

JUNE 71

# NORTH HUMBERSIDE MOTOR CLUB



## MAGAZINE

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NORTH HUMBERSIDE MOTOR CLUB MAGAZINE

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June, 1971.

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## EDITORIAL.

And so we present another magazine. Late again! It is our aim to present this journal to you on the first day of each month, but having issued one edition almost two weeks late, we seem quite unable to catch up again. The preparation of a magazine takes almost a full month - most of which time is spent chasing contributors who are going to let us have the copy tomorrow (and we all know that that never comes). I wonder if the Editors of Motoring News, the Daily Express and War Cry have the same problem? Anyway, if you all sit down NOW and write us an article for the July issue we may get it out a little nearer to the target time - that's providing that you actually send us the copy right away! Apologies for the lack of cartoons this month - Richard is on holiday.

Since the last issue Whitby and District Motor Club have promoted their Semperit North Yorkshire Rally - I think we should send some road engineers to the frontier. The roads that they appear to have there must shake the stage coaches to pieces. After last year's event many were the voices heard saying "never again", but in spite of this the club had twenty eight entries from a field of ninety - and many of these were from the "never again" brigade. Good Show Chaps! The results seem to be conspicuous by their absence, but it seems that we might well offer our congratulations to John Carmichael and Tony Atkinson for a second overall. Some other club members also figured prominently in the results. We are delighted to be able to report that Dave Borrill is mending well after his stunt.

Once again we offer our thanks to those members who have contributed to this magazine - even if some of them have written under a non-de-gearstick, keeping their true identity secret even from the editor.

We are delighted to include in this issue an article from Harry Sherr, as chairman of the committee. Harry is one of the kingposts of our club, he has a finger in the organising and/or the marshalling of every event put on by the club. He has been a committee member for some considerable time now, and the committee are pleased to have him for their chairman.



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FROM THE 'UNEASY CHAIR'.

As the new committee chairman I would like to thank the committee for their confidence and would hope I can carry out the task to their and my own satisfaction.

I consider that I am very fortunate as we have a really enthusiastic and hardworking committee and I think we can look forward with confidence to a good year's motor sport and socials.

Have I any particular things in mind I would like to concentrate on in the ensuing year? Yes, I have.

- a) I would like to see a greater co-ordination and co-operation with clubs in the Yorkshire area.
- b) A greater participation by club members (other than committee members) in organising and running events.

Graham Gough our new competition secretary is a fairly new member of the club (but not new to motor sport as a competitor, or as a "comps.sec.") Graham is enthusiastic but will require your and our help to fill the job vacated by Robin Duffield (Robin having a well earned rest and a chance to compete more regularly).

The Ed. (our Don) has volunteered, been conscripted, cajoled, bullied, which ever you choose, into continuing with the magazine. Don has done a good job in the past, but he needs your help, letters, reports, items of interest. How about making an effort now.

The social side of the club is important and to this end we now have a Social Secretary, Roy Webster. Any ideas, brainwaves or suggestions regarding the betterment of the social side of the club will only be too welcome to Roy and his committee.

Alec Henderson, who I am sure has done a great job in the past as publicity officer as everyone must agree, is continuing for a further year in this capacity. Again any help will be appreciated. Alec's regular reporting in 'Motoring Express' and 'Hull Daily Mail' have been a great effort and we have never had such good publicity. Regarding the Hull Daily Mail, I know Alec's reports get chopped by at least 50%, well - I suppose that's their prerogative; but what I do take a dim view of, is the fact that a report appears in one issue and not in another. Pigeon Racing, Ping pong etc. always seem to command more space than motor sport does. The only way to remedy this state of affairs is to write enough letters to the sports editor to convince him that a lot of people support motor sport - what about it?

The first Mini Rally this year was run on the basis of "do they have sufficient support to continue these events?" well, it was over-subscribed, proof enough. It has been decided to run three more Mini Rallies this year, the emphasis being on novice entries.

A few non-committee members have been approached to organise or help to organise and "marvellous" - a good response.

2nd Mini Rally of the year.

Thursday June 10th

Organisers Jim Tunnard and Don Pizzey.

3rd Mini Rally of the year.

Thursday 22nd July

Organisers Dennis Pelling and Ron Shipp.

4th Mini Rally.

Thursday 9th September.

Organiser Phil. Clark.

June 13th. Point to Point Organised by Graham Oddy.

June 17th. Merriment Rally. Organisers Chris Cammack, Tony Atkinson.

July 11th. Slalom Autotest. Organisers John Beadle, Harry Ahern.

August 8th. Rosedale Production Car Trials; Dave Shipley  
Roger Stamford  
Don Pizzey

August 15th. Gymkhana. Organisers Brian Auckterlounie, Malcolm Roche.

