a bar, was where Les, Geoff and I pursued our favourite pastime, while Dave went to the B & I ferry offices to try to sort out a problem we had with the company, the year before. On returning, it seems that Mr. Pallier was £130 better off. Well done Dave, Get the beer in!

After lunch at, Yeh you guessed it, Murpheys Restaurant, we set off for Clonakilty at about 1.30 pm on a journey that should, in theory anyway, take us about an hour. That was of course assuming that we have no problems....but brother did we have problems!! As Dave had not driven his new car before we decided to take it off the trailer, at a place called Bandon, and let him drive the rest of the way. At this point Mr. Pallier got rather carried away with himself and while playing with the brake bias bar....the clutch failed, or so we thought, anyway with the car loaded back on the trailer we set off at a great rate of miles per hour to Clonakilty and to try to find a garage owner who could be bribed into letting us use his ramp. Just such a place was found and used by kind permission of Paddy (Patrick Joe Lowney to be more precise) a gentleman to whom we are very grateful (for more than a couple of reasons, I can tell you!) Eye the way, Paddy was running a very smart group one opel kadett in this event, more of which later.

Between the hours of 4.00 pm and midnight, Les, Paddy and myself worked on the car sorting out such problems as a blown electronic ignition (which had to be converted back to points) not such a long job you might think, but when you manage to obtain the correct ford bits and then find out that the ones fitted to the car are British Leyland.....oh well!! The clutch turned out to be nothing more than the bias cable and trapped itself behind the clutch pedal, thus preventing it from coming up from the floor. (we did not find this out, by the way, until after the system had been completely bled and adjusted) other silly problems included a flat battery, blocked up washers, and loose fire extinguishers etc. etc. During all this Dave and Geoff had gone off to find our guest house (unlicensed, I may add) and unload our luggage. "Is it ready yet?"

Dave inquired on returning "Go away in short sharp jerks!! came a voice from under the bonnett. Dave did so and Geoff found the nearest pub!! Scruitineering was passed shortly before 10.00 pm then back to the garage for more work and, well, we thought we had problems, but some other gentlemen with an avenger were also using Paddy's workshop and were busy taking the engine out to repair a broken oil pump. "Its always like this before the event" said Paddy rather smugly, whilst dusting his kadett!!

Shortly after midnight we arrived at our digs at Rosscarbery and were greeted by a very welcomed cuppa, thanks to our hosts Mr. & Mrs. O'Kiefe. A quick wash and then to bed, yes an actual bed, beats those seats I can tell you!!

Saturday morning at 8.00 am we are enjoying a home cooked breakfast and a breathtaking view of beautiful irish countryside with the Atlantic Ocean in the distance....magic! After breakfast it was back to Paddy's, where we had left the car, to set up the timing. En route Dave picked up his start number from the Rally H.Q. (The Strand Hotel) and was allocated the highest placed reserve number. Fully expecting to be seeded in the hundreds, our man emerged with a very glazed expression, exclaimed "Flippin' 'eck!!" and produced a start number of 33.....fame at last!!

Our lads set off for the 10.00 am start and managed to stall the car on the start ramp while Les and I set about finding the service area. As Les set up shop in front of a row of houses, I, being the gentleman that I am, inquired at "our" house as to whether the residents had any objections to us using the road at the bottom of their front gardens. They didn't and within a few minutes we were very kindly treat to coffee and buns.....what a super lady!

Highlights of the days events are as follows:-

SS1 3 miles into stage and the clutch is playing up.

