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NOVEMBER 1978

E D I T O R I A L

This months mag is early but only because I have been "poorly" - everybody ahhhh! Anyway you lot will be only interested in the R.A.C. now.

With reference to the R.A.C. don't forget to read Harry's page and lets all turn out to help him. Harry has put a lot of hard work into this, purely for N.H.M.C.'s sake. We do seem to be one of the only clubs privileged enough. Harry tells me to have a stage to ourselves. Still on the theme of the R.A.C. this year I think I am right in saying we only have one club member competing, this is of course Mike Jackson and Steve Howard in the Crystal of Hull RS1800. All I can say is give us a good result Mike, best of luck to you and Steve, I'm sure we will all be routing for you.

Will all our competing members contact me regarding their intentions for the 1979 season (motor sport that is!) as I propose to have a "what's he doing" column so that all the other nosy B's can keep in touch.

Did you hear about the Irish builders labourer who had his ear taken off by a falling brick. One of his associates found an ear in the rubble and shouted "it's ear" his reply was "no that's not my ear, as mine had a pencil behind it".

Talking about pencils, which we wern't, I must on behalf of all North Humberside members, congratulate Howard and Sue Patterson on their recent marriage. Silly pair of beggers, after all the advice we gave them.

I would also like to congratulate John & Nigs on their marriage, I think we can all assume they will use the surname of Ainsley, his dad will be pleased.

IT'S

DESSO TIME

XMAS RAVE UP

DECEMBER 20th 8:30 P.M.

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OUR VIEW OF THE CRYSTAL STAGES

I had acquired the Magnum and Barry wanted to do the Crystal so he put in an entry and we drew number eight (on the side of the car with a pencil - Ed)

Scrutineering was passed with no problems for us but I think one or two crews had odd little jobs to do, one Mini in particular had about 2" of play in the ball joints, I only mention this because there seems to be a few people who rally who think pre-rally preparation is not important. To me it is the most important thing, I will sum up this statement by a few quotes "Well we were lying 10th but the exhaust fell off - I knew the mountings were a bit knocked but it was that big yump which broke them"(change em).

"I thought the clutch pedal was a bit soft but I thought it was the diaphragm not the master cylinder anyway it packed up on the third stage"

I am only quoting these things because a few people were complaining of the roughness of certain stages but look who were going the fastest, look who did not finish. Think about your cars before they break and not afterwards.

Back to the rally, the first stage was a bit slippery and we did a bad time on there, it dried up a bit later on giving the later runners better times. Stages two and three were fast cinder farm tracks, stage two was quite hairy. Half way down the long straight I saw a bit of a yump I lifted, Barry shouted GO ON so I did 5th gear nearly flat out whoops it kinks right, we just made it (and so did I, I hid it in my trousers, that'll learn me to keep my trap shut - Ed) and had a respectable time. On to stage four and a bouncy ride was had by all - hmmm - nice! Stages five, six and seven were short but very good, I thought stately homes were only for the R.A.C. Stage eight at Hutton, I made a mistake, went very wide into the 90 right and lost some time. Stage nine at Hutton I thought we will get it right this time, braked earlier

into the bend, tail out (fast cat) went well out of the bend, wellie down whoops who put that mud down, turned completely round and carried on. Stage ten was good but very soft. Across the stubble field seemed to pull most of the power out of the Magnum. Stages 11 and 12 Humpty and Dumpty - going well on these. John Beadle had a puncture costing him about thirty seconds and on our second run we caught a white 3 litre Capri, I have never seen a big car chucked around like that in my life, great to watch but not very good for trying to pass. The two Cottams next, uneventful for us, first time ever on racing tyres - wow! We then went to Thirkleby a lot of extra mileage obtained here, then to Allison Wold. Very fast stubble field stage. Then to a new one at Carnaby - great thought went into this one and it was very enjoyable. Then I think the next stage at Little Weighton must take the prize for the best stage on the rally - absolutely brilliant. Flat out bits on solid roads, tricky bits through gateways and across bridges, slippery and loose round field headlands, I reckon about nine miles of absolute fun and enjoyment for all. Then back to the first stage which had dried out and we took nearly two minutes off our mornings time.