August 22nd. Joint driving tests (Autotests). Y.S.C.C.'s turn to organise this year.

September 5th. Grass Autotests. Organisers Harry Ahern, John Beadle.

September 25/26th. Scarborough Hill Climb. Don Pizzey in liason with B.A.R.C.

October 3rd. Auto cross. Organiser Stuart Saddington.

October 30/31st. Moonraker Rally.

Organising Team:

Grahae Gough, Chris Fewlass, Alec Henderson, Harry Ahern, Graham Gordon, Alf. Harding.

The date is one we hope to get, but it has yet to be confirmed.

November 5th Fireworks Rally. Organisers Chris Cammack,  
Alec Henderson.

November 14th Autotests. Organisers Alec Henderson,  
Tony Carmichael.

December 5th Chrysanthemum Rally. Organisers Dave Shipley,  
Tony Atkinson,  
Harry Ahern.

Now you know who is organising what, you know who to contact to help, it will be appreciated, experience not essential.

Last, but certainly not least, in response to many requests, "Our Kev." Kevin Scott has volunteered to organise a series of talks on "Navigation"; taking all would be navigators through the mysteries of this art, stage by stage.

These talks will be held fortnightly in the top room of "The Broad Highway" Willerby Road as follows:-

1st Tuesday 8th June at 8.p.m.  
2nd Tuesday 22nd June at 8.p.m.  
3rd Tuesday 6th July at 8.p.m.  
4th Tuesday 20th July at 8.p.m.

You have asked for them, your attendance will make them a success. If you wish to help and don't know any of the organisers then please contact me personally.

H.A.

\* \* \* \* \*

WHIMSICAL TIME.

Scene:-

Chapel of Repose: Man laid out with smile on his face and in come two visitors.

THE MAN: "By, he died happy didn't he love?"

WIFE: "What do you mean, he died in his sleep and he don't know yet."

TOCSI

LETTERS.

We have carefully not called this section Letters to the Editor', 'cos none of them were written to the Editor.

Pride of place must go to our first letter. The first paragraph would, we think, have benefitted from a little more natural humility.

It appears that Alex Henderson wrote to the Hull Daily Mail protesting, not that his handouts were cut, but that they were cut in such a manner as to distort their original meaning, and that items often appeared in early editions but were omitted from the later ones.

This is the reply which he received.

Dear Sir,

Thank you for your letter of May II re North Humberside Motor Club. May I point out to you that I am not in the least interested in your members complaining.

We use copy on its news value and if it misses any edition it is because there was much more worthwhile copy.

After all, the copy submitted is nothing more than a glorified "puff" for a forthcoming event. I should stress, of course, that N.H.M.C. is not the only organisation treated in this way. If there is something of more importance than the "puff" paras have to go.

At the same time, do not let me discourage you from letting us have your copy. You will probably be lucky eight times out of 10.

Yours faithfully,

J.P. FLUCK.

Sports Editor.

We have printed the whole of the letter, we have no intention of being accused of quoting out of context.

It seems to us a sad state of affairs when a businessman is not interested in the complaints of his customers - and make no mistake, Mr. Fluck is in no different case from any shopkeeper. He is there to sell his paper and to earn his wages and make profit for his masters. The club members of whom he writes are almost three hundred of his circulation. The numbers of those who are interested in motor sport, yet do not belong to any motor club, cannot be assessed; but are surely very high. I suggest to Mr. Fluck that he reads a copy of the recent British Market Research

Bureau report on the spread of interest in various sports. Of those who pay to watch, motor racing attracts 1,426,000 compared with 2,166,000 who pay to watch horse racing, and 7½ million football followers. Motor racing is fifth in the table of sports, and if all forms of motor sport (excluding only rallying - omitted from the survey for some inexplicable reason) are added together then the sport jumps into an easy second place with 4,829,000 paying followers.

In the surveys of those who get their fun by watching television, motor sport is only 100,000 behind horse racing which is in tenth place. Both TV and printed news media tend to limit their viewers and readers interests by the coverage which they provide, yet motor racing lies in eighth place ahead of golf, swimming and rugby league.

With regard to the comment on "puff". For those of you who have not previously encountered this term, it means an unduly or extravagantly laudatory review of a book, advertisement of a tradesman's goods etc...The word is often (mis) used in a rather less extreme sense. In this sense we can accept that much of the copy is "puff", but then what the hell is ninety per cent of the copy in any local paper? - and ours is certainly no exception to the rule.

One might well express the view that local news, however specialised is of more importance in a LOCAL paper than an item concerning a stribe of sweetmeat makers in Ankara or a prize winning marrow on Christmas Island.

\* \* \* \* \*

The following letters were received by the PRO team of the Holderness Rally. They speak for themselves.

