

JUN 72

# NORTH HUMBERSIDE MOTOR CLUB



## MAGAZINE

# Hull Brewery

---

We specialize in all types of machine work, for  
Petrol and Diesel Engines . . .  
Cylinder Reboring . . . Crankshaft Regrinding  
Surface Grinding . Valve & Seat Reconditioning  
Valve Guides Fitted (including INTEGRAL)

---

**ALEX. E. CARR LTD.**

Established 1918

---

*Stockists of:*

Pistons  
Liners  
Valves  
Bearings  
Gaskets



*Official Stockists of:*

**POWERMAX**

Pistons & Bearings

*To Solve your Engine Problems call at*

**2025 Spring Bank West Extension,  
Hull.**

**Telephones 51074 & 51255**

NORTH HUBBERSIDE MOTOR CLUB MAGAZINE.

Vol. 4 No. 6.

June 1972

<u>CONTENTS</u>	<u>PAGE</u>
Editorial	2
Committee reports	3
Holderness Marshall	4
Suspension of members	4
Walton Street Autotests	5
Vintage Rallying by Ian North	6
Report of Social with York MC by Roger Stanford	9
Fiat 128 Rally described	10
Ford Rally School Report by Ian Sadofsky	12
Fordsport Forum Report by Tony Garmichael	16
"Would you Believe It"	17
New Members	18
New Members and Novices Rally School	19
Coming Events	20

Stencils typed by Maria Gibbons. Printed by Don Pizzey at Guy Hampson's place. Stapled by Ian Sadofsky and Dave Potter. Edited by Mike Lund.

EDITORIAL.

The big event this month seems to have been Ford's rally school and since this was so important it has been given very full coverage in the magazine. My thanks must go to Ian and Tony for their detailed articles. Not everyone was able to take a day off work to attend so they should appreciate the way that these two chaps furiously took notes all day on their behalf.

A very brief report of the Committee meetings appears within, as an attempt to keep members in touch with developments, and to show that the elected blokes are doing their stuff. These reports are brief because the meetings are so long and argumentative that the Editor drifts off into an alcoholic stupor long before the end.

You will also find listed here the names and addresses of new members. We hope that they will be made welcome at our functions. The Editor's suggestion that we should publish a detailed list of all members names and addresses was greeted with roars of silence.

Don't forget to take special note of the dates on the back pages and I hope that the Rally School lectures will be particularly well attended.

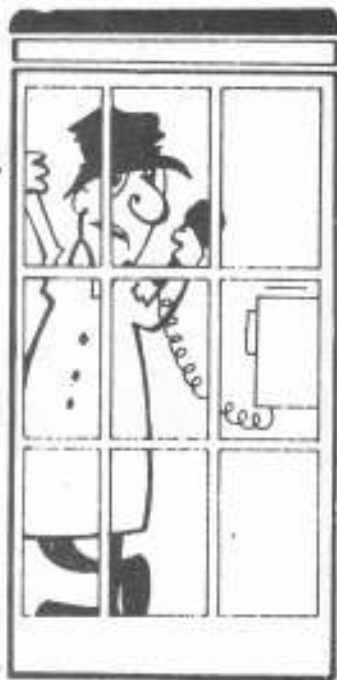
I am sorry that the promised double-page spread Playmate of the Month entitled "Miss Melanie Cavorting in Cottingham" will not appear due to printing difficulties. Also the pin-up for the ladies a la Cosmopolitan has had to be abandoned because a double page is'nt big enough to fit Roger in.

# Beware of every risk!

Call Crowther & Hoe  
the people to know!!

---

Hoe and Crowther?  
...well you won't believe  
this but...



**MOTOR INSURANCE** with 1st class claims service

Normal road policy inclusive of rally cover

**SPECIALISTS IN FIRE AND ACCIDENT POLICIES**

And specialist advice on all forms of Insurance



consult: **HOE & CROWTHER**

**23 Trinity House Lane • Hull • Yorkshire •**

**Telephones 35769; 23811; AFTER HOURS 633144**

# L. Maudson and Sons

MOTOR ENGINEERS



SPECIALISTS IN MOTOR BODY REPAIRS  
CELLULOSE AND SYNTHETIC PAINTING



... NEW AND USED CARS SUPPLIED

ITLINGS LANE, HESSLE.

Telephone 643399



## THERE'S MORE THAN ONE STRING TO OUR BOW!

As Printers and Designers why not give us a call when next you require any form of printed work. From POSTERS and all forms of LEAFLETS and PUBLICITY MATTER to BUSINESS FORMS, STATIONERY and so on.

Call or phone Richard Pearson who will be delighted to help you with your requirements.

### *INSTANTPRINT & DESIGN · HULL · LIMITED*

17. DE LA POLE AVENUE · ANLABY RD · HULL

PHONE 505687 or 54088

## COMMITTEE REPORT.

The new committee has met twice since the AGM, firstly on 25th. April. They commenced by unanimously electing David Shipley to be the Chairman. There followed election of officers;-

Chairman. David Shipley.

Vice-Chairman. Don Pizzey.

Social Secretary. Roy Webster.

### Social Sub-Committee.

John Beadle, Dave Landon, Alec Henderson, Chris Fewlass, Ed Wharam.

Competition Secretary. Graham Gough.

### Competitions Sub-Committee.

Tony Carmichael, Brian Auchterlounie, Roger Stanford, Graham Oddy, Ian Sadofsky, Dennis Webster.

