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MAGAZINE

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North Humberside

Motor Club



* A-SNOW *

MAGAZINE

ISSUE 4

Christmas 1992

Chairmans Forword

1992 has been a very successful year for our club with our major events, The Everquip Stages Rally, The Castrol Crystal Ford Forest Rally, and the Touring Assembly for Classic cars being well supported.

Our club autotests and PCT were also well supported throughout the year.

Club members have taken part and done well in national championships:- Ken Sturdy finishing 2nd overall and 1st in class in the ANCC Autotest Championship. (Missing 1st overall by 0.4 sec on the last round). Glen Simpson winning several rounds of the RAC Autotest Championship.

Andrew Grindrod finished in the top ten on several Restricted events in his 16v Astra engined Chevette, Gavin Ruler obtained 2nd in class awards some BTRDA Championship events, Neil Fewlass travelled abroad in his Toyota and had some good class placings. David Beauchamp, winner of The First Time Racing sponsorship is competing in the Lombard RAC Rally.

1993 is the 25th anniversary of the formation of North Humberside Motor Club. I hope the next 25 years will continue to be as successful for club members as the last 25 years.

I would like to thank on behalf of The North Humberside Motor Club the sponsors of our events for their support in 1992, and wish them and all our members a successful years motor sport in 1993 .

Alan Carvell
Committee Chairman

OBITUARY

HARRY HANNAH

On Tuesday 22nd September 1992

Harry Hannah, one of this Club's
most respected and popular
members, passed away at home.

He will be greatly missed.

Mrs Brenda Hannah and Adrian Hannah have very kindly donated a brand new trophy to our club in memory of Harry.

It has been decided that this trophy shall be presented to the member of this Club that has made the greatest achievement in the promotion of North Humberside Motor Club each year.

It can be anybody from event organisor to rally spectator, from competitor to marshal.

North Humberside Motor Club are very grateful to Brenda and Adrian for this trophy and everyone is looking forward to it's presentation at the annual prize-giving evening on the 13th March 1993.

EDITORS FORWARD

I shall start this editorial with an apology.

For all those people who noticed that this magazine didn't come out in time for the information promised on the Lombard RAC Rally, Take a house point.

The reason for that is simple. Every national motoring publication covered the subject in a much better fashion than I could so I left it to them. And secondly, for the second year running we weren't asked to run a stage so there was very little to tell you .

Still on the subject of the RAC Rally, 25 members and 8 non-members managed to turn up at 6am on Sunday morning at Clumber park to marshal junction 11 of the stage. A further 15 members braved the elements and (Newloves bacon butties) to take control of the passage check at the end of the Clumber stage. 5 other Members (Heseltine, Hardwick, Patterson and both Whitey's) struggled to show their faces at the Hospitality suit of Mobil 1, slap bang in the middle of the stage. Morning coffee, lunch, afternoon tea and a free bar are not the things that should be allowed on rallies, its bad press.

I shall give the infamous 5 their credit, they did find the time to visit us but only to gloat at our mis -fortune of having to stand in the pouring rain for close on 10 hours while they lounged about in a carpeted dinning marquee, spectating from behind glass with the heating on. Oh, and I must not forget all the video tapes that they were watching instead of bringing us anything to eat.

I feel that this kind of behavior is not to be encouraged in this club because I wasn't asked to go !

Final word from me on the Lombard RAC Rally.

NHMC's very own Dave Beauchamp and Howard Paterson finished the event in a very creditable 790.a. (102 finished).

EDITORS FORWARD

They completed the event in a time of 7.47.18, 2½ hours slower than the winner, Carlos Sainz but still 3rd in group N and 7th in class. Well done to them both.

A full report on how he managed to drive so bloody slowly through Clumber (Mobil 1 crowd, comment) shall appear in the next issue of the magazine next year.

Thankyou to everyone who turned up to marshal, sorry it was such a bad day as far as the weather was concerned, I shall have to have words. There were no free-bees at all and needless to say, we didn't win any of the raffle prizes either.

We did however get our own back on Mobil 1. (Stage sponsors) At the passage control at the end of Clumber, the team had split the road into two lanes, stage 6 and 7. And what did they use to direct the traffic into each lane ?

CASTROL ARROWS !

(Ted Hall, are you reading this)????????????????????????????????
There's a thought, are Castrol planning to sponsor the 1993 RAC Rally.? Watch this space.

I am pleased to say that once again I have managed to produce quite a bumper edition with the help of what seems to be the same few names, to them I am most grateful.

I hope you take the opportunity to win your membership for next year in our 'Take the Mickey out of Steve Varey competition,' it's free to enter and it is worth £8 to the winner, more details on how to enter are to be found elsewhere.

On behalf of North Humberside Motor Club, I would like to wish you a very merry Christmas and a Happy New Year, and while on the subject, dont forget the New Years Day Autotest at Readers Yard. More details from Robert Newlove 0377 70888.

Let me just remind you that your memberships will be due on the 1st January 1993. Prices have stayed the same as this year.
Dave Cogan, Editor.

NORTH HUMBERSIDE MOTOR CLUB

STAGE RALLY CHAMPIONSHIP

Jane Sturdy is still waiting for the final results of the Stage Rally Championship to come in , there might be some of you out there doing the events. Remember the closing date is 31st December 1992 and your results must be posted to Jane no later than 4 weeks after each event. There is still time to win this championship.

Post your official results to 60 Hall Road Sproatley, Hull.

AUTOTEST CHAMPIONSHIP

Alan Carvell is collecting the results for this championship and he tells us that there is no more events this year so check that you have sent all your results to him. Only official results count and must be submitted no later than 4 weeks after the event. Send them to 15 Derwent Close, Endyke lane, Cottingham, Hull

CLUBMANS CHAMPIONSHIP

Robert Newlove is still collecting results for this championship which has also come to a close for this year, there is still time to get your official results to him making note of the 4 week rule mentioned above.

Send your results to Nan's Cottage, 10 Orchard Lane, hutton, Driffield.

Results for all three championships will be published in the Newsletter at the end of January and again in the Magazine in March and the Awards will be presented at the Annual Dinner on 13th March 1993.

RALLY CAR STAGES RALLY

BUYWELL RETAIL PARK CLUBMANS TROPHY RALLY

26TH OCTOBER 1992

If you had bet me £500 that Rob. Pattison (Pat.) and I would win an award on Trackrods' 'big event, I think I'd have laughed. When Pat first asked me to do the event I thought he must be suffering from heat stroke (very hot day on Dukeries!) but all the same I said yes, having always wanted to have a go in the forest (rallying!!!). This seemed a golden opportunity, especially as the entry fee was only £99 for the clubmans event. Ian James didn't seem very pleased for some reason, can't think why! Anyway, having bought a set of overalls, and seen Pats' famous 'lunch box' replaced with a sexy aerodynamic(?) 'breast', and a respray c/o Auto Body Centre, Full Sutton we were raring to go. We even managed to get our picture in the Yorkshire Evening Press!