Other organisers please note - keep the public informed and you will have many of them on your side and the majority at least not actively agin you. After all, many of them LIVE on the route - the competitors only nip smartly along it.

Edgemoor,  
Sillo,  
Hackness,  
Scarborough.

19.3.71.

Dear Sir,

I have been given one of your leaflets about the Holderness Rally you are having next weekend. My husband and I are very interested in watching these, and I wondered if you would let us know the route they will be taking and then we could get ourselves in position in time to watch.

I hope it will not be too much trouble and that you do not mind me writing to you about this rally.

Thank you,

Yours sincerely,

E. Leadill.

Hollin,  
Cumboots Farm,  
Scalby,  
Scarborough.

29th March 1971.

Dear Sir,

Living as we do on the roadside in the country we have often cursed in the early hours as a noisy rally passes by - so I now feel it only fair to give your members credit for their quiet driving. Where most feel it their duty to practice racing changes on our downhill corner, last Sunday was a most welcome change.

Trying to sleep off a fair night's ale supping requires total silence in our house so on behalf of wife and self thanks.

Yours,

Patrick E. Seeny,

7 Northmoor,  
Wykeham,  
Scarborough, Yorks.

16.3.71.

Dear Sir,

After receiving a copy of your letter on your rally, my friend and I (both very keen rallying enthusiasts) have decided to write to you and ask you if you would give us the grid references and approximate time of arrival of first competitor of any special stages or halts of the rally on the 27th and 28th of March. The time of night (or day) does not matter but we can only afford to go about 200 miles altogether as we are still students at Scarborough Boys High School. We decided to write because we both agree it is better to be in position to view the cars than to be blundering along hindering cars trying to find a viewpoint. We would be grateful for any information you could give us.

Yours sincerely,

Bryan A. Robinson.

7 Northmoor,  
Wykeham,  
Scarborough, Yorks.

Dear Sir,

Thank you very much for your reply prior to the North Humberside Rally. (I was very grateful because one local club we had written to didn't reply).

We had a very enjoyable evenings entertainment, although it was a pity that John Bloxham had dropped out before he got to our area. Judging from Mr. Shipp's arial acrobatics, whilst descending the hill at Cockmoor Hall, he deserved to win.

Many thanks again,

Yours sincerely,

Bryan A. Robinson.

## SOUTH CAVE AUTOTESTS.

This very well run event was great fun. Anyone who was not there missed a good afternoon of sport. The weather was good, the only-to-be-expected spirit of friendly competition was there, as at all NHMC events.

I shall make no attempt to describe the event at this long range. Those who competed have had the results long ago, but we include here the results of the Organisers Chase, omitted from the official results sheet.

1st. John Beadle 1 min. 45 secs. 3rd. (Kevin Scott 2 min.  
2nd. Richard Walton 1 min. 52 secs. (Don Pizzey 2 min.

\* \* \* \* \*

### WHAT DOES IT COST?

During the last year all organisers have had moans from competitors about the high entry fees for events and the 'high profits' the club must have been making. Organisers have been faced with increases in RAC Permit fees, Insurance for the club, landowners and sponsors etc., and also tyres, club awards and oil. Print costs have nearly doubled over the last year. The only way to keep entry fees down is to keep the entry lists full and even then the entry fees will have to rise before long. The accounts which are shown to prove the point are for the 1971 Holderness Rally. You will see that they do not contain any costs for organisation. During the organisation of this event the Clerk of the Course and Secretary of the Meeting travelled approximately 600 miles before the event, 200 miles on the rally and approximately 150 miles after the rally. The P.R. team travelled approximately 350 miles before the event and 200 miles on the night. The Chief Marshall travelled approximately 500 miles before the event and 200 on the night.

During the postal strike the organising team had to use the telephone far more than they would have liked and the Secretary of the Meeting is over £20 out of pocket on this alone. These costs and many more are born by the organisers for the benefit of you and the club and you will note from these accounts that Motor Sport on the road is no longer a cheap sport to organise and the profit involved makes it seem hardly worth all the trouble.

Next year the entry fee will certainly have to go up and it is hoped that the maximum number of entries will be raised to 120, but this in turn raises the Permit fees, the cost of insurance, printing and the hire of watches. Entries therefore have to exceed 100 before the same return as 75 is obtained. If 100 were not reached then the event would be worse off than running with a maximum of 75 cars.

Please study these accounts carefully.

R.G.O.

HOLDBRNESS RALLY 1971.

What did it actually cost?

