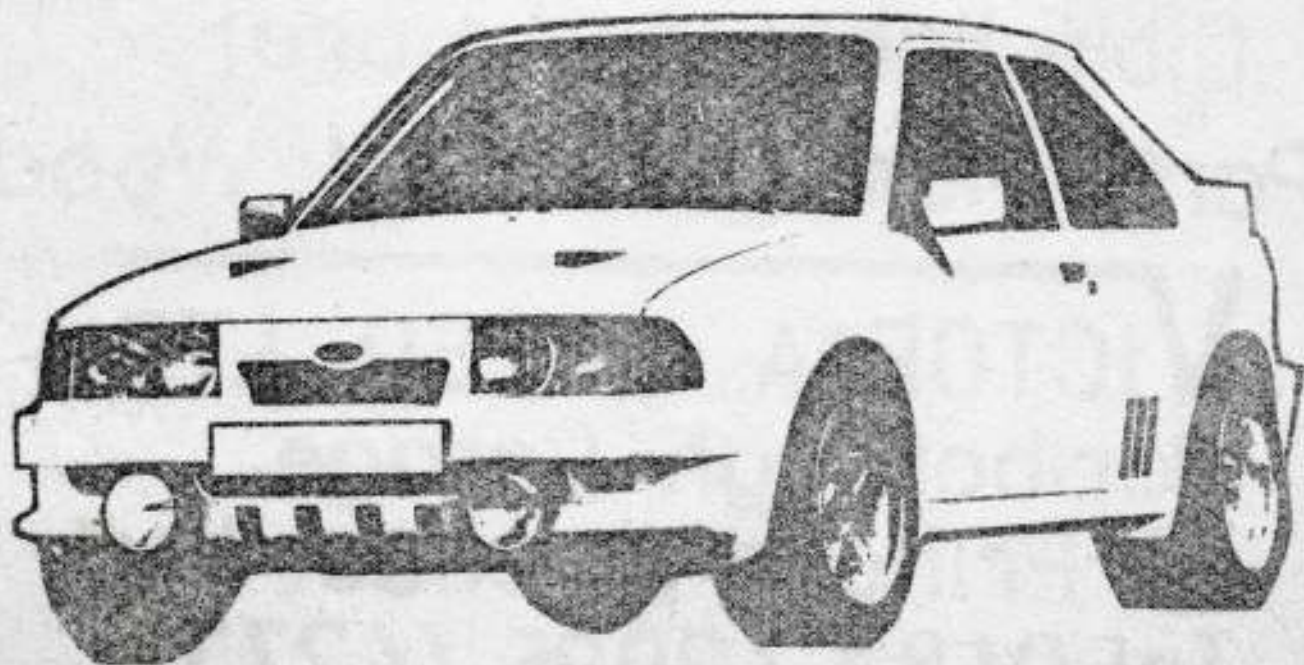


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1/9/82

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## EDITORS' FOREWORD

With so many poorly attended events, I'm afraid the magazine's a bit thin this month but I hope this situation won't continue. As you probably know, we now have a new Social Secretary in the guise of Ruth Bower, who is certainly starting with some new ideas. On Friday we will be off to Bradford for a night's skating on ice. At the beginning of next year a tour to the International Racing Car Show is in hand and also a trip to Le Mans. These events will only go ahead if you give them some support. Full details will appear later on in the magazine.

Finally, don't forget the magazine editors' trophy for the best article --- get writing!

IAN & LINDA

---

BE ON THE LOOKOUT FOR A ROGUE WHO TURNS UP TO MARSHAL ON RALLIES, PARTICULARLY ROAD RALLIES, OBTAINS A STOPWATCH OR CLOCK THEN DISAPPEARS. QUITE A FEW CLUBS HAVE FOUND THAT THIS IS HAPPENING SO BE ON YOUR GUARD.

---

## HOLDERNESS TROPHY

Around the end of July I wrote a big bouncy cheque for some photography equipment. Big deal, you might say, what's that got to do with the Motor Club magazine. A moment and all will be revealed.

