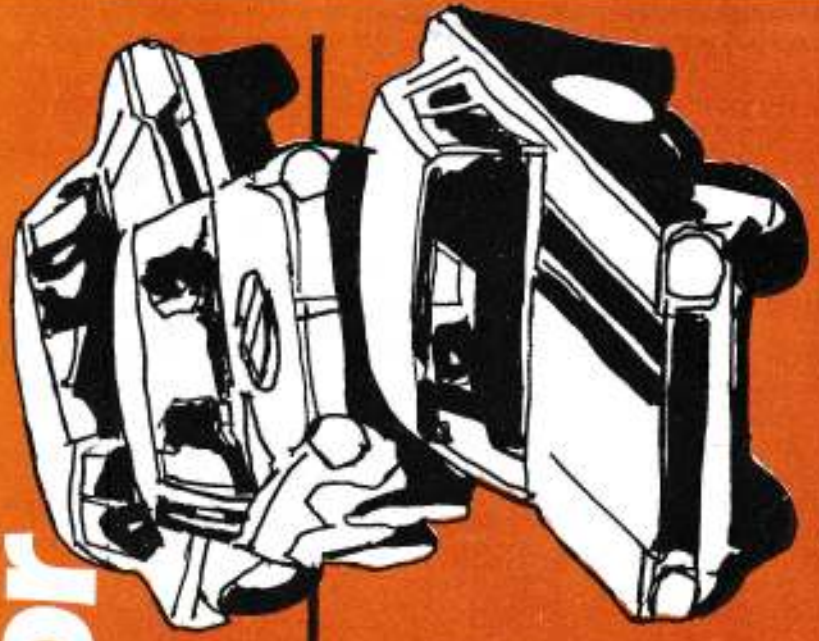




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LONGBALL

The 1979 **A** h.A.C. Rally of Great Britain.

When Terry asked me to do something for the h.A.C. I realised that a description of the rally was of no use as everybody had read about it in the press. So I thought that a few observations (thats a big word innit it? **ED**) on our progress would be far better than repeating history.

John (Beadle for our newer, younger members) and I discussed the event as usual earlier in the year and as he had a suitable car this year, (Benny's Banger wasn't homologated) we decided to see if we could get an entry.

£240.00 for a private entry was sent off and a mail biting period was spent waiting for the seedings to be announced, (at that price I wouldn't have been too disappointed to have not been given an entry!) When they ^{WERE} received we were at 138, first of five Escort Sports all grouped together, (It must have been an omen eh? a sign of things to come.)

Car preparations were fraught with engine problems which were only resolved the Tuesday before the start. Service organisation also presented some difficulties but a motley (whats that mean?) crew were assembled and proved to be a superb combination as official spokesman gentlemen. I can categorically state that we enjoyed the helping as much as you enjoyed the competing) load books and service details were received a week before the event and the whole route was plotted on houtemaster maps, one set for the Rally Car and one set for the barge, (yes and they were the same as well!).

The Wednesday evening before the rally found everyone at Forth Garage for a 2½ hour discussion (they say volunteers work better than pressed men, perhaps one day we will be told the difference between the two!).

I had made a reconnoitre (I thought you weren't very good with your hands?) of Chester a few weeks before and this had paid off. Our hotel wasn't perfect (good, it wouldn't have done with two of you perfect would it?) but they didn't want any money for the time the rooms were not occupied and of course two hundred yards to Kally Headquarters was better than our previous years of one mile and seven miles, (must be Kally H.C., itself next year?) We went out for a meal and were pleased to return later to see Webbo's car parked outside and a note at reception telling us he was "in" although last on the road.

Sunday morning dawned bright and at 11am we set off, (I won't mention that we loaned a gallon of oil to "top up" his car and that he gave the empty tin straight back to us! evidently the oil pressure union had not been tightened and the liquid had escaped this way.) After the second stage we tried our radio for the first time and immediately got the barge loud and clear, on looking up I saw them on the other side of the dual carriage-way.....no wonder it was loud and clear with a range of very nearly 50 yards! (whilst we joke about the radio it was our salvation, and, incidentally, only collected at very short notice from Luton by Steve Hood on the Friday before the rally!

