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MAGAZINE

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NORTH HUMBERSIDE MOTOR CLUB MAGAZINE

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EDITORIAL

With this magazine comes another of our gratuitous curtain lectures. This time on the subject of unwanted happenings.

Those of you who were at the point to point meeting, and who would make good witnesses i.e. who saw, could record mentally and accurately recall the incident, will remember the unfortunate nonsense that Peter Haylor made, resulting to some fairly costly damage to his new chariot. It is, we suppose, reasonably true to say "of course it's all part of the game". True, that is, in the sense that if he had not been competing he would not have been at that spot at that time and so the 'thingy' would not have happened. It is even more true to say that this kind of accident is NOT part of the game. This type of event does not attract the same risk rate as, say, a special stage rally or an autocross. Peter would be the first to agree that had he been trying harder the incident would not have occurred. This may seem paradoxical to some, but those of you who have competed in earnest will know what we mean.

However, it happened; and for this we are all truly sorry. Since it happened many people have been showing interest in safety precautions as never before. For those of you who are interested Graham Gough has written a short article on fire precautions for this issue. If you are interested to the degree that you wish to learn a little more about fires and motor cars, or if you are interested in associating yourself in the formation of a club crew for a club crash wagon, then contact Graham at his home (37 St. Leonards Road, Holescroft, Beverley, Phone 885196).

At the Social last Thursday, Mike Lund was chatting up various bods on the subject of help for anyone who has the sort of bad luck that Peter had. Mike's idea was that we should all put a set sum into a kitty. The pool to be scooped by any club member who does damage to his car to the extent of more than 'X' pounts. No member to claim more than once in say, 5 years. No claims to arise from autocross events! If you are as keen on this idea as those to whom Mike was talking, then you should contact him at 23 Allanhall Way, Kirkella, Phone 655672, when I'm sure he'd be glad to chew the idea over to try and make it a viable proposition.

It remains only to hope that Peter gets a little satisfaction from the thought that his roll was instrumental in making members of the club a little more safety conscious, in a constructive way.



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FIRE!!! A cry which always causes fear; a 'something' which could never happen to you but to someone else. Be honest with yourself, are you equipped to deal with a fire in your home or in your car. If you came across a fellow competitor's car on fire during the course of a rally would you be able to help or would you just have to stand by and watch it burn? In most cases the answer would probably be the latter.

But don't run away with the idea that by equipping yourself with a fire extinguisher you are making the Fire Services redundant. You are not. What you are doing though is giving yourself a chance to contain the fire until they arrive and maybe reducing the amount of damage caused.

Before discussing the type of extinguisher suitable for your needs a basic understanding of fire is necessary. At the risk of stating the obvious there are 3 factors which must be present for a fire to occur. Remove any of these and the result - no fire! These factors are (1) Fuel (2) Oxygen (3) Heat. Assuming that, in most cases anyway, the removal of (1) is not practical we are left with (2) and (3). Accepting this then we can either smother the fire i.e. deprive it of oxygen, or cool it, i.e. remove the heat factor.

Fire risks can be classified into 5 groups which are made up as follows:-

- Class 'A' - Carbonaceous materials such as wood, textile fibres, paper etc.
- Class 'B' - Inflammable liquids.
- Class 'C' - Inflammable gases.
- Class 'D' - Inflammable metals.
- Class 'E' - Includes other classes where the risk is complicated by live electrical equipment.

Although we are mainly concerned in this article with Classes B & C perhaps a few words on the other risks would not come amiss.

Class 'A*': This is the major risk present in all homes and to some extent in car interiors. Water will put it out. Most efficient when applied in a fine spray.

Class 'D': An uncommon and very specialised risk. The best way of dealing with a small example of this type is to cover with sand.

Class 'E': If you use an extinguisher suitable for Classes B & C you will be safe from the risk of electric shock but at all times disconnect the electrical supply if at all possible.

Classes 'B' & 'C': These classes will be dealt with together as the two types of extinguisher which I will describe can be used for both.

