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Feb 20

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Hull.
Tel: 75343.

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Tel; 701437

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Roger Stoneley,
14 Glasgow Street,
Hull.
Tel: 24743.

NORTH HUMBERSIDE MOTOR CLUB
MEMBERSHIP APPLICATION FORM

We/I wish to become a member of North Humberside Motor Club and as such I sign the following declaration:-

"I do not hold a valid competition licence issued by any national automobile club other than the Royal Automobile Club and I declare that in consideration of being allowed to drive in competition, I declare that I hold a driving licence (other than a provisional one)."

I am acquainted with, and agree to be bound by, the General Competition Rules of the R.A.C. and the club rules."

DATE..... APPLICANT'S SIGNATURE.....
In case of joint membership wife's Signature

SUB.AML.....

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One Year Membership £4.50 Joint Membership £5.00

TOTAL Enc.(.....)P.O./Cheque payable to North Humberside Motor Club.

Please enclose stamped; addressed; envelope and send together with this Application form to:

Membership Secretary,
North Humberside Motor Club,
Tony Carmichael,
12 The Shopping Centre,
Garden Village,
HULL, North Humberside. Telephone: 0482-75343
HU9 3TE

DO NOT FORGET YOUR POSTAL CODE.

The Editors,
NIMC Magazine,
c/o "Carfinder",
Beverley Road,
HULL.

5th February, 1980.

Dear Sirs,

With reference to your recent report on the "Beaver Rally", which appeared in the current issue of the "North Humberside Motor Club" magazine.

My clients Mr. John Cudbertson and Mr. John Garvey, have instructed me to ask you to print this letter and an apology in your next issue.

Messrs. Garvey and Cudbertson deny and disassociate themselves from the comments which they were alleged to have made during the aforesaid motor rally on 1st/2nd December, 1979.

The alleged comment "I find it is difficult - ooh my brain hurts" was never uttered by either of my clients, nor did Mr. Garvey ever state that he was "highly delighted" with his result.

In my professional opinion these alleged statements are defamatory and bring doubt upon my clients' mental condition, certificates are available signed by a psychiatrist and a speech therapist which prove that my clients are not as daft or inarticulate as your report insinuates.

Yours faithfully,

J. Sue

Sue, Crabbitt & Burn
Solicitors at Law

OUR APOLOGIES!
WE DID NOT WISH TO OFFEND

— MARSHALLS —

YORK NATIONAL - 29 March 1980.

As yet no details of the stage.

Those interested in Marshalling please
contact either, Stage Commander
David Shipley or Chief Marshall
Roger Stoneley Tel 24743

COSTA DI PLENTI - 29 March 1980

Marshalls required for this Motoring
News Event. Maps 92.98.99 starts
at the Motel Leeming.

Please contact Chief Marshall
Roger Stoneley Tel 24743

P.S. Congratulations Mick Wood
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— MARSHALLS —

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Come on you Navigators have a go at this Table Top:

Table Top Rally

Equipment required Map 106M, Ruler, Pencil, Tracing Paper etc.
rules

1. No K.A.C. Rules apply.
2. Do not use the same stretch of road twice.
3. Do not cross your route.
4. Take the shortest route.
5. Treat all the roads as goers even if local tell you otherwise.
6. Treat all roads going off the map as dead ends.

The route

Start Stamford Bridge M.h. 715556
Via 716555726545½ 731543748526

TC1 is at the next bridge

Using all roads including whites Via the following Herringbone



TC2 is where the last road taken crosses the next grid line,
Via 795½525, 813514½, 827525, 830516, 822495½

TC3 is at M.h. 935495½

Via NE - ESE - NE - W - N - NE (Cross each grid line in the
direction shown)
TC4

TC5 is 1 mile SE of TC4

List in order all Spot heights on the route between TC2 - TC3

Give the map reference of all TC'S not given with directions of approach, also map reference of PC'S on route.

P.T.O.

ANSWERS

TC			
TC1	AFF	N.E.	
	NWE		749½522½
PC1	NSH		757½503½
TC2	MNW		777½520
PC2	W		850498½
TC4	SW		846½20
TC5	NW		862½510

Spot Heights 64, 94, 148, 93, 65

Looking back over the 1970's we seem to have made little progress as far as rallying is concerned.

There has been a shift from road rallying towards stages, though road events seem as popular as ever.

Perhaps the truth is that there are now more participants than ever in rallying and as some competitors move onto stages, newcomers move into road rallying.