I'd spent about 3 weeks getting my overdraft down to 44p!! There I was at the Dog and Duck minding my own business when Linda Colebourn casually asked if I'd got any money. When I'd picked myself up off the floor and wiped the tears of mirth from my eyes, I replied in no uncertain terms that I hoped she was joking 'cos I was absolutely skint - end of conversation, for the moment.

A while later, whilst acting in my capacity as Social Thingummybob, I heard the aforementioned Linda's voice raised in the words "Ruth'll go halves". As the cheque book kicks me in the ribs and cries "No more" in anguish I turned round quickly to scotch any rumours about my affluence at source. "What?" I asked suspiciously. To which Mike Jackson replied "Go halves on Holderness Trophy Rally?" A quick double take and the cheque book goes down for the third time, it's life flashing before it! "What?" she asks again, dozily and frantically searches for an entry form.

Now I hadn't done a rally since Calderford and didn't finish that so the week before saw me reading the Blue Book as avidly as the blokes in my office read Mayfair - I was lucky, there wasn't the same demand for my Blue Book so I had the sole use of it.

At present I'm in the process of buying a house and on Saturday, 21st August, I saw just the one I wanted. Imagine the state of excitement on the Saturday night. I stayed at Ian and Linda's and they got the film Superman II to take my mind off everything. I slept quite well considering.

Sunday morning, 6 a.m. and I was waiting at Drifffield Airfield. Well, not exactly waiting, more like monopolising the loos! Rumours were going round that Mike had been in the pub all night and could be a bit late! Anyway he turned up in plenty of time and we went through the usual procedures with no hold ups.

Now the fastest car I've ever been in was a Datsun 240Z with a polished head and three Webers which reckoned to have about 170 BHP. As we sat in the queue I wondered how it would compare. I didn't have much time to think. As we set off my stomach glued itself to the back window and stayed there 'til we were half way down the first straight! I'd hardly had time to look at the map when we were at the first corner. Having done a bit of flying over the yumps we completed the stage 1 second behind the Simpsons' Escort and 4 seconds in front of Yuk Hodgson.

Stage 2 was lapped and we had a moment of panic when the runway went a million miles wide and there were no arrows but we just kept going and eventually found civilisation again. This time we beat the Simpsons by 3 seconds but Yuk beat us by an incredible 23 seconds. Meanwhile a TR8 had sneaked into equal second with us.

On stage 3 Yuk extended his lead by a further 3 seconds, the Simpsons dropped 6 seconds and the TR dropped 1 second. Yes, you're right - I'm no mathematical genius and it was getting complicated. Time for a cheese and tomato butty to feed the brain. As soon as I was noticed eating, Chris Fewless was dispatched with a foot pump to put more air in the tyres on my side to compensate!

By the end of stage 4 Yuk led by millions, we were second and two seconds behind were the Simpsons. It was all on the last stage - dramatic, eh?!

We set off, my stomach stuck to the back window and we did some more low flying. Unfortunately we had rather a heavy landing (must have been my butty!) and did a substantial amount of damage to the underside. This caused the rack to jam on full lock on the next corner. However, Mike managed to shift it without too much delay and off we went on our second lap. As we came to the scene of the mishap I reminded Mike about the pothole in the middle - not that he needed reminding, he's got a phenomenal memory. Anyway he slowed down but we still hit the bottom pretty hard. As consolation we beat the Simpsons by 9 seconds and secured second place.

I felt a bit of a fraud really as I'd not had to do any work. I'd had a superb day and have now got a trophy for my new mantelpiece. Thanks for the chance Mike, and I must mention Chris Fewless, who changed wheels so many times he's had a telex from Bernie Ecclestone asking him to join a certain racing team!