Back to the finish and 8th overall.

I just want to finish by saying - Organisers, fantastic rally and value for money and a special thanks to the two heroes of the day Chris Fewless and Mike Beadle, brilliant stages, everyone.

Thanks.

Mike Reed and Barry Hodge
R & H Rallying.

PARISHS MOONRAKER RALLY 1979

Just to give our members a little insight on what goes on, here are the various problems we have experienced this year.

All our problems have been caused by the wonderful R.A.C.'s six week ruling only allowing one rally on any one road every six weeks. We first moved it back a month because the Elcar Rally had been given forestry allocation for the same date and wanted to use part of our map. We then found the route clashed with Lindholme Motor Club's rally. So it was then planned to go onto map 94 but we have problems with sheep and snow.

Then the wonderful R.A.C. did it again, altering the forestry allocation for the Elcar Trophy so we moved back to our original date but still a clash with Lindholme. More thinking and we would swap dated with Alwoodly a week later. Great - but then Alwoodly's rally clashed with the Raylor, so back to square one. Eventually we have come to an agreement with Lindholme and the Moonraker will run on APRIL 21/22 1979.

The Organising Committee consists of

Secretary - Robert Newlove. Assistant Alan Carvell

Clerk/Course - Roger Stoneley. Ass. Ph.Tomlinson

Entries Sec - Tim and Angela Allsop

Chief Marshal - Little Green Men.

P.R.O. - John Newlove.

We could do with some assistance, particularly with the PR work. If you are interested, please contact a GIN TWIN.

A DAY OUT TO BRUM:

Many moons ago in the lofty heights of the motor club committee room it was decided to have a trip to the motor show. (Mainly because none of us could afford to go by our selves).

Dave Shipley was politely asked (blackmailed) to organise it and Eddie Patchett promised a LUXURY coach.

Come Saturday the 21st October, 8 a.m. in the Ferensway Car Park, after taking our a mortgage to pay the parking fee, we eagerly awaited the coach, we were a little worried at it being late, as Eddie was muttering something about putting the engine back in it on Thursday night. In all, forty three of us boarded the coach, we could have done with a little more support. Mike Carroll was carrying a large sort of hand bag and he wouldn't let anybody near it. After a circular tour of Hull, we picked Eddie and Debbie up at Newport (we couldn't forget them, they had the motor show tickets). Off we went towards Doncaster, Mike Carroll had already started the cans of ale he was hiding in his handbag.

In Doncaster we came to a sudden halt, the driver dashed in to a garage and came out with a watering can, the bus was a bit thirsty. We arrived at the N.E.C. about noon together with hundreds of other coaches. The show was in five halls. I've never seen so many people in one place at the same time, in 90 minutes 25,000 people went through the doors. They closed Hall 5 down due to overcrowding but we were lucky enough to get in, some didn't. Trying to get a drink was practically impossible. Queues six deep at the bar (just like the Grange on a Thursday night). Seeing the stands was very hard work except for people like Eric Craven who could see over the top.

There was nothing startling new, the only staggering thing was the prices. With the vintage cars in the Ford stand, some people were wondering just how long they had been on strike. By 5 p.m. we were very tired and bothered from pushing through the crowds, so we headed for our coach, some people had difficulty in finding it, but we all got there eventually.

Angela Allsop had a slight problem when she stood on the bus drivers wire, but we won't say any more about that.

A meal had been booked at a Hotel in Walsall and after another water halt we had an excellent meal and headed back to civilisation, after two more water stops (stop one for the bus and one for us) we had been to the pub remembering we came into North Ferriby after dropping Mr. & Mrs. Patchett off at Newport. It appears bus drivers are limited to driving hours like lorry drivers, it doesn't matter how fast you go as long as you get back on time, we had a high speed burn through the rest of Hull and back to Ferensway, we all arrived safely but absolutely k.....ed!

GINUS TUINUS

GIN JOKE

A man got a job with a newspaper. Every day somebody hit him on the head with a rolled up newspaper. Eventually he got sick of this and asked this bloke why he kept doing it - he replied "I'm the EDITOR" - (Headitor)

COMP. SECS. REPORT

Not much to say this month, many thanks to all who helped to make the Crystal a great success, now we can start thinking of next years event.

