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SOUTH CAVE,
Hull.

CLUBMANS CHAMPIONSHIP

KEN HAILSTONE	227
HOWARD PATERSON	222
STEVE VAREY	204
NEIL HARTLEY	198
ALAN CARVELL	187
ROGER STONELY	165
JOHN LAW	160
JOHN WALKER	159
SUE PATERSON	136
JOHNNEWLOVE	135
ROBERT NEWLOVE	131
NICK PACK	108
BERNI NOLAN	88
MARGARET VAREY	88
PHIL CRAVEN	84
ANDY BROWN	83
MIKE PECK	81
WENDY HAWKINS	75
BRENT TOWSE	72
RAYMOND PALLIER	70

AUTOTEST CHAMPIONS

HOWARD PATERSON	440.3
STAN SMOLEN	366.7
NEIL HARTLEY	263.3
ALAN CARVELL	248.0
STEVE VAREY	211.8
KEN HAILSTONE	209.6
JOHN NEWLOVE	206.3
ROB WHITE	202.5
ROBERT NEWLOVE	202.4
NICK THOMPSON	191.1
JOHN BEADLE	180.3
JOHN LAW	173.3
TERRY LUCAS	165.7
SUE PATERSON	165.2
ANDY BROWN	150.6
BERNI NOLAN	137.8
DAVE HAWKINS	109.3

HADRIAN CENTURION RALLY

Once again 3 N.H.M.C. teams entered this the 4th round of the **ESSO** B.T.R.D.A. Gold Star Championship. At 7 were Steve Reed and Alan Simpson in the Miton Ilant 2.0 Escort, followed at 41 by brother Mike and Ian North in the Miton Plant Sales Chevette single camm and at 70 Mike Wood and Mike Whitehouse in Mike's 1300 sport.

Steve Reed prior to this event was 2nd in the B.T.R.D.A. Championship behind Malcolm Patrick and just in front of Trevor Smith, so he needed a good result to keep up there. Bill Dobie, who is registered for the Championship, was running at 1st and he was obviously the man to beat. Also running were Willie Rutherford (2.6 Mazda), George Hill eventual winner (Chevette H.S.) followed by all the top B.T.R.D.A. runners.

Mike Reed who has just rebuilt his Chevette was looking for a good result (of which he is very capable) and was out to keep his name up with the headmen. Mike has put in many a long hour and worked very hard to have his car ready for this event, and it's so refreshing to see the whole of the Reed family out (and the Norths) offering their support to the 2 high Fliers who are putting N.H.M.C. and Hull firmly on the National Rally Map.

Mike Wood took over Roy Webster's run (Roy's car not yet ready) and was out for a good placing in Class 5. With the big machinery what would this young man do? Remember 2nd in Class Mintex International 1980.

Anyway back to the Rally, starting at the Europa Lodge Crews did two stages at albermarle Barracks before the first service. Steve Reed as expected was showing well and Mike Reed was settling in, but lost some of his lateness time when the petrol tank had to be drained off due to some misunderstanding between Nigs Phil petrol and water. About a pint of water was poured into the tank out of an unmarked container, and so the whole tank had to be drained and

refilled before Mike and Ian could restart. Fortunately this job was carried out and no water got near the carb. (Needless to say Nigs now knows the difference between water and petrol). Mike Wood was going well and enjoying himself.

KEILDER next, and the next service which was Flasketts, Steve Reed was lying 3rd over all and was hoping to improve on the last stages. Mike Reed had had problems (not water) a valve spring had broken leaving him running on three cylinders, deciding not to cause undue damage he came straight to the service point missing 2 stages out. Phil and Mike Peck must be commended here for fitting another valve spring and getting the car running again for the afternoon stages. Mike Wood had also had a share of problems, the worst being a broken gear stick.