<u>INCOME</u>		<u>EXPENDITURE</u>	
75 entries @ £3	£225.00	Stamps (Invitations to Clubs letters RAC etc.)	1.00
3 team entries @ 75p	2.25	R.A.C. Fees	17.00
25 Insurance Premiums @ £1.25	31.25	Envelopes	1.00
1 Insurance Premium @ 75p	75	Duplicating Public Relations Slips.	1.25
Sponsorship from Crystal.	100.00	Stamps(Final Instructions to Competitors)	3.30
		R.A.C. Insurance.	2.50
		Large Envelopes, Rubber Stamps, Ink Pads	6.90
		VIP (500 copies Regs.100 Front Covers, 200 Sheets Headed Notepaper, 160 Rally Plates Small Numbers 1-75 x 2)	45.00
		Hire 12 Omega Chronographs @ £2.75 ea. & 5 Start Clocks @ £4.25 ea.	39.25
		Stamps (Results, thank you letters etc.)	4.00
		Hire of Village Hall, cutlery, crockery etc.	5.53
		Bowring Insurance Premiums	32.00
		Personal Services (Route Cards, Road Condition Guide, Final Instructions & Results.	21.56
		Compensation for damage to farm crops.	25.00
		Printing Road Books.	11.75
		Telephone.	5.00
		Silverware to be provided by the club.	50.00
		4. 145 x 10 Town & Country Tyres @ £6.35 ea.	25.40
		4. 175 x 13 Town & Country Tyres @ £8.90 ea.	35.60
		12 Gallons Oil @ £1.00	12.00
		2 Crystal Tankards for first Ford.	10.00
		Actual profit.	4.21
	<hr/>		<hr/>
	£359.25		£359.25

NEVER LOOK A GIFT HORSE IN THE MOUTH.

One of our members has passed us this (unsolicited) table of progressive results of the Holderness. We find it most interesting and think that many of you will too. Perhaps the compiler of these figures would care to join the results team on future events? He seems well qualified for the job and I'm sure that any organiser would welcome him.

HOLDERNESS RALLY 1971.

Overall positions at the end of each Selective. Penalties at Time Controls have been added onto the Selective which they preceded, except penalties incurred at NTC2 which have been added to Selective 7.

CAR NO.	SS2	SS3	SS4	SS5	SS6	SS7	SS8	SS9	SS10	SS11	SS12	SS13
I	I	I	I	2	2	2	I	I	I	I	I	2
3	5I	50	49	49	49	47						
4	4	4	3	I	I	I						
5	25	23	22	22	20	19						
6	12	11	7	7	7	7	6	4	4	4	3	3
7	I	I	4	4	4	4	3	3	3	3	4	4
8	3	3	2	3	3	3	2	2	2	2	2	I
10	7	7	21	19	19	17	12	10	10	10	10	9
11	21	20	18	18	18	48	39	39	39	36	35	34
12	9	9	9	8	8	8	7	7	7	8	7	7
13	19	17	14	11	9	9						
14	27	24	23	23	21	18	15	15	15	14	14	14
15	13	12	10	10	11	10	8	8	8	7	8	8
16	14	49	58	63	63	63						
17	67	68	68	68	68	68	58	58	58	58	58	58
20	28	26	27	28	30	28						
21	5	5	5	5	5	5	5	5	5	5	5	6
22	41	39	37	36	36	33	28	36	34	32	30	30
23	23	22	24	24	23	22	21	20	21	22	32	31
24	29	27	28	27	26	24	19	19	19	18	17	36
25	8	8	12	12	16	16	14	13	12	13	12	11
26	32	32	29	29	28	26	20	21	20	19	19	19
27	46	43	43	43	43	40						
28	30	29	30	33	33	30	23	22	23	21	28	28
29	16	15	16	16	14	12	9	9	9	9	9	10
30	35	34	34	34	29	30	24	23	22	20	20	18
31	22	21	19	20	27	27	22	24	27	26	25	20
32	20	19	20	21	22	20	16	16	16	15	16	17
33	16	15	8	9	10	11	10	11	13	12	13	12
34	36	35	35	35	35	32	27	27	26	25	21	24
35	53	54	50	50	50	49	40	40	40	38	36	37
36	61	59	59	58	58	58	49	49	49	49	48	45
38	34	30	32	32	32	31	25	26	25	23	22	22
39	44	42	41	41	40	36	29	28	28	27	23	23

HOLDERNESS RALLY (contd)

