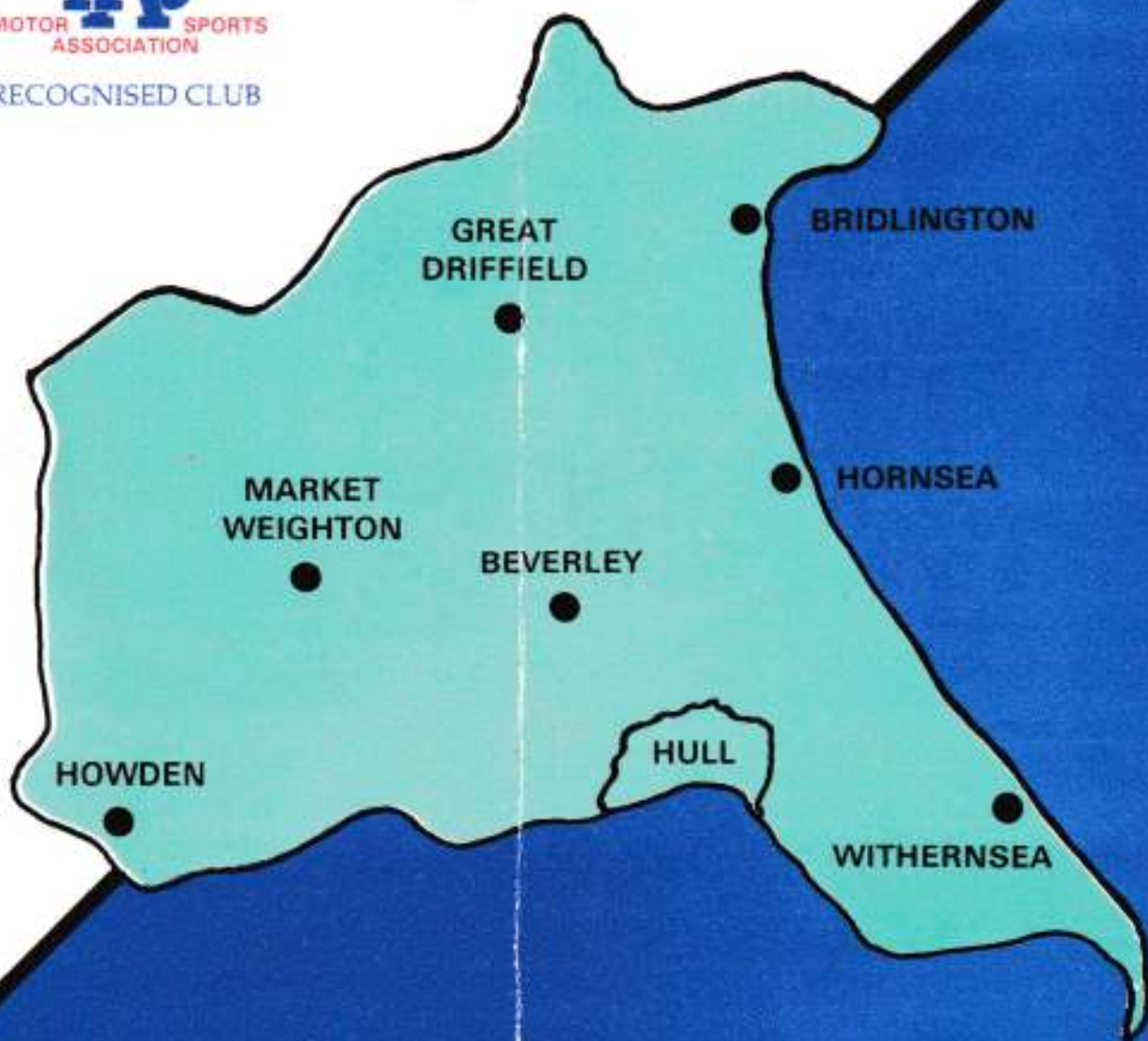


# *NORTH HUMBERSIDE MOTOR CLUB*



# MAGAZINE

# 30% OF CARS WILL FAIL NEW TOUGHER M.O.T. EXHAUST EMISSION TESTS

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*We're right up your street!*



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North Humberside  
Motor Club



MAGAZINE

ISSUE 2

APRIL / MAY 1992

## EDITORS FORWARD

Here it is at long last, the new Club Magazine with the colour covers and the new advertisers, Thankyou to all the people who have advertised with us and to the people who produced the artwork and the colour covers.

Its the same old story in the rally world, yet more events have cancelled due to lack of entries yet our own event, The Everquip had to fight competitors off with a big stick, having not only a full entry list but a healthy reserve list too. The event was once again a great success which is what everyone expected from such a popular event. One competitor is reported as saying that the event is a credit to NHMC. We, as a club are very confident at this time that the Castrol Crystal Ford Forest Rally will enjoy the same success. The Historic Rally in July is also looking forward to a healthy entry and plans are well under way. I am planning to produce a newsletter in June so all the latest details will be in there including how to obtain a copy of the regulations.

If you cast aside my usual moans about the lack of articles for the magazine, you will see that the responce to this issue has been very good with what seems like every other page being submitted by the Annual Dinner Organiser or is she the Membership secretary or the Rally Championship coordinator , what ever, Jane Sturdy, has produced quite alot for these pages this time.  
Ian North Are You Reading This ?

I am very pleased to announce that the classified adverts that were in the last newsletter have been very fruitful to those concerned. The service is open to all club members and its free. If you have anything to sell from a paper clip to a house, send your advert to me at the new address and I will include it in the latest Club publication.

If I could return to the Everquip for a moment, I am quite suprised at the lack of articles to come from it, if I had to name names, Wayne Smith, Nicky Robinson, Kev Scott, Tim Rodgers, Phil Broom and Viking FM's Tim Maitland all spring to mind. this crowd of hopefulls appeared on the event and provided everyone looking on with quite a bit of entertainment on the day. I was hoping that at least one of them would have written. Then there is the organising team, they too managed to provide some entertainment on the day especialy Whitey, lets here your side of the story for the next magazine in July.

That was a Steve Wright link into the next bit.

Because the fast approaching summer months mean that people tend to go on holidays, the next magazine will not be out until July, there will, as I have already mentioned be a newsletter out in early June but if it was anything like the last one, don't hold your breath.

There are all the usual features in this magazine including a competition of sorts. The committee, or more to the point, the comp sec. has been making noises about the lack of people who are attending the Larkspeed League Navigational Road Rallies. After making some enquires around some of our members, I think I came up with one of the answers why. There are quite a few people who would like to have a go but the navigation is still a bit of a mystery. So this new competition has been designed to redress the balance a little bit, There is no prize at the end of it yet I hope you find it interesting enough to have a go. There will be a more difficult one in the next mag. and by this time next year, I hope to bring you the route of an actual rally to have a go at.

In conjunction with this comp. I came across a book which was written and produced by a navigator from British Aerospace. It short cuts all the rubbish you don't need to know about and covers the basic navigation tips that most expensive books fail to explore. If you would like a copy of this book, it is avalible only from me at a cost of £2.00, £1.00 goes to the author and the other goes to our own club funds, it is well worth the cash.

David Cogan Editor.....

# CLUB NOTICES

## NEW APPOINTMENTS

There have been two new appointments to the staff of the Club since the recent AGM.