I don't know what new regulations the R.A.C. will spring on us in the new year or how much licence fees will be, but one point is worth mentioning, if you apply for say a rally licence another category of a licence say a speed licence will only cost you half the price.

We now have an excellent journalist amongst our ranks, his name is Phil Markham. He was responsible for the very good report in Motoring News on the Crystal Stages and also has a big article in the November issue of Triple C.

SHELL LEAGUE

After the York Motor Club's autotests in which we were represented by Phil Cherry, Graham Gardam, Nicholas Thompson, Alan Carvell, Howard and Sue Patterson, we had mixed results. Unfortunately Nick and Graham retired, Phil Cherry arrived too late to be placed in the team leaving only three finishers from N.H.M.C. and once again relying on Sue Patterson to make them up. (She was the only lady in the event which had 81 entries). They did however, manage to keep us in 5th place leaving only the Leeds Mercury as the final event.

At the moment Howard Patterson is the leading club member in the Shell League.

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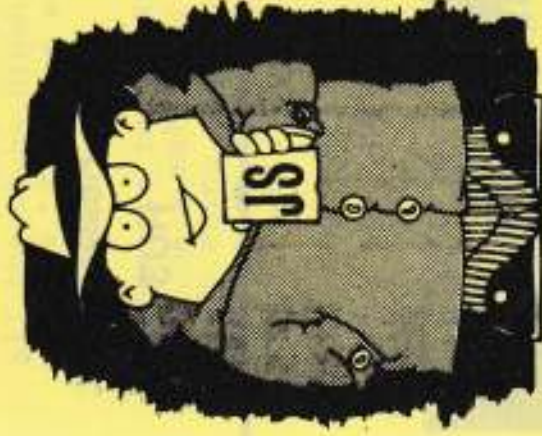
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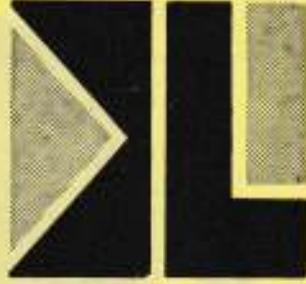


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NEW MEMBERS CORNER

As we seem to have quite a few new members joining our ranks recently, who are purely beginners at motor sport, I thought it would be a good idea to start from basics with a short article each month to help them along. Although I do give some advice to members on Thursday nights, I don't always have a lot of time to go into details.

Motor sport in this country is controlled by the R.A.C. Motorsport Division (or as they are now called - The British Motorsports Association). They are responsible for getting all the clubs organised, rule making, issuing permits, licences etc., in all forms of motor sport.

To compete in any R.A.C. recognised event you must be a member of an R.A.C. recognised club. In so doing, you agree to only compete in events held under R.A.C. rules, this means you shouldn't enter events such as "non RAC Grass Track events etc."

There are four types of status of events in motorsport.

1. Closed and Co-promoted events. These are events organised by a club for its own members only or in the case of a co-promoted event, several clubs up to a maximum of six. For these events you do not need a competition licence, only a club membership card.
2. Restricted events. These are of a higher status than the above events and are usually open to invited clubs or associations e.g. most events in this area are open to member clubs of the "Association of Northern Car Clubs". To compete in these events you require an R.A.C. Competition Licence of restricted or higher status for the particular type of event concerned. (I will

give more details on licences later)

3. National events. These are again of higher status and are open to competitors from all over the country. In this case you require a competition licence of National or higher status for the particular events concerned.
4. International events. As the name suggests these are open to all nationalities, for these events you require an International competition licence or an FIA equivalent. (The FIA is the controlling body of international motor sport)

The status of an event is normally shown in the first page of the regulations issued for the event.

Thats all for this month.

John Newlove.