In 1979 the RAC Motor Sports Division issued over 30,000 competition licences, 60% of which are rally licences. With 18,000 or more potential competitors is it any wonder that many entry lists are over subscribed?

Yet more pressure has been brought to bear on rallying than any other branch of the sport.

Rallying certainly has more direct contact with the general public and is therefore open to more criticism than other branches of the sport, but whilst we must seek to ensure the minimum of disturbance to householders etc. en route, we must not automatically relinquish our right to use public roads, for which we pay road fund licence, for either competitive or link sections.

As far as stages are concerned we are at the mercy of the Forestry Commission or rely on the good will of other land owners for access to, and use of stages.

We should be grateful to private land owners who allow their property to be used as a venue for a special stage, as these are normally less expensive than FC property and therefore offer lower entry fees for equivalent stage mileage.

The person who may have reason to complain is the land owner who may suffer damage to property, to which no one will admit liability.

WANTED WANTED WANTED WANTED WANTED

DUE TO MICHAEL BEADLES ANTICIPATED MOVE OUT OF THIS AREA TO PERSUE HIS NEW JOB ADEQUATELY, THE ORGANISING COMMITTEE ARE LOOKING FOR ASSISTANTS TO HELP WITH THE CRYSTAL STAGES RALLY 1980. ANYONE WITH ANY IDEAS, SUGGESTIONS OR OFFERS PLEASE CONTACT ANY COMMITTEE MEMBER, YOU WILL THEN BE CONSIDERED FOR THESE VERY PRESTIGIOUS JOBS.

The possibility of stage events creating public nuisance is much less now that PR work is compulsory and now that servicing is carefully restricted and rigidly enforced. It is nice to know that over the last couple of years the rules of servicing have been strongly and uniformly applied.

Road rallying is another kettle of fish. This is not intended as an attack on road rallying but as an appraisal of the possible problem areas.

Noise is of course the main complaint factor. An engine registering 78 or less at 5,000 revs sounds completely different at 7,500 rpm in second gear.

A metre reading at a more realistic rev. level would go part of the way towards a solution, but compulsory inlet silencing would also help. Weber's sound lovely to us, but sixty sets of weber's at 4 a.m. must be some people's nightmare.

A more radical solution would be to restrict road rallying to standard cars. This also would exclude expensive group 1 cars but it would be difficult to eliminate homologation specials such as the Sunbeam Lotus.

I exclude group 1 because with multiple carb options and "heavy duty" exhausts these cars are often as noisy as the group 4 and group 5 counterparts. Two other sources of aggravation are spectators and friends:

Most spectators are considerate and well behaved. Unfortunately there are, and always will be a few cowboys. I personally favour the publication of a good number of "spectator spots" giving approach and departure directions of rally traffic and listing any areas in which there are specific PR problems.

This minimises the risk of meeting spectators head on or having spectators driving down the route looking for a good bit.

Fortunately the practice of having support cars or friends flying about has almost died, but one MN competitor is known to have finished an event on a different type of tyre to that which was fitted at the start.

The Forestry Commission properties are altogether a different matter. They are a Government owned body with commercial interests, part of whose responsibility is to allow their vast acreages to be used for recreation.

Rallying, it seems, is not classed as recreation. First of all we are severely limited to the areas and roads which can be used. The miles of forest track used for rallies each year must represent a very small percentage of the total mileage of roads with useage potential.

I will certainly admit that there will be many miles of road which are not suitable for one reason or another, but I feel that there are many more miles which would make excellent stages, but to which we are denied access.

The 60p per car per mile charged by the forestry commission is a totally unfair levy. Other bodies who make use of FC properties for organised sporting events are not charged for the pnv ledge.

High powered rally cars will cause more damage to the roads than motor cycles or horses but many of the roads allocated are already suffering the ravages of the following operations and heavy wagons.

Forest roads, in good condition to begin with do not suffer a great deal from the passing of a rally.

What does suffer is the road in poor condition to start with.

Some of the welsh forest tracks are so good, you could be driving on smooth tarmac, you can even leave black rubber marks on the corners and they never seem to vary. In other places the passing of the first few cars loosens the top surface which then breaks up under subsequent vehicles.

Repairing roads is undoubtedly expensive, but we are subsidising the repair of many roads which were poorly constructed in the first place.

For the 1980's we must seek to minimise possible sources of complaint, but not to be frightened to fight for our rights and our sport.