The Sunday before the event was spent tidying up the inside of the car (with Homecharm gloss!!!!!!!!), and trying to cure a petrol leak which had developed. This seemingly done we were all set on Friday 25th. for scrutineering in Harrogate. We managed this without too much trauma, and apart from a strong smell of burning and of petrol we had no worries!!!! Fortunately the burning smell was only the brakes sticking, but the petrol was another matter and once we got back to Pat and Allison's the boys set to work while I plotted my maps. The petrol turned out to be coming from the same place that had been repaired the previous week!, and so we arranged to meet the service crew (John Dixon, Rob. Wilson and son) the next morning to see if the problem could be sorted out.

At 9.15a.m., with two hours to go before our start time we were all in a damp, misty lay-by taking the petrol tank out, and sticking silly orange rectangles to Johns' van. They look very pretty, but who else, in the immediate vicinity of an accident would know what they mean!?

After an hour the problem was sorted, and, having decided to refuel on the way to the first stage, we departed for the start at Duncombe Park, a Stately Home near Helmsley. Unfortunately, it was only after we had entered the parc-ferme that we realised that neither of us had any money!!!!!!!. A minor state of panic set in (as if it wasn't there already) until out of the mist appeared a saviour, or to be more accurate, Gav. Heseltine in a semi-resprayed (we reckon they nicked it!) service van. Gav. was duly mugged for petrol money, and the panic subsided, only to re-emerge as our start time loomed. Fortunately, we didn't have long to wait and having refuelled, and successfully negotiated the first road section we arrived at SS1 Cropton. We have both marshalled Cropton on many occasions, so know the stage quite well from an observers point of view, but when it comes to competing on it, it is another kettle of fish altogether. Also, having never done this before, I wasn't really sure what Pat wanted me to say and I think I got a bad case of verbal diarrhoea at one point. In fact I seem to remember at one point telling him that Mike Jackson would call him a puff if he didn't keep it 'flat' all the way to the bottom of the ravine!! Everything went well for most of the stage, until suddenly the engine coughed and spluttered and developed a misfire that was to stay with us for most of the rally. Stage 1 passed without any further incident, and it was on to stage 2 (5 1/2 miles in Gale Rigg), and stage 3 (3 1/2 miles in Raindale).

A short delay at the start of SS3 let the car cool down and the misfire improved a little, only to return with a vengeance at the start of SS4 (16 miles in Dalby). Half way through the stage we were caught by Des Winks in his Honda, and being the good people that we are we let him pass. As soon as we did that the misfire disappeared, and didn't return for the rest of the stage!! Pat also developed a death wish, and the result was that Mr. Winks never got more than 200 yards in front of us (and we beat him in the end!!).

After SS4 we went into service for 20 minutes, during which time John cleaned up the jets and temporarily cured our little problem just in time for N.H.M.C.s own stage, Langdale (6½ miles). This proved to be most entertaining, and I ended up not sure where I was in the stage as I was too busy watching everyone waving. Dave. Cogan won the 'daft' award with a large 'HI PAT AND JANE' notice waved frantically from the top of a chicane!!! Pat was even heard to comment at one point that he had never had so much fun with someone else's wife! (NO nasty rumours please there's enough of those already). I was at this point finally relaxing and beginning to wonder why on earth I'd never done this before?

After Langdale, SS6 was 2½ miles in Bickley and finally, 7½ miles in Staindale. Unfortunately, the misfire returned on SS7, but not enough to let anyone get near us and we came in to 2nd service very pleased with ourselves.

After refuelling we had 65 miles of road section to do in 2½ hours, so a nice leisurely pace was possible. Even then, with a 'rest' halt in Helmsly for a bag of crisps and a can of coke we still ended up back at the finish control ¼ hour early.

Fortunately, there was no penalty for early arrival, and we booked into the control. We were just pleased to have got that far, but the organisers had thought of that too, and we, and all the finishers (and it turns out stage commanders as well) were given a finishers award in the shape of an engraved glass tankard. Having parked up, we were handed a set of 'interim' results. Pat nearly did a back flip on the spot as they showed us 19th O/A and 3rd in class. Ever the pessimist, I pointed out that not all the times were in, so not to get too excited just yet!, but at the same time I had my fingers crossed !

After a much needed pint I went back to check the notice board, and the positions were the same. I began to get hopeful, but still had a nagging doubt. Two hours later, I went back, and the positions had changed.....we were now 17th O/A and 2nd in class. Now it was my turn to do a back flip!!

We obviously decided to wait for the presentation, although by the time it started we were all past it. Trackrods 'laser light show' was a waste of time, I could have done better with a couple of torches, and if Chris Lord (Lord Chris) told us once how wonderful he is, he must have told us 100 times! The Historics were on to a good thing as well, as out of 7 starters, 5 of them got awards! We finally left about 23.30, and the presentation still hadn't got to the nationals, so goodness knows what time they finished!

Pat and I thoroughly enjoyed ourselves, on a very well organised event and we will be keen to use the voucher for £25 off next years Clubmans event that we were given at signing-on. Thankyou to John, Rob, Graham, Ken and Richard and to Gav.H. for coming to our financial aid.

Now, would anyone like to place any bets on the Crystal??????????

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Lombard **RALLY**

This is the second article in a series sent in by Lloyd Walker, - the first appeared in issue 3 of this magazine on page 25.

THE ADVENTURES OF TEAM BEANO

(part 2.)

1979

SERVICE SAM

It all started with a phone call from Lloyd Walker on the Friday afternoon before the Rally, asking if I would be willing to help them out, by doing back-up for them in my own car. I agreed to try and help them, but I didn't really know what was involved so I went to Lloyds on Friday night to make all the arrangements about where to meet and what to do.

I was to make my own way upto the meeting point, which was at PC21, situated in the village of Byrness, on the North West fringe of Keilder Forest.

Saturday night saw me (Tony((Cass))Clayton) heading upto Cropton to help the club marshal the stage, despite the handicap of N.H.M.C.....?????????

Editors Note

The original transcript didn't quite look like that, it said "Up to Cropton to help marshal the N.H.M.C. Stage" The gaps were tip-ex so being a nosy bastard, I removed it. Obviously some kind of ancient BDMC attempt at a joke.

On Monday morning I set off via York for the drive up the A1, stopping for petrol at a, by now, deserted Scotch Corner. Then onto the A68 to Otterburn and the final few miles to Rochester village. I arrived at 5.30 am which wasn't bad going as I had to stop at every junction and roundabout to check my route. I found the location of the PC which was down a lane leading to a grass field which was a service area. As I walked back up this lane, a van pulled out and sped off up the road.

As it did so I realised that it had C.B. North written on it and it was OUR service van.... too late, it had gone.

I was tempted to chase after it but I stayed put until Ian and John arrived some 30 minutes later in the rally car.

Things looked OK but it was another 20 minutes before the rest of the team arrived in the van, they told me to follow them as quickly as possible. A couple of miles up the road and we all pulled into a lay-by and things were rapidly unloaded.

After a short wait Ian and John arrived in the rally car and it was jacked up off the ground.

This revealed that the brake back-plate was missing which was then produced from the back of the van. It was badly bent.

Terry(Lucas) and Kel.(Brown) took to it with a gas torch while Phil (Tomlinson) removed the half shaft. This explained the un-timely flying about. The cause had been an 'off' in Kielder where the car had slid down a steep bank, smashing the halfshaft and bending the backplate.....which couldn't be repaired in time so the halfshaft only was replaced until it could be sorted at the next full service.