CAR NO.	SS2	SS3	SS4	SS5	SS6	SS7	SS8	SS9	SS10	SS11	SS12	SS13
40	33	31	31	30	34	34	26	25	24	24	24	25
41	6	6	6	6	6	6	4	6	6	6	6	5
42	14	13	13	14	14	15	11	12	11	11	11	15
43	43	46	46	46	46	43	35	34	35	33	31	29
44	57	55	54	54	53	52	43	43	43	41	39	41
45	48	45	45	45	45	41	34	33	33	30	29	27
46	66	66	66	66	66	66	55	55	56	55	55	55
47	56	56	55	55	55	55	46	46	46	45	49	46
48	50	48	48	48	47	44	36	35	36	31	44	47
50	55	53	51	51	51	50	41	41	41	39	37	39
51	63	61	61	60	60	60	51	51	51	52	54	51
52	39	37	39	39	39	37	31	31	31	44	42	43
53	42	40	38	37	37	54	45	45	45	42	40	39
54	37	44	44	44	44	42	38	38	38	35	34	33
55	24	33	33	31	31	29						
56	60	58	56	56	56	56	47	47	47	47	45	48
57	31	28	26	26	24	23	18	18	17	16	15	13
58	45	64	64	64	64	64	54	54	54	53	52	54
59	9	14	15	15	13	13						
60	59	60	60	59	59	59	50	50	50	50	51	53
61	47	42	42	42	42	38	32	30	30	28	26	21
62	64	62	62	61	61	61	52	52	52	51	50	49
63	40	38	40	40	41	39	33	32	32	46	43	42
64	38	36	36	38	38	35	30	29	29	29	27	26
65	11	10	16	17	17	21	17	17	18	36	47	44
66	18	18	11	12	12	14	13	14	14	17	18	16
67	68	67	67	67	67	67	57	57	57	57	57	57
68	58	57	57	57	57	57	48	48	48	48	46	52
69	26	25	25	25	25	25						
71	54	54	52	53	54	53	44	44	44	43	41	40
72	65	65	65	65	65	65	56	56	55	56	56	56
73	49	47	47	47	48	45	37	37	37	34	33	32
74	52	51	53	52	52	51	42	42	42	40	38	35
75	62	63	63	62	62	62	53	53	53	54	53	50

These results are based on running totals computed from the official results and hence are only based on those competitors who handed in their road books at the half-way halt and the end. i.e. Car No. 55 crashed on Selective 13, but as the road book was not handed in at the end, his placings are only available to the half-way halt although he was still running at the end of Selective 12.

Richard Walton.

A QUESTION OF DESIGN.

"Look out, folks, he's here again!"

Continuing the saga of the Phamous Phawde, I now turn to thoughts of design. After all it's the first impression that can often sell a motor car as well as a woman. (Mind you, I haven't bought many of those lately).

This brings me to the Pregnant Turtle which is my pet name for the very latest thing from the Cortina range. When I finally took the plunge and bought my 1970 J. Cortina the first impression was that I liked the styling..I really liked the I600E better than the I300 I finally bought; but it was the Bank Manager who 'coaxed' me away from the I600E.

"Try the cheaper one this time, Rich, and get the I600E next time, eh?" he said, brandishing a wad of statements dripping in red.

"Righto" I replied and got off my knees at last.

For a few blissful weeks I drove the I300 Cortina and thought of that not too far off day when that I600E would be mine at last. AND THEN IT HAPPENED.....

I opened my copy of the Times and having read the comic strips I turned to the motoring column....The new thing from Phawde had arrived. "Eheu!" (Latin for Bloody Hell), I exclaimed. "The cads are doing away with the I600E the only car I want...my future in tatters (or is it titters)". So why do I moan so?

Well I mean to say....just LOOK at it....this new THING! In the first place its as bulbous as a bag of onions. All those round bits were out of date when they changed the style of the Mark X Jaguar. And anyway I don't want to look like the poor relative of some gheastly Yank effort. You can't cover a lousy style with lots of Chrome and lights.

If as Phawde has said, the Cortina (old style) was a best seller then why not just modify a good and proven line. If you hate Phawdes out of principle then you won't give a damn anyway. I'm new to Phawdes and up to now all was going well...but next time I'm afraid they won't get the £1,000+ out of me for ONE OF THOSE. I know that won't wreck the firm but I for one was really sorry to see the extinction of a good looking motor car for the sake of progress....PROGRESS??

RICH.

\* \* \* \* \*

*The Original ~ The Best !!*

**- C R C -**

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---

For those who are convinced that "It only happens to other people" we provide a very reasonably priced transport service for Cars, Caravans, Boats, Etc. Etc. So if you decide to remain a non-member and you are in trouble — Ring us — You will save money

---

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The Original in Beauty

- C R O -

# CAR RECOVERY SERVICE

Members and their passengers, who break down in a remote location and transport home from anywhere in Britain, completely free of charge. (See page 10 of 1984 Year Book for details.)

The Club also are convinced that "it only happens to other people" is a very common attitude. But you really do need a car recovery service. There are 25 million cars in Britain and you are in trouble — You will live longer.

There is still some competition on the road. But we are the only one.