TOUR OF HAMSTERLEY (or Arn't these headmen quick)

After failing to finish the Crystal due to an unmarked hazard which was bloody dangerous, steering mended and ready to go again. John Dixon having insufficient time and premises to mend his Escort (Hull Fair) elected to ride as navigator. I jumped at the chance of 50 smooth forest stage miles in a rally of total mileage of 60 miles! So we fettled trailer, rewired lights and an XJ6 tow car was loaned to us by Car Cover Warranties. Had a dice with a timber wagon on the Westwood, XJ6 - 1, Timber wagon - 0. 15 miles further on we were hemmed in by a loaded artic, a bloody great roar and Northy pedalled the truss wagon by a 70+. On approaching Darlington we went north east into a village and they went south west. We eventually met at Oates Garage Ltd. and exchanged greetings. (other NHMC members entered were JB, IN, MR & BS all loaded on the truss wagon.) We got chucked out of scrutineering for no bar across the light brackets and an inelligible helmet - big words eh! JB and ourselves had to cover up signwriting on the bonnet and boot before the scrutineer would allow us to start. The start of the event in the centre of Hamsterly saw the senior citizens at No. 11 us at 52 Bob and Mike at 74. We commenced rallying at 11.22. First stage being a four minuter, we had attached to the rear of the car, two 225x13 rally specials ultragrips which were to prove rather wide for the job in hand so we changed to 180x330x13 Ultragrips for second lap which obtained us quicker times. I was driving as quick as I could and we were still being ripped off by more than 25 of the headmen/locals/maniacs as well as the OAP's in car 11. Lap 2 of the forest called for a concerted effort. At the end of the first laps positions posted were us 27th JB & IN 12th Bob and Mike had encountered woodwork at speed and spectated thereafter. On the second lap we were much quicker, trouble was so was everyone

else and at the end of the second lap, times posted showed we were 22nd and the Pensioners were 10th. We obviously had to have a real go on this our last lap and scorched off into the sun which was really to be our downfall as it happened. We encountered a long straight with John doing his best to shield the sun which was directly in front of us with his time card, this did not stop us visiting the scenery and collected a penalty of 90 seconds down on our first runs times.

A final six minute blast down to the finish to see the already loaded truss machine JB and IN waiting to see if we were in one piece.

Final results JB/IN in Bengys Banger 8th overall us in Escort 18th overall.

The forests are the real rally tests and this superb event used only ten road miles out of a total of 60 the balance being forest and for us was the equivalent of six ordinary farm track events.

Terry Lucas/John Dixon.

R.A.C. INTERNATIONAL RALLY OF GREAT BRITAIN
1978.

Stage No. 26 - Cropton Forest.

Date - Monday 20th November, 1978.

Stage operational by 1800 hrs.

Marshels must sign on by no later than 1700 hrs

STAGE ENTRY at MR 100/797951 - approach Pickering - Newton on Rawcliffe - Stepe.

The above details are the latest available and are subject to confirmation.

A MARSHALS MEETING will be held on Thursday 16th November in the M.H.M.C. club room at the Grange -(Cottage Cheese) Willerby commencing at 8 p.m. prompt.

Once again the club has been given its own stage (most clubs having to share) the sole reason for this is the enthusiastic support by club members over the years, PLEASE DON'T LET US DOWN THIS YEAR.

For any further information or to volunteer to marshal, please ring

HARRY or AUDREY AHERN at Hull 441703

FORTHCOMING EVENTS

- 20 Nov. RAC Rally. Cropton Stage, lots of help needed, marshal meeting Thursday 16th November at the Grange 8 p.m. prompt.
- 2/3 Dec. Hall Trophy Rally. Clitheroe & Dis. M.C. ANCC Championship event.
- 2/2 Dec. Beaver Rally. Beverley & DMC. As this is a novice event, how about some of you experts helping out with the marshalling. Please contact Roger Stoneley or the Gin twins.
- 3 Dec. Autotests organised by Bridlington & DMC at a venue to be announced.
- 9 Dec. Cossack Rally organised by Eastwood & DMC in the Lincblim and Grantham area.
- 16 Dec. Seven Dales Rally organised by Delacy MC. Starts and finishes at Hull Crest Motel Nth Ferriby. They have asked for help in marshalling this event. Please contact Roger Stoneley if you can help.
- 1 Jan. New Years Day (Monday) Autotests organised by John Beadle and Ian North probably on Walton Street.
- 27/28 Jan. Three Swans Rally. Selby & D.M.C.
- 10/11 Feb. Swift Caravans/Hull Crest Rally organised by Beverley and D.M.C.

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