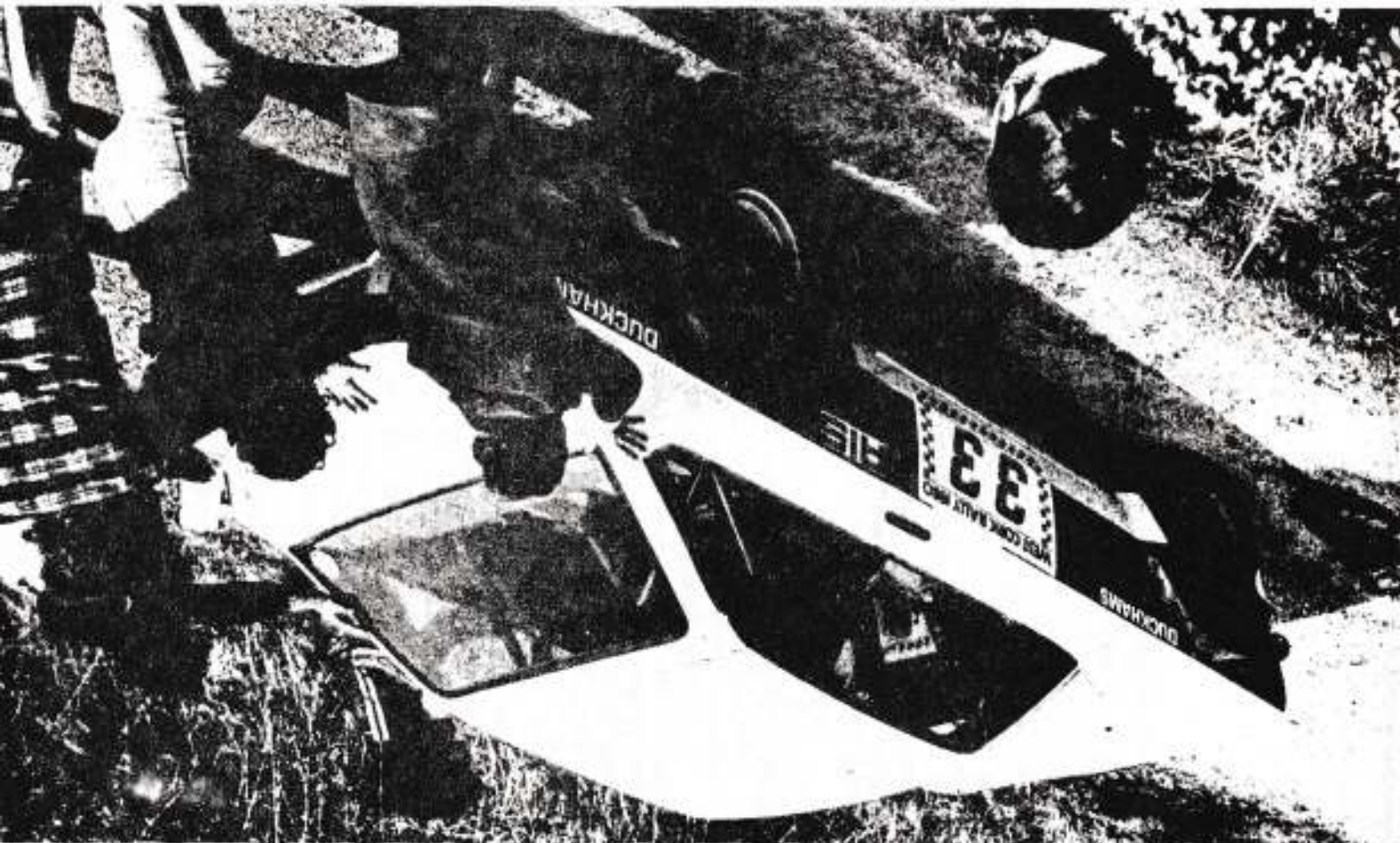
SS2 Spent over one minute on hairpin after staffing and trying to select gears (see photo)

- Serv Clutch adjusted.....who forgot to do it last night then?
- SS4 Only "off" of the event. Very steady 90° right. Set the car up and hit the bank on the M/S of the road. Dave and Geoff out of the car to remove what was left of the spoiler "well they do cost 30 notes new!!" Further down the stage hung the back end out on a right hander and thwarted the M/S/R on another bank!
- Serv All attempts to cure engine misfire in vain.
- SS5 & Misfire getting worse - no power
SS6
- Serv Fit new points and re set timing. Looked out of service O.T.L. (who cares...they do!)
- SS7 Booked in 1/2 minute in time. 1 1/2 miles into stage and the temp gauge is reading 110°. At the next junction, a "T" right, our lads turn left (must have been amusing to spectators) and park up with a blown head gasket!

Back at the service area Les and I are beginning to get very anxious. Eventually we are informed, by a competitor, of their whereabouts (seems that the Irish have devised a very simple and effective method of overcoming such problems).

All competitors are issued with two boards. One displays a red cross, the other an "S". In the event of a breakdown the crew display the "S" board on the rear of the car indicating that they require service, and the following crews log their number and position in their road book and then inform the respective service crews. If a red cross is shown this indicates that an ambulance is required, the following crew do not stop, but inform the marshalls at the end of the stage, that stage is closed, so as to allow the necessary vehicles to attend immediately.....all cleve stuff innit!