Magazine Editor. Mike Lund.

Keeper of Charts. Chris Cammack.

Public Relations Officer. Alec Henderson. Roger Stanford is to liase with Radio Humberside.

The Secretary reported that he had received resignations from Terry Lucas, G.H. Shipp, and Martin Williams.

The Treasurer reported that the social side of the club had a profitable year, but apart from the 2 big rallies revenue from other events was poor.

There followed a long discussion on the topic of clashing events, under the Comp. Secs. report. This is a recurrent problem over which we have very little control but it was agreed that the Secretary should send our proposed calendar for next year to all local clubs now, and ask for their comments.

At the second meeting on 9th. May the Committee got down to the proposed calendar for 1973 and then dealt with matters arising from the AGM. This included the demand for clarification on the suspensions and it was agreed to put an article in the magazine. Graham Gough produced a very complicated solution to the request for a separate rally champ, which is being considered.

The Club Captain said that he would like members to return all stakes that were used on the Holderness route.

## HOLDERNESS MARSHALS.

May I take this opportunity of thanking all those of you who turned out to marshal the Holderness Rally. It was good to see you all, and believe me the rally would have been no good at all if it had not been for the job that you did.

This years rally took on a different type of route than of late in that it was in the rough shape of a "W", whereas before it was in the shape of a couple of long loops. Due to this fact the rally was therefore harder than ever before to marshal in that some people could only do one control. My apologies must go to these people.

The fact that the Holderness is getting bigger and I hope better each year makes marshalling a harder and more demanding task. We are getting crews of a higher calibre these days, consequently marshals have to be on their toes just that little bit more. Also with a larger entry, (90 this year) means that each control must remain open an extra 15 minutes. This means that every control is now open for 2½ Hours - i.e. 30 minutes before 1st. car + 90 cars at 1 min. + 30 after last car due, (No wonder they all looked brassed-off when I reached them - Ed.)

Any way, enough of the technicalities, thanks once again to you and all of you who turned out. I hope that you had an enjoyable night.

## SUSPENSIONS.

In response to requests made at the AGM for details of the suspension of members the following facts are published by the committee.

The R.A.C. reported to the club that they believed some members of N.H.M.C. had taken part in an unauthorised event, and that they required the club to look into the matter.

The Committee met and heard from an R.A.C. official the possible fine and forfeiture of competition licence that could arise. The committee decided to deal with the matter at club level on this occasion due to the circumstances.

Three members who admitted participating in the event which was not authorised by the R.A.C. were suspended for a period of three months with effect from 2nd. April 72. from competing in any events organised or co-promoted by N.H.M.C. or any invited events.

A fourth member, Martin Williams has resigned from the club and has been asked by the R.A.C. to surrender his competition licence.

A comprehensive report had to be submitted to the R.A.C. who have replied to the effect that they think the Committee have acted very fairly.

ROGER STANFORD & HARRY AHERN.

P.S. I have just one grumble - what happened to those of you who sincerely offered to marshal and then did'nt bother to turn out and help.

WALTON STREET AUTOTESTS,      SUNDAY 14th. MAY.

After a shaky start for entries 20 competitors turned up on this windswept afternoon. Why are our events always cold and windy?. Organisers Ian Sadofsky & Tony Carmichael had laid out 5 tests which utilised almost all the Walton Street fairground. These tests were the usual incredibly complex things which strain the memory to the limit, especially if you have been up all night on the Semperit Rally. Still this didn't deter such stalwarts as Pete Kitching who was hurling the big Cortina around to great effect.

Each competitor had 3 goes at each test, the best 2 to count. As there was a small entry the original 6 classes were amalgamated into 2. Classes 1,2, and 6 together, and classes 3,4 and 5.

As usual the Concours d'Elegance was cleaned by Ian Walker's Fiat and The Concours D'Inelegance by Pip Dale's 850 Mini whose shell has been considerably lightened by the action of corrosion. John Wylie took the economy measure of fitting smooth tyres and went incredibly close to setting the front two alight.

Our thanks must go to Chris Fewlass who turned up with the club van and to Myra and her two friends who provided the refreshments. David Shipley worked out the results and the overall award was won by new member Pip Dale from York. The Class award went to Ian Walker and since there were 10 entries in this class a 2nd. class award went to Nick Thompson who was driving his Mk.1.Sprite. The other class was won by Pete Kitching.

Tony & Ian are to be congratulated for going ahead with this event when faced with the obvious problem of the clash with the Semperit and the Autocross at Scarborough. Towards the end there were several spectators which made this a very enjoyable social occasion, and which must have shown the organisers that their efforts were worthwhile.

## VINTAGE RALLYING.

Having completed the odd modern night rally and marshalled on a few more it is possible that my previous experiences of a similar event with vehicles of a different age may be of interest. It could bring back memories to a few members and indicate to others that they really have an easy time nowadays.

The event is the V.S.C.C. Measham Trophy Rally. This is a 200 mile night rally on 117, 118, 128 and 129 which has been run, usually on the first weekend in January, since about 1950. A number of competitors have taken part ever since it started, and a few still with the same cars.