After Sutton Park we found the barge in a layby usually used by a vegetable seller (that's not fair that Ian, Lloyd did a good job!) at the bottom of his 4 foot square board acting as a price list the words GUINNESS 10P PER PINT! (Unfortunately the "bar" had just closed when our intrepid crew arrived and therefore we were not "allowed" to offer them any of their favourite tipples) John and I had never serviced or been serviced anything like this before, at every halt we were met at the entry of each service area by a guide (Sometimes we sent a white man, and on other occasions we sent Kelvin).

We tried to cover every eventuality drawing from previous experience, (must have a very good memory that Mr. North he had us drawing straws for who was to walk in front with the red flag!) we did of course call upon all the members of both "competing" crews (An outsider might wonder what is meant as competing, to explain, when you are being directed from 1 service point to another you are involved with one or two other vehicles whose sole aim is to get as good a position as possible in which to service, on odd occasions, the competitive instinct is used to good intent and you "win" that particularly good spot.) when that briefing came to a close we all felt confident that barring disaster a result could be achieved.

Saturday morning brought the check list out and when John and I left at lunchtime our visions of the Tranny "belly to ground" were very real (slight exaggerations here readers we only had to cut three inches off the mud flaps so they did not catch under fierce "acceleration" I would like to mention at this time that the difference between fierce and normal was just definable if you concentrated!). We went to scrutineering $\frac{1}{2}$ an hour early and left two hours late! (and this is the most prestigious and popular ^{daily} in the championship! makes our Crystal and Moonraker look good eh?) This was the first time the organisation had seemingly hiccupped..... evidently the earlier numbers had arrived late and so everybody lost out. (should have excluded 'em that would 'av shook 'em!)

complete with recognition board, proclaiming "138 BEANS", our path was indicated by a length of red carpet (It started off as off white, but whilst we were "persuading" the works Fiat crew that we needed the space more than them it did get a little stained! funny that they never bothered us again) with a trolley jack positioned at the end, seemingly before we had stopped we were in the air and a full check over took place. (I must say that you would think Mr. Beadle would have been a little more considerate twice we had to lay on the carpet that he had stained with mud and road dirt! This of course was if no others had been planned on by radio on the run in. (Always providing you could get some air time, on one occasion we had to assume the position of a Home Office Official and ask them nicely if they could limit their messages to important facts and not to compare times over the air!) John couldn't get over the fact that he still had clean hands after many stages. (We couldn't let him "interfere" with our system could we?).

Bramham gave us $\frac{1}{2}$ an hours delay and if we had not taken advantage of the $\frac{1}{2}$ time allowance at Flamingo Park with the automatic closing up of the entry we would have had only 3 minutes in which to service. (we also used our heads here and convinced another services crew that our Dynamic Duo were a little earlier than they actually were, we managed to locate a prime position on a corner at the end of the outward lane of the road they had to use to get to the out control.)

Wykeham gave us our first heart stopper when the downhill hairpin $\frac{1}{2}$ a mile arrived rather quickly, (you told us he was just cruising when we asked) however it turned out to be our best stage on Sunday! 2nd! The blooming tarmac stretches of Sutton Park and Donnington being endless with only 1300cc. (how long are they with 1600cc we wonder)

Kielder, horrific as usual had six stages and we were between 65th and 79th on these stages. The ~~Score~~ took us 37 minutes 42 seconds - Mikkola took 27.04. (and some of the rallies which our younger competitors have competed on there has only been 30 - 35 minutes total stage time never mind on one massive stage).

Between Kielder 5 and 6 (on a relaxed but black ice covered road section I might add) we encountered our problem, a slight excursion down an eight foot bank into a picnic area (much to the amazement of a family, doing their best to fry some chips, and enjoy a quiet picnic in an old road, a long way away from thosenisay, smelly, rally people and their machinery) this much to our surprise and displeasure had snapped off the $\frac{1}{2}$ shaft flush with the axle and bent the brake back plate double! (We were stunned by the strange but unmistakable voice of