Malc Mumby has been appointed as the Equipment Officer for the Club's expensive gear. If you want anything in the way of stakes, arrows, control boards etc for the event you are running, Malc is the man to talk to. However, each Rally that the club runs always has it's own equipment officer and it looks like that could be Malcolm from now on.

John Overend has taken the job of Chief Marshal for the club. It is his job to reply to all the requests from other Motor Clubs as regards to marshalling on their events.

If you are interested in offering your services for any event please let John know.

Two events to be going on with are;

16/17 May

Dunfab Danum Road Rally on maps 106 and 111,

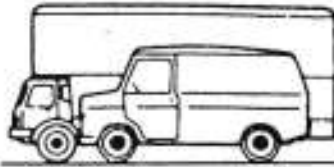
30/31 May Rally and Speed Shop Pennine Rally  
on maps 99 and 104.

all offers to help on these events to John Overend.

It is worth pointing out to you that we give our help to certain Motor Clubs in the area for two very good reasons. Firstly, we, as a Motor Club do everything we can to promote Motorsport in this area and secondly without the assistance of these local Clubs, our own events wouldn't run so it becomes a case of you scratch our back and we'll scratch yours.

Back to the Club equipment , a few of you will have noticed that the equipment store has had a face lift. Some New shelving and cupboards have been fitted to the garage and should make the task of finding things much easier. However, we are still on the look-out for some extra bits.

If anyone has an old wooden ladder that they don't need anymore and if anyone has an old kitchen worktop about 2m long, can you contact Malc Mumby or Dave Cogan please.



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Or Mobile: (0831) 135688

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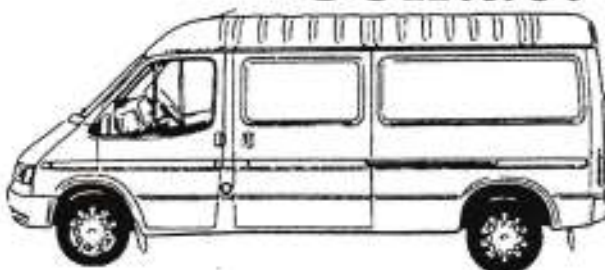
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and  
Quality used

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- *Special Orders Taken* •

---

Contact Mike or Gavin



## THE FUTURE OF RALLYING

### Rallies Committee Green Paper Published

Rallying is too expensive, does not promote itself properly, and suffers from far too many events and championships chasing even fewer competitors.

These are among the conclusions of the Green Paper prepared by the Rallies Committee Working Group, to be submitted to the British Motor Sports Council on 4th June 1992. Under the Chairmanship of Denis Cardell( ~~made up name~~ ), The Working group has spent 2 years consulting competitors, organisers, motor clubs, Regional Associations, officials, marshals, sponsors and the media. Some of their conclusions are summarised here; the full report can be obtained after 4th June, by sending an 18p sae to Tony Newsome at the RAC MSA.

#### SPECIAL STAGE RALLIES

Too many championships, too many rounds in each series, vehicle classes should be standardised, so should start and finish procedures, only 3 levels of competition licence are required, Regional, national and international but it should be made harder to up-grade. Advertising permits should be revised or abolished, senior officials should be licensed. Legislation required to permit rallying on closed public roads should be vigorously pursued or dropped. The competitor is becoming disenchanted with the entry fees for events and the report suggests a reduction in prices or a better explanation of where the pennies go. A national training scheme is proposed for marshals and because of the lack of such people, fewer events with larger entry lists has been suggested. The last point in the report takes a little understanding, bear in mind when you read it that it took a committee of grown men and women two whole years to come up with so don't expect to grasp it on it's first reading. The report says, ' The MAKING of pace notes should be forbidden on rallies below national status, But the USE of pace notes should be allowed. ( How do you use pace notes you cant make?)

#### ROAD RALLIES

This motor club does't get involved in the running of road rallies for a number of reasons but it does still offer it's marshal services to the clubs in the area that do.

The report suggests, Route liasion officers be consulted before a route tracing is submitted, liasion between RLOs and Regional assoc-

cont.....

-iations should be improved, the terms 'competitive' and 'non-competitive' should be replaced with 'standard section' and 'neutral section', the latter with a maximum speed of 25mph. Twelve car rallies should be limited to 75 miles. Closed status road events should be limited to 60 entrants and 120 miles (night), or 150 miles(day): restricted events should be limited to 90 entrants and 150 miles(night), or 75 entrants and 200 miles(day). Production cars should be allowed to compete on road events, providing events are run within the law and the likelihood of complaints being received is not increased, road rally Clerks of the Course should be licenced and Regional Associations should provide training for event organisers.

#### HISTORIC RALLYING

As this side of motorsport is new, with the rules introduced in 1991, the green paper suggests that the sport progress further before trying to adopt any changes. The sport is growing at a time when others are not, and the committee concludes that it is not for them to dictate how the sport should develop; rather, they should "encourage new participants to compete as cheaply and safely as possible".

RAC MOTOR SPORTS ASSOCIATION  
APRIL 1992.

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#### MOTOR SPORT ON T.V.

BHP has reached agreement with ITV for a weekly programme which represents the most significant TV opportunity ever offered to motor-sport by commercial television.

CHEQUERED FLAG (calm down Whitey, they don't mean you) is scheduled for prominent weekend afternoon slot and will be screened initially by Anglia, Central, HTV, Tyne Tees, and Scottish Television. A later commitment has been made by Grampion, Yorkshire and Border, and other ITV regions may join in later.

The programmes brief is to cover the whole range of motorsport events in the United Kingdom from circuit racing and single make championships to rallying and off road and it will present it in a magazine and feature format. It was due to start in April and end at the end of the season in October.

# COMPETITION SECRETARYS PAGE

## CLUB CHAMPIONSHIPS

### AWARD WINNERS

#### Rally Championship

First Driver	Gavin Ruler	First Co Driver	Lorraine Nixon
Second "	Kev Scott	Second "	Nicky Robinson
Third "	Wayne Smith	Third "	Fred

#### Autotest Championship

First Overall	Graham Hardwick
Second "	Ken Sturdy
Third "	Roy Heath

#### Clubmans Championship

First Overall      Graham Hardwick

Most Improved Competitor	Wayne Smith
Best Larkspeed scorer	Ken Sturdy

#### Larkspeed Awards

Wayne Smith/Phil Shepherd  
Ken Sturdy  
Graham Hardwick  
Roy Heath  
Rob Pattison

Marshals Award	Bob Cartlich
Lady Enthusiast	Sandra Cartlich
Marshal Enthusiast	Alan Gilbert
Magazine Award	Dennis Robinson

#### Production Car Trial

Best Performance      Dennis Robinson  
Class awards to R.Richardson,B.Fox,Andy Graham and Andy Shaw

#### Autotests

FTD Awards to Glen Simpson,Howard Everingham,John Taylor,  
Graham Hardwick, and Ken Sturdy (Alex E.Carr Trophy)

Class Awards to Graham Hardwick,Howard Everingham,John Jenkinson  
Roy Heath,Dave Bowden,Ian Gibbons,Dave Short,Rob Pattison,Chris  
Shepherd.



# SOCIAL EVENTS

GREETINGS! Just a short report this quota. Firstly I would like to thank Jane Sturdy for organising the Awards Dinner in early April. I am sure you will all agree with me that it was an enjoyable evening.

