

NORTH HUMBERSIDE MOTOR CLUB



AUGUST 1996

A Magazine this month instead of the (what was becoming) usual Newsletter which Robert Newlove has been producing whilst I have been "laid up" again.

Thanks Robert!

Due to this fact there may be a couple of articles almost out of date but worth publishing nevertheless.

The AGM eventually took place, as you are aware, on 27th June and for those of you who could not attend the Balance Sheet and the Income and Expenditure Account are printed within this Mag. There was a good turn out of mostly the usual faces and the Members were supportive of what your Committee had done over the past year.

The President, Vice-Presidents and Senior Officers were all duly re-elected as were the retiring Committee Members as no one else stood for election to the Committee. In fact the only change is that we have a new Club Captain in John Dixon. Give John the support he needs when he asks for it but remember, he is also there to listen to your comments and suggestions.

CSW

Without going into the reason as to why the Motor Club received it we reprint below a letter which was actually sent to our Club Secretary and which you might find amusing.
Needless to say, a cheque was sent off poste haste!

Introducing our amazing 7 Day offer

To every member of the committee. Your car turned into a cabriolet in under five minutes!!

To take advantage of this special offer all you have to do is ignore our outstanding invoice from The Humberside M.C. Crystal stages rally for £185.00 and we will come and remove your roof.

Further special offers such as castration and even removal of legs and children eaten will follow, simply ignore our long outstanding invoice at your leisure

If in the meantime you have parted with your hard won cash and sent us a cheque please accept our thanks as we will most certainly put this money towards the new unit we have just bought.

Yours faithfully

North Humberside Motor Club Limited
(a company limited by guarantee)

Balance sheet as at 31st December 1995

	<u>Note</u>	<u>1995</u>		<u>1994</u>	
		£	£	£	£
FIXED ASSETS					
Tangible fixed assets	2		494		706
CURRENT ASSETS					
Building society account		2184		2168	
Bank accounts		1388		881	
Debtors & prepayments	3	11961		9324	
		<u>15533</u>		<u>12373</u>	
CREDITORS: AMOUNTS DUE WITHIN ONE YEAR					
Creditors: Amounts due within one year	4	829		730	
NET CURRENT ASSETS			14704		11643
			<u>£15198</u>		<u>£12349</u>
REPRESENTED BY:					
Accumulated fund at 1 st January 1995			12349		9549
Surplus for the year			2849		2800
Accumulated fund at 31 st December 1995	5		<u>£15198</u>		<u>£12349</u>

The financial statements were approved by the Board of Directors on 27th June 1996.

For the year in question, the company was entitled to exemption from an audit under section 249A(2) of the Companies Act 1985. No notice has been deposited under section 249B(2) of the Act in relation to the accounts for the financial year. The directors acknowledge their responsibilities for:

- a) ensuring that the company keeps accounting records which comply with section 221 of the Companies Act 1985; and
- b) preparing accounts which give a true and fair view of the state of affairs of the company, as at the end of the financial year, and of its profit or loss for the financial year in accordance with the requirements of section 226 of the Companies Act 1985; and which otherwise comply with the requirements of that Act relating to accounts, so far as applicable to the company.

Advantage has been taken of the exemptions conferred by section A of Part I of Schedule 8 to the Companies Act 1985, on the grounds that, in the directors' opinion the company qualifies as a small company under s246 and s247 of the Companies Act 1985.

I. G. James

R. R. Newlove
27th June 1996

North Humberside Motor Club Limited
(a company limited by guarantee)

Income and expenditure account
for the year ended 31st December 1995

		<u>1995</u>		<u>1994</u>	
	£	.	£	£	£
<u>INCOME</u>					
Subscriptions			1688		1283
Surplus from events			3242		3211
Interest received			35		-
			-----		-----
			4965		4494
 <u>EXPENDITURE</u>					
Trophies & awards			271		251
Printing, stationery & magazines			547		366
Administration			76		54
Rent			55		55
Repairs to equipment			45		87
Subscriptions			96		37
Donations			156		-
Insurances			261		246
Accountancy fees			376		329
Depreciation			212		236
Corporation tax			9		-
Bank charges			12		33
			-----		-----
			2116		1694
			-----		-----
Surplus for the year			£2849		£2800
			=====		=====

There are no gains or losses for the year other than those shown above.

The company neither acquired nor disposed of any operations during either the current or preceding year.

THE JOHN OVEREND MEMORIAL STAGES RALLY 29TH JUNE 1996

RALLY REPORT. (Organisers point of view)

It is pleasing to see that the memory of John Overend will live on with the creation of The John Overend Memorial Stages Rally . It is also pleasing to see that it is still the well run and managed event that it ever was.