Dave and Geoff on stage 2 of the west coast rally, shortly after the clutch failed on a hairpin.



Two and a half hours later (guess who waited for the wrong stage to close before we drove round it then?). Les and I arrive to find our lads amusing themselves by playing ducks and drakes in a nearby river and playing other silly games like how many other countries begin with the letter 'A' and then 'B' and then 'C' etc. etc. Twenty minutes later we are back at Rosscarbery just in time for dinner at 7.00 pm.

Saturday evening was spent down at the local, The Carbery Arms Hotel, in the company of the very friendly local residents. The majority of public houses do not have such things as discos or juke boxes, you understand, instead they sit around singing traditional Irish folk songs, and they are indeed very good singers. I personally found this very entertaining until..... Mr. Pallier, rather the worse for wear, treat everyone to his interpretation of "You'll never walk alone" and "On Ilkley Moor Ba-Tat".....oh well, when in Rome I suppose!! At 11.30 pm we decided to visit the Strandance again, where we stayed until 1.30 am when the bar closed. "Where shall (hic) we go now (hic)?" "I know a place" replied Dave "Oh dear (hic) we were afraid of that (hic)!!" 2.00 am and we find ourselves being invited to The Pike for yet more intoxicating liquer (God I can't stand (hic) much more of this!) Our beds were eventually found, although I'm not quite sure how, shortly after 4.00 am Sunday morning.

Sunday was spent spectating the second half of the rally (incidentally the Sunday run did not start until midday.....very thoughtful the Irish) and where else but in Ireland could you stand outside a pub, consume large amounts of ale, and watch a rally go passed, and be kept entertained by the antics of fellow competitors, and who else but an Irishman (that man Paddy again) could be powering out of a 90° right, have a lot of opposite lock on and take his right hand off the wheel, to give us up the thumbs up.....well, he did!!

After dinner at Mrs. O'Kiefe's, Sunday evening was spent much the same as Saturday (hic) up until 11.30, when we arrived at the prizegiving, at The Strand, where our man Paddy picked up a whole host of awards which included two watches, two mugs, 50 notes, and some trophies.....not bad eh!! An invitation back to Paddy's by his lovely lady wife Helen, was accepted, and we were all treat along with some of the rally organisers, to lots of eats and ale and some very special illegal Irish whiskey (don't know how its spelt, but its pronounced perteen) and boy is that stuff good!! so good infact that our host bet Dave a grand that he could not drink what was left in a bottle (about 1 1/2 inches in the bottom) and walk in a straight line for ten feet. Needless to say, our lad politely refused! After a trip back to Rally H.Q. (at 3.00 am, and yet more ale (by this time things were definately getting out of hand (hic)) Les and I decided that enough (well too much actually) was enough and we were chauffeured back to Rosscarbery by Geoff at around 4.00 am. Two hours later our lads arrive back and god did they make a row about being quiet!

Monday morning at 11.00 am and over breakfast we are informed that our carr appears in the local paper (along with such celebrities as Jimmy McKae, Ger Buckley etc.) but only because it is being pushed!! With all our tackle loaded up we set off back to Cork, stopping off at Paddy's to express our sober thanks to them both for being so friendly and helpful during our brief stay and to accept and invitation from them to visit next year.....super people in Southern Ireland, I can tell you.

4.00 pm Monday, we parked the trailer on the docks and then back into Cork for dinner, yeh you guessed it, even mor (hic) Unfortunately we were too late for the days celebrations (it was St. Patrick's Day) and we missed all of the parades and general madness that abounds on such occasions (altogether, saahhh)

Although Geoff did indulge in an arm wrestling contest with a welshman at 'La Chataeu' he won!! (he didn't really, but this guy will not be reading this mag will he.....but if he is.....)

The crossing back was very, very rough indeed with the ship listing permanently all night, although we did have a bed to fall out of I suppose!! During the merriments in the ships bar that night, and while trying to keep control of our glasses and our guts, one rather drunken gent piped up, (hic) if I wasn't (hic) show drunk I fink I would be shick(hic)

Next morning (Tuesday) we were lucky enough to be one of the first off the boat. I say lucky because the customs lads were searching everything that came through, including all the rally cars. It seems that our quoter of plonk was correct but we did have far too many cigies in our possession and being as how Dave had his check book handy he was voted to pay the extra duty, seventeen pounds altogether.....cheers Dave. Two rather trivial items marred what was otherwise a very sleepy journey home. Firstly (sorry Geoff, got to tell 'em this) having ordered and eaten our breakfasts at a little Chef, it suddenly became apparent that no-one except dear old Geoff, had any english money, the bill came to £8 and he only had beans on toast!! Secondly, Mr. Fallier, it seems forgot that you have to put petrol in motor vehicles for them to keep going, anyway we ran out on the motorway (silly boys.....Ed) Luckily someone remembered about the jerry cans on the roof which contained a small amount of this valuable liquid.