Mr. Norfth who instead of using our original call sign was now using "KILLED 3 TO KILLED 4" it was obvious to us all there were big problems as the "anxiety" came over the air waves as if he was sitting next to you we all made a grab for the mike and I won and ignoring all the rules of I.T. shouted "GO AHEAD IAN" he then gave us a list as calm as you like of what they needed, it included $\frac{1}{2}$ shaft, brake shoes, backplate, tyre, wheel etc!! Fortunately, or was it just good service

management? we were not too far away so we set about finding them at breakneck speed, knowing full well of course that time was tight, but if seen traversing the lanes too fast, our crew would be excluded for our misgivings! I enjoyed this bit of driving most of all as Lloyd was calling the road out as if we were trying to win! we rounded a corner and came across Ian who had managed to "persuade" the owner of the battered 1100 saloon who two minutes previously had been brewing up in the privacy of his own little picnic area. this helped us to find our stricken

7

charge with Ian hanging out of the van showing us the way, I drove a bit slower here so as not to strain his heart too much as he listened to the squealing tyres and groaning springs, its surprising how far those 2 litre transits lean before they fall over isn't it? We managed to extract damaged shaft which proved a bit of a devil, but Phil was tremendous in the crisis and between the 6 of us got them on their ^{way} again albeit without any rear brakes, well you can't have everything can you?

They set off a little quickly into Kielder 6 and 'twas then they realised they didn't have any means of retardation! now we all think we know that mr Ford designed his cars with dual circuit brakes but nobody told our car! The only real (near) casualty was the finish marshal who wanted John to stop at his control to give him a time, a major calamity was somehow avoided but Mr. B. was not a happy man! You lot tryin to kill us then? he calmly asked at the top of his voice when he arrived at our service point. Can't drive the bloody thing like that he said its positively dangerous!

We then spent $\frac{1}{2}$ of an hour cobbling the brakes and entered Stage 23 on 59 minutes lateness (T.Lucas and a "volunteer" who kindly offered the use of his hire car for Lucas and friend to follow our Dynamic Duo to make sure everything was alright, as the cobbling of the brakes as Ian so aptly describes, still gave us rise for concern as the drum was touching the back plate at every half a turn and causing sparks to fly, and, of course heat to generate, I must point out at this time that the vehicle we used was an 1800 high compression near new Magnum which of course is much more powerful than a 1300 Escort however it took me 7 miles to catch up with them which must say something for Johns driving and Ians road calling, I don't quite know what but something.) After the three Scottish Stages we entered Parc Ferme at Carlisle and drew a deep breath.

We were running well down on the road but were still in and had a fresh supply of lateness (sounds as if you waltzed into Tesco's and bought a boxful there Ian)

Greystoke gave us our only puncture and we got the spectators to lift the car - easier than using the jack. After Newby Bridge we changed the O.S.h. braking system with those from Webbo's car, O.T.L. in Scotland. (Roy and Mike Whitehouse arrived at our service point very disgruntled and mucho upsetto, he explained that they were going well and were well up in their class when a fast right tightened and their car left the road only 4 foot of the road but with no spectators and "glued" to the road, could not move any further. Whilst we were sympathising with their problem we were jacking it up and "checking it over" when we were asked what we were doing we asked if he would mind if we borrowed the "back plate, brake shoes, cylinder and drum etc., Roy's comments were printable, apt, but not relevant at this time, needless to say these were removed in readiness for John and Ian and T.L. had the opportunity to drive Roy's car in the service area to test whether the front brakes were working, quite good that.)

John slept from Clitheroe to Oulton Park, which I had quite a job finding in the fog and we crept into Chester to find our selves 61st overall and 2nd in class (we only just managed to get there in time due to some fantastic driving by Phil Tomlinson as I got out the side door of the van I stumbled on to a certain yellow Escort occupied by our crew, a little close that.)

Tuesday dawned damp and foggy and we listened to the weather forecast with trepidation (we use a Transistor radio these days) the further over the hill you get the more you like to see where you are going.

The O.S.F. hub was changed before we reached the Welsh forests and we were ready for any thing - except fog. The weather lessened our servicing time at Llandudnod, Wells and Brecon but we struggled on cursing the elements.