Another thorny problem which is frequently discussed by competitors is that of seeding.

So often there seems to be no logic in seeding arrangements. This is not so much a problem in this area where the organisers are fairly familiar with who can do what, but further afield a certain amount of partisan favouritism seems to apply. In Wales it is very difficult to obtain a good seed. We had competed in one Welsh event twice, each time finishing in the top twenty from a 45/55 number then in 1979 we were seeded 52.

Many of those in front were local heroes and headbangers seeking fame and fortune in their Mini's and 1300 Escorts.

The Castrol Autosport championship now uses as a guideline an excellent computerised system produced by Martin Liddle which rates championship contenders by a figure of merit.

Using a figure compiled from average stage times and overall finishing positions, the system has at least introduced some rationale to the whole thorny question.

Of course, such a system would be impossible to operate by individual clubs, but a similar one could be developed without recourse to a computer.

It would be possible to arrive at a figure of merit by adding together the overall position figure given in the seeding information for say four events.

Thus a driver with three wins and one second place would rate at five on the merit scale (not seeding number) another driver with less spectacular results may rate 36.

By repeating the exercise for each entry one would arrive at a figure of merit for every driver which could then be sequenced to give a guide to seeding positions.

The system is simple, easy to operate and still leaves room for the use of common sense.

Obviously someone with four top five National results (say merit figure 15) would expect to be seeded ahead of someone with four closed event wins (figure of merit 4)

The system could be further refined by introducing a status factor as in World Championship events.

If National events rated factor (1) Restricted factor (3) Closed factor (10) Then by multiplying the overall position by the status factor you can eliminate the possibility of the clash between national results and closed results.

In the earlier example the driver with National results would still rate 15 i.e. $(4+3+5+3) \times \text{factor } 1$ whereas the driver with "closed" results would rate 40 (i.e. $1+1+1+1 \times 10$)

The system would automatically cater for beginners and those with fewer than four results, and whilst not full proof would reduce the amount of unsatisfactory guesswork involved.

These are some of my thoughts as we go into the 1980's. Some people may call it bullshit, but I would be interested to hear other peoples' views on some of the issues.

D.C.H.

A TALE OF TWO RALLYS

John and I entered the 3 Swans Rally 26/27 January, start No. 28, due to John's previous form, this being my first event as a Road Navigator! The car according to John was running crap, (his words not mine) and he was just going to take it steady, that suited me!

We arrived at Selby at 7.00 and went through Noise Check and Scrutineering etc., parked the car and made our way to the Town Hall where we met Ian Carr and Nigel Patterson. Ian Carr was trenching through a beef curry which smelt worse than John Law's socks! John promising him that anything he had a problem eating he'd finish off for him! Geoff Craven (navigating for Mr. Neon Sign - Chris Green) helped me mark the map up with Yumps etc. etc. for which I was very grateful. Other NHMC entrants were Carlton Ripley with Dave Jobling, the Newloves, Steve Varey and Geoff Gill, Andy Brown and Ian Coleburn, Nick Pack and Ruth Bower, Rod Leonard, and Pete Smith and Ron Shipp who were to be ill fated!

Anyway to my disbelief I plotted all alright thanks to Howard and Sue and Nigel (he's not always serious) Patterson. We had a run out from Selby to Wressle for the first time control. All I can say is that it was very slippery, and John coped very well with his Viva (which was missing all the time). Even in ordinary conditions it's a handful, but in ice we were all over the place (sideways out of Selby!) Three or four time controls later we had our first Off! We took a sharp 90° left and then a 90° right, we were just getting round when we lost all grip and slid gracefully onto the grass and came to rest next to a fence. Thanks to some "eager beaver" spectators who pushed and pulled we eventually slithered out after about five minutes hard work. We'd done no damage and sped back along our merry way to the next T.C. Very little else happened

except for me forgetting to tell John to turn right out of a village, "I thought you knew the way", funny in neutrals I relaxed and took it for granted he knew which way to go!

Before halfway we had two selectives which as far as I can remember were manned by NHMC marshalls. The first selective was uneventful but unfortunately on the second one we slid round a corner and the fuel pump packed up, which took John a couple of minutes to sort out. On our way again and onto half way just North of Castle Howard.