It was obvious that we needed a new backplate so I was sent to the local Ford dealer in Hawick, who had never stocked that part so it had to be a mad dash across to Carlisle and the areas main dealer. After a lengthy wait the store man could only come up with a Mk 3 Cortina which was totally the wrong shape and size. Leaving that, I only purchased some racing brake fluid because we were running low. So, onto the next rendezvous at the next service area just outside Carlisle on the M6, a few phone calls and it was off to the Lake's and the Grizedale stages.

I, mean while, was still on the hunt for the back plate, Quicks of Chester, the Kendal Ford Dealer or anyone else seemed to be right out of Backplates until I traced one back at Withers of Winsford in Chester, so off I went down the endless M6 to get the new part, the sooner completeing that, the sooner I could catch up with some sleep.

On arriving at Chester I headed for Rally HQ and enquired the whereabouts of Withers. At that moment a gentleman was pointed out to me who turned out to be Mr. Withers.

(Editors Note. Was his name Bill by any chance.)

He told me that nothing could be done that evening but if I went to the North gate Arena in the morning I would get fixed up. As it all turned out, it wasn't needed, Roy Webster had retired and the back-plate of his Escort was used in-stead. After a much needed sleep in a nice warm hotel courtesy of Mr Ian North to whom I am most greatfull, we re-packed the van and with Ian and John re-seeded at 64 we set off on the second leg of the event.

(Another Editors Note; sod it, Northy Knows what I was going to say so I won't bother.....yet.)

Throughout the Welsh leg the car ran virtually trouble free and apart from three or four minor faults on different occasions, only routine tyre checking and changing needed to be carried out. The first big service was in a super market car park on the out skirts of Newtown, odd bits were repaired there and then it was off to Llandrindod Wells, stopping off between two stages to check the progress of our car.

On our way to the service area, Richard Marsden got us lost. This was his first look at a road map and on the whole, he did quite well even though it took us some time to get back to where we wanted to be.

The reason for the navigator change was because terry had left for Hull on Monday night and was replaced by Richard who joined us the same evening.

From Llandrindod we set off towards Brecon, stopping on the way to see if our lads came through all right.

They were late.....

We feared the worst and were just about to go looking when they turned up. After a 10 mile drive into Brecon service where things looked OK we headed to the next stop, a lay-by on the main A40 between Llangadock and Llanurda where our brief was to get there early and get some space ready. By the time we did get there the van was already there set up and ready for the car to arrive.

This was a 2½ hour stop which gave some of us time to catch up on some sleep and others to try and spot 'the big boys'. I wandered down the lay-by and managed to spot Graham Elsmore Simo Lampinen and Per Eklund hovering around a TR7 and comparing notes.

From there it was off yet again. This time to a car park at Devils Bridge. On the way we stopped off in the village of Tregaron where we saw Ian and John through with no trouble. We arrived at the passage check in the village square just in time to see the top boys through. The atmosphere of these cars in this small village square revving their engines at 2.30am was quite stunning. We headed off down the twisty icy roads to the service area where John informed us that he had detected a knocking sound at the front end, we tightened the sump gaurd bolts and hoped we had cured it.

Onward again, this time to another 2 hour stop, this time at Mackynelleth which also took us nicely into Wednesday and the final day of the rally. Service area parking was tight and we had to enlist the help of some spectators to make some space. Here we really had time to work on the car. It was up on axle stands with the wheels off and all the loose mud removed from under the arches. The Knocking sound was traced to a missing engine mounting bolt which was letting the engine lift and drop causing the Knock. By the time the car left it was light, miserable and cold. Irish stew was served for breakfast which put new life into us all and we were soon packed and off to Betws-y-coed where I saw our service van going in the opposite direction so we spun round and caught up. Lloyd gave us our next set of instructions. We were to go to the Beddgelert stage and make sure everything was OK before re-joining the van at Llandudno.

Here the atmosphere was quite relaxed with only three stages to go. Our only real concern was the Honda Civic which was still running and winning our class.

from there we headed back to the finish at Chester with only one service stop on route to contend with, we checked the car over for the drive home the next day.

The drive into Chester was tedious to say the least with such a heavy volume of traffic all going in the same direction.

We relaxed back at the hotel, feeling very happy that our lads were among the few to finish.

Altogether it was an unforgettable experience, and the sense of involvement and satisfaction of getting our car to the finish, intact, despite all the odds, made me feel very proud.

As a matter of interest John Beadle and Ian North finished the 1979 Rally 46th overall and 2nd in class, beaten only by a works Honda and 6 places ahead of the nearest Escort Sport runner.

Service Sam.

(Tony Cass Clayton)

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WHAT IS THE NURSE SAYING ?



Rules and Conditions;

This caption competition is open to any 1992 member of NHMC.
Your caption must be no more than 10 words in total.

It must be printable.

Closing date is 5th January 1993.

All entries to Dave Cogan, Sherwood, Station Road, North Ferriby
or by hand at the Black Horse on Club Nights.

The winning entry will be printed in the next magazine out in
March 1993. The winner will be notified on January 6th 1993.

The organisers decision is final !

Motor Sports Council approve major changes to competition licences and event permits in 1993

Sweeping changes will simplify the structure of British competition licences and event permits from 1 January 1993. These changes were unanimously approved by the RAC British Motor Sports Council on Thursday 17 September.

Competitors in many events open only to members of the organising club will no longer require licences, nor will they need to register with the RAC MSA; only club membership cards will be necessary. Affected events are road rallies, autotests, production car, sporting and classic trials and certain cross-country events.

The Council agreed that protests and other judicial problems on such events, where all the competitors are members of a single club, can be adequately handled by the organising club. For events where members of other clubs compete, however, Competition Licences will be mandatory, so that protests and disciplinary procedures can be properly conducted.

The Competition Driver Registration Scheme — created to exempt motor sport drivers from the provisions of the 1991 Road Traffic Act — will be abolished, as it has become clear that there is no legal requirement for competitors to have direct contact with the RAC MSA.

"We would not wish competitors to think that this represents a reversal

of policy," explained the RAC MSA's Director of Sporting Services Les Needham. "The timescale of the legislation forced us to prepare the Registration Scheme before we had seen the statutory instrument and with very little time for proper consultation with our motor clubs.

"We said at the time that the whole licence structure would be reviewed by a Working Group and this is exactly what has happened. This time, however, all our regional associations and all 750 affiliated motor clubs were able to comment on our proposals and many changes have been made to accommodate their views.

"The benefits of a direct relationship between a competitor and the RAC MSA are considerable. Competitors are therefore urged to consider taking out at least the minimum level of licence, thus assuring themselves of access to the current rules (in the *British Motor Sports Yearbook* and our regular publications)."

COMPETITION LICENCES

From 1 January 1993, therefore, there will be four basic types of Competition Licence: Clubman, National B, National A, and International. Details are as follows:

Clubman

Replaces the existing Registration scheme — at

the same price — and is aimed at those who wish to contest minor events open to members of several clubs.

National B

Replaces the existing Restricted and Clubman RS licences, and will allow a competitor to enter road rallies, stage rallies, drag races, sprints, hillclimbs, sand races, autocross, minicross and rallycross — all with the same licence. Only race drivers (car, kart and truck) will need a 'dedicated' licence with a medical certificate. One reason for this change is to bring the UK into line with the rest of Europe, where a 'national' licence is normally the lowest grade issued. It is hoped that a driver with an Italian national licence, for example, will eventually be able to enter a British national event and vice versa.