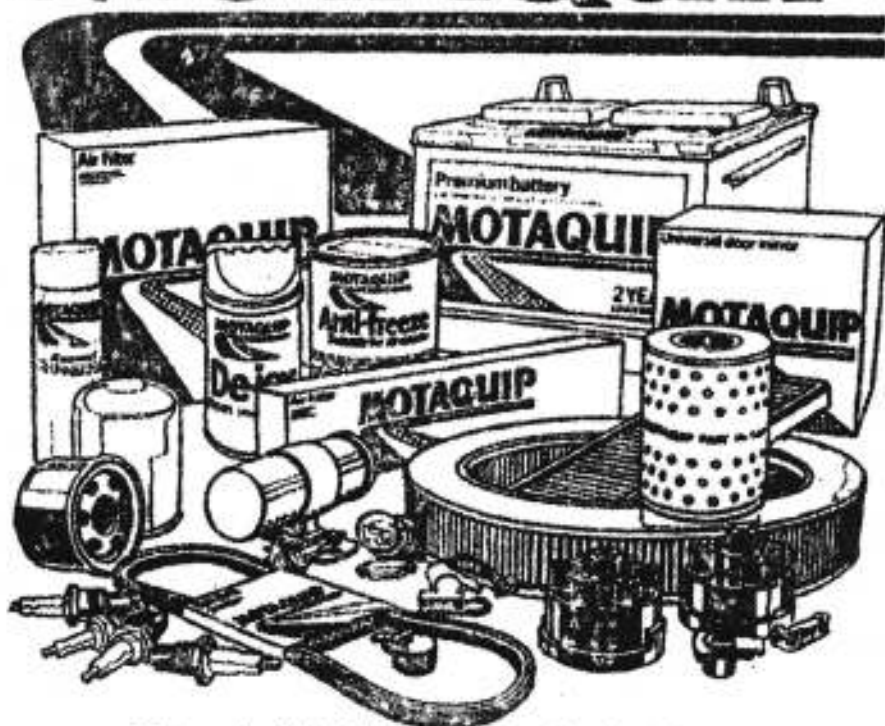
RUTH

RESULTS

Ian Carr & Nigel Paterson	7th
Brian Svenson & John Law	10th
Geoff Warkup & Howard Paterson	12th
John Walker & Ian Webb	14th
Steve Varey & Ian Colebourn	16th
Tim & Angela Alsop	21st
Towse Brothers	23rd
R. Leonard & M. Hayhurst	31st



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### FORTHCOMING EVENTS

19th September	Norking Stages Rally, organised by Lindholme Motor Sports Club.
26th September	Crystal Stages Rally. Starts Crystal Truck Centre, Hadon Road, Hull.
2nd October	Elcar Forest Stages Rally, organised by David Brown S&S MC.
3rd October	Bridlington & Dist. Motor Club Single Venue Stage Rally at Ulrome.
10th October	Autotest, organised by John Overend and John Butler at Sandholme - should be a good day out.
16th October	Mablethorpe & Dist. Motor Club, Wolds Stages Rally.
23rd October	Quip National Forest Stages Rally, organised by Trackrod MC.
23rd/24th October	Highwayman Road Rally, CSFA Yorkshire.
31st October	Humbrin Autotest. This is NMMC annual Restricted Autotest to be held in Hull.
7th November	York Motor Club Restricted Stage Rally.

### COMPETITION SECS. REPORT

#### Holderness Trophy Rally

This year's event was again another successful event (well, we think so) and had a full entry. Winner was Yuk Hodgson/Sue Lamb in the ex Tip Top Stores Escort. Second was our own Mike Jackson/Ruth Bower, and third were the Simpsons from York. Ian Carr/Nigel Paterson again won the Alex. E. Carr Trophy for the 1st NMMC. Class winners were D. Bell/S. Bidwell in a TRB, who are NMMC members, Andrew Smalley/Adrian Dixon from Leeds, Keith Bird/J. Marsh from Southbank MC.