The second half again was very slippery but pretty steady and it was here I dropped a bollock (not a bullock!) We had caught two or three cars up, and I was calling the road to John and everybody turned off to the left, and so we followed and ended up in a farmer's front garden, and everybody turned round so we followed! We got back on the right road eventually and dropped about five minutes, I was right sick but you just take it for granted that the blokes in front of you are right! (I won't do it again) still I had one consolation, Pete Smith went up there as well.

I was now concentrating again and the rest of the event passed on without any incidents, we finally pulled back into the Corn Mill at about 6.00 a.m. A bit cheesed off with the excursion thanks to John and the one due to me.

Out of 89 starters 72 finished so for the conditions that was very good. We finished 41st.

List of NHMC Finishers

Chris and Geoff	21st
Ian and Nigel	14th
Dave Jobo and Carlton	8th
Newloves	
Steve and Geoff	
Andy and Ian	40th
Nick Pack	Retired
Rod Leonard	
Pete Shipp	4 fails!:

The Night Owl was two weeks later and John had discovered a few problems with the car which he promised would be sorted, and I vowed to myself to concentrate more and have a trouble free night! The event as it turned out was to be a disaster as I will explain later.

NHMC had a good entry led away by:

- | | |
|---------------------------------------|---------------------|
| 1. Pete Smith and Ron Shipp | Kadet |
| 2. Mike 'Bradley' Reed & Dave Jobling | Escort Sport |
| 3. Graham Burton and Alan Hill | Chevette |
| 5. Rob White and Fred Husband | Colt |
| 6. John Burton and Bryan Silvey | Magnum |
| 7. John Beadle and Chris Fewlass | Colt (ex Hire Car!) |
| 8. Terry Locust and John Tizer | Celica |
| 9. Pete Macdonald and Bill Bar | Escort |
| 12. Chris Green and Geof Craven | Escort |
| 18. Roger Bloom and Howard Patterson | Escort |
| 22. Rod Leonard and R. Woodley | Dolomite |
| 24. The James's | Escort |
| 26. John Law and Nigs Johns | Viva |
| 29. Newloves | Escort |
| 32. Ray Pallier and Neil Hartley | Escort |
| 36. M. Lenney and Berni Nolan | Mini |
| 37. A. Smith and Ian Coleburn | Escort |
| 47. John Garvey and John Cudbertson | Escort |
| 49. Ade Hannah and Rog Stonley | Escort |
| 54. Bob Slater and Phil Markham | Escort |
| 57. Steve Varey and Geof Gill | Escort |
| 58. Nick Pack and Ruth Bower | Kadet |
| 62. D. Mcpherson and Hillary Farrel | Alfa |
| 81. Dave Thorp and M. Peck | Mexico |

Anyway back to the tale! We plotted with Neil Hartley in a room (which is secret). Mike Reed looked a bit perturbed when Dave Jobo hadn't turned up at 10.30. (He'd been with Steve Reed on the Gwyned 150/a - Mike Jacko 50/a - fantastic results eh?) Jobo turned up at 10.45 and frantically began rubbing the Seven Dales out! They got all plotted and by all accounts went like a rocket all night.

We also got plotted (which again amazed me). We had a long run out to the first selective on the Arras Road (next to the field used on Crystal Stages). Off we went, first 90° left and I'm sat on John's shoulder'. Me bloody seat came off its mountings so every left hander we went round John's shouting "Hang on kid I'll fix it at half way!" Did he know how far half way was? We were only on the first selective! On we went to the right hander at Goodmanham, "Where's me gears gone Nigs?" "Don't know John!" - How do I know where they've gone - same bloody place as my seat mountings I thought.

So at this stage of the proceeding we had a dodgy seat and intermittent gears but we fought on! Start of selective 2, and my seat is now at the back of the car and really low down, I could just see over the glove box! I felt like one of those Irish Tarmac navigators that you can just see their heads above the door window.

Off we went again John brakes and all of a sudden I'm sat next to the windscreen - it was like a rowing machine! Every yump we took me and the chair took off and landed in a different place depending on the size of the yump and how fast we were going:

End of Selective 3 (Ian North's) we came down a hill and the control was 100 yards down a slip road onto a main road. (A right hander before the control). My plotting came up 1 out of 10 here as I had the control on the down hill bit and we spun round twice as we tried to stop to turn right! With no seat mountings and no gears and our stomachs up the road we had an odd feeling that maybe tonight we should take things a little easy (not John, oh no, he wanted to hurt me!) Onto the next selective through Thixendale - no real moments, and then a neutral North Grimston, this time control was on a tight yellow and Geof Craven had marked a couple of cattle grids on for me and I warned John of these. From somewhere his gears had returned and he was really flying, anyway I told him of the 900 right as we approached a small junction with a white, just as we hit the brakes I saw a car parked 50 yards off the junction, I thought Marshalls, must be tight! We locked up, left the road, missed some trees and hurtled passed the other car and stopped on a very muddy bank.