National A

Replaces the existing National licence. Separate licences will be issued for speed events, rallycross, rallies, car races, kart races and truck races.

International

As at present, with separate licences for speed events, rallycross, rallies, car races, kart races and truck races.

"What is intended is to protect the grass roots competitor," explained Mr Needham. "Anyone who

plans to stay at his own club will need only his club card; if he wants to go outside his club, a Clubmans licence will allow him or her to take part in events all over the country at a cost no greater than the existing Registration Scheme. For more competitive forms of motor sport, a single National B licence will allow participation in everything except races."

EVENT PERMITS

Paperwork for organisers will also be simplified. The existing Waiver of Permit will be abolished (it is actually not a waiver of permit at all, only a waiver of the per capita fee: a permit is still issued).

From 1 January 1993, there will be four types of event permit: Clubman, National B, National A and International. Details are as follows:

Clubman

Replaces Waiver of Permit, Closed to Club and Clubman permits, with a per capita fee which will be considerably lower than the existing Clubman, but slightly higher than the present Closed to Club. The number of clubs which can be invited to a Clubman status event will be increased from 8 to 15, but no Clubman event can be included in any championship other than a motor club championship.

National B

Replaces the existing Restricted permit. There will be no limit on the number of clubs or championships which can be invited (as long as each club or series accepts in writing and is listed in the event regulations); alternatively, up to four regional associations can be invited.

National A

As the existing National permit, with no significant changes.

International

As the existing International permit, with no significant changes.

OTHER CHANGES

Road rallies will be allowed to 'opt out' of exemption from the 1991

Road Traffic Act. Such exemption applies only to those parts of an event not run on the public highway, and some organisers have indicated that they do not wish drivers to be exempt for bad behaviour in, for example, the start area.

Gymkhanas will be allowed to 'opt in' to exemption from the 1991 Road Traffic Act if they

include driving activities which might be construed as dangerous in law (blindfold driving, for example). Any event which does 'opt in' will be required to pay a fixed permit fee similar to that for a 12-car rally; otherwise, no fee is payable.

Navigational Scatter and 12-Car rallies will retain their existing fixed permit fees. ●

Editors Note;

The advert below may be out of date.

Howard Paterson is now running a company called RALLYDRIVE of which we will hope to bring you more information in the New year.



WANTED

**TWO
NOVICE DRIVERS
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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:- NIMC MAGAZINE*

FIRST TIME RACING

Auto Windscreens

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Telephone: 0430 441903

Scholarship



LETTERS

After another very successful event we would like to thank everyone who helped in any way on this years event, especially the few members who take on the 'not so popular tasks! We will not name individuals to avoid anyone being missed out. Also special thanks to the equipment collection teams who gather everything up at the tail end of the event.

Thankyou !

John Newlove
Chief Marshal

Linda White
Assistant Chief Marshal.

As a foot note, On the 14th of October 340 arrows were loaded and transported to the event. On The Monday after the event the arrows were counted. We came home with..... 340. A collection job well done.

Dave Cogan
Equipment.

STAGES RALLY



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STAGES RALLY

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BTRDA
CLUBMAN
CHAMPIONSHIP

I would just like to take this opportunity to say a big thankyou to everyone who helped make the 1992 event a very successful one. Thankyou!

I hope to bring you a full report in the next magazine.

Ian James

Clerk of the Course.



**Crystal
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CRYSTAL

STAGES RALLY

CASTROL CRYSTAL FOREST RALLY 1992 AWARD WINNERS

GENERAL CLASSIFICATION

Position	Number	Name	Car
1	14	Neil Hiorns/Paul Hirst	Ford Sierra XRI4x4
2	2	Brian Bell/Philip Mills	Ford Sierra
3	8	Steve Smith/John Robinson	Lancia Delta Integ
CLASS A			
1	44	Richard Egger/Alexis Harper	Vauxhall Nova SR
2	45	Andrew O'Hanlon/Eamon O'Hanlon	Vauxhall NovaSport
3	35	Paul Smith/Jim Snee	Vauxhall Astra
CLASS B			
1	26	Alistair Tough/Graham Law	Ford Escort Mk 1
2	30	Nigel Bramall/David Marshall	Vauxhall Nova
3	31	Paul Hall/Chris Dewsnap	Ford Escort 11
CLASS C			
1	6	Jason Bird/Arron Bird	Ford Escort RS
2	24	Richard Statham/John Roberts	Ford Escort
3	77	Charles Golding/Preston Ayres	Toyota Corolla
CLASS D			
1	4	Steve Petch/George Tindall	Ford Sapphire Cosw.
2	5	Yuk Hodgson/Peter Croft	Ford Escort
3	10	Jeff McNeil/Mark Wareham	Ford Escort RS
BTRDA Clubman Driver			
1	4	Steve Petch	Ford Sapphire Cosw.
BTRDA Clubman Co-driver			
1	4	George Tindall	Ford Sapphire Cosw.
Novice			
1	41	Peter Vassallo/Trevor Alexander	Ford Sierra Cosw.
2	46	Steve Grundy/Geoff Moss	Ford Escort
Mixed Crew			
1	27	Tony Bird/Sue Hayes	Ford Sapphire Cosw
All Lady Crew			
No award made			
Ford			
1	14	Neil Hiorns/Paul Hirst	Ford Sierra XRI4x4
Best Improvement on Seeding			
	88	Martin Wray/Des Winks	Honda Prelude 4WS
Lada up to 1300cc			
1	73	Paul Simpson/John MacDonald	Lada Riva
Lada 1600cc			
1	90	Jonathan Dyson/Christopher Wood	Lada Riva
BTRDA Clubman Class D driver			
1	4	Steve Petch	Ford Sapphire Cosw.
Team Award			
1	Walkers	127:40	
	8	Steve Smith/John Robinson	Lancia Delta Integ
	14	Neil Hiorns/Paul Hirst	Ford Sierra XRI4x4
	25	Philip Boothroyd/Martin Dransfield	Ford Escort

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COLWAY
COMPETITION TYRES

RALLY

BTRDA
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CHAMPIONSHIP



Crystal
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CRYSFORD

STAGES RALLY

REPORT (of sorts)

A long time ago....., Came a man on a track.....,
Walking 30 miles with a sack on his back.....,
And he put down his load when he thought it was the best.....,
Made a home in the wilderness.

Built a cabin and a winter store.....
and he ploughed up the land by the cold lake shore.....,
the other travelers came walking down the track,
they never went further, no, they never went back,
Then came the churches, then came the schools,
then came the 'Crystal' with all of its rules.

It took Ian James(Clerk of the Course) over 200 years to
realise that this man, with a sack on his back, was looking
for a start/finish venue for a forest rally.

When he built his cabin and winter store, he called it
The Coachman Inn and it was just outside the village of
Snainton, North Yorkshire.

If Philip Mort hadn't managed to purchase this humble
road-side inn at the 11th hour, the Club and the Rally
would have been in very serious 'Dire Straits'

After months of planning, the vehicles were hired and
a two part working party headed out to the Coachman to
befriend the locals, some on Wednesday Evening, the rest
on Thursday morning.