## CAR RECOVERY CLUB

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POINT TO POINT - 13TH JUNE 1971.

This event is on and the venue is one of the best the club has ever had. The usual format will be used i.e. a large number of gates - each of varying points value and difficulty and each of which may be passed through in any direction but not more than twice. The total time allowed will be 3 minutes per car after which 1 mark will be deducted per second late back to the stop astride finish line. The end of the 2 minutes will be indicated by the raising of a flag. The event will be held on approx. 30 acres of smooth grassland, which has been kindly loaned to the club by Mr. Robinson of Sledmere Grange.

APPROACH via Beverley and Driffield and enter through the gate at M.R. 98/974-628

DO NOT approach from the Sledmere Grange end of the road.

There will be no classes for the event as every car has the same chance from the wife's shopping car to the out and out rally car!

Any competitor who has not signed on at the start by 1.30.p.m. will not start. Entry fee 50p.

The number of runs will depend on the number of entries but approx. 3 runs can be expected. This has always been an event with a large entry and we hope to see you all on the 13th - also as many spectators as possible. The ladies will be providing the usual catering facilities.

R.G.O.

\* \* \* \* \*

B.L.M.C. Marina

Talking to one of my Garage Owning Friends  
On Saturday 22nd May 1971.  
He informed me they had a Marina which had had it's second gearbox having only covered 200 miles  
QUESTION TIME - "WHY?":-

ANSWERED:

The chaps at the factory forgot to put oil in the gearbox, consequently it ceased. Having found more points to which he referred as "minor", he re-phrased B.L.M.C. Sales wording from "Beauty with Brains behind it" to "Rasputin with Repairs in front of it".

TOCSI

## PLUGS.

Last month I wrote a short discourse on the advantages of 'Lumenition'. Still on ignition, this month it is the turn of plugs - not the type which stops your bath/sink water running away, but the ones which should spark!

Full of enthusiasm, I turned up at Walton Street Autotests last month ready for a good old thrash round the fairground only to find as I fired up the engine in readiness for the first test that I only had 3 cylinders working for me. Full of frustration, I struggled round the first set of tests. At the end of each test, up went the bonnet and, with hands clasped together hoping for a miracle to make the other cylinder light up, I fiddled with the wiring - but to no avail.

Mouthing fearful oaths about blasted 'Twin Cams', I eventually got back to the paddock (I think it was Don Pizzey who eased a can of petrol and a box of matches out of my clenched fists) where the trouble was found to be one plug completely duff and another a bit dicky. Roy Sanderson very kindly allowed me to whip two of the plugs out of his engine so that I could continue - thanks Roy. Quite a number of knowledgeable bods had gathered round whilst I was pinpointing the faulty plugs and I overheard remarks like, hot plugs, cold plugs, heat range etc., etc., and I thinks to myself 'ello, there is more to this ere plug lark than just bunging up four holes in the top of the engine to stop the air from escaping, I had better find out a bit more about them so that I too can yatter on about hot plugs instead of the more usual hot pants. So I did and now I can and am going to do so.

Virtually all vehicles must travel sometimes at high speeds on long runs and sometimes at low speeds in town so that ideally they need a plug that will stay cool at high speed to prevent pre-ignition and hot at low speed to prevent fouling - hence the importance of heat range. Most plugs with a normal heat range will perform one function well but not the other, or both functions moderately. Naturally of course, competition work demands an even colder running plug and racing plugs colder again. Some racing plugs have platignum tips which would very quickly foul up if the engine was allowed to tick over for long - this explains why racing drivers are continuously blipping the throttle but not why boy racers do the same thing at traffic lights!

To prevent fouling, it is usual to lengthen the insulator so as to make the plug run hotter at low speeds, but this tends to cause it to overheat at high speeds with the resultant rapid deterioration. To get the best of both worlds it is obvious that one needs at least two sets of plugs with different heat ranges - one type for normal motoring and another type for competitive motoring.

From the many manufacturers of plugs on the market, N.G.E. emerges as one manufacturer who seems to have come to grips with the problem of heat ranges. Their solution is to use a copper core in the centre electrode where other makers use iron or steel. The far superior heat conductivity of this material prevents overheating under heavy driving while still permitting adequate anti-fouling characteristics to be incorporated. The result is a longer life plug giving extra power and fuel economy.

N.G.K. first marketed their spark plugs in 1930, after nearly ten years of research. They now make more than 70% of the plugs made in Japan and are used in 90% of Japanese vehicles. With sales in over 80 countries, they are one of the biggest manufacturers in the World - I wish I owned some of their shares! The most recent development is the S type N.G.K. plug which features a longer copper core and claims a 15% improvement in heat range.