I was right and wrong. It was very tight but they weren't Marshalls it was Terry and John! They had also come off, so we decided as neither of us could get out we would have an editorial meeting instead! Most people took the junction fairly steady except for Ray Pallier (we think) who hit a post, Steve Varey (we know) came off and got back on thanks to our "push me pull you efforts"! And Bob Slater who went round like a man possessed, by hell he was tramping!

And that's it, we finally got out and back onto the road and went home, had a great laugh but nothing to show for it!

RESULTS

1. Pete Smith and Ron Shipp - 1st
 2. Reedy and Dave Jobling - 5th (in a 1300 Sport!)
- They know how to drive them Bradleys!
3. Graham Burton and Alan Hill -
 5. Rob White and Fred Husband -
 6. John Burton and Bryan Silvey -
 7. John Beadle and Chris Fewlass -
 8. John and Terry - Retired, editorial meeting!
 9. Pete Mac and Bill Barr - 3rd Congratulations
 12. Chris and Geoff - 4th Hell of a result, They deserve it!
18. Roger and Howard - Retired, camshaft.
 22. Rod Leonard and R. Woodley - 13TH
 24. The James's -
 26. Bulk and Johno - Retired, editorial meeting.
 29. Newloves -
 32. Ray and Neil - Retired, ignition problems.
 36. M. Lenney and Bernie -
 37. A. Smith and Ian -
 47. John and John - 15TH
 49. Adrian and Rog -
 57. Steve and Geoff -

54. BOB AND PHIL - RETIRED (EXHAUSTED)

Results continued

58. Nick and Ruth -
62. D. Mcpherson and H. Farrel -
81. Dave and M. Peck -

another stupid joke

Bloke walks into a pub, has a drink and sees a dog next to another bloke.

1st Bloke "Does your dog bite?"

2nd Bloke "No"

The first bloke strokes the dog and it takes two of his fingers off, which upsets him somewhat. He turns round to the second bloke and says, "I thought you said your dog doesn't bite, it's just bit two of my fingers off!"

2nd Bloke replies "That's not my dog, mine's at home!"

Nigs

AUTOTEST CHAMPIONSHIP 1979

I've finally managed to find all the Results final positions are :

1st Mick Wood 13points.
2nd Phil Tomlinson 10points.
3rd Terry Lucas 9points.

STAGE CHAMPIONSHIP 1979

Due to a fault in the GINTWIN human Computer I got the scores wrong, final positions should read :

DRIVERS

Terry Lucas 402
Al Hird 353
Andrew Towse 346

CO-DRIVERS

Brenton Towse 346
John Tyzack 295
Les Towse 269

SHELL LEAGUE 1980

After the first round the 3 Swans rally we entered a team of five :

Ian Carr - Nigel Johnson
John Newlove - Robert Newlove
Steve Varey - Geoff Gill
Cris Green - Geoff Craven

All the team finished intact and our club finished fourth in the league. The other clubs who beat us entered alot of crews in the novice class which was twice the size of the other two classes and with the method of scoring used it put us to a slight disadvantage, points were:

ILKLEY 347
FRACKPOD 345.5
SELBY 344.5
N.H.M.C. 296
KIPON 269.5

MARSHAL'S CHAMPIONSHIP 1979

The overall winner of last years Marshal's Competition was BAS WILSON, in his first year of Marshaling with the club. Joint second was his wife Heather and John Butler. Third was Harry Hannah and his wife Brenda was fourth. Other people scoring a number of points were Catherine Maw, Dennis Robinson and Tim and Angela Ailsop.

The championship is running again this year anybody interested should contact Roger Storey.

ROAD RALLY CHAMPIONSHIP

There is alot of interest shown in this years championship and I've already got 18 drivers and 16 navigators registered. If you haven't registered yet see hobert Newlove, point only coast after you've paid your pound.