At last I have made final arrangements for the trip around the Tidal Surge Barrier. This will be on Tuesday 19th May at 7.15pm. The maximum number is 20 , so please ask me if I don't ask you!

I have recently sounded out interest for a ten pin bowling evening. This recieved alot of responce so I have gone ahead and booked 5 lanes at the Hull Bowl on Sutton Fields at 8.00pm on Saturday 6th June 1992. The cost will be £5.20 each for 2 games, this should last about 2 hours. They are wanting a deposit so I will Be asking "COMPETITORS" for a couple of quid up front.

Other social functions/visits on the agenda are as follows;

Indoor Crown Green Bowling, cost will be a maximum of £3.50 per person and will include a buffet and there will also be a bar.The night should start about 7.30pm and go on until 10pm'ish, There is a maximum of 24 competitors.

A visit around Kingston Communications, telephone house, nothing to do with B.T.

An evening at the 4 wheel drive centre at Risby Garth.

I will, in the near future try the breweries again to see if there can be a visit arranged when most members can make it, ie., at weekends or more precisely, Saturday.

Kind Regards, Robert Woolley (Tel 0482 444367)  
Social Secretary

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# MEMBERS MUTTERINGS

For those of you who were unable to attend the AGM, I thought you may be interested to see how the Club Membership is going. In 1991 we had 210 members, which was up by 9 on the previous year; of these we have one life member (Vicky Saddington), 133 single members and 76 joint members.

Some of these obviously joined simply to do events, for example, 23 joined for the Everquip and 49 for the Castrol Crystal. This leaves us with a core membership of 138. It would be nice to think that all those who joined to do an event would rejoin for the next year, and indeed some of you have, but unfortunately many people only see the Motor Club as a means to an end (ie. to be able to do a rally) and not as something to be continuously supported.

Up to press for 1992, we have 141 members with 14 of you having joined for the Everquip. Thankyou!.

Jane S.

Membership Secretary.

## GET A SWEAT ON

As mentioned in the last magazine, Robert Newlove is taking orders for club sweaters, sport shirts, Sweatshirts and zipped jackets with the Clubs badge on and on some items, your own name.

Sweaters(pure new wool)	£19	Sweaters( acrylic)	£13
Cotton Sportsshirts (short sleeved)	£14.50		
Sweatshirts, Crew neck	£12.50	Sweatshirt, striped with collar	
			£16.00
Zipped jacket with hood, fleecy lined	£20.00		

If you are interested let Robert have your order as soon as possible, You can find him at the club most Thursdays or ring him on 0377 70888



# WANTED

**TWO  
NOVICE DRIVERS  
TO COMPETE IN OUR  
RACING & RALLY CARS**

In 1992 **FIRST TIME RACING** will again be running the Auto Windscreens scholarship, a nationwide competition to find novice racing and rally drivers. It offers complete novices the opportunity both to win a fully sponsored drive and through our own excellent test days, learn to drive a rally racing car.

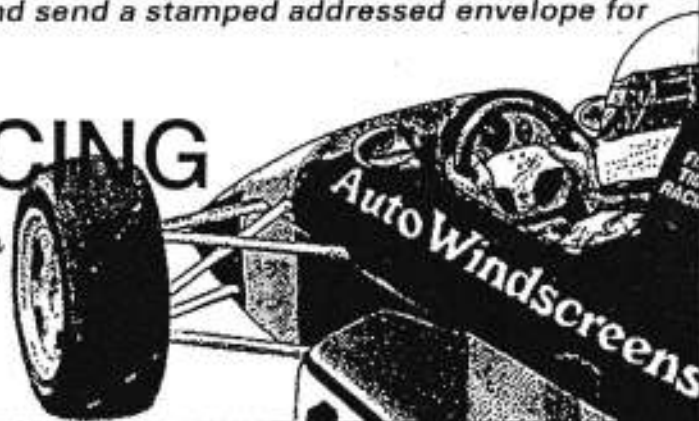
The Auto Windscreens scholarship is open to anyone 17 and over who can drive. Previous experience is not required. *So stop dreaming and send a stamped addressed envelope for details. Include your name and address, stating racing or rallying and quoting ref:-*

## FIRST TIME RACING

### Auto Windscreens

Canal Side West, Newport, Brough,  
North Humberside HU15 2RX  
Telephone: 0430 441903

*Scholarship*



#### SO YOU THOUGHT SCHOOL TEACHING WAS BORING !

Hands up, all those of you who complained two years ago that the magazine was getting more like a day to day school report rather than a motor club magazine, Yes that means you as well.

In defence of Cynthia, the retired Editor, it is you the reader that dictates what goes in these pages, if you don't supply the editor with material then things that aren't quite relevant to the motor club have to be used to fill the place of all the interesting stuff.

Very few of you know what I, the current editor does for a living, but rest assured its worse than teaching and whats more if you continue this lack of articles to put into this magazine, yo will find yourself reading all about my work, like it or not. Ian North, ARE YOU READING THIS ?

There is an interesting side to my line of work, an article on which you will find elsewhere in this magazine.

Ed. (MOSES)

# STAGE RALLY CHAMPIONSHIP

## 1992 STAGE RALLY CHAMPIONSHIP

I have obtained 2 sets of event results so far- Woodpecker and The Everquip. I am sure that many of you will be doing events in the future so don't forget- a copy of the OFFICIAL results within 4 weeks of the event to claim your points to:-

Jane Sturdy, 60 Hall Road,  
Sproatley  
Hull HU11 4PZ

Positions so far are:-

<u>DRIVER</u>		<u>CO-DRIVER</u>	
Wayne Smith	71	Nicky Robinson	71
Kev Scott	66	Tim Rodgers	66
Gavin Ruler	63	Steve Darvell	63
Graham Smart	50	Ronald Smart	50
Andrew Grindrod	40	Andrew Twiddle	40
Tim Maitland	37	Phil Broom	37
Richard Watson	37	Mike Norton	37
Andrew Carter	36	Paul Harris	36
Andrew Howard	36	Kevin Straker	20
Nigel Etherington	20	Emma Fletchers	20
Howard Wright	20	Stephen Preece	20
Brian Svenson	20	Tim Winter	20
Shaun Moss	20		

If you wish to contest this championship but haven't yet sent any results in, Don't worry, there is a long way to go yet so get those results to me as soon as possible.

Jane S.  
Rally Championship Organiser.

# CLUB NOTICES

## CLUB STICKERS

After the appeal in the last Newsletter asking if you were interested in buying a sunstrip with the NHMC logo on or a North Humberside Motor Club Championship contender sticker for use on your competition car, I have to report that the response was very poor, in fact only one person asked about stickers.

The sunstrips are a personal choice to add to your car but in an ideal world it would be nice to see all Rally Cars that are entered under the Club carrying the Clubs name.

If the demand can be found, the club will go ahead and purchase as many of these items as required. Don't be put off by the size of the stickers, they would be no more than 50sq. ins. which means you wouldn't need an advertising permit if you don't need one at the moment. And don't worry about them damaging your paint work, Dennis Robinson has some magnetic strip for sale which you can stick the sticker to and then place on your car (See the small ads. column elsewhere in this mag.)

The cost of these items would be kept to the leanest price possible and will be advertised in these pages.

At the present time the Club offers a tax disc size windscreen sticker for £1.00 each and are available from Jane Sturdy who's address is elsewhere in this magazine.

If you are interested in the other items please contact Robert Newlove who's address is also elsewhere in this issue.