It is a closed event for members driving vintage and PVT cars - these range from 1912 3,600 cc. Hispano Suizas through 1928 747 cc. Austins to 1937 4½ Bentley saloons. The sight of a crew setting off on a 200 mile thrash through the mountains of Wales in an open, aero-screened 1074 cc. Amilcar with a couple of glimmering lights to the front, a torch, and a biscuit tin lid for a mapboard, is enough to make anyone long for the warmth of a Cooper S.

Not all cars are like that. I always managed to have a hood (no sidescreens), a couple of Q.I.'s and a respectable map-reading light for assistance.

The first time I competed the car was taken down and brought back by lorry but this is no longer allowed, so you have an 180 mile journey there - a 200 mile rally - and 180 miles back. Quite a journey with an elderly car.

Since the tightening up on rallies they even have scrutineering, and you have to display a Vehicles Excise Licence. Guinness labels and Licence Applied For notices no longer pass.

The rally starts from a pub in Church Stretton called "The Long Mynd" which has adequate bar facilities, essential for the VSCC. The rally also finishes there which is very helpful as you can leave girlfriends or wives there overnight.

One hour before you start you are given approximately 120 grid references to plot for the route - all roads are metalled (no selectives tracks or river beds). The average speed is 30 m.p.h. - always impossible for my car but occasionally just on for the better car with chain-drive or very experienced crews who know their way blindfolded. Maximum lateness is 60 minutes at any control except the halfway halt. The Border Garage at Welshpool, and I have always used the maximum and missed a few controls. For those who have had experience in that particular area, I think they will agree that finding your way is rather tricky with yellow roads going in every direction.

The organisers always hope the weather is bad so that no tie-decidars have to be used. "Chains and/or other non-skid attachments may be used.

In 1969  $\frac{1}{4}$  of the route was abandoned because of snow and the temperature dropped so low that the tin of Swarfega which was carried in our car froze. Two cars actually burst radiators during the night and a further hazard was the gradual seizing of the exposed steering rods etc. as water froze on the joints and made any change of direction very difficult.

I have competed for 5 years - the first in a 1932 1,666 cc. Talbot, the next 3 years in a 1932 1,991 cc. Lagonda, and this year in a 1,350 cc. Lancia.

The first year after about 20 miles we came over a brow and tried to turn left when we should have carried on, stopped and reversed. The resulting bounce on to a bank jammed the shims on to the end of the perrot shafts making the foot brakes inoperative. We drove the remainder of the rally using the handbrake - a very powerful and effective one.

The second year was the first with the Lagonda and as at this stage it had only just been purchased was very much a try out. The first trouble was boiling and we filled our water tin in every available stream. We had to stop near the end with our own water troubles, and we were unable to start without pushing - not easy. The resultant delay put us 61 minutes late so we were excluded. The rear brakes gave us trouble on the way home and so were disconnected.

The third try was foiled by another navigator-driver error. We again ended up on a bank and obtained a tow from a Land Rover which happened to be there., but only just managed to dislodge us in bottom gear and 4 wheel drive.

The fourth attempt was very exciting with plenty of handbrake to bring the back round on tight corners but it suited everyone else as well.

Last year we reached the start but had to tow home with no oil pressure and had to replace the rings in the Riley Lynx.

This year after selling the Riley and buying the Lancia Aprilia we had a Webster type finish to our preparations. When originally bought the engine worked but appeared to have crankcase pressure causing the oil filler cap to depart. Vertically after a few miles. This diagnosis was incorrect, and the actual cause was the shorting of the peculiar plug connectors with the rocker gear. After stripping the engine it was found that new bearings were needed, and parts were eventually found and the engine was installed before Christmas. Auxiliary lights were attached (6 volt QI Bulbs, extra batteries, wiring and driver supplied by my Marchal sponsors).

Running in was completed on the way to Church Stretton. The route was plotted and we were off. Soon after the start the wipers failed and I had to turn the motor from side to side as well as navigate when it rained. The first half went very well, all controls visited and only 35 of our 60 minutes lateness taken up.

At control 13, an electrical fire was extinguished and we carried on

unabated. A little later an unseen water-filled trench across the road was hit and everything went out and all was quiet. After starting-up and setting off it was obvious something was wrong so we turned off the route to investigate. The sliding pillar suspension on the N/3 front had come apart so we spent 30 minutes mending it before limping back to the pub to qualify as finishers, having more than  $\frac{2}{3}$  of the controls.

This rally is the only one in the V.S.C.C. calendar where speed is important as well as navigation. The other rallies are day events with instructions given out 1 minute before departure with all the usual navigational tricks included. Timing is to the minute and clean sheets are rare. Awards, other than first and second, are usually tankards, ash trays etc. with the club crest on and engraved with the relevant details. There are 1st, 2nd and 3rd class awards for the 1st, 2nd and 3rd 10% of finishers.

The only black spot on the horizon is the thought that if and when we join the Common Market will our traffic laws be the same? Cars over 15 years old not being allowed on the public highway for general use.

Are there any Common Market laws against modern rallying?.

IAN NORTH.

MIDSUMMER RALLY. JUNE 17/18th. Marshal's Wanted.

Stacks of volunteers please to help marshal this, our new closed to club event. Chief Marshal is Roy Webster who lives at 46. Summergangs Drive. Thorngumbald. Tel; 09644 2733. There will be a marshal's meeting at The Broad Highway. Willerby Road. on Tuesday 13th. June at 8.00 p.m.