The event could not have been held without a lot of help from a lot of people. Firstly, the Sponsors, Alex. E. Carr, Engineers, who again supported the event. Clerks of the Course Phil Tomlinson and Rob White. Secretaries Ian Sadofsky and Geoff Allen. Chief Marshal Harry Hannah. Also all the marshals on the day, especially John Dixon for the scrutineering, Linda Colebourn for helping with documentation, Harrison for the noise check. The hardest work, I think, was done by the start and finish marshals, who had to keep at it all day. Thanks also to Chequered Flag Bedford for the breakdown and Luton van, and, finally, to the ASMT for all their help. I could keep thanking people all day so let's just say thank you to everyone who did anything to help the event to be a success.

#### Club Trailer

Our new club trailer has now been painted in the BMMC colours thanks to Phil Tomlinson and has been fully signwritten to advertise the club. Thanks also to Tim Allsop for renewing all the wheel bearings.

#### FILMS FILMS FILMS

I have been trying to sort out some film shows as the winter approaches. Definite dates for the moment are as follows:-

11th November	Lombard Films - The Unknown Forest - Chester 1979.
9th December	Lombard Films - 1980 and 1981 RAC Rally.

It is getting increasingly difficult to find films that we have not seen but I'm sure some of them are worth seeing again, even the older ones.

# MARTYN SHAW

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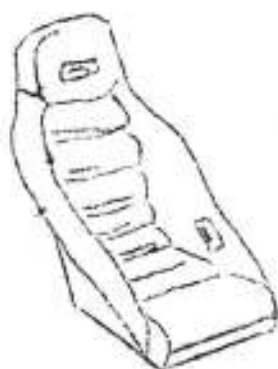
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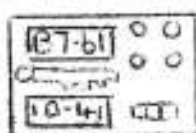
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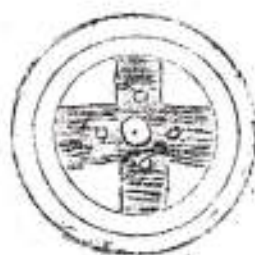
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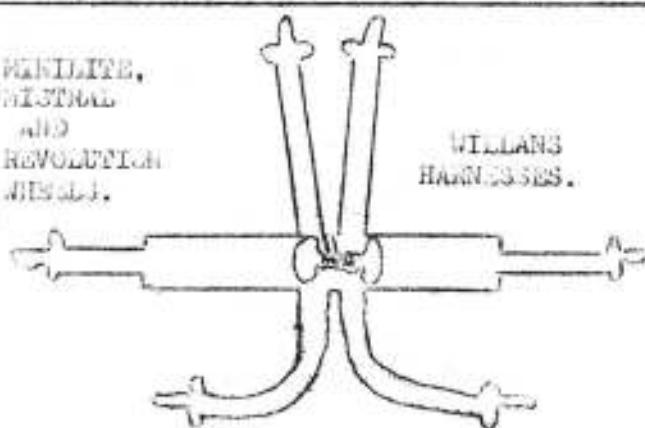
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### Humbrian Trophy Autotest

This is our annual restricted autotest. We think we have found a very good venue for the event this year. It will be a round of the ANCC Autotest Championship for the Yorkshire Bank Trophy. As it is a restricted event you need a competition licence to compete. However, to make more entries, we are going to run the event under a dual permit, that is a restricted event with a closed co-promoted event held within it for separate awards. We will need lots of help on the day, marshalling, etc.

### Motor Club Equipment

If anyone has any motor club equipment such as stage boards, armboards, etc. please could they return them to any committee member as they will be required for the Crystal Stages. The smallest item, even an odd arrow, we need.

### Marshals Marshals Marshals Marshals

This is the busiest time of the year for marshals. Help is required on all the following events:-

Crystal Stages Rally. Contact John Overend.  
2nd October. Elcar Forest Stages. Contact John Beadle.  
3rd October. Bridlington & Dist. Single Venue at Ulrome.  
23rd October. Trackrod Forest Stages. Contact Andy Dean or Harry Hannah.

Lombard RAC Rally. Provisional details of our stage of the RAC are that it will be in the very early hours of Thursday, 23rd November. More details in next month's mag.

MOTOR SPORTS SHOW, 7-16th January, 1983  
Cunard International Exhibition Centre, West London.