Besides slowing us on stages it made the road sections very tight and neither of us got any rest. (and you need it at your age do'nt you - Editor) Then we got to the T.V. Stages Esgeir Dafydd, there my Dad played his ace and used the massive power of the car. The surface of the next four stages was diabolical and skate were the order of the day. Our trip down the west half of the Abergswyn was halted by queues of skidding spectators and arrival at Stage 48 found us well into our half hour penalty free lateness. 49 was Hafren just before dawn on Wednesday and took us 35 minutes 45 seconds. (28.42 Brookes) We were 33rd on this stage which I think is a very creditable performance. (Yes definitely Sir- pat pat) Machynlleth gave us two hours rest and service and we left there 41st on the road - the Simpsons were 40th and they agreed to pull over when we caught them (this is not what we were told their reply was Mr. North) Bettwys-y-coed saw us still in the running with five stages still to go and the realisation that if we could keep it going a good result was possible. After Beddgelert we saw Cass's car parked in between No Parking bollards just after the stage. To explain, Cass was our roving car and he appeared at the places the barge couldn't get to because of time or service schedule.

At the Great Orme we let the car that drew up beside us go first Hans Thorzelius is bigger than me. (he is obviously better as well - Ed.) We were 54th fastest although John only lifted twice when he should not have done, I hope you told him off for those two instances - Ed) power helps.

Then the three Clocaenogs and only on the last stage did I detect a slight lessening of pace. We saw many familiar faces on this stage and both of us drew a large breath of relief at the end(you told me you couldn't draw when I asked you for a cartoon - Ed.)

The run in to Chester was a little tiring as we had to wait for all the pomp and ceremony not really appreciated after the rally but, necessary for the sport.

Dinner that evening was broken by a phone call from Jim Porter - why wasn't our car in Parc Ferme - John told him where it was and we breathed again. Prince Michael gave us our awards (even managed to speak with some of your relatives did you Mr. North) at the usual well presented prizegiving and it was home for a rest.

John Beadle and Ian North would like to thank:

Victoria Speed Concessionaires and Roy Webster for sponsorship and "volunteering" brake parts.

Springfield Credit Group for sponsorship.

Freelance Refinishers Limited for sponsorship.

Kelvin Brown, Cass, Terry Lucas, Richard Marsden, Phil Tomlinson and Lloyd Walker for servicing. (Alphabetical)

Mike Reed for car parts.

East Hiding Tyres for nitrogen for the windy guns etc.,

Starfit Plant for the generator.

Mike Hoberts for the engine work.

Enid and Mary for letting us do it and everybody who helped us to succeed.

THERES LIFE IN THE OLD DOES YE?

FANCY

DRESS

PARTY

It must surely have been one of the most successful and enjoyable events of the year a tribute must be paid to the organisers and guests alike.

Phil Tomlinson said "Would we act as judges for the event?" we said okay, not realising what we had let ourselves in for. As more people came in with Fancy dress I said 'huddy hell its going to take some sorting out due to the really high standard. Eventually we had to stick our necks out on what we thought was a really difficult task.

Class Winners.

- 1. Best home made dress.
Jane Ledgerwood. - Dishy Waitress.
- 2. Most Elegant.
Senor. John Beadle. - Sworthy Mexican.
- 3. Funniest Woman.
Vicky Fewlass. - The small one of 'The Krankies'
- 4. Funniest Man.
Tim Allsop. - Miss Piggy with suitable boobs.
- 5. Best Dressed Man.
Phil Craven. - Dick Turpin d'elegance.
- 6. Best Dressed Woman.
Mary North. - Classic Chinese Lady.
- 7. Most Original.
Sheik Mike headd. - GPEC member.

contd.....

- 8. Ugliest.
Adrian Hannah. - Planet of the Apes kep.
- 9. Most Appropriate.
Tony Carmichael. - Jaunty Cavalier with fungus to suit.
- 10. Sexiest.
Clare Gibbs. - Harem Bint. 'Wow'

It was harder than finding 8 drawson the coupon.

Audrey and Harry.

Lombard KAC Hally.

18th-21st November, 1979.

27th November, 1979.

SS 13 Cropton Forest.

Dear Harry,

I am writing to express the appreciation of the Organising Committee of the hally for the help which you gave in the running of a stage on the 1979 event.