A social meeting was held at Anchor House on Monday 24th, April. It was quite well attended, but it would have been better if there had been more of you. Our guests at this social were York Motor Club - a great bunch of lads - and lasses for that matter. Our new Secretary Harry Ahern began with an introduction welcoming York. He suggested that it would be a good idea if we were to have an autotest competition between York and N.H.M.C. This seemed to be very acceptable on both clubs (we'll show 'em the way round the pylons.)

After Harry's first speech, we were shown an American film of the Indy 500, drag racing, "funny cars", and stock car racing. It was a good film.

The inter-team quiz followed, the questionmaster being Ed Hughie Bamber Grassgroin Wharam.

Teams:

<u>N.H.M.C.</u>	Colin Wright	<u>Y.M.C.</u>	Pete McNeil
	Melanie Spruit		Kathleen Woodliffe
	Susan Atkinson		Peta Mullen
	Chris Cammack		Philip Welch

Adjudicators:

Harry Ahern & Derek Bradby.

Scorers: Crystal Dolly Birds.

At the halfway stage the score was 19 to us and 18 to York. We all had a good booze, natter and nosh, and very soon we were to continue with Ed on even better form - i.e. "blue jokes", wire tripping etc. etc. His nose was even redder than before.

Our team really got going after the refreshments and at the end we won by 43 to York's 38.

Next on the agenda was the 1971 R.A.C. Rally film - "From Harrogate it Started." This is definitely the best rally film to date. Do not miss it if ever you have a chance to see it.

Many thanks for the excellent food which was provided by the ladies  
FREE OF CHARGE:

ROGER STANFORD.

Ian Walker's third place on The Holderness Rally must have made many of you sit up and take notice. Here was a model so new that few of us had ever seen one before, taking on the Fordies to great effect.

The model has only been on the market for a very short time and is in short supply. It is based on the standard 128 body. If you are at all like me you will be not a little confused by the multiplicity of Fiat models, and the numbers given to them. However this is the one with a mini-type layout - transverse engine, front mounted, front wheel drive, 1116 ccs.

Ian's car is virtually bog standard, but the model is so new, and his success with it so remarkable, that I hope that you will agree with me that a description of it in this magazine is of interest.

The Body Shell has not been altered but the engine has been bored-out to give 1290 cc. There are twin carbs. but because the car has to meet anti-pollution laws the power is only increased to 67 bhp. There is rack and pinion steering, and independent suspension all round. There is a front anti-roll bar, and a leaf spring at the rear which has a similar action. Synchromesh is on all four forwards, and the front wheels have disc brakes, which are servo-assisted.

The advanced publicity handouts promised some rather fancy goodies like twin QI headlights and alloy  $5\frac{1}{2}$  J's but these have not materialised. Instead there are standard single tungstens with 5" fogs which Ian says are useless. The wheels are  $4\frac{1}{2}$  J.

Despite these economies close inspection reveals a very full specification and a high standard of finish. Floor covering is black rubber and the headlining is matt black plastic. The seats are contoured fully-reclining plastic with removable headrests. The instrumentation gauges. The rev-counter, oil pressure and water temperature gauges. The rev-counter is marked yellow from 6,500, and red from 6,800 to 8,000. Leather covered wheel and heater rear window are standard. The car arrived with CEAT radials which are similar to Pirellis.

The only modifications that Ian carried out for the Holderness were the fitting of a couple of chunkies at the front, two 102 Cibies to light the way, a map-light and a steel sumpguard. This can only mean that SS who wrote the Motorine News account got his facts wrong or can not speak French:

Ian says that the engine modifications have increased the torque in the middle range, and the stiffened sports suspension assists the road holding.

Now how about that Holderness Rally. Ian is a modest fellow and it is hard to get details of the night's motoring from him, but I feel

that his driving ability must have been the major contributing factor in his third placing. The cars top speed is only 95 which he says is about right, although they did wind it up to 105 at one point (private road section of course Constable:). He describes the car as a big mini with ground clearance. The car only bottomed once in the whole rally.

The good middle range of engine power was very useful( I forgot to mention that it has an overhead camshaft) and enabled them to pass the Cooper S that was in front of them at an early stage and they never saw it again. They were being hotly pursued by Whiteley's RS. It caught up with them on very fast straights but they never saw it on the tight stuff.

Both driver and navigator are very enthusiastic about the car's capabilities, and they reckon it should be fantastic when it is puffed-up a bit. The first modification that is to be carried out is to swap the final drive with that of the 128 estate car which will give a lower gearing. This should do a power of good to the acceleration, and yet it is hoped that top speed will not suffer. This is because it will only pull 6,000 in top at the moment, and Ian hopes that this will now go up to around 7,000.

Ian is sponsored by Trinity Motors of Leicester who are doing so well flogging Fiats to the natives that they have just built a new £82,000 head office to do it in. They certainly seem to be tackling the business very thoroughly, and those who wonder about the problems of buying foreign might be impressed to know that they carry £31,000 of spares. This represents no less than 95% of the full range.

The bit that I have deliberately left to the end(because it is so interesting) is the price. The total UK price for this car is £1,111, which compares favourably with an Escort Mexico at £1,177 and look how much you have to spend on top of that:

## FORD RALLY SCHOOL. 5th. MAY 1972.

School started at 9.30 a.m. when over 200 people took a holiday from work to attend Ford's rally school at Anchor House, Anlaby Road.