---

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- ALL USUAL GARAGE SERVICES •
- TUNING AVAILABLE •
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PHONE GAVIN SMITH WITH YOUR REQUIREMENTS

---

## CLASSIC CAR SECTION

The Club's Classic Car Section are well on with the run in July. We now have a route and a format for the day.

There will be a treasure hunt in the morning, returning to Dalton Park for manouverability tests, etc and an afternoon navigation run consisting of easy 'navigation' references all on one map of approx 50 miles, returning to Dalton Park for concourse judging and prize presentation.

We hope to put on a barbeque for lunch and take in a public place for the half way halt on the afternoon run so the public can see the vehicles. We say vehicles because we hope to invite the vintage motorcycle club to participate.

The event is on 12th July and all the details will be in the next newsletter, nearer the date.

If you are interested or would like more information contact Ken Hailstone.

TALES OF THE UNEXPECTED  
MAD MOMENTS FROM MANBY

The Clubs Recent Everquip Stages Rally was held on the Showground at Manby near Louth, and as well as producing yet another well run event it also produced one or two 'Tales of the Unexpected'

We will disregard the fact that Robin Beagle from Humber Rescue has taken up the sport of orienteering, (it has something to do with him finding his bearings!!!), I think EVERYONE knows about the unit breaking down.

The stranger things that happened include Lloyd Walker attempting to demonstrate his rugby prowess. During the early part of the afternoon, a team of 4 parachutists descended on the airfield, the first to land hit the mark, the second and third landed on the field some way off the mark and the last one to land missed it by a mile. He also failed to collapse his canopy and with the 25 knot wind blowing across the field, this poor chap was being dragged dangerously close to the stage loop around the service area which was live.

In runs Club Steward, Lloyd (Will Carling) Walker.

Lloyd attempted to rugby tackle the parachutist to the ground but the dare devil was having none of it, He kept shouting, "Get off, Get off" to Lloyd.

It must have been Mr. Walkers Speed and agility that scared the poor man.

It was observed that one of the service crews on the event was nicking top soil from the showground.

They were not using any conventional method though, it seems that after every stage, the car was jacked up, wheels removed and all the mud from the underside of the car scrapped off and swept into a bucket. They were then emptying the contents of the bucket into the service van and by the end of the day, they had enough soil for a fair sized flower bed.

However, as a team, they are to be commended. As one member said, "We put it there so were taking it away".

They left their pitch in the service area in better condition than they found it.

more.....

..cont....

Still on the subject of service crews, another team turned up to the event with not one, two, three, four, but FIVE service vans for one car , talk about overkill..

Then there are the two spectators sat on the stage in a silver Rover. They had spent all morning "Rallying" around the unused part of the afternoon stages. Because this part of the field was up wind and behind a large soil bank, no one had noticed them at all.

During the afternoon stages they appeared to be marshals, doing as much as anyone was on the day and it only became clear to the other marshals in the area that something was amiss when these two "NOB HEADS" not only attempted to drive over a live stage but at one point it looked like they were going to chase car 1.

Thanks to the keen eyes of the marshals in the area, they were well and truly stopped before they got anywhere near the stage. They first said that they were from BDMC, but after checking with the Chief Marshal who said that all the Beverley Marshals were accounted for, elsewhere on the stage, they changed their tune.

They then said that they were part of a certain crews service crew!

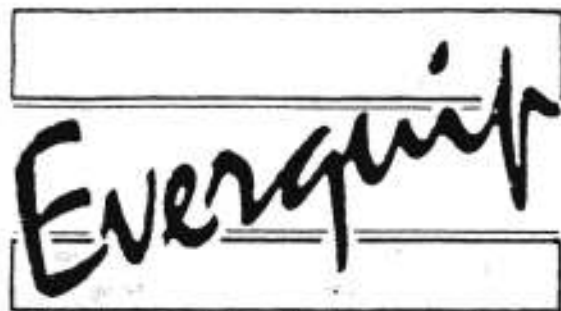
In drove Rob White, I can't print what he said but it was justified. He drove off into the service area to check out their story with the crew mentioned by Dick Head and Bollock Brain. Don't forget if they were part of a service crew, that team would have been excluded instantly. After Rob made some enquires, the service crew got ready to head across the field to tear these two, limb from limb.

Geordies, you know, tough lot from up there..

Anyway a message came over the short wave to get them to lying ba\*\*\*\*\*s off the field as soon as possible. They were.

A motor bike was spotted zooming up and down the stage a few moments before it was due to go live, big John Overend lead the chase and after catching the rider, told him that if that bike moved an inch he would fit the keys "where the sun don't shine"

The last tale is that of the course car either breaking down or getting stuck in the mud on every stage. I do hope he doesn't give up his day job.



Garage Equipment Ltd.  
**STAGES RALLY**

AWARDS LIST 1992

1st Overall	Phil Gallagher/Mick Gallagher
2nd Overall	Martin Robinson/David Robinson
3rd Overall	Wayne Smith/Nicky Robinson
1st Class 1	Simon Stubbs/Julian Cawkwell
2nd Class 1	Adrian Wilson/Darren Underwood
3rd Class 1	Micheal Kheng/Sally Hawkins
1st Class 2	Paul Brocklebank/Mark Brocklebank
2nd Class 2	Tim Stell/Tracy Plant
3rd Class 2	Robert Smith/Andrew Shaw
1st Class 3	John Cressey/Bob Harris
2nd Class 3	Paul Harvey/Paul Nadin
3rd Class 3	Bodo Linhoff/Paul Histon
1st Class 4	Kevin Scott/Tim Rodgers
2nd Class 4	Gary Lambert/Chris Scaife
3rd Class 4	John Ausobsky/Dave Ausobsky
1st Mixed Crew	John Haygarth/Yvonne Copin
1st Novice	Nick Dobson/Nick Pullan
1st N.H.M.C.	Graham Smart/Ronald Smart
1st Lada (1300)	Adrian Wilson/Darren Underwood
1st Lada (1600)	Jonathan Dyson/Chris Wood

*North Humberside Motor Club Ltd.*

# MEMBERS MUTTERINGS

1992 EVERQUIP

A LISTENING EAR'S VIEW

Manby Showground, near Louth, once again provided the setting for the 1992 Everquip Stages Rally, run by NHMC, and sponsored by Everquip Garage Equipment. The usual early morning hick-ups started the day off with Radio Control trying to raise mobile operators out on the stage by transmitting an electronic FART across the airways. Humber Rescue turned up with a problem with the new unit, at the time, team leader, Robin Beagle wasn't saying what it was but did anyone know where the nearest Ford Dealer could be found. The radio problems were sorted out by someone using the call sign Tetley, I think they gave the operator a pint of mild and everything seemed OK.

Rob White, the Clerk of the Course, was giving his usual impression of 'The Man of The Moment' with his own original style of people management, a style that is short and sharp but very effective. For those that don't know Rob, he was the guy driving around the infield of the event in the Smiths hire van with the army of helpers bolted to the tail gate.

Humber Rescue traced the problem on the unit to a shattered wheel bearing which had to be replaced before the Stewards on the event would give the Rally the green light.

Eventually the Rally started some 35 minutes late and after the first stage came to a close about 10% of the starting field of 75 cars needed towing back to the service area.