Minutes out of Rally HQ and the first of many problems hit.
Rob White, Albert(fat free diet)Herd and Steve Varey had
set out in Transit 1 without a forest gate key.

Ken Sturdy, Dave(gravedigger,)(ed) Cogan and Gavin Heseltine
set off after them in Transit 2, opening and closing gates
as they went.

Problem 2.

Messers. Heseltine, Sturdy and Varey had all consumed large
quantities of Indian take away and Guinness the night before
and were doing excelent impressions of the Bake Bean Scene
from the film'Blazing Saddles.'

Problem 3

The weather. As the two Transits entered the waste lands of Gale Rigg it started snowing, again. Not the picture post-card type of snow, but call out the mountain rescue type. Even the bonnets on the front of the Transit's disappeared in the relentless blizzards of the North York, Moors.

Problem 4

With Gavin having the only forest gate key, he kept letting the cold in and the warmth out each time Transit 2 came to a gate.

Problem 5

Cows. Ken, driving Transit 2 inched his way along the track towards the distant gate with two considerations on his mind, the panels on the Transit and the welfare of the herd of bullocks stood in his way. After 10 minutes of slow driving (forestry commission and land owners take note) the gate was reached. ENTER WHITEY. Flat in third blasting the horn continually with only one consideration. Getting to the gate or bust. Exit two dozen cows!

The junctions of Gale Rigg and Cropton were staked out in record time and it was off to The Grapes at Ebberston for lunch, stopping off at HQ to collect a second forest Key. Albert confind himself to Transit 1 while the rest of the team headed into the pub. Mr Herd only just having his By-pass completed, much to the disgust of the residents of Leven, who still claim they should have been first, decided that a diet of a canvas bag and a plastic flask would do him more good than fat soaked chips.

Steve Varey and Dave Cogan ordered sausage, the rest, steak and kidney pie. I mention this because Philip at the Coachman, who at this point in time still didn't 'have the key to the door' had steak and kidney pie planned for the next 4 days come hell or high water.

While sat in the Grapes, a bewildered dray-man was inquiring as to the where-abouts to this pub 'The Coachman' and this barmy landlord ordering far more beer than all the other pubs on his round, put together. We soon put him right.

The afternoon of that first day was spent setting out the stages of Staindale, Bickley and Dalby with the occasional stop to discuss those chicanes in Dalby everyone seems to moan about. Like it or not, they are there and we have to use them to get the average speed of the stage down. Anyway, if a transit with bald'ish tyres can get through in one go, rally cars shouldn't have any problems.

By 5pm all the stakes for the 5 stages were in and it was back to the Coachman for a bath and some tea. On the way there the two Transits encountered an unmarked police car with a sign on the back saying "Police driver under instruction. Talk about Transit bait.

Ken, Gav and Dave in Transit 2 were pushing this poor guy as much as they could. Rob, Albert and Steve were slowing him down as much as they could with the result that this "driver under instruction" kept trying to overtake Transit one on left hand bends and blind brows.

A coment was passed over the radio between the two Transits as to this Dick-Heads standard of driving, and after that he stopped that practice. The question was raised, can the police tune into rally frequency. We all shut up.

While on the subject, earler in the day while Ken was at the wheel of Transit 2 with Transit 1 following, the back end of Ken's Transit suddenly decided to visit the trees. After lots of calm but fast elbow bending, Ken got the van back on track again. Dave and Gav remained silent.

The radio suddenly burst into life 'PLONKER' was the only comment Whitey came up with.

A reply was pointless as Cogan, Heseltine and Sturdy fell about Transit 2 helpless with laughter.

Anyway it was a successful first day and after a hot bath it was down to the bar for a few pints and yes, the start of things to come. Steak and Kidney pie.

Day 2 would see a change to the set up crews.

Ken Sturdy, Gavin Heseltine and Dave Cogan all had duties at Rally HQ to attend to and Albert had gone home to change his Duracells.

It was an early start on Friday morning. Linda White had joined Transit 1 with Husband Rob and Steve Varey and Malc Mumby were taking over Transit 2.

At 9.15am Whitey said something along the lines of "Time is getting on, we will have to go without Malcolm in a minute, I'm sure he won't mind".

They went and a few minutes later Malc showed, so Gavin plotted a route and we loaded Mr Mumby into one of the two Escort vans in 'hot pursuit' of Transit 1 and 2.

It was much later that day when they arrived back to re-load and dump the Escort. After something to eat, they were gone again and not scene until well after 6pm.

Meanwhile, at Rally HQ, things were slowly gathering pace. Dave Cogan was placing all the signs and banners up around the Coachman, it seemed that if it didn't move, slap Castrol or Crystal on it was the order and by tea time the place looked like a Rally HQ.

During the afternoon the local press arrived, wanting to take pictures of the new owner, Philip Mort, stood outside the sign saying the Coachman Inn.

The only trouble was that Mr Cogan had stuck a bloody great Crystal VFM banner across the sign, so it had to come down.

By night fall things were in full swing, competitors coming and going to documentation, some staying five minutes, some staying for a pint or two and some trying to get pissed, ie, Yuk Hodgsons name springs to mind.

We had a visit from Steve Banister, but he only stopped to drop his trophy off and that more or less concluded the second day at Rally HQ. The staff number had grown to nearly full strength but by 11pm when dinner was finally served there was still no sign of the two transits.

Dinner was completed, yes more sodding Steak and kidney pie, when a message was passed over the radio that Whitey was on his way in and all was not well.

I don't know if you've ever seen a rat deserting a sinking ship but the organisers of the 1992 Castrol Crystal Ford Forest Rally can do a damn good impression of one. Some shot upstairs to bed, some wen't under the tables and some just went.....anywhere.

No-body stopped long enough to enquire as to all the problems but by 2 am they were all tucked up in bed only to rise again at 4pm to set off once more into the forests.

That was the last anyone saw of John Overend and Rob White in Transit 1 and Steve Varey and Malc Mumby in Transit 2.

The rest of Saturday saw everyone very busy at their appointed duties and it appeared that a rally of some description was going on at the same time. The only sign of any action that the HQ staff would see was the road block made by the Yorkshire Mafia at the PC outside the gate.

Saturday night saw the presentation and the organisers slowly unwinding as another years event drew to a close.

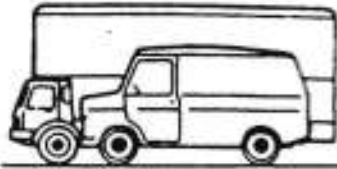
It was about 1.30am when the last pint of Guinness was finally poured down the neck of Gavin Heseltine(Secretary of the meeting) the previous pint having gone off. Guinness and Baileys Irish Cream don't mix.

Sunday morning saw the few surviving members rise in dribs and drabs from their pits, the last being Mr and Mrs Sturdy. Hard life this Rallying.

Steve and Rob headed for the hills to check the route, Ian shot off into Dalby to remove some barrels, Dave went into Scarborough to take some of the Crystal stuff back and the rest stayed behind to load the tons of equipment back into the transits.

Lunch time came for the 10 remaining die-hards. The good news was that the steak and kidney pie was off, so we all had something else.

It was 5.30 pm Sunday night when all the vehicles were returned to Smiths, some 4 days and up-to 700 miles each on the clock.