Firstly, Mr. Chairman Stuart Turner explained the form that the day would take and introduced the first section in the form of a film "Rally to Win" presented by W.D. & H.O. Wills. This ran for 30 minutes and featured Roger Clark and Henry Liddon driving on special stages and Welsh roads. Stuart Turner explained points about preparation, club rallies, how to start rallying, navigational equipment, and the future of rallies through the Marathons.

Next was a lecture by Peter "Ginger" Devlin who prepared the Ford World Cup Cars. The most important point was to achieve reliability before performance and to be sure that in preparation, paperwork such as the F.I.A. book and the R.A.C. Blue Book must be complied with if one is to keep to the various groups in rallying. Preparation was divided into three sections and note that the engine was left until last. All the following hints on preparation were what Ford do to their works Escorts.

### CHASSIS.

Firstly the fitting of an F.I.A. rollbar and extra welding (Not allowed in Groups 1 & 2.) on the chassis rails, windscreen frames, pillars and rear windows. Painting the engine compartment white helps reflect at night and the fitting of 18 gauge metal to the underside of the sumpguard helps to prolong its life.  $\frac{3}{8}$ " dural metal will suffice for a normal sumpguard unless an alloy one can be afforded, but not mounted on rubber mountings. The gearbox should be covered but the covering drilled to allow air to keep it cool. The differential and axle can be covered by flaxing 14 gauge mild steel and suitably mounting it. Brake pipes that are under the car can be covered by rubber to stop possible damage by rocks.

### SUSPENSION.

A World Cup Crossmember is essential for the front suspension, but a standard Crossmember can be modified. A high ratio Steering Rack is a good investment although expensive, and could be left until the suspension struts like Bilstein that Fords use and recommend are purchased. Koni or Armstrong adjustable dampers are also worthwhile and can be altered depending on the type of event entered.

### INTERIOR.

The interior of a rally car should be designed to the individual's requirements. On the driver's side switches should be in groups of no more than three, warning lights are better than instruments in the heat of battle. An oil warning light set to work at 35 p.s.i. an alternator warning light, and a water temperature light set at 3 or 4 degrees below boiling. Fuses should be set on a central console for both crew members to reach and definitely not a wooden steering wheel. Seats should also be a personal choice and firmly fixed to the floor. The

rear seat and boot should be neatly and sensibly arranged with all the essential items easily to hand, and well strapped down. The battery should also have supplementary mountings and twin fuel pumps, separately wired with a changeover switch.

#### TRANSMISSION.

This should always be designed to take the power of the engine, and the Bullet Box and the new Rocket Box from A.V.O. are of course recommended. If money is no object a five-speed ZF box at £300 is well worthwhile and if mated to an Atlas axle and limited slip differential it is just about the ultimate in transmissions.

#### ELECTRICS.

These are always very troublesome on rally cars, especially the alternator where the bearings overheat. They should be mounted on rubber blocks to prevent movement. Waterproofing is important, and rubber covers on the coil and distributor with lots of WD 40 should suffice. Also substitute plug leads with a metal core cable. Always see an expert about electrics if you are uncertain.

#### ROLLING GEAR.

Frequent changing and checking of wheel bearings, always packed with plenty of grease is essential, as is the checking of wheels for cracks or faults, and the changing of wheel studs at least once a year.

#### BRAKES.

Always check frequently all seals, fluid, pipes etc.. A dual system with plenty of grease is essential, as is the checking of wheels for cracks or faults, and the changing of wheel studs at least once a year.

#### ENGINE.

After everything is prepared, the basic thing to do any engine is to double all throttle springs and prestretch fan belts ( including the spare ) before fitting. A dry sump kit if one is made for your car is well worthwhile. All engine modifications should be carried out by a reputable firm.

There were then questions on the talk, followed by a 15 minute coffee break.

The next lecture was on Lubrication by a representative of the Shell Oil Company:

#### ENGINE:

He gave the history of lubricants and the advantages of Multigrades for rally cars. Oil changes every 6,000 miles and this should require no extra flushing. The future should bring the cutting down of the ash left after combustion.

#### TRANSMISSION:

Lubricants are straight forward. For the back axle special attention is needed as there can be a pressure of 300 tons p.s.i. on the teeth of the differential. Special oils with additives are needed for limited slip diffs.

#### GREASE:

Bearing grease has a melting point of 185 degrees Centigrade, but "Bentonite" grease has virtually no melting point. Do not overpack the bearings but only  $\frac{1}{2}$  or  $\frac{2}{3}$  fill.

#### CLUB RALLYING.

This one hour lecture was given by Tony Mason who navigated for Roger Clark on The Seven Dales this year.

There are various types of club rallies up to International level i.e. Restricted, R.A.C. Autosport Championships, Motoring News Championships, Escort Championships, as well as non-championship events, Stage Rallies and 12 car events. The best way to get into rallying is by marshalling, servicing or just watching. When you do compete remember to keep fit, eat and drink carefully before an event. If possible keep in the same crew if you get on well together.

On navigation, Tony said that it must be taken seriously. Practice as much as possible and read books on the subject. The navigator is the office manager of the car and should have all the up to date and correct equipment such as map-board, 2B pencils, document board and clips a Garford Romer, map magnifier wired into the car electric, paper maps as required for the event, the regulations and R.A.C. Blue Book. Also an average speed calculator and opisometer.