The rest of the event ran like clockwork apart from the course opening car finding every deep hole on the loose a little too deep and requiring the odd push here and there. There were no more delays or incidents on what turned out to be a very well run and enjoyable event. You can spot a good event when crews that have just blown their expensive toys to bits on the second stage turn round and say so.

The Rob White fan club.

# CLUB NOTICES

NORTH HUMBERSIDE MOTOR CLUB LIMITED

1991

DIRECTORS' REPORT

AND ACCOUNTS

At the recent AGM , Mr. Ian James presented the meeting with a copy of the Directors report along with a copy of the accounts for 1991. As a member of this club you have the right to attend that meeting and you have the right to see the above reports. As there is far too much in them to reproduce in the magazine a copy of both reports can be obtained from ;

David Cogan,  
'SHERWOOD'  
Station Road,  
North Ferriby  
North Humberside  
HU14 3DJ

Please enclose a stamped address envelope big enough to hold 7 sheets of A4 paper otherwise a copy cannot be returned and also you must be a member of this club.

Ed.

### CARVELL IN COP CAR CAPER

Club Chairman, Alan Carvell was recently involved in an unusual accident.

Chugging along one sunny day in his silver XR3i( one carefull owner, never raced or rallied) listening to the latest sounds from Kylie Minogue, minding his own business and WHAM!!!!!!!!!!!!!! Out of a side street came a police car, at speed, failing to even attempt to stop at the give way line, colliding straight into the side of Alan's Escort, the force of which sent him sliding and spinning across the road towards a waiting lamp-post,-missing it seemed impossible,- but with what little luck he had left, the car spun so close to the post that it only smashed the boot lock off.

Alan's Escort is destroyed, panels bent,shell twisted, roof kinked and worst of all, the Kylie tape, snapped. You might not think that jokes are appropriate but wait for this, the police,at first admitted liability to the accident, but have since suggested that Alan has obstructed the Police in the course of their duty, Can you believe that ?

The only good news is that even though the car is a wreck,the Kylie tape is lost and he's in a certain amount of dis-comfort, Alan is O.K. and well on the road to recovery, Shaken, not Stired.

Assistant Ed.

---

What is it with our club members, if you recall last year one of our members backed her car into a passing police car, another member has been nicked for having a dirty car whilst driving over a solid white line and at least two of our members have been reported as saying " Why officer, are your chips too hot" as they were asked to blow into the dreaded bag.

The question is, Who's turn is next? It could be you.

( don't forget, Cid reads this,don't you Cid,)

Donald Duck.

# CLUB NOTICES

## 1991 ROAD TRAFFIC ACT

The 1991 Road Traffic Act is expected to come into force throughout Great Britain on July 1st this year. In due course the legislation will be extended to cover Northern Ireland. The act extends the scope of several serious driving offences—such as careless or dangerous driving—to all 'public places'. These include much of the private land where motorsport takes place and therefore have a profound effect on many events.

While the act was going through Parliament, the RAC held discussions with the Government with the result that special provisions were inserted to ensure that properly organised motorsport events would not be adversely affected. The RTA allows an 'authorising body' to exempt competitors and officials from the risk of prosecution while engaging in authorised events.

This requires the RAC MSA to make arrangements to ensure that the fundamental objectives of safety, both for competitors and spectators can be met by organisers of events seeking to utilise the exemption. With the support of the Regional Committee (which represents motor clubs), the British Motor Sports Council has agreed that all competitors participating in events authorised by the RAC MSA must be registered direct with the MSA. This will ensure that each competitor receives a copy of the Motor Sports Yearbook and issues of RAC MSA News, so that competition rules are available to all concerned.

Competitors are reminded that the exemptions from some provisions of the new Road Traffic act will apply only to those events or parts of events which take place on private property. All aspects of the RTA will remain in force at all times on the public highway.

# CLUB NOTICES

## RAC MSA INTRODUCES NEW REGISTRATION SCHEME

### Now competitors can avoid exemption from 'dangerous driving' prosecutions

The RAC MSA has come up with an ingenious scheme whereby competitors on smaller events, in which competition licences are not needed, can gain exemption from prosecution under the new Road Traffic Act (RTA) which should come into effect on July 1st 1992.

All club members who compete will soon have to register with Motor Club, which will then supply their names and addresses to the MSA. The MSA will send each competitor a registration certificate and a copy of the Blue Book.

It is expected that the registration fee will cost £10 per year, but for the remaining months of 1992, the fee will be £5. Anyone who intends to drive in rallies, autotests, trials and cross country events of Closed or Clubman status will have to register, although anyone who already holds an RAC MSA Competition Licence will automatically be protected.

Each competitor will be required to complete a simple registration form and to sign a declaration. One copy of the form will act as a temporary certificate, allowing the competitor to compete in motorsport events until a full registration certificate has been issued by the RAC MSA.

No renewal notices will be sent by the MSA; renewals will also be handled by the motor clubs, and where a competitor is a member of more than one club, he will only have to register once.

Discussions are continuing with the Department of Transport to finalise other measures, which are expected to include a revision of event permits. These discussions were, of course, delayed by the General Election.

RAC MSA Chief Executive John Quenby commented: "These steps have been taken only after careful consideration. We believe that the approach adopted will reinforce the relationship between competitors and their clubs, and will enhance the continuing drive to ensure that all events are as safe as they possibly can be, both for competitors and spectators. Motorsport must be able to demonstrate that the trust and responsibility placed on us is fully justified."

Reproduced from Motoring News 15th April 1992  
and RAC MSA NEWS 1992/ 2

# COMPETITION

## TABLE TOP RALLY INSTRUCTIONS

### GRID LINES

These are lines that cross the map both horizontally and vertically, they can be defined as an instruction in 4 ways. Grid line numbers, H/V (horizontal and vertical, LAT/LONG( latitude and longitude) or a mixture of all three.

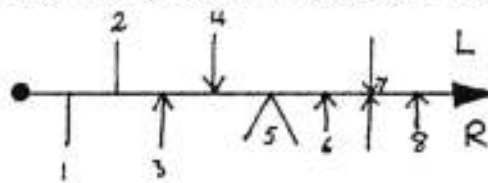
For this rally we will only use H and V. Route definition is given when the road crosses one of these lines. For example, plot the position of NTC2, you can only travel north from that point and the first instruction is H, so cross the first horizontal line you come to and go to the next instruction which is V, cross the next vertical line and so on, but remember, there may be two or more options open to you so be careful.

### COLOURED JUNCTIONS

This method relies on the actual colour of the roads on the map, the colours are abbreviated as follows, R=Red, B=BROWN, Y=YELLOW, W=WHITE. There are three ways you may find these instructions, clockwise, anti-clockwise or both at the same time. For this rally we shall only be using clockwise, (in a real rally, you wouldn't always be told). As the title indicates, each junction is looked at from the approach in either a clockwise or anti-clockwise sweep until the road we need is found. There is one basic rule to doing coloured junctions, the road you are travelling on is always the first letter and the road you need to take is always the last letter, roads after the departure road are never included. As an example, the first instruction is BY (brown yellow). You are on the brown road already so you must be needing to take the yellow, at the first junction you come to, imagine the second hand of a watch sweeping around the junction, starting at B, in a clockwise direction the first road it hits is the road you want, remembering the rule about first and last roads. If there are 3 letters, count of the junctions until you get the right on, the same with 4 or 5 letters.

### HERRINGBONES

These can be the most off putting of all instructions, the name comes from the backbone of a fish, the central line(backbone) is the route you take and the bones that come off it are the roads you don't take.