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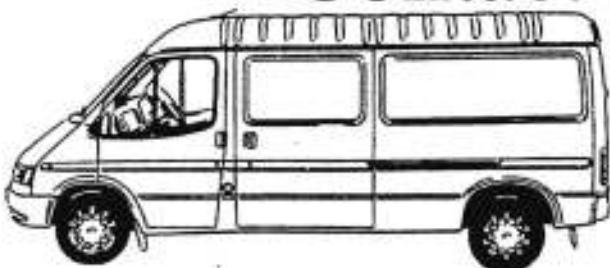
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Driver; Wayne Erdmann
Navigator; Maggie Peers
Car; Vauxhall Nova Sport

With a modified head and solid lifters, Holbay cam and new GpA valves, springs etc fitted, not to mention a new straight cut fifth gear after Maggie completed her City & Guilds course in friction welding, parts 1 & 2(with honours), on the Armstrong Massey Stages, we set off for York at 5am and arrived at noise at around 6.20am. No major problems occurred there. Then off to scrutineering.

This was the first time I had driven the car for more than a minute, as all I had done was drive it on an off the trailer three times.

After scrutineering, the car was loaded back on the trailer, (more practice), and we set off for Elvington. After making camp and having some two hours to Kill, till our start time, we fired up the stove for a cup of rosie-lee.

For stage 1, and with the weather being so warm, I opted for SB10s up front and softer TB20s at the rear, we were counted down and sent on our merry way by Jane, who it seems had escaped the trials and tribulations of motherhood for the day, while Ken and Joe had a men only day at the Sturdy homestead. For the first few corners, I thought the tyres were taking their time to warm up, it felt as though we were running on ball bearings, with the car reluctantly turning into corners. We cracked on regardless and by 2/3rds distance, the tyres finally started working, but only for a short time. Then they suddenly reverted back to as they were, as they started going off.

With the car understeering again on tight hairpins, I had to keep an eye on late braking for chicanes, corners, etc. This showed as battle scars appeared on both doors and also damage to the nearside wing mirror on contact with a stout pallet at one of the chicanes.

When we returned into first service we found that the tyre pressures had shot up by 15psi, this was more than we had calculated for and we were now running at 32psi, causing the corners of the tread and sidewall to blister.

The pressures were altered, hoping to remedy the cause and while going through a suspension check, the boys found that the nearside bottom balljoint had slackened off due to a heavy run-in with a tractor tyre at yet another chicane.

We managed a time of 13.36, 1st in class and taking 49 seconds from the nearest 1300, also putting us 9th overall. All this and the engine had'nt missed a beat.

Onto stage 2, and hopefully the pressures set right, we pulled away from the line into the first corner and again the tyre grip was limited. I persevered through the opening hairpins yet I could see we were visibly slower here. I altered the brake bias to left foot the car around corners, but that idea didn't work either, so once onto the fast bit, brake bias readjusted, some 'bravado' was called for to claw back some lost time. The tyres seemed finally to come to something of a compromise near the stage finish, but we only managed to put up the same time as on stage 1. We still managed to take another whopping 31 seconds from the Samba, lying second in class, but as the pace quickened, some of the big toys moved up field and we dropped to 15th overall.

Back into service and the boys fuelled up the car in the safety zone. Then they dropped off the wheels to check suspension and brakes. The brakes were binding a little up front, but at this point they were nothing to worry about, as we had had this problem before. Everything else checked out OK and so there was nothing else to do but have a spot of breakfast and work out the alterations from the previous two stages to the next pair.

Stages 3 and 4 passed without any real incidents, fastest 1300 again, at 11.21 and 11.03, and another large slice of 20 seconds and 27 seconds respectively to add to our class lead, and by the end of these two stages we were back to 9th overall and a class lead of over 2 minutes at half way.

The only servicing needed between SS3 and 4 was a change of front pads, this had to be done in two stages as a new pad each side of the disc was too much for the caliper to take. So, the inners were swapped first, then we ran SS3 and fitted the outers once we had shaved a bit off the inners. Un-beknown to me, at one point there was a mixture of standard and 171 materials in each caliper, but like most service crews, they don't bother to tell the drivers of small trivialities like this.

For stage 5, after a chat to Ian Jemison about tyres, he advised me to try softer compounds up front, so we fitted the TB20s that we had lurking in the nether regions of the service van. This seemed to do the trick, it transformed the handling of the car and I felt a lot more confident in the faster corners, with better feed-back coming through the steering wheel even though they were an intermediate patterned tyre. We again managed class fastest of 13.24, but being cautious not to make errors, and just consolidate our lead, we only succeeded to take another 19 seconds of cussion, keeping just within the top 10. On stage 6, we stormed through at a time of 13.08 and the second placed crew in our class came in 34 seconds in arrears.

For the last two stages, the route was in reverse direction, and unfortunately, this is where the class lead slipped through our fingers. Maggie got slightly flumuxed and we wrong slotted to the finish at the split/merge on the first lap. With her being, shall we say, emotionally miffed, I never bothered to finish the full stage, and weaved my way back to service, and asked the lads to hook up the trailer and switch on the Klingon cloaking device for a swift exit home.

I was then convinced by Sarah, Jane and the boy to take a stage maximum and complete the last stage to claim 3rd in class, also allowing Maggie to get a bit of confidence back. After some deliberation, I agreed, and said to Maggie that we should have a nice easy run and "Keep it on the island".

Then, as we sat on the start line we had a power surge in the 'Dilithium Crystals' and we hit 'Warp factor 9'. To put it in laymans terms, it was 'Excrement off a polished garden implament' time. We took no less than 2mins 38 seconds out of the 2nd in class to overhaul them and take 2nd place in our class and also finish 15th overall.

Well as they say "The shows not over till the fat lady sings". Fortunately she did an encore, and we had time to blitz the crew of car 31, who must have thought we would settle for third in class.

Thanks to Andy, Widd and Gary for servicing,
Sarah for the food and keeping on top of the results, Jane for her green bottle support and last but not least, Maggie the pointer (she's the quiet one at the moment)
Never mind, maybe next time.

WAYNE.

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ALEX E. CARR (ENGINEERS) AUTOTEST.

This years Alex E. Carr (Engineers)autotest was, as many of you will know, a round of both the ANCC and AMEMC autotest championships. Because of this, we managed to attract a grand total of 27 entries, all of whom gathered on a very blustery and changeable day on Sutton Fields Industrial Estate to compete. The event ran very well, despite the weather and a few well earned thank-yous are in order.

To Robert and Gail Newlove for the provision of the hang glidee thinly disguised as a caravan and awning; to Messrs. Fewlass and son for the loo; to Ken Hailstone for saving everyones' lives by going for the fish and chips; to the many marshalls who stuck it out to the end despite some awfull weather; to Hull City Council for the venue, and finally to Alex E. Carrs who once again have given us their unfailing support. As always, our computerised results were excellent (thanks to Gav. Heseltine) and the final posititons were as follows:-

F.T.D.	Dave. Whitfield
1st. Class A	Ken. Sturdy
2nd. Class A	Dave. Mosey
3rd. Class A	Dave. Mallet
1st. Class B/C	Steve. Powell
1st. Class D	Dave. Sowman
2nd. Class D	Ian Reid

I am pleased to report that after the event Ken is still leading the ANCC CHampionship with two rounds to go.