On the marking of maps, re-draw the map numbers every 10km. squares. Mark white roads to say if they go or not, rough or otherwise and also bad bends and junctions etc.. Marked maps that you can buy are a good investment.

When marking the route on the map put an X on the black-spot squares. Put a ring around the controls and arrows on the far side of junctions. Mark the route alongside the roads and make special note of tricky references, neutral sections, no time-lateness zones etc.

When you get the route card check the times are correct and in the right place. Make sure you know the regulations and when you can make up time, noise zone regulations. Do not alter the road book yourself and if a marshal makes a mistake get him to initial the alteration.

On reading the road from the map, start just with the junctions and bad bends and build up gradually.

There were then questions, followed by a 45 minute lunch provided by Crystal of Hull.

After lunch the first lecture was on SERVICING and was given by Peter "Ginger" Devlin. Featuring slides of the Ford Zodiac Estate Service Cars. He explained that these cars had to be in good condition and fitted with plenty of lights and a firmly fixed roof-rack.

Equipment to be carried should consist of a Jack, axle-stands, a decent light on a long lead from the battery, a spare battery, a tow-rope, jump-leads, torches, long strong crowbar, big hammer, copper mallet, wheel-brace, flexible fuel cans ( Always carried on the roof), oil and syringe, water, service board and spanners.

Cabinets fitted in the car for all small items are advisable. All heavy things should be mounted low down in the car. Fix everything down well and distribute the weight evenly. A fully loaded Zodiac Estate weighs  $2\frac{3}{4}$  tons.

When planning the service points, if they are not compulsory ones fixed by the organisers, do not space them out to give an average speed exceeding 30 m.p.h. Only service in open areas and whentime allows. Plan the service carefully and do not leave litter.

The next lecture on TYRES was by Ian Norris of Dunlop. He started by explaining the difference Crossply and Bias Belted Radial Tyres and the advantages of radials for rallys. Then he introduced the new range of Dunlop Rally Tyres which have just been developed. Unfortunately they are not to be made in Mini sizes. They give the rallyman a choice to suit every type of event, and it makes the choice of tyre about as important as it is for those who race on circuits. One of these tyres made especially for fast tarmac rallies is on the lines of racing tyres in the tread pattern.

Finally he explained Dunlop's plans for servicing on National and International events and gave details of the help they would give to private entrants.

Next was a 90 minute double act between John Davenport and Henry Liddon on CO-Driving. They began by saying that you must train on British events before venturing overseas. The responsibilities of a co-driver on an International is a follow-on to the duties of a navigator. For example he must understand the regulations, check time cards etc. There are additional responsibilities, like booking hotel reservations, passports, visas, arranging service points and currency.

Receeing is a big job before an International and they explained how they each did the job, making pace-notes and transferring the information to the driver. Pace-notes are a word picture of the road and where possible the receeing of the whole route of a foreign event is very worthwhile. Lastly they explained about Crash Helmets, pep-pills, and sleeping on long events.

The final lecture of the day was by Ford Works Driver Timo Makinen, who by looking at him, amazes me how he ever got into a Mini, never mind driving it. With the aid of a blackboard and model cars he explained in broken English the importance of checking pace-notes before an event. You must be able to relate what a co-driver tells you from them. He then answered questions put to him on all aspects of driving, setting the car up to the driver's requirements, seats, brakes and the like.

Then at about 5.30 Stuart Turner came and thanked all who had spoken. He apologised for their weary state but commented that these Rally Schools were more tiring than actually competing.

IAN SADOFSKY.

## FORDSPORT FORUM.

At 19.30 on 5th May the hierarchy of Ford's Competition Dept. were gathered before a crowd of approximately 350. They were Henry Liddon top navigator, Roger Clark Britains's top rally driver, Stuart Turner Ford's Director of Motor Sport, Jim Porter head of France's Competition Dept., and Timo Makinen one of Europe's fastest rally and ice drivers.

The purpose of the meeting was basically a promotional campaign by Ford's to convert the last few diehards to Fords. To set the mood of the meeting the new "Wills" film of the 1971 R.A.C. Rally was shown. This is in my opinion one of the best rally films yet made, in the same class as "The Flying Finn". The essence of the film was that rallying is a demanding and exciting sport with a great future. It started by showing the work involved in building a rally car and then moved on to the start at Harrogate. . .

The story of the rally is conveyed by the use of BBC news releases from Radio 2 and interviews with various drivers and officials. Some of the most exciting action shots were taken by a camera in Timo Makinen's car, with others from a helicopter. There was also the sound of the pop-group "The Who", which added excitement.

After the film the meeting was opened to questions from the floor. The topic was rallying in general, but with particular reference to Fords. Questions at first centered around the cars used. The panel seemed to think that the Capri may have a better and bigger future but production of the GT70 was unlikely because of the safety laws.

Stuart Turner was asked why the only British driver for Ford was Roger Clark and the simple answer was that there is nobody else in Britain who is good enough to compete with the Europeans. They were asked if they thought it was fair for them to compete in National and Restricted events. The answers were that they entered to show other drivers how fast they must drive and to keep any eye on up and coming drivers like Chris Sclater. They thought that he was not fast enough nor consistent. Club drivers could only hope to compete with works drivers in Group 1.

Asked about the success of radios on the Safari, Turner answered that they worked very well but that he felt that this was maybe carrying professionalism too far. Asked about Jimmy Greaves he said that he got a works drive simply because he was world famous.