This example reads from left to right because of the dot and arrow, they are usually missing. There are two easy ways to read a herringbone, one, mark each bone with an arrow or secondly mark it with L and R as shown

The first bone is on the right, this means that you go either left or straight on at the next junction, the next bone is opposite so you want to go right or straight on at the next junction. Another way to look at that is to say for the first one, if I follow the bone I'll fall off the line. No 5 and No 7 are crossroads, for No 5, it is on the right so you go left and No 7 is on both sides so you must go straight on. For this rally we have added the ball and arrow to help you.

### CLOCKFACES

The route is described as a clockface, and the time at which the hour hand reads. It should be assumed that the direction of approach is from No 6 (half past), the junction itself is the centre of the watch and the depart....

# COMPETITION

direction is the direction the hour hand points. Therefore 3 O'Clock would be right at junction(omit O'Clock from now on),12 would be straight on and 9 would be left at junction. This is using the 12 hour clock but it can be done with the 24 hour as well. For this rally we have used both.

## TULIPS

These are usually drawn as a true representation of each junction on the route, to help you they have a ball and arrow, the ball is where you are and the arrow is where you are going. They are usually placed in order and the right way round. To make life difficult the balls and arrows are removed and the tulips can be jumbled up and to make matters worse, they can be a mirror image of themselves. For this rally, they are all in the right order and the right way round.

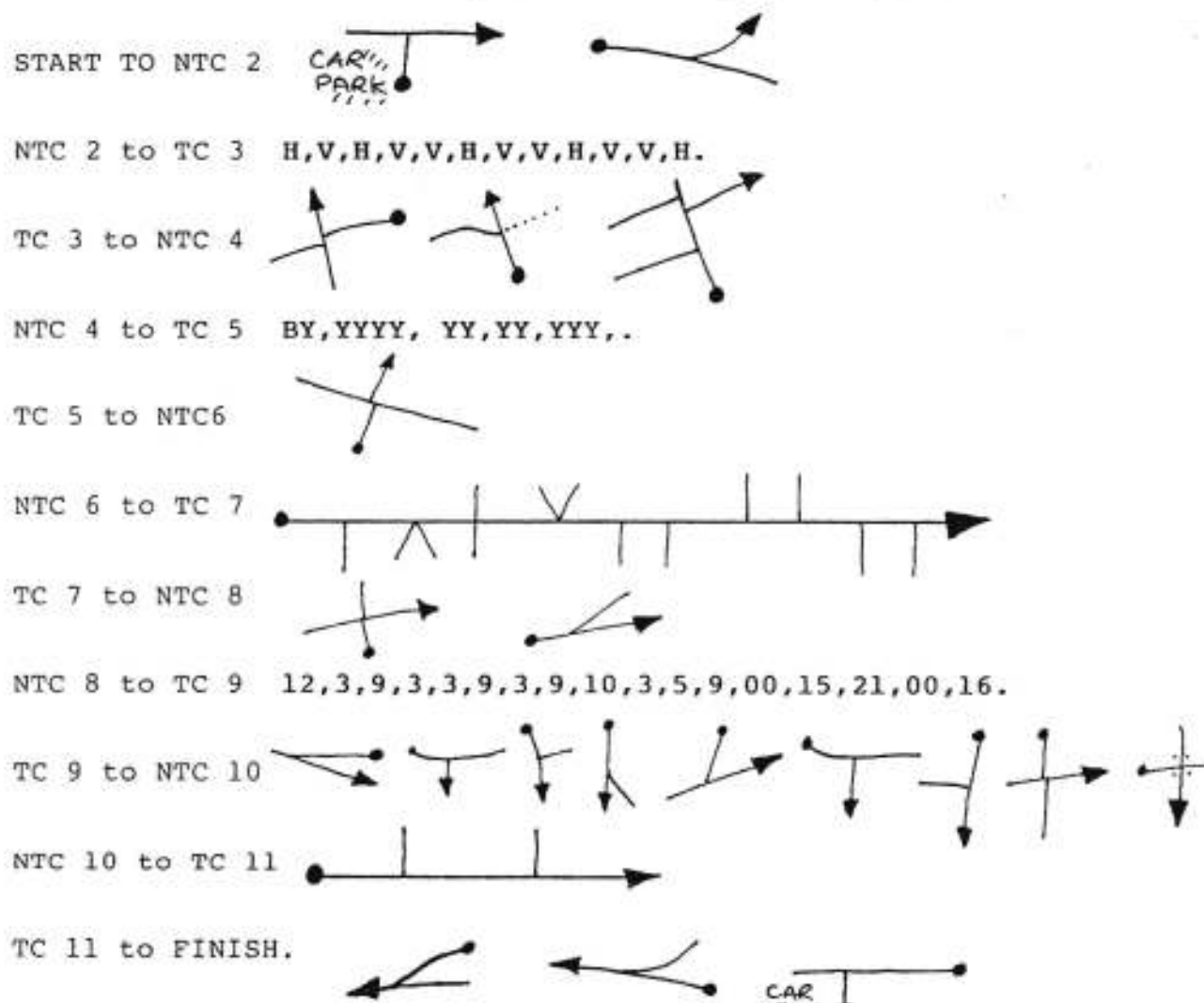
## THE ROUTE CARD

The Rally is on map 106 landranger series,1.50000.

Start at MR 987338½(the BLACK HORSE) Plot these first before you attempt the rest of the route, it WILL help.

NTC 2	987342½	TC 7	953491
TC 3	933319	NTC 8	957499
NTC 4	917341	TC 9	964½411
TC 5	943394	NTC 10	007369½
NTC 6	951½415	TC 11	993342

FINISH 987338½ (back at the pub, I hope)



# COMPETITION

These questions relate to the table top rally on the previous pages. Complete the route following the instructions and then try and answer these questions.

Question No 1. How many power lines did you pass under from  
NTC 2 to TC 3 .....

No 2. List, in the correct order all the spot hights  
on route between the start and NTC 4  
.....

No. 3 After the last instruction between NTC 4 and TC 5  
name the Wold you pass through.....

No 4 Did you pass Moneypot Hill Farm to the East or West?  
.....

No.5 Between NTC 8 and TC 9 what is the B road number?  
.....

No.6 From TC 9 to NTC 10 what village did you pass  
through?.....

No.7 From NTC 10 to the finish, What can you find in  
the wood just north of the route?.....

The answers to these questions are available from Dave Cogan at his new address and the route can be seen at the Black Horse on most Thursday nights. The answers will appear in the next magazine. WE are sorry to the members who live along way away and may not have a copy of map 106.

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# Death in 7/10ths of a Second

For a number of years medical and engineering experts have test crashed Hundreds of cars, studied thousands of accident reports, visited the scene and microscopically examined the wreckage of cars in which hundreds have died. Expert safty engineers of leading motor manufacturing companies have co-operated. Distinguished medical experts have written detailed post-mortem reports on crash victims.

The primary reason for the research has been to reduce fatalities by making cars safer, more crash-proof. Out of it comes recommendations for safety belts, a different type of steering wheel, safer door catches, dashboard padding. But out of the research has also come something else; the terrifiying picture of what happens to steel and glass, to flesh and blood, in those split seconds when a human being is being hurled into eternity.

This is a slow motion, split second reconstruction of what happens when a car, travelling at 55mph, crashes into a solid immovable object, e.g. a tree.