Positions and points scored after the 3 Swans and the

Night Owl rallies are :

DRIVERS

C. Green	147
S. Vary	125
J. Newlove	120
P. Macdonald	78
I. Carr	77
M. Reed	76
K. White	54
J. Lan	50
K. Leonard	32

NAVIGATORS

D. Jobling	159
G. Craven	147
G. Gill	125
K. Newlove	120
B. Barr	78
N. Patterson	77
I. Coleburn	51
C. Walker	49
P. Woodley	32

The next rounds are the COSTI DI PLENTI and our own Moonraker.

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NOT TOO EARLY SAT OR SUN!:

COUNTING THE COST - WHO DARES?

I would like to take up one or two points raised by John Law in his "can we afford it?" article in the December magazine.

It may help to answer his question to understand a little of the psychology of a promising driver.

To compete successfully it is necessary for a driver to have a strong conviction that he can do well and to want to do well. Having that conviction (the psychological type not the criminal type) the driver accepts that he must drive hard to prove to the establishment that his confidence in himself (be it of the quiet or loud variety) is not misplaced.

Knowing that one is pushing for that limit is to know that some time or other things will go wrong and to some extent it is first a matter of luck where it happens.

Most drivers accept that they will have an accident at some stage and are not too surprised when the time comes. If they learn from the mistake (assuming it was not mechanical failure) then the experience is not wasted.

Expensive the accident may be, but most top drivers are very determined and a set back like this is something else to be overcome.

To be able to laugh immediately after an accident is often a form of nervous release, being thankful to escape unhurt; it is often takes much longer for the extent of the damage to sink in.

The amount of damage depends on lady luck.

I have been involved in many excursions with different drivers, some serious, some not so bad, but the extent of the damage varied enormously.

In 1972 and 1973 the driver for whom I was co-driver rolled two cars, not at exceptional speeds, but both cars were well and truly written off. Since that time I have been over on two other occasions which resulted in panel damage only.

The only difference between the two and results above was the location at which the rolls occurred.

The write offs were very hard landings against solid objects, the panel damaged ones, equally hard landings but cushioned by soft ground and bushes.

There are some drivers in this club who have had a large number of accidents in their respective rallying careers. Some of these people have developed into potential rally winners and now have fewer moments: Others, not quite so competitive continue to frighten themselves with huge moments: frequently resulting in damage.

It is always noticeable at the end of an event, be it road or stage, that the potential winners are content with checking times and discussing the event relatively quietly, there are often groups who delight in telling all and sundry about their moments and near misses, but who cannot possibly have been travelling as fast as the leaders or else they would have been up there with them!

The attitudes of two fairly prominent and certainly quick drivers are enlightening. One adopts a policy of attacking any corner 20-30 M.P.H. faster than he thinks he could get round it. The other believes that if he is not frightening himself, he is not going fast enough.

In a way this is a gamble and once in a while it will not come off. The thought of losing this gamble has no place in a winning drivers head. Each time the thought appears, several seconds are lost and the competitive edge disappears.

To a large extent common sense must be left behind.

Tony Pond's quote during the 1978 RAC rally is perhaps appropriate. Having struggled with the TR for three days he was asked how he thought things would go for the final sections: "We'll go much quicker now", he said "I've left my brain in a box at the Hotel".

This fighting instinct is what drives people onto a risk taking ten tenths effort, prepared to take the gamble and accept the consequences.

Nobody will deny that rallying is a very expensive sport, but most drivers will admit that they dare not sit down and calculate what it is actually costing them. Or maybe it is true what they say about drivers, and they just can't count that high.

DAVID HOWELL

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K & H Rallying 1979 Season

Harry and I started 1979 with intentions of doing the full B.T.R.D.A championship. We started off with the duckeries. After completely rebuilding the car over the winter and modifying the rear axle to four links, the magnum, we hoped, would handle a little better on the loose.

Having only finished the car the afternoon before the Rally I had no time to test it I sat on the start of the first stage having done eight miles in the car and had no idea what to expect. When I let the clutch out the difference was noticeable and I was very pleased with our efforts.

All was going very well until stage six when we got fuel starvation and holed a piston so we staggered back to the service area loaded up the car and went spectating. Our stage times to that point were pleasing and we were approx. 24th overall.

The next event was the lakeland, after rebuilding the engine the magnum was going very well, the fuel starvation was caused by a plastic gasket which had been used to seal the tank unit (not by me) it does not mix with petrol and had blocked all the petrol lines and filters.