As a small memento of the occasion a finishers plaque is enclosed together with a set of results. I also enclose a cheque in recognition of your help with the event and which I hope you will find of some small assistance to yourself and/or your club.

Many thanks.

Yours sincerely.

JIM POUTH.

Deputy Clerk of the Course.

The cheque received was for £25.00, it has been handed to N.H.M. C. Treasurer to off set the cost of the hire of the generator. (Who said the KAC had a heart of granite.?)

H.A.

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Lombard HAC Rally.

18th-21st November, 1979.

11th December, 1979.

Dear Harry,

Once again I have the greatest pleasure to pass on the gratitude of the organising committee and Jim Porter to you and your helpers for the immense effort and expertise applied to make the Rally of 1979.

The event appears to improve year by year and from comments of the competitors this is due in no small measure to the efficiency in the field.

I look forward to seeing and to reporting to you, the comments of F.I.S.A. when we shall see if we have maintained our position as a leading World Championship event. I feel sure this will purely be confirmation of the media reports throughout the Motor Sport. Yours sincerely,

P.A.G.FORSTER. Regional Organiser - Yorkshire.

I would like to add my personal thanks to all the marshalls who helped to run the stage. with special thanks to the working party who spent a long day in the forest.

Harry.

For some months now, the Committee Members of the Club have been considering forming the Club into a Limited Company. The situation has now reached a point where several of the Committee Members feel that unless this Club becomes a Limited Company then they feel that they should tender their resignation.

As the Club stands at the moment, should the Club make an error in the promotion of an event i.e. should any Motor Sport Council regulations be contravened, and should this error result in injury - whether fatal or otherwise to any person - then the Club can be held responsible in law, if sued. If, because of the contravention of rules (however slight), the insurance the Club holds refuses to pay out, then the Club and its members are liable to pay on Judgement each to the individual limit of his/her resources.

If a limited Company is formed, then this liability on each member is limited to a small amount (perhaps £2.)

Your Treasurer, Secretary and myself, have been charged by the Committee with investigating the possibility of forming such a Company as soon as possible. The only problems involved in forming this Company are extra work for the Treasurer and Secretary - both of whom are prepared to undertake this for their own peace of mind, as well as that of the Members. There will be a small increase in the amount of money we have to pay out as a result of being a Limited Company, but again the Committee considers this to be money well spent.

To this end I am now investigating the possibilities and the first step has been to appoint a Club Solicitor. No further steps can be taken without an Extraordinary General Meeting of the club, so that a vote can be taken amongst the membership. The committee feel that this not something that can be done at an A.G.M., as our A.G.M., tends to take the full evening and, therefore, the following steps will be taken.

Early in the New Year an Extraordinary General Meeting will be held at the club room, at which our newly appointed Solicitor will attend to state the case regarding the formation of a company and to answer questions from members.

If at this Meeting the general consensus of opinion is that we should proceed along the lines indicated, then the Company will be formed and all necessary paperwork completed so that we can start our next financial year as a Limited Company.

The date of this E.G.M., will be Thursday the 24th January and I strongly urge all members to be present. The Meeting starts at 9pm prompt., and it is hoped that a bar extension will have been arranged.

THIS MEETING IS OF VITAL IMPORTANCE NOT ONLY TO THE CLUB BUT TO EACH AND EVERY MEMBER. PLEASE MAKE EVERY EFFORT TO ATTEND.

Thank you,

Stuart Saddington.

President - North Humberstone Motor Club.

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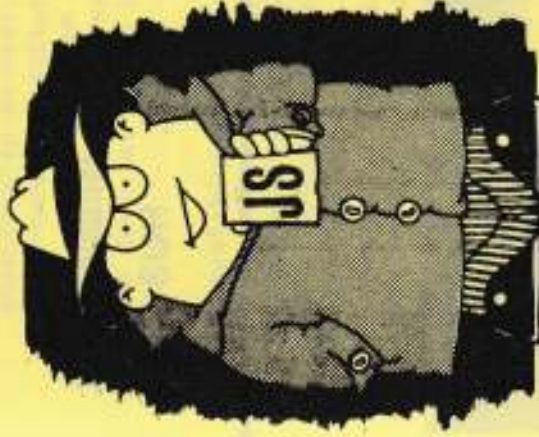
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28 OCTOBER

This our second restricted autotest of the year was North Humberides contribution to the ANCC Autotest Championship.