Prices are naturally slightly higher than those of some ordinary plugs, and you will not find N.G.K. as loss leaders in supermarkets. However, Specialised Components, who are the sole concessionaires in this area, allow club members a very generous discount on these plugs which makes the price very competitive with the price you would pay for an ordinary plug.

Peter Naylor.

\* \* \* \* \*

#### POLICE COURTESY TRIALS.

The entry from this club was very disappointing, although we have reason to believe that some members did enter without quoting the name of NHMC on their entry form, and without notifying Graham Gough of their competition number. We regret that there is no way in which we can confirm their results for inclusion in the club awards list. The following results are the only ones which count toward the club's Road Safety Shield, which is annually presented to the highest placed club member in this event.

Points awarded are out of a possible maximum of 300.

48	Jim Heaviside	243
68	Ken Spoor	240
16	Tom Whater	229
91	Peter Naylor	223
49	Don Pizzev	212
32	Brian Auchterlounie	205

## HUMBERSIDE HAPPENINGS

a Collection of Club Chatter.

### A Variation of Vice.

Our sincere apologies to Roy Sanderson, whom we credited with being the club vice chairman. He is, of course, the club's Vice President.

### Good Samaritan.

Jim Beadle and Dave Borrill have asked us to express their sincere thanks to Mac Giles and his lady for their assistance after Daves unfortunate nonsense in Broxa on the Semperit.

It appears that these two good samaritans were spectating right where Dave put on his little crowd stopper. Mrs. Giles rendered assistance to Dave; Mac offered to look after the car. In fact he removed from the car everything that would unbolt and stowed all these tempting souvenirs in his own car. Consequently when Jim went to collect the car next day, he was able to recover every single thing - not so much as a pencil was missing.

### Rectified Records.

We have been asked to notify all members that claims concerning points scored on events towards the annual championships (driver of the year, navigator, etc.) will not be considered after thirty days after the publication of the results of the event. So, if you disagree with the published results you must ensure that Chris Cammack - Lord High Keeper of the Scrolls - is advised of the corrected figures within the aforesaid thirty days, otherwise he will automatically award points according to the printed list. Do not ring him up at Christmas to say that you have not been credited with your umpteenth place last February, 'cos he won't listen.

Club members who are well placed in foreign (i.e. organised by other clubs) events are reminded that they are required to claim their championship points where these apply. They will not be awarded automatically.

### More Thanks.

We should like to thank Ian & Mrs. North for their help just prior to the start of the Semperit. It was only by their help that we were able to get out radiator soldered, and thus start the rally. That'll teach us to recce - and the rotten b---y bit wasn't even used!

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ROSEDALE WEEKEND.

This event, originally scheduled for 14/15 August, has had to be brought forward to AUGUST 7th & 8th, since the original date clashed with the Rosedale Show.

The format of the event is as previously - a Barn Dance on the Saturday night followed by a Production Car Trial on the Sunday at 1300 hrs. The Barn Dance will, I've no doubt, escalate into something quite exceptional in the way of fun and games, as in previous years. We shall be inviting a couple of other clubs to join us, and those of you who were present three years ago will recall the great verve with which one of our guest clubs refused to admit defeat in the boat race stakes. They were, of course, defeated on each occasion (except the first) that they challenged us; and as a result their drivers were quite unable to cope with their heads and stomachs on the Sunday hills, all of them retiring.

This year, again as before, the event is to be held at Rosedale and Billy Stamper's White Horse Inn will be the HQ. A field will be available on Saturday, at the White Horse Inn, for tents and caravans. Any person requiring indoor overnight accommodation should immediately write to:-

Mr. Bill Stamper,  
White Horse Inn,  
Rosedale, Yorkshire.

Billy will first let his own accommodation to the first writers and thereafter obtain, or suggest, other accommodation in Rosedale.

See you there. That's provided that I close one eye and squint the other from a range of not more than two feet. Hic!

Yezzipad.

\* \* \* \* \*

Whimsical Time.

Scene

A rent collector and a trainee arrive at the house of an old lady, who appears at the door with five pound in her left ear and one pound in her right ear.

TRAINEE:           What the hells the matter with her?

COLLECTOR:       She's deaf and dumb and she's trying to tell me she's six pound in herears.

Tocsi.

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WALTON STREET RHYME (COMMONLY KNOWN AS SARCASM SCOOP)

Driving down to Walton Street  
In the club members going to meet (Hello all Pregnant fellas)  
Mr. Maylor kindly brought us  
A long look at his new LOTUS.