We drew No. 75 on this rally and were behind 15 Fiesta's (185 BHP behind 70 BHP makes sense I suppose) The event was again snowy and a lot of people were going off but with the low revving high torque of the magnum we were able to get quite good grip. We suprised a few people by taking a fastest on one forest. And a third fastest on a quarry state (everyone thought it was Steve) We finished up 18th overall on this event. And were very pleased with this result considering the opposition (Simpson's, Dobie, Lord, Dale and brother Steve to name a few).

It was the cost of running a Group 4 which was the biggest problem, so this in mind I decided to go 1300 sport championship, with help and advice from John Beadle and the quick service by Victoria Speed and Crystal I managed to acquire a 1300 and prepare most of it for the next round which was the "PLAINS". We were No. 61 and had a good run even though Barry and I were working on the car every night for a week prior to the rally (6 am once or twice) We finished ninth in class but we did not have a low or LSD diff so I was happy.

The next event was the southwest stages. We drove down on the Friday to Shepton Mallet accompanied by Phil and Tania Tomlinson who were our service crew. The rally started at midnight and it was a long afternoons wait after the short drive to Exeter.

We started off at a good pace, a bit too quick into a 90° right cost us 45 seconds in a ditch and also second place in class we ended up third in class. We still did not figure very well in the overall championship table, having missed two rallie's at the start of the season.

Then came the centurian up in Newcastle we were seeded No. 104 Kielder is very rough when you are down there and we were going well but went off 2 miles from the end of the last forest stage costing us 12 minutes and second place in the 12th class.

Back to Wales and fantastic stages for the next which was the "Ralli Bro Myddin" We had a trouble free run, a bit too near the edge of the big drops for Barry but good rallying. We were third class again after two punctures in both N/S wheels on the same stage. Cost us a lot of time. (pictures to prove)

The next rally was the border counties our worst event I was trying very hard to get a win in class. We were doing very well then I misjudged a sweeping left which tightened I got wide and rolled not bad enough to put us out. Barry and I got it back on the wheels and carried on to finish twelfth class.

Then owing to a change of date I was on holiday and had to miss the next rally which was the Halewood I also opted out of the next which was in Scotland to save money.

As a change I decided to do the crystal in the magnum as I had lent my dad the escort 1300. I was down as Steve's working on the magnum on the Wednesday before the rally, when he said why not take my car. After a series of "your Kidding!" "No I'm not" "Go on, you would not lend me it" "Take it if you want" Now! A full house Group 4 escort (with service barge) 195's, 180's and wide racer's to use it was great. We got the car ready and I went out for a test drive on the Saturday morning it was fantastic it went, it handled and it stopped.

Dave Jobling was elected as shotgun rider and we arrived at the start to a lot of comments from other competitors about how expensive parts were for B.D.A. engines, at the start of the first stage I was very nervous having never driven a car with that much power on the loose, I went reasonably steady but still managed a spin. We had a surprise at the end when we were told we were fastest. Shows what a good car does.

I was enjoying every stage, we lost a bit of time on Cottam when the back brake pipe snapped - Steve was there. He and others repaired the car, while I ate (works driver eh!)

We were leading the rally until Carnaby Temple when we got a puncture and drove 5 miles finishing on the rim this cost us the lead and we were second overall. But I enjoyed every minute.

The last B.T.K.D.A and escort championship round was the Scarborough stages I decided we would use the magnum as I did not fancy going back to 1300 power after driving Steve's escort. We were No. 65 after watching all the top 20 go I was feeling a bit envious. So when we arrived at Oliver's Mount I gave it all it had which was more than I should have because I spun.

We did our next stage which was Wykham I and went straight into Wykham II but most of you saw we did not finish the stage but bent the car pretty badly - with the help from a Mr. Finney's big hammer at the service halt I was able to drive the car home after a very funny afternoon with all the Bradley Clan on Oliver's Mount.

We ended up eleventh overall in the escort championship which was not as good as I would have liked but that's rallying.

I have just about told you all I can about our year. I hope it was of interest to a few if not all because Barry and I enjoyed it anyway.

That just leaves a few thank-yous

Firstly to Milton Plant Hire & Sales Ltd.
 Hoveringham Gravels
 Wilberforce Insurance Co.
and General Guarantee Finance

without whom I would not be rallying.

Also to Victoria Speed for help with supplying parts quickly.
Brother Steve for the loan of his car, and last but not least
Phil Tomlinson and his many helpers for servicing for us.

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