As usual the organisation was left to the faw, i.e. John Newlove, Howard Paterson, Robert Newlove, I am told Sue Paterson designed the tests.

We were expecting some 'good lads' competing in the championship so everything had to be right, the well known competitors such as Gerald Taylor in his Mini, Richard Ineson in another Mini, the Honda Brigade from Beverley & Dist. and even one competitor who drove an oldish looking Mini all the way from Oldham.

Competition was very keen with only very small differences in the times put up by the top lads, another added obstacle being the particularly large bonfire being built by the children(?) of Walton Street. Harry Ahern spent most of the afternoon keeping the little horrors in control, even though one young lad threatened to bash his head in with an iron bar. NMMC had a few competitors entered, Roger Stoneley was out in his newly acquired Mini although he didn't seem able to get the handbrake to work properly. Bob White was there in yet another Mini, Nick Thompson in his ever faithful Avenger, Ken Hallstone in the amazing Mazda. First time out was Dave Jobling's Fiesta having to use his normal road tyres, Roy Webster started in his Escort but lost reverse gear early on so continued shering a Mini with Dave Heskins, but could of course not figure in the results.

Rob White was soon up among the leaders so the others

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6. Battery, water, oil and tyre pressures do not need to be checked nearly as often. (if at all)
7. The floor is shaped just like an ash tray.
8. They will only run on the petrol with the highest Green Shield stamp rate.
9. They do not need to be gareded at night.
10. They can be driven for up to 100 miles with the oil warning light flashing.
11. They need cleaning less often, especially inside.
12. The suspension is reinforced to allow the carriage of roof-tiles and other heavy building materials.
13. Company cars are adapted to allow reverse gear to be engaged whilst the car is still moving forwards.

were watching him closely, unfortunately he made a mistake on one test, the marshall had not noticed, but the other competitors did and he got a wash-out. Ron Makinon from Trackrod was really flying around the tests. Although the Clerk of the Course had to be called in when he disputed a marshalls decision on whether he had stopped astride a finish line, he eventually won F.T.D. on the fig-of merit. Nick Thompson and Ken Hailstone put up a very good fight against some very good opposition, with the F.T.D. coming from his class, Ken won the class with Nick second, Rob White would have won his class had he not made that one mistake, as it was he finished third in class winning the first NHMC sword on fig. of merit.

The weather stayed fine and I think everyone had a good day. Thanks must go to all who helped on the day in setting out the course, Scrutineering results, etc., and of course to all the Marshalls including some from Beverley & Dist. members, although it would have been nice to see some more NHMC members present even if they were only watching.

14. The tyre walls are modified to allow the bumping into and over kerbs whilst parking.
15. Unusual engine noises are easily eliminated by turning up the volume of the radio.
(Radio? Someone works for a good company-Ed)
16. They need no security. They may be left anywhere, anytime unlocked and with the keys in the ignition.
17. If the hazard lights are on they can park on double yellow lines.
18. In winter they de-mist the front screen quicker if the tick-over is increased to about 4000 rpm.

The above found its way to me. Not surprisingly it's anonymous, and of course it doesn't relate to any of us who have company cars. Does it?

There are many of you who will remember one of our ex members, Steve Wren, who used to be our Hillclimb man with his orange Sprite.

Steve disappeared from our scene in April 1978, when he emigrated to the USA. One or two people have asked me about him so here is a brief précis of his travels etc. since he left this sceptered isle.

Steve went originally to St. Joseph, Missouri, to take charge of a new tanning process in one of the States' largest Tanneries. He was working between St. Joe and Boston though mainly in St. Joe. He got the Company to adopt his ideas eventually and with everything running smoothly he decided to move on.

His comments on the local motor sport, which consisted solely of oval dirt track racing, probably gave him more incentive to move. He has now become Corporate Director for another group of Tanneries in the States, and he is now based in Wisconsin although he will be involved with a fair amount of travelling.

He seems much happier with motor sport in that area which has proper racing on proper circuits. I have no doubt that it will not be long before he has got something together and he starts competing.