The BRSCC will be reviving the former International Racing Car Show in London in 1983 under a new title - the Motor Sports Show.

The venue will be the new Cunard International Exhibition Centre at Hammersmith, West London, and the dates will be Friday, 7th January, to Sunday, 16th January.

The Motor Sports Show will be staged by Britain's leading motor racing Club as a pre-season promotional and marketing platform for the sport, catering for all four-wheeled motor sporting activities - racing, rallying, speed events, off-road sports and karting.

Exhibitors will include racing car constructors, trade and accessory suppliers, major car manufacturers, race and rally tuning firms, driver's schools, circuit owners and car clubs.

Special features will include displays of Grand Prix cars, Championship winners, a video/film theatre, model motor racing and many audience participation features.

The Motor Sports Show will be supported by the Daily Mail.

Further details of the Motor Sports Show and copies of the Exhibitor's Guide are available from the BRSCC, P.O. Box 133, Gerrards Cross, Bucks.

Contact Ruth Bower if you are interested.

RECKITT'S MOTOR CLUB CALENDAR

14th September	Mini Rally No. 2.
2nd October	Barn Dance.
13th October	Inter-Club Quiz.
19th October	Mini Rally No. 3.

CRYSTAL STAGES RALLY

Our annual stage rally is to be held on 26th September. This year starting from Crystal's Truck Centre, Hedon Road, Hull. (Please note the new start venue)

It will finish at the Grange Park Hotel, Willerby, where meals and bar facilities will be available from 17.30. All marshals, helpers, competitors, etc are welcome without charge for admission.

HELP! HELP! HELP!

If anybody is available either on the evening of Saturday, 25th, or on Sunday, 26th, we require help with results, scrutinaering, odd jobs etc.

Please contact Robert Newlove on 0377 43942.

IMPORTANT If any club members have any club equipment, i.e. arrows, stakes, etc. we urgently require them. We will collect.  
Contact: Dave Shipley, Harry Hannah, Andy Dean or any Gintwin.

STAGE RALLY CHAMPIONSHIP

D. Hawkins	48
P. McDonald	50
A. Strachan	50
T. Allsop	155
A. Allsop	155
L. Colebourn	179
D. Smith	179
H. Paterson	214
Watson	112
Murdoch	112
P. Carr	60
S. Law	20
B. Svenson	20

AUTOTEST CHAMPIONSHIP

P. Cherry	348	K. Hailstone	294
J. Newlove	225	R. White	316
R. Newlove	303	S. Smollen	170
J. Doyle	154	S. Hawkins	227
J. Wilson	152	S. Varay	132
B. Towse	191	P. Webster	121
I. Milner	120	C. Green	196
M. Wood	339	M. Blythe	101
D. Hawkins	263	M. Reed	121
H. Paterson	329	R. Wood	68
J. Beadle	318		

LE MANS '83

This is it. Just the tonic. 4 day trip (or 3½) to Le Mans. Using one of the recognised tour operators, viz Chequers Travel, Page & Moy, Tee Mill Tours, or Colabourn & Bower Tours. We will whisk you away in June next year for a fantastic trip.

Below is the Tee Mill brochure report on the 1982 Le Mans.

- "Les vingt-quatre heures du Mans" is THE unique event of motor racing - a tremendous endurance race where anything can - and usually does - happen. But you'll find the race is only one of the many attractions at this annual event: for around the circuit are fairgrounds, stalls, beer halls, sideshows, bars and restaurants which never close. It's a non-stop party.

Crusty French loaves with cheese, and one or two or even three bottles of Vin Ordinaire are the order of the day, but don't let the wine go to your head or you'll miss some of the action. If you need to sleep it off our coaches will be open throughout the night, but we think you'll be too busy for that. Out on the track the drivers will certainly be wide awake, driving steadily through the night to maintain a good position for the fierce battles that will come with day-break and the closing hours of the race.

For this year we've taken our ever popular tour and amended it slightly to include for a few hours on Sunday evening being spent in Paris. We feel that this weekend is going to be a whole lot of fun - don't you?