1/10th of a second- The front bumper and chromium radiator grille collapse. Slivers of steel penetrate the tree to depths of one and a half inches and more.

2/10ths of a second- The bonnet crumples as it rises, smashing into the windscreen. Spinning rear wheels leave the ground, the radiator disintegrates. The wings come into contact with the tree, forcing the rear parts to splay out over the doors.

In this same second tenth of a second, the heavy structural members of the car begin to act as a brake on the terrific forward momentum of the body. But the driver continues to move forward at the vehicles original speed. This means a force 10 times gravity; his body weighs 3,200 pounds. His legs, ramrod-straight, snap at the knee joints.

3/10ths of a second- The drivers body is now off the seat, torso upright, broken knees pressing against the dashboard. The plastic and metal of the steering wheel begins to bend under his terrible death grip. His head is now near the sun visor, his chest above the steering column.

4/10ths of a second- The car's front 24 inches have been completely demolished, but the rear end of the car is still travelling at an estimated speed of 35 mph. The drivers body is still travelling at 55 mph. The engine block crunches into the tree. The rear of the car, like a bucking horse, rises high enough to scrape bark off low branches.

5/10ths of a second- The drivers fear frozen hands bend the steering column into an almost vertical position. The force of gravity impales him on the steering column. Jagged steel punctures the lung, and intercostal arteries. Blood spurts into the lungs.

6/10ths of a second- So great is the force of the impact that the drivers feet are ripped from his tightly laced shoes. The brake pedal shears at the floor boards. The chassis bends in the middle. The drivers head smashes into the windscreen. The rear of the car begins its downward fall, with spinning wheels digging into the ground.

7/10ths of a second- The entire writhing body of the car is forced out of shape. Hinges tear. Doors spring open. In one last convulsion the seat rams forward pinning the driver against the cruel steel of the steering column. Blood leaps from his mouth. Shock has frozen his heart. He is now DEAD !!!

Time elapsed 7/10ths of one second.

Reproduced from an article in readers digest passed onto the editor by Jane Sturdy.

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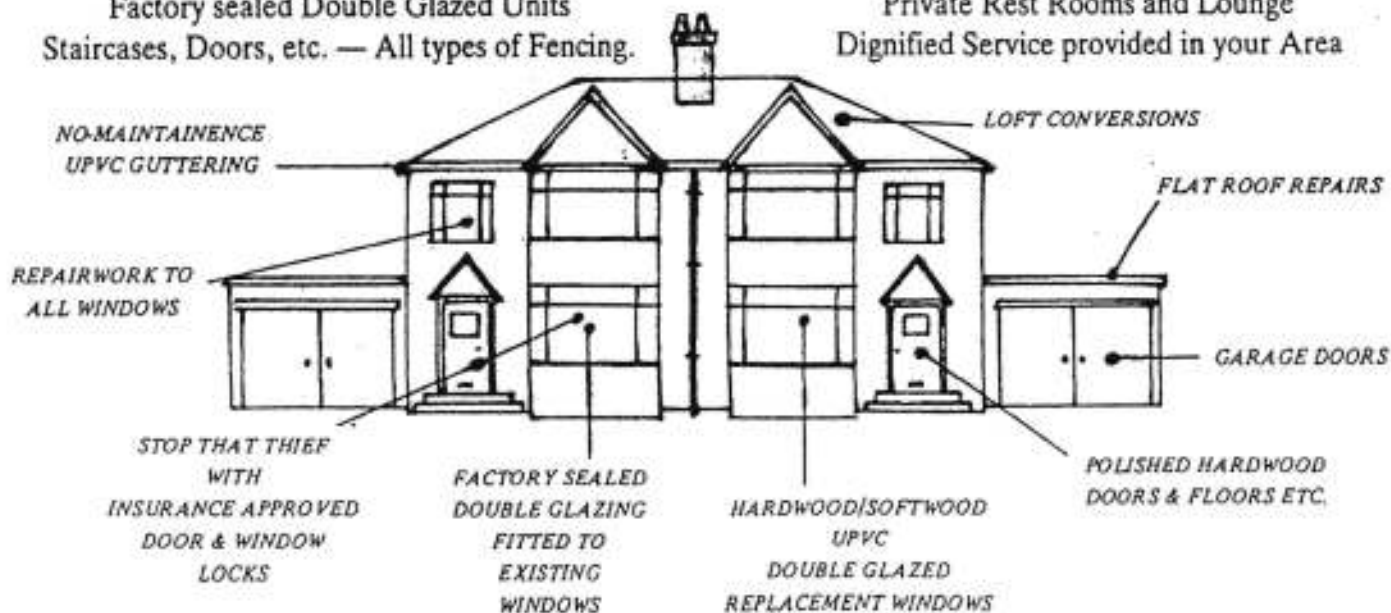
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ESTIMATES WITH PLEASURE

## OFF THE HOOK

The motor clubs present most Northerly sited member, Mr Kevin Hook of Fife is reported to have taken up a new pass-time. Kevin, who hasn't attended the Club for some time will be best rembered for his beloved TVR, which if you come up with a sensible offer, can be yours(he's fed up with the thing). The new pass-time is gliding and after the required number of lessons, Kev. managed to earn is pilots licence and after his first solo flight, things were realy looking up. His second solo flight was not so uneventful, a few feet short of the required hight to release the ground based tow line, and it snapped. The teachings for such an eventuality are simple, in lay-mans terms, you simply push everything forward. Because of Kevins enthusiastic piloting, much like his driving, he pushed everything forward with such force that the 'G' force pushed all the loose blades of grass lying on the cockpit floor into Kevins face with bits ending up between his teeth. Neadless to say, Kev. managed to recover from the stall and went on to enjoy an afternoons flying, as any pilot would. There was another problem though, on his final approach into land, just when he least expected it, a thermal caught the craft and sent it upto 7000 feet in what seamed like a matter of seconds, and there it stayed for 2½ hours, with Kevin unable to do much about it.

Well done Kev.....Only you!

I know this report has little to do with motor sport but is an interesting story of what one of our members gets upto when not attending rallies. If you have any interesting tales of Club members, let me know and I will print the best ones.

Ed.

# LETTERS

## HUMBER RESCUE SAYS 'THANKYOU'

On the recent Everquip stages Rally, the new unit now being operated by Humber Rescue developed a fault.

On the way to the event, the Transit shattered the nearside front wheel bearing making the vehicle unsafe to use so a new one had to be fitted in the service area of the event before the Stewards would allow the Rally to get under-way.

An army of helpers descended on the stricken transit and with the help of a couple of spanners, a welding torch and a hammer the wheel bearing was fixed. The second the last wheel nut was back on, the first competitor was given the GO.

Robin Beagle of Humber Rescue would like to say a big thank-you to all the NHMC members that came to their assistance and a special thanks to John Dixon for his mechanical expertise in replacing the damaged part.

Thankyou !

John Dixon would like to make it clear that he has no connection with Crystal Ford of Scarborough .

He says this because while he was repairing the Humber Rescue Unit the signs on the door sides claimed that the vehicle was serviced by them and it kept catching his eye every time he reached for a spanner. Thankyou.

It is comforting to know that the services of Humber Rescue which are always to hand were not needed on the Everquip.

# STRETCHER CASE

Stretching a car to create a limo is a job that requires great skill — particularly when it comes to slicing it in half.