At the moment he is running a Fiat X-19 and his wife Pat has a Volvo. Being close to the Lakes now there is plenty of boating, hunting and fishing to keep them occupied until he can start racing again.

For your information his address is
 517 Sherwood Avenue, Apt. 12,
 Fond du Lac,
 Wisconsin,
 54935

Tel. 414-923-5753

Although Steve is not the most prolific of correspondents, I don't doubt that he will be writing when he gets some wheels and starts blowing off the Yanks.

JDR

W A N T E D

- Front Crossmember
- Rear Bumper - Matt Glesk
- Front Glesk Quarter Bumper
- Front Grill

Contact John or Robert Newlove on Drifffield 70745
or Drifffield 43942

CAN WE AFFORD IT

Rallying is an expensive sport, be it Driving, Navigating, Marshalling or even spectating. Last year we followed the RAC Rally, travelled a thousand miles at 15 miles per gallon add to that food and drink, the latter being essential, and it comes to a fair amount for 3 days sport. Imagine what it costs for the competitors. Rally Drivers have this ability to look at a bill, pay it, and convince themselves it was not that much and proceed to tell everyone it was half the real amount. They do this for many reasons firstly to convince themselves it is all worth it and secondly to pull the wool over wives, girlfriends or friends (depending which way you lean) eyes. I can remember one incident which, I still laugh about, was upon returning from a rallying expedition in which the car owner had had 2 hard shunts at different ends of the car and the engine (B.P.A. of course) had stopped after emitting some strange noises from inside. He turned to me and said "If she asks its going to cost about fifty pounds to repair." His wife had seen us coming and was waiting at the gate ready to commence battle. As bold as brass he walked up to her and said, "Its not as bad as it looks fifty quid should see it right.", and carried on into the house. I didn't stop to see whether she believed him as the rolling pin she was holding looked rather heavy.

One thing which always amuses me is the way Rally Drivers enthuse over the latest big accident in which they have just written off their life savings plus their wages for the next two years. The incident this brings to mind started while travelling up the A1 when the trailer we were towing started to snake, we pulled up and realised we had a puncture. Simple you would say to change the tyre, but it isn't if

you don't possess a spinner to fit the wheel nuts. To our rescue came a fellow competitor and his girlfriend from the Smoke, rally car in tow. To repay him for his kindness we bought them a drink at the next Pub. Anyway to cut a long story short, one drink led to another and we got quite pally. The car they were towing was a Mark II 2litre B.D.A. (there's those initials again, do you know what they mean? Answer:- Bloody Deer Assembly) Works Spec. he had just finished building it and this was his first rally in it. What a rally to pick, 60 miles of Fialder. My driver being an experienced car wracker tried to give him some advice but inbetween the slurs and hic-ups he can't have heard much, because 1st stage, 1st bend there was this car, pristine paint work and all, rolled into a little ball in the ditch. When we reached the finish of the rally there was the cockney telling the Bar Maids how brave he was and how lucky he was to be still alive, usual chatting up spiel. I walked over to him and asked him if he managed to tow his car out of the forest, he said "There was no need to tow it out as the local Council had swept it up and had taken it to the nearest refuse tip". It was the way he said it with a smile that puzzled me so I asked him why losing his pride and joy and money did not bother him, he replied, "The official photographer was on that bend, it will make a great photo for my lounge wall."

About two years ago I was out marshalling on the RAC Rally. It was dark wet and very cold, we had watched all the head men through, and the gaps between the also rans were getting rather large so we retired to the cars for a brew up. From this position we could not see the cars, but we could hear them. After a few cars had past we were getting used to the noise they made, but a new sound started filtering through the trees, it was a high pitched scream. The scream

got louder and louder, it carried on past the normal braking point of most cars, still getting louder as the revs built up, past the braking point of the head men. We ran out of the trees just in time to see a Lada going and over and down the fire break. By the time we reached the car the occupants had already extracted themselves and were laughing profusely. I enquired as to what they were laughing at, one of them replied in broken English, "My Co-driver did the sees on the last stage and frightened me so I was getting my own back". They were still laughing when we righted the car, they climbed in and drove off at unabated speed. Obviously a case of more money than sense.

