

FEB 72.

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MAGAZINE

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NORTH HUMBERSIDE MOTOR CLUB MAGAZINE.

Volume 4. No. 2.

February 1972.

Published by the Committee of North
Humberside Motor Club. Editorial
Offices - 259 Kingston Rd., Willerby

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PRINTED AT THE DENTAL DUPLICATING WORKS OF GUY HAMPSON.

Closing date for all copy is the 10th
of the month preceeding publication.

EDITORIAL.

This is the first magazine of the New Year, since you were fobbed off with a newsheet last month.

This year we are at the cross roads. The club has never been bigger, there has never been more enthusiasm amongst the members. Therein lay the seeds of decay. If these seeds are eradicated, the seed of true greatness may well grow to full maturity. This little horticultural miracle needs the help of each and everyone of you. The name of the club is well known in Northern motor sport circles and is one of which we can be justly proud. But we can not afford to rest on our laurels.

Many of our members enter rallies far afield, and many of them do well. May many more of you emulate them; but we hope that they will not forget that they were beginners once, and will continue to support the club and all the novices who one day may be their successors.

Much more help is needed by the competition and social sub committees, and they wish to encourage newer members to give this help; from which both the club and the individuals will benefit. Unfortunately we are saying goodbye (committeewise) to two members who have both worked very hard since the amalgamation of the clubs to make this club a success. Many thanks to Peter Naylor and Ken Spoor for their past efforts, may their successors efforts be attended with equal success.

We are nearing the time of the AGM. Make sure that you are there. There will be a number of positions on committee vacant and you will be asked to vote for replacements for retiring members. We appeal to you to use your vote for replacements for retiring members. We appeal to you to use your vote sensibly. Don't vote for some one just because he's a decent chap, or because you don't care for his opponent. Vote for the person who you honestly believe will work hard and long in the service of the club, and who you believe to be capable of constructive thinking and action. The fastest driver or the canniest navigator is not necessarily the best committeeman.

Since the club is now so big, there is something of a communication problem. No one knows everybody. Many of the most unlikely people are rather shy with strangers. By all means spend most of your time at socials talking and drinking with your friends and the people you know best. But we implore you to make the effort to speak to a (relative) stranger on each occasion. If we each and all do this, just once a night, there will be no barrier between cliques (which latter are inevitable) and the club will retain its reputation for friendliness.



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COMMITTEE CHANGES.

There have been two changes in committee recently which we feel should be brought to your notice.

Firstly, Ken Spoor has resigned as Treasurer and John Beadle has volunteered to take over the books with Peter Norman as his assistant. Ken felt he had to relinquish the post of Treasurer due to ever increasing business commitments which leave him with very little spare time. He also felt that the best time to hand over the books was at the end of the financial year (Dec. 31st) instead of waiting until the A.G.M. in April. John, therefore, is now the official controller of the Club's purse strings which is quite a task with a Club the size of ours, a task however, which we are sure John is quite capable of fulfilling. Naturally the position will need ratification by Club members at the next A.G.M.

The second change is because John could not be both Treasurer and Club Captain at the same time so Chris Fewlass has been elected as Club Captain pro tem, so Chris is now responsible for entering Club Teams and he is also the person to see if you have any moans and groans etc., etc.

PETER NAYLOR.

* * * * *

THAT'S FUNNY! One of the first things that you have noticed about this issue of the mag. - - HAVEN'T YOU - - is that it has an Art Editor. It also has an assistant artist.

But it hasn't any illustrations. You did notice that didn't you? Of course the next question that you ask yourself is "Why aren't there any illustrations?" Or at least, if you don't you should.

Well, the reason that there aren't any illustrations is that the editor and the art editor have been too dam' busy to do them. It was a choice between sending you this mag sometime in February without pix or sometime in March with 'em.

Now, the next question that you ask yourself is "Why the hell make so much fuss and fill so much paper with a load of waffle about cartoons?"

Well, there was this space at the end of page three and
* * * * *

LETTERS.