Nine o'clock on Tuesday night we arrived outside Dave Oldfield's house, near York, where the car was left to be repaired. Then back home shortly before 10.00 pm where we were greeted with "Did you alcoholics enjoy yourselves then, or what?".....Thats right, or what.

Finally, would just like to say that we thoroughly enjoyed ourselves (what we can remember, anyway) Fabulous event, closed public roads etc., excellent scenery and the most friendly and helpful people that you will ever meet anywhere.....roll on next year.

Spick

P.S. Final thanks must go to Linda no she didn't come with us (unfortunately) but she did type this copy. Thanks Lin.

Crest Tour of Lincs, 19th April, 1980. (with an R.A.F. man)

Dennis Webster and I entered the Tour of Lincs to blow the cobwebs off PUM400M which stood untouched, except for some tidying up jobs, since last October. There was the usual hectic period in the few days before the event. The car was M.O.T. tested, taxed and insured during the Friday delivered that morning.

The event also followed 'forget me number, sir' AC II Webster D.M. to re-visit an area well known to him when he served Queen King and Country in the RAF.

From the Grimsby start we travelled SE to the first two stages on tramoc farm roads adjacent to the coast line Danger Area between Northcoates and Donna Nook. I was informed the Danger Area was where low flying is practised by aircraft. Alan

Finney was parked up at the end of Stage 1 with engine trouble. Inland now to loose farm track Stage 3&4 near Louth and down to the Skegness map to Stage 5 Ludford Airfield. Stage 5 finished in the middle of the airfield and the competing cars were escorted in convoy back to the start by cars fitted with flashing lights and two-way radios to control. "They are clearing the field, must be going to land an aircraft" he said.

"This is it" exclaimed Dennis, as we entered Hemswell for Stages 6, 7 & 8, " I wasn't stationed here permanently but I did make several visits to do Trade test and maintenance jobs." "I know every white painted kerb and one inch high blade of grass, as I cut it with some nail scissors." Now I figured that even Air Ministry paint doesn't last 20, no 25, no ? years

and grass tends to grow a bit in that time. I began to worry that he might drive a little too enthusiastically and damage the car's suspension on the now decaying high concrete kerbs among the waist high grass. However, Dennis drove very confidently on the very tight twisty stage route around the Admin. buildings and out onto the main runways, seemingly knowing exactly where he was at any time. My heart missed a beat or two when Dennis, driving at maximum revs in top, casually said "I've lost my bearing." "The Lancasters and those new fangled Canberra bombers should be parked around here somewhere." We chopped some grass down to sump guard height before regaining the correct route.

The respectable times set up on Henswell were to do us no good as when we got back to Grimsby for the lunch halt, via the short loose Long Foss Stage 9, we were informed stages 1, 6 & 8 had been cancelled. Road timing has been miscalculated by the organisers and the convoy system on Stage 5 had caused long delays so they did not apply any road penalties. New scheduled 2nd half start times were issued.

Stage 10, a quarry at Melton Ross, was a bit rough and we dinged the dry sump pan on the rack after emulating the RAF 'flying officer types'. We continued through the remainder of the event to the tune of crank wearing the sump baffle away. Bob Slater was not so lucky, he had done some flying too and split the sump pan.

Elsham airfield was the venue for Stages 11 & 12 but when we arrived only 11 was being run, Stage 12 being cancelled as the convoy system had to be operated again here and would have caused long delays.

The car was searched for pace notes before Stage 11. Who needs pace notes for airfields when the driver is an ex RAF man? Dennis tried to take off like a helicopter on this stage by spinning the car several times at 90mph.

Stages 13 & 14 were farm tracks and quarry roads alongside the approach road to the Humber Bridge. Stage 15 had been cancelled prior to the start of the event.