(1) Dry Powder. The way in which dry powder extinguishes a fire is complicated but basically it smothers the fire and also prevents oxygen from feeding the fire by interrupting the chain reaction of one burning molecule to the next. The big advantage that this type of equipment has is that it is non-toxic and can therefore be used safely in a confined space. It is also non-corrosive, safe to use on electrical equipment and will operate efficiently over a wide range of temperatures.

(2) Vapourising Liquids. The use of C.T.C. for Class B & C. fires is well known and it is reasonably efficient providing the liquid can be directed in a fine spray. The big disadvantage of it is, however, that it is very toxic and therefore must never be used in a confined space. Because of this it is best forgotten and indeed will be banned in the near future. In modern equipment a liquid such as B.C.F. is used. This reduces the toxicity to a safer level but always it should be used.

So having said all that, what is the best type for you. Well as far as equipping your car is concerned an extinguisher of the vapourising type is the best. For Marshalling Posts and Paddocks a dry powder type is very suitable and indeed it is this that the R.A.C. recommend for these situations. In your home you should have a Water/CO2 type but in the kitchen a dry powder is preferable due to the risk of fat fires. It may be an obvious point to make but never ever throw water on a burning chip pan. People still do just that, incredible though it may seem to you.

In conclusion then remember that, contrary to popular belief, it can happen to you so why not take the necessary precautions now. Bear the following points in mind and you will be properly covered.

1. Be sure to get the right extinguisher for the job.
2. When you get it be sure to read the instructions. When your car or home is on fire you haven't really got time to read the instruction leaflet to find how it works.
3. Although you may have got the flames out beware of re-ignition. This is very likely to happen until the surrounding metal has cooled down.
4. Do not attempt to save money by buying a cheap brand of extinguisher. It may not work when you want it to and cost you a lot more in the long run, or more importantly, a life.
5. Having bought an extinguisher, remember to look after it and have it serviced and looked at regularly by a competent person.
6. If you are at all in doubt as to what is suitable for your needs, please do contact your local Fire Station or Fire Prevention Officer. You will find them very willing to help as I did when writing this article.

You may never have to use an extinguisher and I, for one, hope you don't, but it is better to be safe than sorry isn't it?

G.G.

P.S. For the curious.

C.T.C. means carbon tetrachloride
B.C.F. would you believe bromochlorodifluoromethane

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...You in the club missis?

On July 30th and 31st, the Club has a stand at the Hull Show. It will take the form of a leisure activity exhibition (down Trubshawe!) rather like a miniature motor show.

A great deal of work has already gone into the preparation for this stand, and some help is now required from you to complete the job. I understand that Parishes are putting the 'Beauty Box' on show, that Crystal are showing a competitive car, there will be a Bond Bug, a racing car, a Datsun (maybe a 240Z) a caravan and/or motorised caravan, an accessory show by Hotham Electric (including a working demonstration of Lumenition) and support from other motoring 'fringe' firms.

There will, of course, be a stand representing N.H.M.C. also!

A great deal of help is required on Thursday, 29th of July to set up the show. There is much work to be done, including the knocking in of stakes, the painting of ropes, putting up bunting, general carpentry and what-have-you. If you can make it, Peter Naylor will be at East Park all day and will welcome your help. If you can't come during the day don't give up heart - your help is also requested from during the evening.

Phone.

Please contact Dennis Webster, Entick House, Ings Lane, Dunswell. 853241

On Friday and Saturday stewards, marshals, security guards and helpers are required. Names to Dennis Webster for this also.

HUMBERSIDE HAPPENINGS

An assortment of Club Chatter.

High Speed Threat Removed

Competitors in future mini-rallies need no longer fear the threat offered by the 1935 Riley which Harry North drove so spiritedly on the Little Doddle. Ian has sold it to America. Mike Lund and Chris Parsons please note - perhaps Mike's ex-works Cooper 'S' can hold its head up once again. Or will Ian North bring out one of his two Lagondas next?