The Circuit: The circuit is located on the outskirts of Le Mans, which itself is situated 120 miles southwest of Paris. Our route to Le Mans is via the French motorway network and as stated above gives us the opportunity of visiting Paris. In 1981 the cost of admission to the 'Populaire Enclosure' was approx.£9, and the 'Tribune Enclosure' approx.£18.

Circuit length	13.547 km.
Race distance	24 hours
Race starts	Saturday, 16.00 hours.

1981 results:	1. Ickx/Bell (Porsche)
	2. Haran/Schlesser/Striaff(Rondeau-Ford)
	3. Spice/Migault(Rondeau-Ford)

Weekend Break      \*Evening in Paris      \*Passports not required  
 Tour MS5 £33.

- Friday, 18th June: Evening departure from London, or join us in Dover, to connect with the Townsend Thoresen cross channel sailing to Calais.
- Saturday, 19th June: Arriving in Calais during the early morning we commence our journey to Le Mans, where we expect to arrive around midday. A stop for breakfast will be made en route.
- Sunday, 20th June: After "Les 24 heures du Mans" we commence our homeward journey via Paris. A lengthy stop will be made in Paris for you to obtain an evening meal. Then it's on back to Calais.
- Monday, 21st June: Arrival in Dover will be approx. 04.30 hrs. London 2½ hrs. later.

Return coach fare from London to Dover is £6 extra on above price. "

As you can see, the basic price is £33 for 1982. Allowing for inflation and a favourable exchange rate, we can reckon on it being round about £40. This does not include entry fee, which we can estimate to be £10 for the popular enclosure.

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The only problem is to get to Dover. On contacting Tee Mill Tours they said that if we get 30 or more they will consider sailing from Hull to Zeebrugge. Remember also, for every 10 we get on the tour an 11th person can go free. To make it fair, this free place can be used to reduce the tour price by 10%, i.e. £4. To go from Hull to Zeebrugge obviously an extra will have to be paid. Initially £10 will be required, making the total of £60 provisionally. If there is any surplus money will be given back.

We are preparing this now so that we can see the initial reaction. If we get a minimum of 30 people the tour will be worth running. Also it will give you plenty of time to save up. If you start with a deposit of £12 minimum the cost of the trip (£60) will then be reduced to £48 over 6 months, approx. £8 a month or £2 a week. I'm prepared to collect this every week to make it easy.

Don't forget the duty free's.

Passports: Passports are not required as identity cards will be supplied - free of charge. If you do possess a passport then use it.

Travel Insurance: Can be arranged. In 1982 this worked out to be £6.60 per head to cover the tour.

If you would like to go on this trip fill in the form below and return to either Ian Colebourn or Ruth Bower. Cheques to be made payable to Le Mans Tour 1983.

I/we .....wish to join the 1983 Le Mans Tour. I/We wish to pay the monies by post/at the Club/in person to Ian Colebourn/Ruth Bower every week/month/in a lump sum.  
Deposit of .....pounds + .....pounds travel insurance enclosed.

Dated \_\_\_\_\_ Signed \_\_\_\_\_  
\_\_\_\_\_ Address \_\_\_\_\_  
\_\_\_\_\_

TYRES FOR SALE

Dunlop 175 x 13 MS MkII, scrubbed, worn and good condition.  
Contact Ian James any Club Night.

Continuing with the social side, does anybody know where we can obtain, say, 3 portable 14" colour TV's and a video recorder VHS/BETA for hire to use at the club on film nights. Video films with up to date motor sport events are a lot more easily obtained than ordinary 8mm and 16mm films. If anybody is interested in providing their own TV/Video for occasional use at the club please contact IKC. Anybody got any motor sport videos of interest?

Question: Why has Jaws got dandruff?

Answer: Because he left Head and Shoulders on the beach.