Note KEILDER and onto the finish, Steve Reed 2nd overall. Mike Reed retired with electric troubles (not the best of days but as Mr. North aptly says "You've got plenty of time left kid"), and Mike Wood finished 37th overall.

so by my reckoning, Mr. Steve Reed is now 2nd just 1 point behind Malcolm Patrick in the B.T.R.D.A. Championship so it's up to Scotland on Saturday the 19th July for the Border Counties for round 5.

B R A D L E Y

XXX

JIM CLARK MEMORIAL RALLY

After competing on a few rallies in the Yorkshire Forest, we decided to travel further afield to gain some experience. The Jim Clark Rally was chosen, with it taking place over Saturday night no expensive hotel and meal bills, to worry about.

We discussed the Rally with our Technical Advisor Captain Hook alias Mike Jackson.

"That'll sort you out. You'll need six racers and six knobbies at least, lights for the service crew, hotel room for changing, (no Hotel bill eh) Insect repellent and mines another pint"

The weeks before were spent fettling the car and service barge and dusting off a generator we found in the garage.

Final instructions arrived and we were no. 89, Capt Hook was no. 17 and Steve Reed no. 16. It also sowed the average stage length in Kielder was nearly 10 miles.

The Friday night before the Rally was spent loading up, and an early start Saturday morning resulted. We had a nice steady run to Duns, but we were a bit displeased at blasted off by a chicken hutch (Citricon CU6) on the A19.

There was a bad delay at noise check when one cars starter motor read 72 D.B.

We got the route sorted out complete with tulips for the stages, and sent the service crew to Charterhall.

We did the first farm track and Charterhall on Kleber Knobbies.

Then into service, racers on, well Goodyear Rally specials really but don't tell anyone.

Another little farm track followed, then a very narrow tarmac stage at Sunlaws.

Next up was Otterburn, 30 miles in four dages, the longest 9.4 miles. After getting used to the Brows and the vanishing road, we had no real problems, apart from sheep sitting in the middle of the road and staring at us. We serviced at Redesdale Camp, then into Kielder. We caught a Mazda on the first stage, then into a 17 mile stage, and straight into a 20 mile stage. They were terribly rough, hugh rocks and ruts. There were cars everywhere, in ditches stuck out

into the road and one Avenger has lost a rear coil spring off!! When we got through them two I think we relaxed, because on the 13th stage, coming round a 90 left, we swerved to miss yet another

big rock and weended up with two wheels well into a deep ditch. The car was totally undamaged but was well and truly stuck. We wasted 15 minutes trying to get it out with no success. So I set off back down the stage and found six marshall's with their help we were soon out. By the end of the stage we were O.T.L. by six minutes. Our crew were still waiting at Plashett's and they "Ordered" us to carry on.

We took it steady through the last three Forests which were very very rough again, to service at Byrness.

Back onto Otterburn where our only problem was wandering sheep again. Back to Charterhall for the last stage, loads of spectators here.

We got to Duns to find we had been excluded O.T.L. at MC3. Capt Hook had retired with a burnt out plug, but Steve Reed had a fantastic run finishing fourt.

We still enjoyed ourselves and everybody is extremely friendly especially in Duns.

Out thanks must go to:

Our Father; Sponsor and team Manager

Pete (Pedro)

) Service Crew

Eddie

Corina: Team cook and official "Action packed"
photographer.

Capt Hook: For his technical advice

Our Mum: For looking after everything while we
are away.

TOWSE BROTHERS

Forthcoming Events

10th August	Shell League Autotest organised by York Motor Club.
16/17 August	Road Rally organised by Grimsby and District Motor Club. This is the third round of the Humberside County Council Motorsport Championship and we need a team of four cars.
17th August	Autotest organised by Tony Carmicheal and Ian Sadofsky at Howden.
6/7 September	Leeds Motor Club Road Rally
21st September	Norking Stages Rally organised by Lindholme Motor Club. We are organising a stage on this one Stage Commanders John and Robert Newlove.
27th September	Elcar Forest Rally postponed from earlier in the Year.
28th September	Bridlington and District are organising another Stage practise day at Ulrome
5th October	Crystal Stages Rally, stage coordinators are required, also lots of help required on the day.
12th October	Shell League Production Car Trial organised by Ripon MSC.
19th October	Shell League Autotest organised by Wakefield and Dist Motor Club.
25th October	Trockrod Motor Club Forest Rally, we are running a stage. Stage Commanders John Beadle and Chris Fewlass
26th October	North Humbersides Annual Restricted Autotest a round of the A.N.C.C. Autotest Championship.