J.S.

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SOCIAL SECRETARYS PAGE

Greetings !

A big thankyou to all those who turned out for the bowling evening at Sutton Fields on the 19th September. I'm sure you'll all agree that it was a good night apart from the 'bar meals'. Anyway, these were free. Thank God we didn't have to pay for them !!

I'm afraid I Haven't got any plans for the Christmas do but I understand others have.

See next page for details

The main function evening is the COSWORTH lecture. This is planned for the 4th Febuary 1993 at the Crystal Showrooms on either Anlaby or Holderness road (Not sure yet if the Anlaby Road showroom is to close or not).

I will let you know of the venue nearer the date but please, please attend and bring plenty of people with you.

I can only be successful if you attend.

Further details can be got from me at club or on 0482 444367.

Kind Regards, Social Secretary
Rob Woolley.

SOCIAL EVENT

ANNUAL AWARDS DINNER

13th March 1993

Once again NHMC brings you the annual dinner and awards ceremony.

The 1993 event will be held at ;

The Eastburn Lodge
Market Weighton Road,
Eastburn, Driffield.

Tickets will be on sale in the New Year at a cost of £11 per person and will be available from Jane Sturdy who is also looking for raffle prizes for the evening. The cost of the ticket includes a 4 course meal, hopefully a guest speaker and if requested, a disco until 1pm.

NORTH HUMBERSIDE MOTOR CLUB

SOCIAL EVENTS

17th December 1992

The 1992 Motor Club Christmas bash will be held at the Black Horse, Little Weighton on Thursday 17th December at 8pm onwards.

Attractions will include a finger buffet, Raffle, quiz and videos. If you can donate a raffle prize or would like more information, contact Jane Sturdy on 0482 813287. Members and non members welcome.

7th JANUARY 1993

On the 7th January and then the first Thursday of every month, the Historic Section of the club will be running a quiz at the Black Horse. These quizzes are open to anyone who turns up and they will comprise of questions on Motor Sport and General Knowledge. Here is the interesting bit. Teams will be made up of two people per team, each throwing darts at a dart board. Adding the combined score and getting the answer right gives you double points, get it wrong and your score is reduced. Please attend this event if you can, you are very welcome. Don't forget, 7th Jan 1993 !

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COMPETITION SECRETARYS PAGE

COMPETITION SECRETARYS PAGE

Well we are nearly at the end of another year, things are quiet at the moment, but next years events are already on the drawing board. It looks as though the Everquip will be at Mamby again (AAGH !) if anybody fancies getting a bit more involved and would like to join the organising team, please get in touch.

LARKSPEED LEAGUE

Another excellent year for the club, we managed to finish third overall, a very good result. Thanks are mainly due to our Autotesters, with help from the odd PCT Competitor, and a few excellent results from the rallies.

The final event was the lookout on Melbourne Airfield, we fielded a full team of 5 crews, a exceptional result from Andy Grindrod and Andy Twiddle in their flying chevette, helped us to take second place on the day, losing first place by only .1 of a point. Results where as follows

Wayne Smith/Lee Hampston 7 out of 26 in class

Andy Grindrod/Andy Twiddle 6/26

Dave Smith/Sarah Etherington 8/16

Neil Fewlass/Gavin Heseltine 7/20

Richard Watson/Mike Norton Retired

Richard and Mike were on their first outing in the newly aquired 16 valve GTE Astra, and a good run was spoiled by a drive shaft fialure on the final stage. It has been rumoured that Gavin Heseltine may be disciplined for making rude gestures to the club marshals on his way round the stages.

Final Results 1992 Larkspeed League

TRACKROD MC	2260.8	A and P	1162.1
Ilkley	2139.6	Slaithwaite	875.2
NHMC	1650.3	York	636.6
Trackrod	1560.5	Beverley	540.2
Y.S.C.C.	1436.9	Shipley	443.5
Alwoodley	1208.2		

17 clubs scored points this year

DATES

5/6 th December	Beaver Road Rally	Beverley MC
5/6 th December	Southbank MC	Cadwell Park two day event
17 th December	Cristmas Quiz	Black Horse Little weighton 8.0pm
28 th December	Northallerton Auto Club	Xmas Stages Rally
1 st January 1993	NHMC New years Day	autotest probably readers yard.
21 st Febuary	Delacy MC International	(What ever its called this year)

We are doing INGLEBY for a change, very early start on a Sunday Morning !

Sorry about the spelling, I have run out of tippex ! CHRISTMAS ?

MARSHALS COLUMN

Yes, yes, yes, I know it said that all the details for this years Lombard RAC Rally would be in this issue and yes I know the event has gone....thank goodness.
It was a ploy by the Editor to see if you were paying attention.

9/10th January 1993

Measham TROPHY Rally (Vintage)

For the past 4 years this club has helped the VSCC run the half way halt for this event. It has always been in either the darker parts of Lincolnshire or bloody miles away in Herefordshire.

This time it's in YORKSHIRE, North Yorkshire and close to home. We have been asked to attend the half-way halt just outside Pickering during the early hours of Sunday morning.

Any offers of help to John Overend 0430 440251.

If enough people attend, we have been asked to run one, maybe two controls as well.

This road event is something many of us haven't seen before. All the cars belong in a museum, but that would be a waste, they all carry their own clocks in a sealed box, they all run on standard lights which at best are about as bright as a bikes torch, the average speeds are as low as 20mph and the best bit has to be that most are open top. In January on the Moors at night.? Surely you don't want to miss that.?

21st Febuary 1993

De-lacy International (ex Mintex, Nat Breakdown, Cartel etc)

We have been given the job of running the 3 mile forest stage of Ingleby on Sunday 21st. The stage returns those willing to help back into the heady days of running stages at daft times. From the information received, 1st car is due at 6.22am and from that a 4.50am signing on time looks like the order of the day. The good news is that it is only run once and should be wound up well before lunch (Famous last words)
More info from John Overend on 0430 440251.

Rally Quest 91

MY CAR

SUPER NOVA

She's probably best known for driving her 1600 injection Nova GSi around the rally tracks of Britain, but Frankie Bogg's other car (as they say on the worst car stickers) is a Daihatsu.

"The Nova is a good car, really comfortable and very nippy. I can reach speeds of up to 95mph on the straight," says Frankie, who last year was the second lady to finish the RAC Rally, after Louise Aitken Walker, the Ladies World Rally Champion.

"The RAC Rally was 360 stage miles, but most of the rallies I take part in vary from 40 to 80 stage miles" - a stage mile being the actual mileage covered during the wood or forest stage, and not the road mileage in between.

Twenty-year old Frankie passed her test at the second attempt (failing the first time for speeding), just a couple of months after her 17th birthday, and tried her hand at rallying soon after that.

"My dad used to do a bit of rallying and it must have rubbed off on me," explains Frankie. "I went down to the local rallying school, who hold competitions, and I did really well, so I thought it was something I would be good at if I put my mind to it, so I

bought myself a Nova for rallying.

"My best result so far has been the RAC Rally, where I started in 177th position and finished 68th overall and tenth in my class."