A Martian landed on earth and walked into a pub.  
I've come a long way for a drink and I'm dying of thirst he said to the barman.  
We don't serve people like you, said the barman.  
If you'll serve me I'll buy you a drink, said the Martian.  
Sorry, no thanks, said the barman.  
Go on, said the Martian, give me a drink and I'll buy everybody in the bar  
their drinks for the rest of the night.  
Can you afford it, said the barman, it will be expensive.  
I've got plenty of money, said the Martian.  
The barman served him.  
At the end of the night he told the Martian that his bill came to £300.  
That's alright, said the Martian, have you got change for a Zonk!

---

Early Retirement Programme. As a result of a declining workload, Management must, of necessity, take steps to reduce the current workforce. A 'Reduction of Employees' programme has been devised, which seems the most equitable under the circumstances.

Under this plan older employees will be placed in early retirement, thus permitting the retention of employees who represent the future of the company.

Therefore, a programme to phase out older personnel (over 40 by the end of the current financial year will be known as R.A.P.E. (Retirement, Aged Personnel, Early). Employees who are RAPED will be given the opportunity to seek other jobs within the company provided that while they are RAPED, they request a review of their employment status before actual retirement takes place.

This phase of the programme will be known as S.C.R.E.W. (Survey of Capabilities and Retired Early Workers). All employees who have been RAPED and SCREWED may apply for a final review.

This phase will be known as S.T.U.F.F.E.D. (Study of Termination of Use for Further Employment and Development).

Programme policy dictates that employees may be RAPED once, SCREWED twice, but can get STUFFED as many times as the management sees fit.

---

What's the fastest thing on four legs?  
A pig in a synagogue.

---

An Irish airline put on a new service, Skytrain, and on its inaugural run to New York they encountered some difficulty at Kennedy Airport. "They've only given us a very short runway", the pilot said. "We're going to have to have brakes full on, engines in reverse and a very steep descent". "OK" said the co-pilot.

So they came down to land and the descent was very steep, they hit the runway with brakes full on and engines in reverse. They came to a stop inches from the end of the runway. Captain Murphy and his crew got out to inspect the landing.

"God, that was close. I've never seen such a short runway", said the captain.

"No, neither have I", said the co-pilot. "But look at the width of it!"

---

About this time of year we all get wound up looking forward to the RAC Rally. Unfortunately, on the night some of us may be asked to perform a task which we know nothing about. One of these is being the radio operator. Last year Mercury Radio produced some sort of guidelines to be adhered to and below is a copy for you to read and remember.

#### "TO ALL RADIO OPERATORS

To avoid interference between stages, we will be operating under a controlled radio system.

Stations wishing to pass messages must first call Mercury Base for clearance. Base will respond with either 'Go Ahead' or 'Wait' - you will be given the Go Ahead as soon as the frequency is clear.

When you have been given the Go Ahead make your call to the station you require in the normal fashion - it is not necessary to tell Base who you wish to call unless you require Base to relay your message.

In cases where direct contact with Base is not possible, you should make a short call to the station you require. He will then call Base for clearance.

It is important that you listen carefully at all times and do not transmit when another station is using the frequency.

Make your message brief and indicate when your message is completed - use OUT instead of OVER at the end of your final transmission.

Base will use the phrase 'Base to Standby' when it is ready to receive further calls.

A system of priorities will be used to indicate the urgency of your messages. You may include one of the following words in your initial call to Base:-

(a) SAFETY      (b) URGENT      (c) EMERGENCY

The types of situations which would merit these priorities are:-

- (a) For non urgent messages concerning stage safety - e.g. arrowing, spectator marshalling.
- (b) For situations requiring immediate action - e.g. car overdue, car known to be in difficulty, suspected injuries, stopping further traffic entering stage.
- (c) For CONFIRMED situations involving injury - Medical/Rescue services required.

Please use common sense - do not overrate the urgency of your message unnecessarily.

The routine passing of car numbers does not rate any of these priorities.

#### INCIDENT PROCEDURES

- A. In the event of a car being significantly overdue at some point in the stage, the next station downstream will notify the other stations on the stage.
  1. DO NOT LEAVE YOUR RADIO unless extreme circumstances demand, in which case you should inform your stage control and secure his permission. (Send a runner (there should always be 2 people at a radio point)).