An open letter to the organisers of the Cranwick Autotests.

Dear Don and Jim,

Just a few lines on the autotest at Hutton Cranwick, the editor is always complaining articles are too few from club members so this might fill a small space.

I personally thought it was a well organised and smooth running event. The first test was a little short, to put it mildly, but it served to make a point I suppose.

Test two proved a bit comical for me as I was following Jim Beadle and as he drove rather spiritedly toward the start line the Mini decided it didn't appreciate the large puddle on the left hander that Jim 'ploughed' through.

Between us we got it running on all four again. Thanks too, to Jim for keeping me in good physical trim having to push him off on every other test, helped occasionally by very willing, helpful and stout - hearted marshals who suffered with the biting wind but never all afternoon did I hear a complaint from one of them.

Thanks too to John Beadle for his simple explanation on 'reading' the tests, this must have helped according to my result.

May I submit my apologies to Mike Lund over the 'dung heap' incident which I believe he remembers only too well.

Grateful thanks, too, to the two young lads who supplied a comprehensive tool kit to enable me to get the "HEAP" mobile again at the 11th test after the throttle locating bracket disengaged itself from the bulkhead and hung down rather dejectedly. Thank you, also, to Myra who supplied, out of mid air, a bootlace which was allocated to tying the linkage back, without these two kind efforts I could not have finished.

All in all a good well organised event, even if the computer did get clogged up over the provisional results. I enjoyed it though, and that is the main object, isn't it?

TERRY LUCAS.

Thank you, Terry. Honest, chaps, I never put him up to writing it! Seriously though, may I take this opportunity to thank all marshals and helpers on this fearfully cold day.

DON.

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Dear Editor,

On Saturday, January 22nd, a friend and I entered a Reckitts Mini Rally organised by Sam and Eileen Cusworth.

The route card consisted of seven sections which were interesting and to a certain extent devious. The roads used were also interesting, all in all a mini Chrysanth.

There was only one let down; only nine cars entered. Now, it seems such a pity they didn't get a full entry because as usual it was a damn good event. So how's about filling up the entry in future folks.

R.R.

It seems to me that R.R. has sent his letter to the wrong Editor! I would have thought that it should have been sent to the editor of the Reckitts magazine. So far as I know this was not a co-promoted event, and NHMC members would not have been legally eligible to enter the rally unless they were also members of Reckitts. Well as we get on with the chaps from Reckitts, I'm sure they will understand when I say that my first concern is with my own club, the biggest and best in the area - North Humberside Motor Club.

Editor.

* * * * *

Dear Editor,

The other Sunday I was privileged to stand close to you at Cranswick. I have always admired men whose hair is touched with grey at the temples.

Older men are so much more mature, don't you think? Perhaps you will honour me by allowing me to hold your hand one night as we marshal a rally together.

Yours lovingly,

Vivien Longbottom.

P.S. I DO hope you don't think I'm a silly boy!

(Hey! I never saw the P.S. before I published that one! Ed.)

HUMBERSIDE HAPPENINGS

A Charivari of Cheery Club Chatter.

Another Auchterlounie.

Congratulations to Sandra and Brian Auchterlounie on the birth of their second youngster, a daughter to be named Kathryn.

Brian - be careful what you are doing in the future, please. I had to do the copy typing myself this month! Ed.

Ahern Alliance.

Congratulations to Stephen, the son of Audrey and Harry on his wedding to take place on February 26th. It seems that Harry feels that his son has made a mistake in timing by choosing the date of the Seven Dales to hold the nuptial celebrations!

Trophy Tenure Terminated.

Will all holders of challenge trophies please note that they should now return their silverware to Chris Cammack, please, to be prepared for their presentation at the annual Dinner Dance. Please clean the tea stains out of them first!

Dues due.

All those who have not yet paid their subscriptions for 1972 please note that these monies became due on 1st January. Dig deep and give the moths an airing, chaps.

Dales Dicers.