Just outside Cologne in West Germany, a team of robots make it their diligent business to weld together the bodies of Ford Granadas so that they're unlikely to come to pieces.

Meanwhile, hundreds of miles away, just outside Bolton in Lancashire, two men determinedly saw in half three such cars a week. The automatons would get an electric shock if only they knew that their handiwork was being dismembered—on purpose.

The purpose itself is to keep Coleman Milne's customers in the style to which they're accustomed—an abnormally long style. Coleman Milne is Britain's biggest stretch limo and hearse maker. It makes its money from slicing up cars — mostly Fords but also Saabs, Rover 800's, Mercedes Benz and Montegos — to turn them into transport for pop stars, moguls or the deceased.

The hearses are one thing. For a start, in Europe, they're peculiar to the UK and Ireland; other countries make do with black estate cars. For another thing, they have to be both opulent and cheap; no one wants to see their loved ones last road journey done in anything less than sombre splendour. As a result, although they look coach built, they are in fact huge glass fibre structures attached to the 'cab' of a Granada or a Merc. 300.

When it comes to lengthening limos, however, a touch more artistry is required. But before the painters and trimmers in Coleman Milne's 80-strong staff get to work, the cars must pass through the hands of Jim Swift and Phil Morley. "If they get it wrong, the whole thing's wrong" says managing director Geoff Lockyer.

Swift and Morley are responsible for the actual cutting that must be done before the car can have its extra inches inserted. Coleman Milne buys its cars straight from the factory. Apart from the occasional Saab 9000 and Rover Sterling, they are mostly Ford Granadas. They come through Ford Special Vehicle Operations (SVO), and when they roll off the transporter at Coleman Milne's factory they have just one seat (for the driver) no interior trim or outside decoration and bare painted steel where there would be carpets or headlining. They are all painted black, too, unless ordered in a different colour.

The first task for Morley and Swift is to do a complete mechanical strip; the wiring looms are cut in half, the fuel line is disconnected, the exhaust system and petrol tank are removed, and they pull out any soft trim that might ignite. For the average Ford it is a seven-hour process.

Then they mount the car on a two-piece wheeled jig and bolt two transverse jig frames into the car's stark interior. One links the two B pillars and the other runs across the 'cant' rail, which is above the rear window. " They're there to keep the car's shape " says Swift, " because when you cut it in half, everything is weakend " .

Then he takes a steel ruler and pencil and carefully marks where he's going to cut. " I cut from 11ins behind the B pillar on both sides, starting from the water recesses set into the car's sills," he explains. " But its not a straight cut across; the transmission tunnel is cut at 12ins from the rear seat base". He also marks the roof 5.5ins back from the B-pillar. It's now ready for cutting.

But Swift doesn't use anything as sophisticated as a computer-controlled laser; he has a roaring, hand held shaver saw with what looks like a willow tin blade. The actual cutting takes about 5 minutes but it's the most exacting part. With the car held tightly in it's jig, he cuts across the floor first, ending up with a dovetail joint where the cut over the transmission tunnel goes bak by a foot. The roof, however, is sliced straight across and Swift does it purely with his eye- there's no chalk mark or other guide. If he doesn't keep it arrow straight and veers off course with the sometimes shuddering saw, the car could be rendered useless. The two halves finally separate with a slight twang. And it's ready for a few hours on the operating table next door, where the strengthening frame will be welded in to support either new panels or an extra set of doors.

"The metal on a Rover is quite thin and easy to cut," says Swift "while you realy notice the difference in quality and thickness on a Saab. You always have to remember to cut at a 45° angle and I get through a new blade every four or five cars". When it's fully repainted, glazed, trimmed and uprated for it's duties as an eight seater limousine, you might never guess that it's been in two distinctly sorry-looking halves.

Reproduced from Autocar & Motor  
29th January 1992.

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Always on the look out for something different and interesting, I found this in The Journal, a free bi-annual news and who's doing what to who paper posted free to 15,000 homes of distinction in the Beverley and West Hull area.

#### OFF THE BEATEN TRACK

Stephen Herd and NHMC's Chris Fewlass came under the watch-full eye of The Journals reporter, Howard Baker. This is his view of the East Yorkshire 4x4 Centre.

Located at Rysome Garth, on the coast road between Withernsea and Spurn Point, the East Yorkshire 4x4 Centre was established in 1990 by Stephen Herd and Chris Fewlass, both of whom have many years experience in off-road driving and rallying.

Rysome Garth itself is a picturesque 18th-Century farmhouse surrounded by an old moat - a section of which now forms one of the 40 elements in the training course which Stephen and Chris have created on the surrounding 10 acres. Carefully designed to be demanding but non-damaging, the course features every type of obstruction likely to be encountered by the off-road driver; from deep water and rock piles to desert sand and gruelling incline. There's even a see-saw that provides a stern test of nerve and vehicle control.

Before opening the centre, Stephen and Chris complemented their off-road experience by undertaking an intensive course at the David Bowers 4x4 Centre in Devon, which attracts visitors from all over the world. Their own East Yorkshire enterprise has yet to reach such heights, but its popularity is increasing all the time. And little wonder; a session at Rysome Garth is exciting, instructive and excellent value for money.

Complete novices get a whole days training and the option of vehicle hire for a very modest fee, while this rate is often reduced for groups, and for individuals who have a certain amount of experience and therefore require less personal tuition. The fee includes a meal during the course of the day's training--which begins with a talk on the theory of off-road driving and hopefully ends with the visitor being presented with a Certificate of Competence in Off-Road Driving and Skills.

Between these two points, of course, lies an exhilarating progression of driving challenges the like of which few people have ever encountered outside an Indiana Jones Movie. But with the guidance of Stephen and Chris most participants find- to their astonishment -that they can handle the most daunting of obstacles; whether it be a journey along the 100 metre moat- an exercise which feels like taking a river cruise in a foundering speedboat- or plunging down the 45 degree descent; the ideal educational experience for anyone who has ever wondered, in an idle moment, what it feels like to drive off the edge of a cliff. Steve stresses that nobody is pushed into anything which they feel is beyond their capabilities, but the majority are keen to test their skills to the limit, and most display great competence once they have grasped the special requirements of off-road driving- a discipline that demands a very different set of responses to everyday motoring. Nor is it simply the men who prove themselves on the course: " Ladies tend to start off a little more tentatively than men," Stephen observes, " But by the end of the day they're really throwing their vehicles around with tremendous confidence."

The centre has it's own vehicles, but visitors are welcome to bring their own, so they can learn not only the skills of off-road driving but also gain familiarity with the performance and handling characteristics of their own vehicle.

At a time when roads are covering increasing areas of the country it would perhaps take a psychologist to explain the booming interest in vehicles going where no road exists and no vehicle has gone before. At the 4x4 centre ,however, Stephen and Chris confine themselves to the task of ensuring that their pupils are capable of completing any overland journey without turning over, becoming bogged down or sinking without trace. It's only to be hoped that participants realise that achieving such prowess in the field removes any possibility of using bad road conditions as an excuse for staying off work the next time the winter snow descends!

# THE BACK PAGE



Here we see Robin Beagle, team leader of Humber Rescue trying his best to explain to The Everquips Clerk of the Course, Rob White, why he held up the start of the rally for 30 minutes.

---

Q. Which is faster, a Skoda or a Lada ?

A. It depends who's pushing.

Q. What do you call a Skoda at the top of a hill ?

A. A miracle.

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