Dennis Pelling's recurring problem was raised next by Dennis himself. Why did he keep having accidents on rallies. The answers ranged from that he was driving beyond his limit to the possibility that he was not practiced enough. In other words keep trying Dennis. This was almost the last important question, followed only by Mini owners.

Next was a liquid refreshment break followed by 2 films. First was The Seven Dales which was rather boring after the R.A.C. film and the only excitement was when club members were shown. Second was the Safari

film which I think most people have seen at least once before.

The end of the day's events was rather a shambles because most of the Ford representatives had gone home before the finish. Probably because they were extremely tired, and I suspect they were slightly bored although they hid it well. But many thanks to Steve Howard and Crystal for a very full day's entertainment.

TONY CARMICHAEL.

#### WOULD YOU BELIEVE IT.

The club van has been painted. Graham Oddy tells me that after a hard weekend's slog they have completed it in beautiful blue and yellow. Well done chaps.

Roy Webster tells me that it is unofficially reported that in the Esso Uniflow Pit Stop Competition N.H.M.C. are lying fourth for the whole of the country so far. I told you they were good.

Roger Stanford has got another RS. This time a bright yellow job with those lovely cloth seats, turreted Bilsteins - the whole shooting match. Luckey Lad. He is running it in so slowly that rumour has it he got the speeds from an invalid carriage manual.

New member John North was so impressed by the Escorts he saw in battle for the first time at Cropton in the snow last November that he nipped round to Stevie and ordered himself a Mexico with rally goodies to be built at Borehamwood. He took delivery on 11th. May. That is 21 weeks delivery.

That magnanimous member Ken Spoor (who donated the club van remember) offered a large sectional wooden building to the club as a possible clubhouse free of charge if they would remove it immediately. The committee was reluctantly forced to decline this wonderful offer as no site is available, and we are not yet in the financial position for such an undertaking.

Dennis is rebuilding.

I was talking to Bill Stamper last Sunday, who is the landlord of the pub at Rosedale where we have our Production Car Weekend. He is very enthusiastic about this coming event and is making lavish plans which include the provision of a marquee. He is presenting a shield and two large silver trophies, plus a basket of fruit, a barrel of beer, a Whitbread porcelain horse, and  $\frac{1}{2}$  gallon of lemonade for the last man. We must not let this fellow down. So many people have phoned him for accomodation he is fixing up rooms in the village now.

NEW MEMBERS.

A list of new members will be printed each month. The following members have joined since the time of the AGM which is a fair indication of the growth rate of the club. We are pleased to welcome these members and hope that they will come along to all our events. I would suggest Thursday night at The Cross Keys, Lairgate, Beverley, is the best place to meet the regulars.

Tony Baul.	7. Birch Close. Beverley.
Andrew Barker.	6. Cleeves Avenue. South Cave.
Martin Bailey.	Aspen House, 15. Beverley Road. Driffield.
Bernard Curtis.	5. Park Avenue. Haddon Street. Hull.
Peter Cawood.	West Leys Road. Swanland.
Mr. & Mrs. Craven.	3/4. The Crescent. Bridlington.
Jeffrey Dealtry.	4. Westmoor Road. Kingsley. Pontefract.
"Pip" Dale.	The Willows. Skirpenbeck. York.
D. Fletcher.	144. St. Georges Road. Hull.
Barry Gregory.	77. Flemingate. Beverley.
Martin Garner.	117. Grafton Street. Hull.
Mr. & Mrs. K. Horden.	119. Rokeby Park. Hull.
John Kerr.	21. Ellerker Rise. Willerby.
Peter Murray.	14. Orchard Road. Skidby.
George Phelan.	20. Hornby Grove. Bilton Grange. Hull.
Graham Rushton.	60. The Meadows. Cherry Burton.
S.H. Smith.	Langtoft. Driffield.
Mr. & Mrs. N. Sellers.	66. Hopewell Road. Hull.
George Sands.	45. Hull Road. Anlaby.
Andrew Woodmansey.	Manor Farm. Bentley. Beverley.
Mike Walmsley.	106. Holme Church Lane. Beverley.
Mr. & Mrs. J. Yorke.	7. Brockenhurst Avenue. Cottingham.
Chris Yelland.	161. Bradford Road. Wakefield.
Stephen Harvey.	76. Cropton Road. Bricknell Avenue. Hull.

\*\*\*\*\*

\*\*\*\*\*

\*\*\*\*\*

\*\*\*\*\*

# Hull, East & North Riding **MOTORING EXPRESS**



- \*MOTOR CAR INDUSTRY NEWS AND OPINIONS
- \*CAR REPORTS AND ROAD TESTS
- \*LOCAL MOTOR SPORT
- \*NEWS FROM THE MOTOR CLUBS

**it's all in the  
MOTORING EXPRESS**

MAKE SURE OF YOUR MONTHLY PAPER BY  
ORDERING FROM YOUR NEWSAGENT NOW!