Hibaldstow airfield next for Stage 17 where Dennis produced a fast time by showing off to our very enthusiastic, never seen a rally before service crew of Janet & Jerry who had chance to spectate here. Terry Lucas's engine expired on this stage.

The last stage was back on Henswell, the stage having been changed since our 1st half visit. While rushing along the main NE/SW runway Dennis commented it was not as clean as when he swept it with a 'broom, bristle, stiff' after the S.W.O. has observed him pushing a welding bottle trolley across the Parade Ground.

The Highlight of the event for Dennis was leaving the lines of tyre rubber diagonally across the Parade Ground.

The most amusing thing for me was watching Dennis stand in front of the full length mirror on the Guard Room wall, adjusting his crash helmet like a forage cap and running a wet finger and thumb along the creases of his overalls before leaving the airfield.

Dukeries members Walker/Cross were overall winners with NMC members M. Stephenson/Howell 2nd, Webster/Haynes 18th Bloom/Paterson 30th, Walker/White 53rd and Briggs/Croker 54th. There were six other NMC crews competing but they were unfortunately on the retirement list.

D. Haynes.

Forthcoming Events

- 8th & 10th May International Welsh Rally.
- 10th & 11th May Barrett Oak Rally organised by Woolpack Otley M.C.
- 11th May F.S.C.C. Shell League Autotest.
- 18th May Uniband Stages Rally organised by Poachers Motor Club.
- 18th May Shell League Production Car Trial organised by Sheffield.
- 17th & 18th May Trackrod Lookout Rally (Novice Event) Sheffield and Halmshire M.C.
- 26th May (Bank Holiday) York Motor Club Autocross on a new venue, (I have heard it may be on the grass track circuit at Hunsbury).
- 1st June Autotest closed to club organised by Phil Tomlinson.
- 7th to 10th June International Scottish Rally.
- 14 & 15th June Cossack Rally organised by Beckitts Motor Club.
- 22nd June Provisional Date for Single Venue Stage Rally on Melbourne.
- 29th June Shell League Autotest organised by Trackrod Motor Club.
- 29th June Production Car Trial North Humberide.
- 20th July Autotest L.H.M.C. Organised by Tony Carmicheal and Ian Sadofsky.
- 7th June Beckitts Motor Club Cottingham Show Autotest.
- 26th & 27th July Calderford Rally organised by Wakefield & District Motor Club a Motoring News Round.
- 26th July Stages Rally organised by Northallerton Auto Club, (I do not know if this is on or not).

cont.

as Clerks of the Course.

John Wylie for his usual expertise as Timekeeper. Robert Newlove and Alan Carvell for all the paperwork.

Angela Alsop for being the entries secretary and putting up with all the hundreds of phone calls, some of which were not as pleasant as they could have been. Colin Wright, Bob Simpson and Les Coulson for organising the Marshals.

John Butler for being the P.H.O. officer and his helpers Bas and Heather Wilson, Harry Hanhah, and all the organising committee for helping with the P.H. work.

Many thanks also to Tim Allsop and Phil Tomlinson and the Parish's mechanics for the scrutineering, Alec Henderson for sorting out the start with the assistance of the Portobello Scout group, and finally all the marshals without whose help the event could not be run. Not forgetting results team, Larry Stead, Dave Shipley, Dave & Ian James, Heather Wilson and Catherine Marr.

One thing which came out from doing the results on the Moonraker was that some people don't seem to have grasped the timing of non-competitive section especially between selectives. You must not make up time in these sections, in general organisers expect you to start a selective not before the time you took at the end of the previous one ignoring the seconds.

E.g. if you finish a selective on 01 30 15 secs., you should not start the next until 01 30 00 at the earliest. This is the usual way of doing it but it may differ so study your Kegs and final instructions carefully.

SUBNITH WEEKEND

4-5-6th JULY

All WELCOME.

Single Venue Stage Rally

The Club were supposed to run a single venue stage event on the 5th May, however due to problems with venues it has now been postponed to a later date probably on June 22nd, on Melbourne Airfield.

Club Equipment

The club has now purchased three two way radios for use mainly on stages, Kallies ie. one at each end and one in the middle. The sets are for use in a car and have magnetic ariels for temporary fixing. They will operate on the RAC safety and Medical frequency using the call sign "Auto Humber". This is the same frequency that Mercury Radio from Leeds use on many of the large stage rallies especially in the forests. Talking of safety, on the Russell Carpets National Rally York motor club even had a Helicopter standing by in case of emergencies up in the forest.