This year the club has numerically strong representation in the Seven Dales Rally, mostly good quality also. It seems that the Websters did not secure an entry, John Beadle is on the reserve list (first reserve is reported to be Tony Fall!) So far as the memory of our informant (the traditional "usually reliable source") serves him the NHMC lineup is as follows:- Dennis Pelling/A. Greenwood (who normally navigates Dave Farnell in the Avenger) running at no. 25, Ron Shipp/Dave Whitely at 26, Mike Jackson/Tony Atkinson at 51, Maurice Colley at 55 (who's your nav. Maurice?), Alan Grinter/Phil Clark at 94, Steve Reed/Ian Sadofsky at 95 and Jim Tunnard/Don Pizzey starting off IIB. Frank Waslin/Ian North are running, seeding unknown.

Facts and Figures Department.

Just in case you thought the boys in blue had all gone home here are a few figures to ponder over.

The following are the numbers of prosecutions brought against motorists in the Hull City Police Area in the month of December. Driving without due care 88. Driving under the influence of drink 30. Speeding offences 137.

So if you haven't seen the radar lately you are either a) lucky b) a law abiding citizen or c) a b***** liar. Whichever it is, you have been warned.

Dinner Dance.

As you all know, and if you didn't you do now, the annual dinner dance and prize presentation will be held at the Grange Park Hotel on Friday March 10th. The format will be much as the very successful affair of last year, and the tickets will cost you £2 a piece.

Most of you will have received some gift at Christmas which you will never use, but which may well be of value to someone else. Please make a donation of such items to any member of the social sub committee for use in the Tombola at the dinner. No item is too small, do it now.

Publicity Plea.

Will all members who secure an entry in any out of town event please pass the information to Alec Henderson or Chris Fewless (the Club Captain now) as soon as they receive confirmation of acceptance. The Club's P.R.O. can then see that they, and more important, the club get the publicity which is so desirable for the benefit of the sport.

Why Waste Time and Effort?

When organisers put so much time and effort into the organisation of an event it is all wasted unless members know that the event is to be run! May we, therefore, ask EVERYBODY associated with the organisation of events to ensure that the necessary write up is passed to the editor or one of his helpers in time to be published in the month before the event, so that members have advance notification. Don't assume that the other bloke has done it.

UNCLASSIFIED ADS.

Wanted.

The editorial team is in the process of reorganisation. There are some retirements to replace, and the size of the team is to be increased so that any one person's commitment recurs but once in two or three months.

Volunteers are required for reporting duties, chasing articles from the winners of events (who are requested to write something on the event) proof typists, stencil typists (these latter MUST have access to a typewriter with Elite typeface), stapling and collating assistants.

In other words, if you think that the club is worth belonging to, here is your opportunity to prove it by doing something for the club.

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NORTH HUMBERSIDE MOTOR CLUB

HOLDERNESS RALLY

15/16 April 1972.

Sponsored by Crystal of Hull, Beverley and Scarborough.

FOREWORD.

The North Humberside Motor Club again presents for your enjoyment the now famous Holderness Rally. With the rapid growth and prosperity of the Humberside area this club has become one of the largest in the North and this, the Club's main Rally of the year has become one of the best restricted rallies in the North. The Holderness has the same organising team this year as before, and our usual sponsors Crystal of Hull (main Ford dealers of Humberside), and a route which is comprised of 200 miles of road section, during which there will be 14 selectives. All selectives and Neutral sections will be timed with chronographs. The route uses the Yorkshire Wolds and the best of the Yorkshire Moors and Forests. The rally is run on good roads, some new, no rough stuff. We are sure you will remember it is a good one. The Holderness has been over subscribed in the past so send your entry in early to avoid disappointment, 90 plus 10 reserves only.

The Holderness is the rally to win - remember it has eluded the best in the past - come and try.

Graham Oddy - David Shipley - Roger Stanford

CHRYSANTHEMUM RALLY. DECEMBER 5TH 1971.