Sitting here writing this about all the money we spend on rallying makes me think, but in the meantime I will carry on driving, navigating, servicing and marshalling, and try to forget about thinking.

The Incredible Bulk (John Law)

Attention All Navigators

Want something to do on those cold winter evenings? Why not have a go at a National Table top Rally being run by Pegeus Motor Club Ltd.

For the uninitiated this is a rally which you plot on a map in your own home and then are asked questions about the route.

The entry fee is £2.00, teams can also be entered by three competitors for £1.00. Why not have a go, entry forms from John Newlove.

1980 LICENCES

As usual the licence fees have gone up again, the RAC also wanted to bring in a system whereby all competitors required a competition licence, this meant that even people competing in closed to club events would need a licence.

However, after protests from clubs and regional associations who had not even been consulted about the new system, the RAC have decided to defer its implementation until further discussion has taken place.

The new licence fees are as follows:-

| | Restricted | National | International |
|-------|------------|----------|---------------|
| Rally | £7.00 | £13.00 | £20.00 |
| Speed | £7.00 | £13.00 | £20.00 |

The Clubmans licence will now cost £10.00

At the time of writing I have not received any 1980 application forms.



1980 EVENTS

| | |
|--------------------------------|------------------------------|
| 1st January | Autotest (CJ) |
| 9/10th February | Night Owl Beverley & DMC |
| 17th February | Autotest (C) |
| 22-24th February | Mintex |
| 2nd March | Autotest (R) |
| 29th March | York National |
| 12/13th April | Parish's Moonraker Rally |
| 5th May (May Day Bank Holiday) | Single venue Stage event |
| 17/18th May | Autotest (C) |
| 14/15th June | Cossack, Reckitte Motor Club |
| 29th June | Production Car Trials |
| 20th July | Autotest (CJ) |
| 17th August | Autotest (C) |
| 5th October | Crystal Stages Rally |
| 26th October | Autotest (C) |

COULD THIS BE MR BEADLE AND MR FEWLASS
A "COUPLE" OF YEARS AGO?

ENDYKE TYRE MART

ENDYKE LANE, HULL

COMPETITION TYRE SPECIALISTS

THE FOLLOWING RANGE OF UNIBOND ULTRAGRIP RALLY REMOULDS ARE AVAILABLE FROM STOCK

145 x 10 — £7.87 155 x 12 — £8.38 155 x 13 — £8.26
165 x 13 — £8.60 175 x 13 — £11.51 185 x 14 — £11.05

DUNLOP SP R3's £25.50

SUBJECT TO PRICE INCREASE

ALL OTHER RALLY OR AMERICAN TYRES SOLD ALSO

Ring 849535

WHERE THE MONEY GOES

A recent Autotest we organised on Walton Street was a restricted status event and the entry fee was £3.50. Some members might like to know why the entry fee was so high and where the money goes.

The total income of 79 entries was £101.50. The use of Walton Street Fairground costs us £10 from Hull City Council (if we went the loco's open it's another 10 quid).

With a restricted event we invite Clubs in the Association of Northern Car Clubs this involves sending Regs to each Club (over 30). The total postage bill, Regs, Final Instructions and Results comes to £9.40.

Then there is the printing and photo taking which we get very cheap but still comes to £11.45.

The other main expenditure is to our Lord and Master the RAC i.e. £30.45. The total expenditure including a few odds and sods comes to £64.10. This leaves us with a profit of £37.40 out of which comes 7 awards costing approx. £2.50 each.

So when you pay your £3.50

| | |
|-----------------------------------|--------|
| Fees to RAC (including Insurance) | £1.05 |
| Printing and Postage | £0.71 |
| Venue | £0.34½ |
| Sundries | £0.09½ |
| Trophies | £0.60 |
| Profit to the Club | £0.70 |

So out of your £3.50 only 70p goes to the club, closed Club Autotests only just about break even.



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MINI 1100, 1300 Spares, Repairs and Accessories Specialists
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C R Y S T A L

AND RALLYE SPORT-

THE WINNING TEAM



Rallye Sport Centre

Anlaby Rd. Holderness Rd. Hull
Wednesday Market, Beverley
Castle Rd. Scarborough