One Hung Low

As many of you know, Jim Tunnard acquired an Escort 1300 GT in a very diagonal state, after its previous owner had revolved it. Having restored the bodywork to its original and rather more perpendicular state, he changed the front shocks noting as he did so that the coil springs were each painted the correct shade of red and blue (or whatever it should be) for the model. One spring seemed to be a little softer than the other. Hipping smartly back from Beverley in the early hours of one morning he was delighted with the way in which it handled and its neat turn of speed. Until he attempted a quickish lefthander, when he found out how the previous owner had managed to invert it - the nose went right down on the o/s, the spring was indeed softer than its brother on the n/s. Sabotage at Ford's?

I didn't know that JT had friends even there!

Boat Race Night

Hartlepool and District Motor Club have accepted our invitation to copromote the Production Car Trial at Rosedale and have challenged us to another series of boat races. They say that they have gone into training. I do hope that they don't overdo it!

Battery Bottoms

Tony failed to complete the Little Doddle Minirally 'cos the bottom fell out of his brand new battery. Guess he doesn't look at the telly or he'd get a start with a ***** and he'd know that it's a cinch with a *****.

Scarborough Success

A very large number of club members entered the Scarborough Weekend, and many were rewarded with good positions in the results.

In particular, Steve Reed and Ian Walker obtained Class Awards.

Scottish Story

By now those of you who can afford Motoring News, or who have friends who pay for a copy, will know that Mike Jackson and Dennis Pelling were 14th overall on the Scottish and third in class.

That they finished at all was in part due to Chris Cammack who nipped up to Gretna Green with another alternator for them when they found that the spare was no better than the original kaput one. Mike also had gearbox trouble near to the end of the rally and had to make a quick change. At least Brother Roger did, and was rewarded for his pains by having a can of petrol poured on him whilst he was still in the nether regions.

Mike finishes a little higher each year. We're waiting for 1972.

Gladstone Bag

We have quite a strong representation in the YMC Gladstone Rally. What will the lads bring us home?

Finnish Fun

The wall of Ensio Mikander's office in downtown Helsinki has a covering of decals, emblems, badges and various other insignia. Dwarfing the collection is a copy of the five-foot Castrol calendar which depicts a bare-breasted beauty, with right arm providing strategic cover, and with midriff and tummy wet with the blue paint from a spray gun. Pasted over the said tummy was a slogan, in Swedish, clipped from an advertisement for Slot Stereo. It read "Tryck in Och njut", which is to say "Push it in and enjoy it".

* * * * *

The front page of a Finnish motoring magazine bore the startling announcement that a new, four-wheel-drive single seater was being built by Lamborghini and would be revealed shortly. The announcement referred to a page inside the magazine, where a picture of the device was shown, albeit prematurely and in breach of an embargo, for all to see. Behold, there was a Lamborghini agricultural tractor which conformed absolutely to the specification given on the front page. Finnish humour never fails to amuse me.

Geraint Phillips. From Castrol
Sports Service

LITTLE DODDLE MINI RALLY



The first section of the Rally was straightforward map references. As Lund was blackspotted the only way to string the controls together without retracing was to make a detour from the obvious route to PC1. The IIRs continued through Kilwick along the whites round Cawkeld and up to Kirkburn and TC3 (Graham Gough hidden behind a load of ERCC gravel chips). Some time lost on this section and we never did find PC7.

From Kirkburn the route followed the main road towards Driffield turning along the whites through Little Driffield. The second of these two sections made me doubt the organisers definition of "good surfaced roads" and the wife thought we had run into a quarry! At the end of this section we found Tony Carmichael trying to douse a fire after the bottom had dropped out of his battery.

In common with everybody else we missed PC9, sailing straight past Don hidden in a lane normally reserved for the 'back seat brigade'. From here we followed route card 1. Having got lost on Cottam airfield (I don't know whether we should have been there or not!) we went to TC6. Having decided where to start and which way to go on the circular strip route the remainder of the rally was straightforward, although we had to cut out one section to finish in time.