Films

We have organised a film show to be given by Northern Rallysport. Films on the 6th May, in the big room at the Grange Hotel. Starting at 8p.m.

Parish's Moonraker Rally

Most of you will probably know by now of what happened on the Moonraker in which twenty eight competitors were booked for alleged speeding which really put the damper on the whole proceedings and just about ruining all the organisers work, apart from this the rally went off okay!

I would like to thank the following for their hard work on the event. Firstly Parish's for sponsoring the event and their representative Mr McBain and his staff for their help and cooperation.

Roger Stonely and Phil Tomlinson for their work

ESSO PLAINS RALLY

Once again N.H.M.C. were represented on this the 2nd round of the B.T.R.D.A. Championship. At 6 was Steve Reed aided by Local Ace Ed Morgan. Brothers Mike and Ian North in the now immaculate White Chevette. Single Cam at 50 followed by Roy Webster and Mike Whitehouse at 65.

With a very Credible 3rd on the Dukeries Steve Reed was out for Maximum Points to start a lead in the series. (He was the highest placed Dukeries runner to start this event i.e. No Peter Clarke or Bill Dobbie) Mike Reed after a "Sort Out" Dukeries and fastest 3rd Selective on Costa Di Plenti before going home with alternator problems was out to prove himself against headmen. Roy Webster was all present and correct after a Ski-ing holiday, and 2 new wings on Myras Car following the Dukeries Roll.

N.B. Bill Dobbie was running at '0' so Steve was now 2nd placed B.T.R.D.A. runner, which put more pressure on him.

The event started and finished in Newtown, very friendly and hospitable town, i.e. they finished serving when you went to bed! Seriously though a very good venue for the start 6 a very well organised National Event, (Mike Reed commented that there were very good Police relations- Humberside take note!)

1980 AUTOTEST CHAMPIONSHIP REVISED SCORING SYSTEM

CONTENDERS WILL SCORE POINTS EQUAL TO THE NUMBER OF STARTERS HE BEATS IN HIS CLASS EXPRESSED AS A % OF THE TOTAL NUMBER OF STARTERS IN HIS CLASS. IN ADDITION, EACH DRIVER WILL SCORE 10 POINTS FOR STARTING EACH EVENT.

2nd IN A CLASS OF 8 - $75+10= 85\%$

2nd IN A CLASS OF 16 - $87.5+10 = 97.5\%$

LAST IN CLASS :- $0+10 = 10\%$

AFTER THE WALTON STREET, AUTOTEST THE POSITIONS ARE AS FOLLOWS:-

HOWARD PATERSON	198.9
NEIL HARTLEY	181.9
JOHN NEWLOVE	160.6
KEN HAILSTONE	156.7
STAN SMOLEN	150.0
ROBERT NEWLOVE	149.5
BERNI NOLAN	137.8
SUE PATERSON	84.5
ROGER STONELY	80.0
TERRY LUCAS	70.0

THE NEXT EVENT WILL BE THE BRIDLINGTON AND DISTRICT M.C. AUTOTEST ON 4TH MAY. 1980.

It was decided that Ian would stay with the car at Newtown (firmly embedded on a Forth Garage supertrailer) and Mike, Phil and Nigs (The Bradleys) would go to the Fourth service area to wait for Roy and Mike. No joy, Roy didn't arrive and reports came back of a nasty roll (not another one!!) on the 10th Stage. So once again the men set off in search of Mr. Webster. We arrived at the stage start to be told that Roy was in the middle and needed assistance. So Phil "Keep it in" Tomlinson attempted Stage 10 in the unassisted by Mike "I'm not going to bend another one" Reed and Nigs "I'll walk home thanks" Johnno. Unfortunately as we entered the stage Roy and Mike left it so we missed em somewhere on the road section. So the excursion that followed on the runback didn't help our stomachs at all but gave us and the van an insight into Welsh road rallying. We met up with Roy and Mike at Newtown. Roy just preparing to drive the car home with no screen.

So not the most successful of days with only Steve finishing (sixth overall) Mike has a lot of hours ahead of him preparing the car for the centurion, and Roy who once again used Myras Car, and bent it a bit more has some hard work and explaining to do:

So its upto Newcastle on May 31st (The South West May 3rd being missed) and we'll be there to bring you facts, figures and results of this intriguing sport of ours.