Comp. Secs Report:

Our first try at running a single venue stage rally was quite successful I would like to thank all those involved in making it a success.

Single venue events seem to be really chatching on just lately, giving very good calue for money, I have heard rumours that 62 Car Club are planning to run one on Olivers Mount.

Change of Date

The Single Venue Stage Rally organised by Slaithwaite Motor Club Scheduled for the 31st of August has been moved yet again to November.

Humberside County Council Motorsport Championship

The second round was a Production Car Trial organised by Bridlington and District Motor Club, after a bit of a hectic start the event got under way, we had a good representation from our club, Alan Carvell in his Mexico, Robert Newlove and also his wife Gail having a try in the Escort Sport, we had high hopes of Steve and Margaret Vary in the Fiat X19 which has always done well in our events. Also having alot of fun was the TR 7 driven by Paul Ashton and

The tests were quite long ones at an excellent venue but on very slippery grass. The eventual winner came from Grimsby Motor Club whi in fact had eight competitors taking part unfortunately for them he was not in their Team, they did however still win this round of the Championship (even though I worked the results out) We came in a very close second, Beverley third and

Bridlington fourth. North Humberside Motor Club still lead the Championship overall but Grimsby are not far behind.

Most competitors are a bit baffled by the system of results called the INDEX for PCT's it is quite simple really (I think)

The best five performances in the class are added together and divided by 5 to get the average.

The Index is then $\frac{\text{Average}}{\text{Comp. Total}} \times 100$

The next round of the championship is the Grimsby Motor Club Road Rally on the 16/17 August in which we need a team of four cars.

CLUB EQUIPMENT

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We are trying to take stock of all the club gear, if you have any Stakes, Cone control boards or the like lying around at home could you please bring them either to Club nights or take them to Mike Beadles.



Reckitts Motor Club



COSSACK Rally

TO THE MEMBERS OF NORTH HUMBERSIDE MOTOR CLUB

On behalf of the organising committee I should like to
to thank everyone who assisted with the marshalling of
our above event.

So far there have been no complaints from the Army so
heres hoping for the future.

Many thanks once again,

Derek Tucker.

Clerk of the Course.

Unclaimed Marshalls raffle tickets.

Cossock Sports Bags

208, 10, 72, 18, 23,
152.

Key rings

66, 100, 215

17th August:

Autotest-closed to club

To be held on stubble field
near Sandholme 106/835310½

Entry form from Tony Carmichael
or Ian Sadofsky on any Thursday
night or by post/phone

September: **4TH.**

A.G.M. at the Gronge.

Thursday the 4th September is the Provisional date
for the A.G.M.

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4th
SEPTEMBER
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PROVISIONAL
DATE
FOR
THE
A.G.M.

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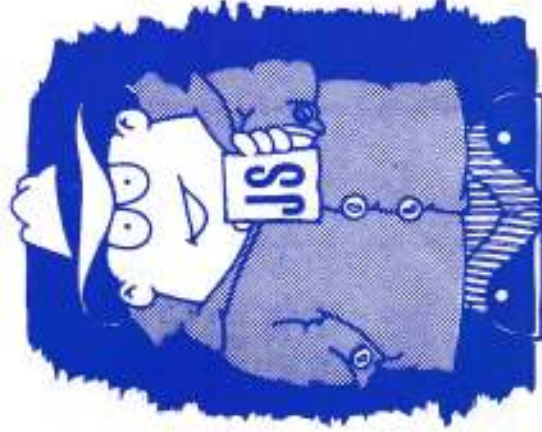
That on Thursday the 4th September is the Provisional
date for the A.G.M.

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