This is the second minirally we have done and although we have not done very well (at least we finished this one) we have enjoyed them both immensely and extend our thanks to the organisers for an excellent event.

Dave Potter

LITTLE DODDLE MINIRALLY - RESULTS

1.	Mary North/Ian North	1F. 15 penalties
2.	Mike Lund/Chris Parsons	1F. 19 penalties
3.	Enid Beadle/Hyra Webster	1F. 21 penalties
4.	Peter Walton/Graham Tabor	2F. 20 penalties
5.	Jack Holmes/Peter Haylor	2F. 21 penalties
6.	Brian Auchterlounie/Malcolm Roche	2F. 22 penalties
7.	Phil Clark/David Emsley	3F. 14 penalties
8.	Karen Potter/Dave Potter	7F. 28 penalties
9.	Roger Stansfield/Tony Day	8F. 14 penalties

Non-Finishers

Tony Carmichael/Ian Sadofsky
Terry Lucas/Alan Haynes
Chris Fewlass/Malcolm Hall

Five of the original entries were unable to start for various reasons, and if the following entrants will contact me they will receive their entry fee back:- Ken Spoor, Graham Gardham, John Cudbertson, Philip Matson.

Jim Tunnard and I would like to thank all the competitors for entering and hope that they were all hard worked! Many thanks, from ourselves and from the competitors, to those who marshalled and whose names are listed below in no special order (except the order in which they signed the sheet:-

Graham Gough, Etra Pizzey, Andy Greensmith, Ian Stallard, Joan Haylor, Maria Gibbons, Alec Henderson, Harry Ahern, Audrey Ahern, Steve Reed, Barbara Oddy, Graham Oddy, Dave Borrill, Robin Duffield, Dave Shipley, and Geoff Stanton.

Congratulations to the Norths on their win, and to Mary on the old time way in which she drove the old time Riley and her old time drifts.

Congratulations to Enid and Hyra on their third place.

Comiserations to Terry Lucas on the unfortunate loss of a fairly well filled wallet whilst clambering around under the car on the rally.

Don Pizzey.

SEMPERIT RALLY

This event, organised by Whithy and District Motor Club, seems to have engendered mixed feelings amongst those of our members who entered. Since the promised article has not materialised (I'm quite sure that this club has many embryo politicians amongst its members - it's always jam tomorrow but never jam today) we are publishing a few odd jottings about this rally in the hope that you will find some interest in them.

The proper title of the rally was the Semperit Tyres North Yorkshire Rally and it was won by Ian Pickup and Raymond Bailey of the organising club. MHC successes were John Carmichael/Tony Atkinson 2nd overall; Steve Reed/Ian Sadofsky, 2nd Novice award; Roy Sanderson/Ben Graybine - 3rd expert award.

Of our 28 entrants we had 14 finishers (about the same ratio of those who fell by the wayside as the whole of the field) who showed in the following spots in the results:-

J. Carmichael/A. Atkinson-2; R. Sanderson/B. Graybine-6; R. G. Walton/P. G. Randall-11; R. G. Oddy/R.M. Shipp-12; H. Colley/D. Jobling-13; H. Lund/C. Parsons-14; H.F.Huddleston/D. Eggleston-15; S. Reed/I.Sadofsky-16; G.D. Perkins/D.C. Langdon-25; D.H.Webster/R.H.Webster-27; J. Beadle/Brian Auchterlounie-28; P. Walton/G. Tabor-29; D. A. Pizzey/E.W.Lown-31; R. P. Kitching/D. Pelling-35.

Only 45 cars classified as finishers in this car breaking event. John Beadle reckons that this rally cost our club(members) around £3,000, of course that includes one written off car - the one which Dave Borrill rolled in Broxa. We are delighted to see that Dave is roaming around among us again, after his short spell of nurse chasing in Scarborough Hospital.