The final event of the year's calendar was won for the second year in succession by Janet and Kevin Scott in their Mk II Lotus Cortina. Such was the severity of the rally that results were calculated with reference to the number of fails incurred and no recourse to time penalties was necessary except in two cases where competitors incurred the same number of fails. The outcome of the rally settled the year's championships, with Kevin Scott becoming the Champion Navigator. Pete Kitching's challenge for the Champion Driver Award was left too late and even a win on this event would have left him two points behind Ron Shipp who now secures the Champion Driver of the Year Award.

The Chrysanthemum has always been a navigational rally and this year's event was even tougher and more demanding than in the past. After a year of rallies organised for beginners it was refreshing to see that the club still has an organiser who is not afraid to throw the lot at entrants and give them full value and entertainment for their money.

The start was at Morton Lane car park in Beverley and scrutineering and documentation were carried out quietly and efficiently. At number one were Janet and Kevin Scott in Kevin's recently acquired Lotus Cortina. Janet had not even driven the car until the morning of the rally. At number two, in what must be the most conspicuous rally car in the North, were Sosmes and Jobling. Naylor and Lown were at three with Brown and Haynes at four. Peter Kitching, at five, borrowed Nev Bower for this event whilst his regular navigator Kevin had taken the opportunity to be telling his wife what to do for a whole afternoon! The Autospeed and LKS Company twin cam looked rather out of place in such a rally, but Pete took the opportunity to give themotor a trial run after a rebuild following the Moonraker Rally, during which the cylinder head had cracked. Other notable navigators out to scrape off the barnacles formed from too many restricted rallies were Farrar, Risebury, Welch, Atkinson and Cammack.

And so at 1401 Janet Scott drove out of the car park at Morton Lane and the 1971 Chrysanthemum got under way. Unlike last year's rally the first section was not a complicated back street teaser around the many interlacing alleyways of Beverley, but instead was a fairly straightforward tulip section taking competitors to the first control on the yellow to the North East of Beverley. Certain inconsistencies within the tulip route instructions led competitors to early headaches which were further complicated by the new road which neatly bypassed the first control. This caught out many navigators who need time to warm up to such 'niceties'. The first white joining the main Willerby - Beverley road to Long Lane was new to many competitors, whilst the second white from Long Lane to the main Beverley - Hull road was definitely a new one to all competitors. (Except the VERY old ones, Kev! Ed.) The first section finished after the classic Routh to Meaux yellow.

Section Two instructions were deposited in navigator's laps as they set off from the control at the end of section one. This was to be the pattern for the rest of the rally. Degree plottings and intersecting line navigation are always good for navigator's ulcers and this was no exception. Backed with instructions referring to a Goxhill in Lincolnshire and not the Goxhill to be found only too easily near the intended route, this section proved to be one of the most difficult of the afternoon. It was suggested that novices had been told of the two Goxhills but experts were left on their own to rely on other clues given in the instructions (remember the 0.3 miles of white road?).

The third section was a simple list of blackspots which had to be avoided whilst selecting the shortest possible route to the halfway, near Wansford. Half an hour allowed to snatch a bite to eat, and for those with thirsty motors, gave a chance to refill with petrol. Most crews used some of the time to revert to basic time schedule however and without much time to recover their breath navigators were plunged into the next section.

A circular route card without an indication of the starting point, nor an indication whether to proceed in a clockwise or an anticlockwise direction is always difficult. Luck can play a big part in this type of navigation but always there are various hidden clues which an experienced navigator should be able to use to his advantage. (Novices were given the starting point).

From Wansford the route used the classic Watton Carra yellow, the much used new lay-by at Watton and then via Kilwick and Lund.

Only a draughtsman organiser could have devised the next navigational set of instructions and judging by the results there were not many draughtsman navigators to sort out the route tracing which was drawn twice normal scale (2 inches to the mile). A slip on this one by Kevin Scott gave him his first fail and so the last clean sheet fell by control 22 situated on the Rickman white east of Warter.