Frankie was also lucky enough to be chosen as one of only 20 participants from 35,000 entrants in the 1991 Radio Times Rally Quest. "It was just luck that I was picked, but I went on to win and the prize was £80,000 in sponsorship for the year. It's a great prize but unfortunately they've stopped the competition now."

But for driving around the roads of East Yorkshire, Frankie chooses a more sedate 1000cc Daihatsu Turbo Charade. "Although I use my bike a lot during the week, I use the Daihatsu most weekends for going racing and rallying, and for social outings. I've had it about six months and what I like about it is that it's nippy and small."

A couple of years ago Frankie - as chauffeur to a businessman - used to drive Range Rovers, BMWs and Peugeots. "It was a great experience because it gave me a chance to drive all different kinds of cars." But not, no doubt, at speeds of up to 100mph through some of Britain's most notorious forests!

RadioTimes



Top Gear



Mobil

MAPLE GARAGE

PROMOTED
BY



Beaver Rally

MAPLE GARAGE
(SPROATLEY)



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Telephone: (0964) 670592/670280

100 Beverley Road
Kirk Ella
Hull
HU10 7HA

Tel: (0482) 653369

20th October 1992

Dear Competition Secretary,

Beaver Rally Marshals

Beverley & District Motor Club is once again organising the Maple Garage Beaver Rally, a restricted permit navigational road rally, on the night of 5th/6th December 1992, starting from Maple Garage in Sproatley, near Hull, map reference 107/203350.

The event is once again a round of both the ANCC and ANEMMC Road Rally Championships, and this year is also a round of the SD(34) Road Rally Championship, and so we expect a full entry of 60 cars. The event is longer than last year, at 180 miles, and so we will require more marshals than last year.

If your club is able to provide marshals for this event, I would be very grateful if you could let me know as soon as possible. I can be contacted at the above address or by telephone on (0482) 653369.

Most of the marshalling we require will be time controls, and we will try to give marshals the type of controls they enjoy doing. Marshals' signing on will be from 9pm to 10.30pm, at Maple Garage, and I will arrange controls beforehand if you would prefer.

If you have any questions, please contact me.

Yours faithfully,

Matthew Atkinson
Chief Marshal

*NHMC
Chief Marshals note.
I know its late but
this event direct contact
please.
S. Overend*

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The magazine office recently received a pile of 'back issue' Motor Club magazines. These were the private collection of the late Harry Hannah. They date back to the heady days of the mid-seventies with some very supprising names cropping up.

Gavin Heseltine has plans to re-print some of these magazines and start an archive collection spanning the 25 year history of the club. Once this task has been completed we intend to offer a re-print service to you where you can order back issues of the magazine for your own collection. In addition to this we also intend 'lifting' one intersting item from these mags. and reprinting them in the current editions of the Magazine. We will keep you posted as to our progress.

Ed.

MOTOR CLUB VIDEO DIARY

David Cogan has plans to produce a diary of motor club events on video during the course of 1993.

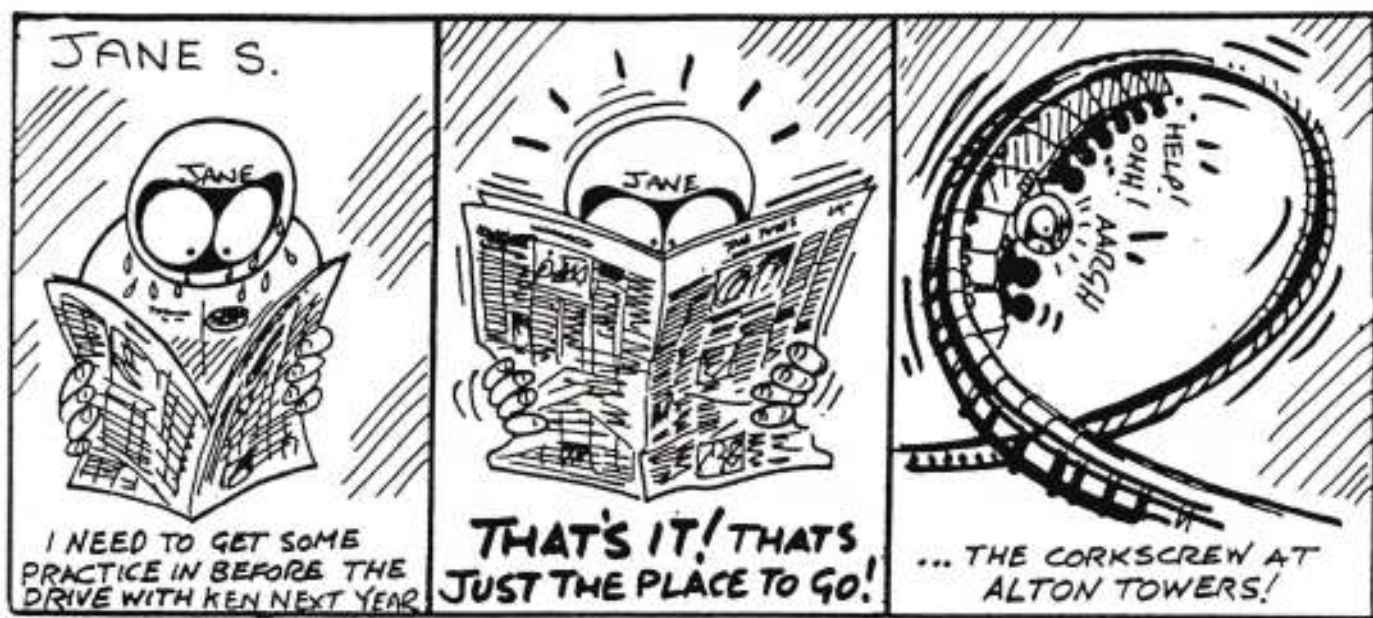
Instead of producing a video of cars wizzing around stages it will take the format of Motor Club Members acting out their own roles as members of this club. It is intended to show the lighter side of the Motor Club but it will include one or two shots of rally cars flying around just to keep everyone happy.

It is hoped that the camera crew will be able to attend most, if not all of the events run by this Club during the year and also include some of the events that our members may be attending.

If it can be done, the video which should be no longer than 60 minutes, will be screened at the Club after the Beaver Rally 1993. After that it will also be on sale to anyone who wants a copy.

Watch this space for more details.

THE BACK PAGE



Just in case you haven't heard, Ken and Jane Sturdy have just bought what can only be described as double glazing with a built in roll cage, a holiday on four wheels. In fact, they have aquired Gavin Rulers old Escort, lets face it, he's got much better things on his mind at the moment and will not be needing a rally car until after the h_on^eymoon !

Whoops was it a secret.

WOULD YOU CREDIT IT ?

During this years RAC Rally, one or two members ventured to far away stages to offer their services as marshals. Yet again, Martin Goodman put his time in on Grizedale and another stage in Cumbria.

Standing at the start control of Grizedale, Martin started complaining to himself about how cold his hands were becoming. Enter stage , one Carlos Sainz in car No.2.

Reaching into the back of the Works Toyota, he produced a pair of thick ski gloves. "Here" said Carlos "You can borrow these"

Needless to say he forgot to collect them and Martin now is the very proud owner of one pair of World Champions Gloves. !

NORTH HUMBERSIDE MOTOR CLUB

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