2. NOTIFY STAGE COMMANDER and Deputy of situation and car number.
3. 'FINISH' TO QUESTION CREWS arriving for news of missing car.
4. Control Station for your stage to call other stations to determine area in which car is located.
5. 'START' TO ASK NAVIGATORS of following cars to look out for missing car, indicate approximate position in stage. GIVE NUMBER OF "SEARCH" CAR TO FINISH.
6. INFORM STAGE COMMANDER when car has been positively located and state of occupants is known.
7. REMEMBER there are still other cars on stage; do not concentrate on one missing car to the point where you forget about the others.
8. CAREFULLY CHECK YOUR LOG SHEET to ensure that you have not overlooked another car, and that your sheet is up to date.
9. When incident has been dealt with, briefly inform other stations on your stage. "

#### NHMC QUIZ NIGHT

Thursday, 14th October, is the date of the Club Quiz. Originally devised by George Ellis of York M.C. as a competition brain teaser.

#### MOTOR SHOW (NEC BIRMINGHAM)

If anyone is interested, a trip can be arranged for either Saturday, 30th October or Monday, 25th October. Contact Ruth Bower. Options for travel are 20 seater coach, 51 seater or Mini Bus with a driver (NHMC member already volunteered). Don't delay.

#### THE P.R. MAN'S DAY

##### Crystal Stages - True Story

Having been roped in to do P.R. work for our Stages Rally, I decided to try and get fit (as well as saving some money) by cycling part of the way. As usual I got collared by an elderly lady, who seemed very interested in Rally Sport and wanted to know more information about this Rally.

I reeled off a semi-prepared speech giving a general outline of what we were hoping to do on the day. I gave her the P.R. sheet and she seemed very pleased. Her parting words were "And how many cyclists are taking part did you say?"!!!!!! Hope they're not all like that.

Geoff Allan, P.R. Crystal Stages (Skidby Area, Thursday, 9th September).

Pirelli have released some information on Tyres and Wheels for their P6 and P7 tyres. Details on Club Notice Board.

And, finally, many thanks to Ruth for organising the Ice Skating Trip. Thankful all returned without broken bones, although a few bruises were had. Unfortunately Ken didn't win the speed skating contest!!!



REPAIRS  
TUNING  
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NUMC CLUB OFFICIALS

✓ Chairman & President:	Ian North, Burnham House, Scuttergate, Hedon, Hull. HU12 8SS Tel: 0482 897105	✓ Club Captain:	Ken Hailstone, 207 Carr Lane, Willerby, Hull. Tel: 0482 650613
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~~Vice Presidents: Alex. Barr, Ian Sadofsky and Dave Shipley.~~

✓ Magazine Editors:	Ian & Linda Colebourn, 4 Calvert Lane, Hull. HU4 6BS Tel: 0482 564690	✓ Competitions Secretary:	John Newlove, 59 Hutton Road, <small>CARMSWICK</small> Drifffield. <small>YO25 9PW.</small> Tel: 0377 70745
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✓ Chief Marshall:	Harry Hannah, 165 Hill Road, Anlaty, Hull. HU10 6ST Tel: 0482 53454	Secretary:	Dave Hawkins, <del>58 Sheriff Highway,</del> <del>Hedon, Hull. HU12 9HD.</del> <del>Tel: 0482 896889</del>
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✓ Treasurer:	Ian James, 17 Newland Park, Hull. HU5 2DN Tel: 0482 43508	✓ Membership Secretary:	Mick Blythe, 1 Elm Tree Close, Thorngumbald. Tel: 09644 3741
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✓ Social Secretary:	Ruth Bower, 'Ecclestone', Thorngumbald, Nr. Hull. Tel: 09644 2527.	Press & Publicity:	Mick Wood, 57 Scuttergate, Hedon, Hull. Tel: 0482 42739(work)
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COMMITTEE MEMBERS

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