An easy section allowed navigators and drivers to catch up before the final section which was a rather complicated headless tulip. Even with the correct route plotted on the map, the not-as-map white in Burton Agnes caused considerable trouble to all crews who had not wasted valuable time on previous rallies searching for the white gated farm entrance. From here the route used the Wold Gate white to Sands Wood thro' Boynton to the outskirts of Bridlington and then back along the Roman Road through Carnaby and to the last time control at Fraisthorpe.

The finish was at the Black Swan at Beeford where results were quickly announced after the last car had finished. Full credit must go to David Shipley for providing excellent organisation, accurate but complicated navigation and a route to keep the drivers occupied.

MINTEX SEVEN DALES RALLY.

Once again we have been asked by the De lacy Club of Pontefract to help marshal their Seven Dales Rally on February 26/27th.

As last year we are marshalling the two stages in Wykeham Forest and now is the time to volunteer to help. Once again there are two stages to be handled, so a good force of marshals will be required as also will be a working party to lay the stages out.

The stage opens at 1600 hrs. so marshals will have to be signed on by 1445 hrs. at the latest.

If you can help to marshal the event please contact Stuart Saddington, 72 The Roundway, Tel. 507911 or Alec Henderson, 7 Jefferson Drive, Brough, Tel. 667550 as soon as you have finished this newsletter. (This newsletter is a magazine and don't wait to finish it, put it down now and make the 'phone call now, you can finish the mag later.Ed.)

A marshals meeting will be held at the Broad Highway Hotel, Willerby Road on Tuesday 22nd February at 2000 hrs. which we would like all marshals to attend in order to save having to repeat instructions too many times.

Stuart Saddington.

Editor's Note: Please offer your services at the very earliest moment possible. Running a stage isn't just a matter of getting a few hods to shove up some arrows and waiting for a few characters to turn up on the night so that they may be asked to stand around ornamenting the course. At least not in North Humberside it isn't, 'tho some clubs may do things that way. This Club prides itself on doing a good job, indeed has reputation for so doing. This means pre-planning. Certain key posts have to be allocated and corner i/c's nominated well in advance so that the stage organisers are certain of having these vacancies filled, and by the right people. You can help twice in one go. Once by volunteering to marshal and two by doing it early. Ta!

* * * * *

COMPETITIVE (G)RUMBLINGS.

1) Mini Rally Championship.

There are only 6 of these events listed in the calendar for the coming year. For the purpose of the Championship your best 4 results will count. In order to be eligible for this you must register with the Comp. Sec. as soon as possible and, as this is primarily for novices, preference will be given to members who fall into this category. The definition of a novice in this case is a person who has never been a member of an award winning crew in a rally of any category or who has taken part in an event in the experts class by reason of the status of another crew member.

In the event of a rally being oversubscribed preference will be given as follows:-

- a) Novice driver and navigator, both registered.
- b) Novice driver or navigator, registered.
- c) Novice crew, unregistered.
- d) Any other crew.

2) Entry Fees.

As you probably know by now, the system of permit fees and insurance paid to the RAC - please bow 3 times in the direction of Belgrave Square - has been changed for the coming year. We now have to pay on a per capita basis instead of the old fixed fee. Need I say that this is going to cost us more in the future. Without going into the complication details the overall result is an increase of some 25%, depending on the size of the entry. The club not being a charitable institution this has got to be passed on to you otherwise the Rt. Hon. Treasurer will be round wielding his dirty big axe.

In working out what to charge for an event the organiser has to work on a break even figure calculated on the minimum entry required by the ASRs and taking into account the cost of awards etc.. This means that, taking an Autotest as an example, the entry fee works out at 75p. We will absorb these increases as much as possible, but an increase to you is inevitable.

(Editor's Note. In point of fact, for an Autotest, the RAC require us to pay a permit fee of 15p per starter together with an insurance fee of 25p per starter. You will see that from an entry fee of 75p there remains but 35 p per head to pay for awards and running expenses. On the smaller events these latter are, as a rule, small and are often paid out of the organiser's own pocket. Just look around the jeweller's shops and check the prices of awards - and do not forget the engraving costs - you will see the force of the above argument for increased entry fees.)