A car to watch was a blue SPRIT  
Driver passing the wheel fast through his mit  
And so modest not a boast  
Carefully not scraping his exhaust (Purple Frogeye please note)

Enjoyment came from BTU  
His fancy Suspenders shiny and new (get him cheeky)  
No lurches and no rolls  
Keeping dry his sexy smalls (Nasty damp Y fronts)

Mr. Shipp in his VIVA  
At home his 'S' he did leave (A before B when written by me)  
Components passed through his oily mit  
Guess he's off the road for a bit (I leave mine off the road for  
six months for a bit Any Offers!!!!)

A vairry interesting Noggy Thow  
Zomming about like a pregnant cow  
Complete with Mutilated arches  
Which needed one of Robin's starches

Sarcasm and cheek aside  
Or I'll need a place to hide  
So well done and all the breast (Raquel Welsh hmmmmmm!!!!)  
and remember N.H.M.C. is the best.

TOCSI.

\* \* \* \* \*

Name of Sexy Scotch man - (Tug Mac Kiltuff)

TOCSI.

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### FORTHCOMING EVENTS

- June 3rd Thursday SOCIAL. Nogg'n'natter nite. Cross Keys.
- June 5/6th Sat/Sun SCARBOROUGH WEEKEND. Two days of Autotests BARC.
- June 10th Thursday MINI RALLY. Entry list full. Better luck next time.
- June 10th Thursday SOCIAL. Nogg'n'natter nite. Cross Keys.
- June 11th Friday DISCODANCE. Duke of Cumberland, Ferriby. Tickets from any committee member price 40p. Don't miss the GoGo girls. (Last time I didn't see which way they went).
- June 13th Sunday POINT TO POINT. Organised by Graham Oddy, as before. Sledmere, NR 98/974½628, 1300 hrs. See page fifteen.
- June 17th Thursday MERRIMENT RALLY. The annual walking rally. Chris Cammack & Tony Atkinson are the organisers. Start Beverley Bandstand (Market Place) 7.30.p.m. No starters after 8.00.p.m. Finish close to Cross Keys - for a nogg'n'natter. Entries on the day,
- June 24th Thursday SOCIAL. Nogg'n'natter nite. Cross Keys, Lairgate
- June 26/27 Sat/Sun. GLADSTONE G.T. RALLY (R). York Motor Club. Regs. available from Graham Gough. Entry Fee £3 up to June 21st. 195 miles on sheets 91, 92, 93, 97. Marshals wanted. Route cards to be issued to competitors 45 minutes before the 'off'.
- July 1st. Thursday SOCIAL. Nogg'n'natter nite. Cross Keys, Beverley
- July 8th. Thursday SOCIAL. Ditto - some people never get tired o' suppin' ale, do they?
- July 11th Sunday SLALOM AUTOTESTS. Harry Ahern & John Beadle are the organisers for this one. Probably will be held on the traditional site - the old railway station at Cave. Details of this always highly popular event later, or from Harry or John
- July 15th Thursday SOCIAL. Nogg'n'natter nite at the Cross Keys - married men will be required to produce their leave passes before being served!

- July 22nd      Thursday      MINIRALLY. Organised by Dennis Pelling & Ron Shipp. There is no truth in the rumour that starters will have their entry fees returned, and that competitors will be provided with free petrol and a barrel of free sherry. This event promises to be interesting. Details later later, or from either of the organisers.
- July 22nd      Thursday      SOCIAL. 'Nother noggin'n'natter nite. Cross Keys. Come along and hear the crop of hard luck stories from the minirally entrants.
- July 29th      Thursday      SOCIAL. If there's still any of the monthly pay cheque left, it's another nogg'n'natter nite at the Cross Keys, Lairgate, Beverley.
- August 7/8      Sat/Sun.      PRODUCTION CAR TRIALS. Preceeded by production drivers trials and production marshals trials. It is not inconceivable that there might even be a competition organised the rules of the P.B.U. (Push Bike Union, to you!) See page Nineteen. Further details later.
- August 15th      Sunday      GYMCHANA. Organised by Malcolm Roche and Brien Auckterlounie, with an assist from Harry Ahern. Venue - Hull Aero Club. Osgoddes Airfield, Paull. The afternoon's motoring fun will be concluded by a little social drinking.
- September 25/26 Sat/Sun.      SCARBOROUGH HILL CLIMB. Joint promotion by BARG and NEMC. Lots of help required. Marshals names to Harry Ahern or Don Pizzey please.
- October 3rd      Sunday      AUTOCROSS. (R) Organised by Stuart Saddington, who will require all the help you can give him. Volunteers names to him or to Graham Gough please.
- October 30/31 Sat/Sun.      MOONRAKER RALLY. (R) This, the second of our restricted rallies, is to be sponsored by Parishes. The organising team have the route well under control and are now in the mood to hear your pleas to be allowed to help. Now is not too early to offer to help or marshal. Try ringing 885196. Graham Gough will be delighted to accommodate you.

Page Twenty Two.

THE END

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