Ken Spoor and Peter Naylor were a little unfortunate in not classifying as finishers through going OTL at the final control due to a slight lack of communication between the driver and navigator in the plotting stages!

The start was completely organised chaos. The scrutineer was late in arriving; when he did arrive the scrutineering was inconsistent, starting by being very strict and then when time was running short a quick look under the bonnet was sufficient. The cars were not taken in any particular order so that novices were mixed in with experts. This led to some people being late in receiving their road books - one crew was reduced to begging map references from several experts, who had got their gen. before the novices. Eventually, route cards were handed out before the recipients had been scrutineered, it being realised that the situation was SHAFU. It seems to have been felt by many that the marshalling was not up to MHC standards.

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The siting of controls was not always wise - just around the corner is not really the best place for an F.S., and this was no isolated instance.

Steve Howard found a nice little field in which to part for the night, and walked home. It appears that at some unidentified time during the rally his engine hit his starter solenoid - work that out for yourselves.

Roy Webster sideways'd a 90 left, only to be confronted by several cars parked at a control (see what I mean?). Having mounted the verge he decided that the fence was softer than the cars but still squashed a Q.H. headlamp and ring.

My personal problems started when I holed the radiator on the way to the start. The garage from which the rally started was quite unable to help, so we unshipped the rad. and Harry North drove me some 4 or 5 miles to a spot called Blue Bank Garage where the owner turned out (and he was closed) and soldered the dam' thing for the princely sum of 40p. Back to the start on with the rad and in the a jar of Barr's Leak. In my absence Ted Low had been trying, without success, to obtain the route. The organisers were adamant - no driver, no car = no scrutineering. No scrutineering = no route cards. Then, without any announcement from the organisers we discovered that several unscrutineered crews had been given their route gen - it had been decided to hand this out in view of the delay over scrutineering.

We were going great guns until I was stupid enough (for the first, and last time) to stop and tow a mini off a bank. In doing so I burnt my clutch and had to stop to adjust it. I do wish the chap I'd towed onto the road had given me a shout as he passed me laid under the car. The time lost on these little games could be regained only by slicing, especially after the long wait behind a queue of other idiots, who, like ourselves, were busily drowning their motors in the ford at Caydale, and then pushing their cars out of the water again. What a way to spend an evening (or in this case, morning).

By the time we reached the final selective the nearside pad, which had been hanging and causing the car to pull to the left for much of the night had worn away causing interestingly metallic sounds when the brakes were applied and the car to pull to the right. Arriving at a tightish right hander uphill between two buildings on the last selective I dabbed the soft pedal hard for a quick change down, the RH disc snatched, the car pulled to the right and we had the interesting experience of taking a right hander at a fair rate of knots whilst half way up an outside banking. I still don't see why Ted went white.

Yezzipad

Something of a row has been brewing in Sweden over alleged practising for national championship events where routes are supposed to be secret. It is comparatively easy to keep road routes secret - most British championships is based on special stage events which are much longer in overall distance than our own Saturday night 200-milers. And it's much harder to keep special stage locations from leaking out, and to keep competitors from recceing them, as any member of the Ulster Automobile Club will confirm.

Though most of Sweden's forest roads are private, unlike those in Britain, they are generally open to public traffic, which means that some degree of notice must be given to those who habitually use them in their everyday routines. Nevertheless, organisers of Swedish events go to considerable lengths to prevent advance information getting into competitor's hands.

The KAK (Sweden's RAC) has said that anyone caught practising before a rally on a special stage which is supposed to be secret will have his competition licence suspended. When organisers are endeavouring to maintain good relations with the public and with the authorities, this seems a reasonable step. But it seems that the KAK has also taken a much more drastic step to deter works and semi-works drivers from practising and to ensure that the teams themselves do nothing to encourage it. Sweden only has one active factory team: Saab. But it also has several thriving teams operated by importers or dealer groups; Opel, Porsche, Volkswagen and BMW, for instance. It is to dissuade these outfits from engaging in recce trips when they shouldn't that the latest pronouncement has been made by the KAK.