Whilst on the subject of entries; some of you may have noticed that late entry fees have been greatly increased. We would rather that you didn't pay these; but whether you do or not is up to you. If you get your entry in by the closing date you won't have to. After that you will. This applies particularly to Autotests where most members leave it late to enter, and many even try to enter on the day - quite illegal, of course. This leaves the organisers, who have put in a lot of hard work, wondering whether they have an event or not. In the past late entry fees have often been overlooked; but in future they will not. YOU HAVE BEEN WARNED.

3) Autotest Classes.

The revised for Autotests are now in operation etc. and we hope that they will work well. It has been drawn to the attention of the Comp. sub committee, however, that cars like 1000 c.c. Minis have been overlooked, so in order to make things a bit more even, classes I & 2 have been modified as follows:-

Class I.F.W.D. Saloons up to 1000 c.c. excluding Coopers & Cooper S. types.

Class 2.F.W.D. Saloons over 1000 c.c. including all Coopers and Cooper S. types.

Note.

If any member thinks that his car will be outclassed in class 7, by reason of some body mods. for example, he/she is invited to submit the full specifications of the vehicle and reasons why reclassification should be allowed, to the Comp. Sec. who will place the matter before the Comp. sub committee for consideration. Please put your name and address on a separate sheet of paper in order that the committee will not know whose car they are discussing.

G.G.

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PHONE 505687 or 54088

HOLDERNESS RALLY 15/16 APRIL 1972.

As usual the above rally will be the club's spectacular and it is by the standard set and by the highly experienced crews which the event attracts that the Club is judged and this year will be no exception.

After a long fight with the National Parks the organisers have managed to get the route approved, which contains some of the best sections of the North York Moors and Forests. The organisers have stuck fast at 90 entries plus 10 reserves due to the difficulty of marshalling an event with 120 entries. Owing to the lack of support from other clubs we seem to be entirely dependent upon our own club members and their friends for the marshalling of this event. We really need marshals more than we need competitors this year if the event is to be the success it has been in the past and we ask all of you to reserve 15/16 April and turn out in force.

Regs. will be available from the beginning of March and entries will be accepted from club members strictly in order of receipt, so if you wish to enter this rally remember - first come first served.

If you are not entering please offer to marshal - club members will not be welcome as spectators as your help is needed. Please contact either Roger Stanford or Harry Ahern and get your name on the list.

The organisers believe that this event has the makings of the best Holderness yet and with your help it will be the best. We look forward to seeing you all on the night and let's hope that it's a pleasant one.

I'm not biased - I just happen to know that they are right!

ED.

FORTHCOMING EVENTS.

February 3rd Thursday SOCIAL. Cross Keys, Lairgate, Beverley.

February 10th Thursday SOCIAL. Ditto Ditto Ditto

February 13th Sunday AUTOTESTS. Roy and Dennis Webster organising. For details of venue etc. see them at socials.

February 17th Thursday SOCIAL. Cross Keys, Beverley.

February 24th Thursday MINIRALLY. Maurice Colley and David Jobling organising, details from them.

February 24th Thursday SOCIAL. Cross Keys, Beverley.

March 2nd Thursday SOCIAL. Formula as before.

March 9th Thursday SOCIAL. and again.

March 10th Friday ANNUAL DINNER DANCE & AWARDS PRESENTATION.
To be held at the Grange Park Hotel, tickets soon available from committee members. This is the 'must' night of the year, if you haven't won anything you should then come along to applaud those who have. You can also drink, and if you can drag yourself away from the chaps you can dance with the bird/wife.

March 12th Sunday AUTOTESTS. Organiser is Chris Cammack. Details later.

March 16th Thursday SOCIAL. Cross Keys.

March 23rd Thursday SOCIAL. Ditto

March 30th Thursday MINIRALLY. Chris Cammack is the culprit again.

March 30th Thursday SOCIAL. Where else would it be?

THE END

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