**SPECIAL TUNING PARTS  
SPORTS and RALLY GEAR  
STAGE 1 KITS**

get in tune at

**Parish's 'PARTSMART'**

For **SPEEDY SERVICE**

---

**SERVICE**  
with **QUALITY CONTROL**  
and **GUARANTEE**

Watch your car being  
**"POWER TUNED"**  
for Maximum Performance

The charge is small, the result  
great in power and performance

## NEW MEMBERS RALLY SCHOOL.

After all the stuff in this magazine about Ford rally schooling it might seem that any further instruction would be superfluous. However, it has been raised by several new members that a bit of elementary instruction would not go amiss. After all our new members must also be some of our keenest ones but they naturally feel a bit shy about having a go at marshalling, or entering their first mini-rally or closed to club event simply because they are afraid of dropping a clanger through uncertainty.

In order to try to rectify this state of affairs we have arranged a series of lectures from the most highly qualified members we can muster. This is specifically designed for new members who I hope will turn out in force, but also it should be of interest to most novices (and seeing some of them on the Holderness they need all the help that they can get) and anyone who wants to brush up his rallying and perhaps pick up a few tips.

Meetings will be on Tuesday nights in a private room at the Broad Highway. I have been looking for an excuse to visit the place ever since I read about the striptease video-machine in the paper.

The agenda will be as follows:-

Tues 27th. June.

DAVID SHIPLEY & TONY ATKINSON.

Mini-rallies, basic navigation, how to win the Chrysanthemum Rally without really trying etc.

Tues. 4th. July.

GRAHAM ODDY & HARRY AHERN.

Restricted rallies;- form, selectives, stages, what to expect. How to marshal and all the problems of timekeeping will be made plain to you.

Tues. 11th. July.

CHRIS CASHACK & PETE KITCHING.

Car preparation, and driving techniques with reference to rallies, autocross, rallycross, driving tests etc.

Tues 18th. July.

DAVID SHIPLEY & TONY ATKINSON.

Advanced navigating, co-driving and underwater swimming.

COMING EVENTS.

June 3/4th.

SCARBOROUGH WEEKEND.

Closed Autotest meeting co-promoted with BARC. Annual event with party on Saturday night. Regs. from Graham Gough.

June 4th.

POINT TO POINT.

Specially for new members. Don't be afraid if you don't know what is involved - it is only mildly competitive and very good fun. Entries on the day at 50p. Start 1300 hrs. NR 98/974628.

June 13th.

MARSHALS MEETING FOR MIDSUMMER RALLY.

In the Broad Highway Hotel, Willerby Road. At 8.00p.m..

June 17/18th.

MIDSUMMER RALLY.

In the face of bureaucratic adversity Dennis is pressing on with plans for this new event. Specially designed for novices, the route and timing should not be too arduous.

June 23rd.

DISCO AT THE CENTRE HOTEL.

Organised by the Club. Dancing 8.00 till 1.00. Admission 50p. Holderness awards will be presented.

June 25th.

ECONOMY RALLY.

Invited by Reckitt's MC, this event will test fuel consumption and will be timed. Start Crystal Discount Centre 1000 am. Route 105 miles.

June 27th.

RALLY SCHOOL.

Broad Highway Hotel, Willerby Road, 8.00 pm.

July 1/2nd.

ROSEDALE WEEKEND.

Annual get-together and booze-up, and for those who can get up in time, our production car trial. Run by Dave Shipley and Roger Stanford. Melanie has been preparing for this event for several months now.

July 4th.

RALLY SCHOOL.

Broad Highway Hotel, Willerby Road. 8.00 pm.

July 16th.

SLALOM AUTOTESTERS.

Probably at Melbourne airfield. Run by Brian Auchterlounie.

August 10th.

MINI RALLY 1& 4.

Dave Jobling and Maurice Colley will bring their twisted minds to bear on this event. Rumoured that first prize will be a wheel and shaft (these are not my words. Ed.)

August 20th.

DRIVING TEST COMPETITION WITH YORK MC.

To be sorted out by Roger and Dave.

MATTER AND HOGGIN EVERY THURSDAY, CROSS KEYS, LAIRGATE, BEVERLEY.

# *The Complete Answer*

To all your AUTO-ELECTRICAL SPARE PARTS  
and SPECIALIST AUTO-ELECTRICAL REPAIR  
problems

Our fullest attention guaranteed for all your needs

---

Stockists of

AERIALS	DYNAMOS
ALTERNATORS	DISTRIBUTORS
AMMETERS	DRIVING LAMPS
AUTOCABLES	FLASHER UNITS & LAMPS
BATTERIES	FOG LAMPS
BATTERY CABLES	HEAD, SIDE & REAR LAMPS
BULBS	SPARK PLUGS
CAR RADIO	SWITCHES
CAR RECORD PLAYERS	WIPER MOTORS
CONTACT SETS	WIPER ARMS & BLADES
CONTROL BOXES	

consult

**HOTHAM**  
  
**ELECTRICAL  
CO. LTD.**

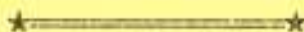
**SPRING STREET HULL**  
**Telephone 27705-6**

AUSTIN AGENTS

Telephone 641864

## *Charles Welpton Ltd.*

AUTOMOBILE ENGINEERS



IMPECUNIOUS ENTHUSIAST!

WELL - WHO ISN'T THESE DAYS?

We are not a Philanthropic Institution-  
but we can assure you that we share  
your enthusiasm for Club activities. We  
would welcome your enquiry for  
Tuning, Balancing, etc., and should you  
be unfortunate enough to bend it a little,  
our Body Repair Section will be pleased  
to restore the model to it's original  
pristine beauty!

We promise a good job at a fair price.

---

THE SQUARE . . . HESSLE

---