If a privateer is caught practising, he has his licence revoked. If a member of a professional team is caught, not only is his licence taken from him, but the car used by his team can also be barred from rallying, and that includes all similar models used by privateers. A harsh punishment, you may think, for an offence which is, after all, difficult to prove. Imagine what would happen if the same rule were introduced here and someone from Boreham happened to be caught on Sally Gap just before Easter. Could the RAC justify excluding all Escorts from rallying. It's unthinkable.

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FORTHCOMING EVENTS



- July, 1st. Thursday SOCIAL. Hogg'n Hatter Hite. Cross Keys, Beverley
- July, 8th Thursday SOCIAL. Here we go again - more Guinness and Oysters, or Shrimps and Stout. Oysters is Amorous, Lobsters is Lecherous, but NHC goes straight to the Cross Keys - if we may be forgiven for ruining a perfectly good filthy monologue.
- July, 11th Sunday SLALOM AUTOTESTS. By Harry Ahern & John Beadle. At Melbourne (that should please you). NR. 98/767428. Report not later than 12.30 hrs. Scrutineering 11.00. Start 13.00 hrs. Entry Fee 60p. Regs. from Harry (#03203) or John (845700).
- July, 15th Thursday SOCIAL. Once more the Cross Keys opens wide its doors to welcome the thirsty members of NHC.
- July, 22nd Thursday MINIRALLY. Organised by Dennis Pelling & Ron Shipp. All information from them. Phone Dennis at 641558 or Ron at 884855 (evenings).
- July, 22nd Thursday SOCIAL. Cross Keys, Beverley. Through these portals pass the best goddam club members in the world.
- July, 27th Tuesday PRESENTATION. Darleys Hotel, Boothferry Road, Hessele. 7.45 p.m. Presentation of awards for the Holderness Rally 1971 and of the cheques for the Michelin competition 1970. Supporting film show. Exhibition of barpropping by stalwarts of NHC. See you there, I'm the one with the empty glass.
Page Thirteen

- July, 29th Thursday SOCIAL. Hogg'N'natter Hite at the Cross Keys (How Did You Guess?) I'm the one without a glass. Bring your money.
- July, 30th/ Friday/
31st. Saturday HULL SHOW. See page Five.
- August 7th Saturday
8th Sunday PRODUCTION! CAR TRIALS. Rosedale Abbey.H.Q. will be at the White Horse on the chimney road. Regs. from David Shipley, Mount Pleasant, Leven, phone Leven 577, shortly. Social gathering on the Saturday nite, competition on the Sunday, if you can.
- August, 15th. Sunday GYMKHANA. Organised by Malcolm Roche & Brian - start a new line - Auchterlounie, who should be contacted for details. (Phone Brian 847551). Hull Aero Club will provide the venue at Paull, and the hospitality.
- August, 15th Sunday AUTOTESTS(R) An invite from Hartlepool and District Motor Club. Regs. from Graham Gough as soon as he gets them.
- August, 21st/ Sat/Sun
22nd JOINT DRIVING TESTS. A co-promoted Autotest meeting which is hosted by each club in turn. With BARC and YSCC. Regs. from Graham Gough.
- August, 27th(?) Friday BARB DANCE An event organised by the ladies. It's definitely on, but details still in the melting pot. I gather they intend the proper thing, square dancing (definition - inebriated editor tripping the light fantastic) with a caller (definition - old time rally navigator) etc.
- September 5th Sunday AUTOTESTS. Grass field event, somewhere in the Cherry B. area. Organised by Harry A. and John B. Details later.
- September 19th Sunday AUTOTESTS. Reckitts H.C. We are co-promoting. Paull Battery. Details later.
- September 25/26
Sat/Sun. SCARBOROUGH HILL CLIMB. National/British status. Co-promoting, as usual, with BARC. Details later.

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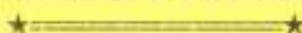
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