Lots of love
The Bradleys.
xxxxxxxxxx

Onto the nitty gritty (not much I'm afraid) The 5 stages before the 1st service - Steve was mixing with the headman (most of these are local i.e. Simpsons, Evans, Malcolm Patrick) Roy was complaining of bad handling, and Mike Reed who was setting some very fast times (to be printed next month) had a very unfortunate off (yep a big un again'.)

After 3 stages on which they had gone very well Mike and Ian started the 4th stage, which was started at 30sec intervals. This stage was a 2 loop run and as Mike had caught a car up on the previous stage he asked if he could start a minute after the next car and having to run in his dust trail, he was not happy. L loop completed, he swung round a bend and hit the bank with the r/s front wheel which sent him rolling onto the off side (70mph) and back onto the roof skidding along the stage and then back onto the wheels and stopping straddled across the stage. Mr. North promptly got out to warn oncoming cars but ran the wrong way down the stage'. (That's what a roll does to you) To cut along story short, Ian got a lift to the service area picked up then "ever ready super efficient" service crew (well half of it is) and Mike got the car to the end of the stage. All four wheels had to be changed, as stanes were inbedded deeply between the tyres and the wheels, merack was straightened and the rear brakes repaired before the car could be driven back to the start at Newtown.

CLUBMAN'S CHAMPIONSHIP

PRESENT POSITION AFTER THE PARISH'S MOONRAKER RALLY.

KEN HAILSTONE	149
ROGER STONELY	145
HOWARD PATERSON	119
NEIL HARTLEY	110
STEVE VAREY	100
JOHN NEWLOVE	99
ALAN CARVELL	95
ROBERT NEWLOVE	94
BERNI NOLAN	88
JOHN WALKER	81
NICK PACK	73
SUE PATERSON	65
ADRIAN HANNAH	60

AWARDS FOR THIS CHAMPIONSHIP WILL BE AWARDED TO THE TOP 5.

THE NEXT EVENT WILL BE THE SINGLE STAGE EVENT (DATE TO BE ARRANGED) OR THE PRODUCTION CAR TRIAL ON 29TH JUNE, 1980.

HOWARD PATERSON.

HARRY AHERN

It is with very deep regret that the Magazine Editorial Committee report the death of our Vice President, Harry Ahern.

As most of you are aware Harry was not only the founder of the Humberston Motor Sport Group, he was also a leading figure in Club Organisation and Administration.

He will particularly be remembered for his stalwart work with his wife Audrey on all the R.A.C. stages which the club marshalled.

May we humbly offer our most sincere condolences to Audrey and family. Harry will be sorely missed in all respects.

RALLY CHAMPIONSHIP

After the Costa Di Plenti and Moonraker Rally the Road Rally Championship positions are as follows:

Steve Varey	250	Geoff Gill	250
Ian Carr	213	Nigel Patterson	213
Rod Leonard	154	Dave Jobling	159
Chris Green	147	Pete Woodley	154
John Newlove	120	Geoff Craven	147
Johnny Walker	108	Robert Newlove	120

SHELL LEAGUE

After two rounds we are in fourth position. The last round was the Moonraker but due to problems with the fuzz only two crews finished.

1st.	Ilkley	703.7
2nd.	Trackrod	651.9
3rd.	Wkefield	546.9
4th.	N.H.M.C.	508.5
5th.	Selby	485.1
6th.	Slaithwaite	460.3

The next event is a production car trial at Ilkley on 27th April, I hope we will have a full team.

The first Autotest is on the 11th May, and a production car trial on the 18th. If anybody would like to do these events please give me a ring of Driffield 43942.

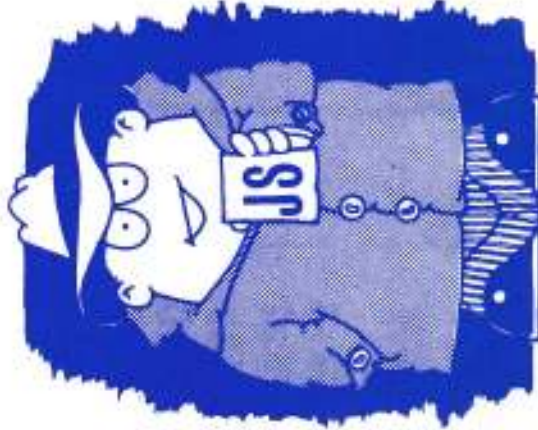
Robert Newlove.

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