Changing the date to the end of June would bring its own set of problems, as rallies always do, most notable was the weather. IT RAINED !!!!.

Friday morning at Manby greeted the set up crews with very heavy showers and a strong westerly wind making the initial set up a little disheartening, however, once the showers stopped it soon became clear that any amount of rain over the next 24 hours wouldn't stop us using the infamous loose tracks. In fact, as the event unfolded, the small amount of light drizzle on the Saturday kept the dust down for most of the day.

Those loose tracks that have eluded us for the last three years were the undoubted transformation of the event, changing it from a mad airfield blast to a forest type stage rally. REAL RALLYING AS A COUPLE OF COMPETITORS COMMENTED.

From a marshals point of view too, the rally became entertaining. We ended up using very mixed surfaces from tarmac/concrete to freshly mown grass, to solid clay and loose gravel, all on one stage. We ran the advertised total of 8 stages with a total delay time of approx 37 minutes, 30 of them being lost to a clerical error at one of our time controls.

I think this year saw the least number of people from this Club getting involved in the setting up and running of the event and at times it caused some concern as to how we would cope with any major changes of the stages. These thoughts meant a quick re-think of our strategy and with some forward planning and luck, all the proposed changes were built onto the airfield on Friday and parts of Saturday which meant that our turn round times between each batch of two stages was very quick and easy. This was helped along by the few club members who did turn out to marshal on the day. In previous years this work had been left to the two van crews ,but this year saw our other attending members getting involved, just leaving the arrows to be stapled into place and the whole thing got under way a lot quicker.

Its thanks to those members that the event ran as well as it did.

Our chicanes caused one or two problems with one of them being constantly demolished, some would say because they were too tight and others would say not. This idea of chicanes is to drastically reduce speed and a constant redesign each year makes them better and more manageable for both competitor and stage builder. Hopefully for 97, we'll get it right.(i.e. no one hitting them).

The event was finished off with the presentation of the awards and then the organising team enjoying an evening barbecue on the lawn in front of the control tower, something which we haven't been able to do before, **because of the weather.**

The 1996 Measham Trophy Rally.
January 13th/14th 1996

Marshals report.

The Motor Club made its usual trip to help out with the VSCC and their vintage car rally, this year held in the West Country.

Starting from Worcester, the rally headed into the hills of Wales, returning for the half way halt at Leominster for tea and cakes and then back into the wilds of Wales for a total of 150 miles of narrow twisty roads.

For the new readers among you, the Measham is the first of a series of events held by the Vintage Sports Car Club for vehicles of the 1920 to 1935 era. Some of these cars are complete wrecks and others are priceless showroom condition marques. These include, Rolls Royce, Bentley, Frazer Nash, Austin, Alvis and Legonda.

NHMC and team took to the roads in a Smith's Self Drive Mini Bus (Smith's Advert) and made the three hour journey to the nearest pub, thanks to Gav. The Nav.

After being thrown out of the pub it was onto the local vehicle and cattle auction house at Leominster to set up camp.

Arrows out and no entry boards displayed we only had to herd spectators out of the way as each car entered the large covered shed. It soon became clear that the large number of spectators anticipated where the next car was to be parked, making our job difficult, so the team devised a simple method of confusing the locals, 1st car in one spot, second car as far away from the 1st as possible, 3rd car somewhere else and so on until the crowd became baffled by our somewhat confusing plan.

After the last car arrived followed closely by Geoff Marcup and a slightly upset stomach of Jan North in the new closing car Lada Niva, it was time for the three hour trek home.

Our usual plan on our return journey was to stop off at a breakfast halt on the motorway but as 7 out of the 8 crew were fast asleep, the stop seemed pointless.

Missing from this years event was Andy Yorkie Bar Kid Brown and his running commentary of cars cutting him up but apart from that we had an enjoyable night.

DAC.

=====

The light bar competition.

Martin Goodman and Andy Brown are heading the NHMC race to see who can get the most flashing lights onto one vehicle at any one time. Martin fell back slightly during the 1995 RAC Rally, he was seen parked up in a service area on the A1 with the bonnet open apparently with a flat battery.....Now there's a surprise. Andy currently holds the lead with a reported 10 lights on the Frontera.

Stop Press: Gin Twin (Robert I think) has been seen sporting an orange flashing light on his car. Maybe its a challenge to Andy and Martin.

MARSHAL'S NEWS

TRACKROD FOREST STAGES RALLY SATURDAY 28TH SEPTEMBER

We have been asked to run a special Stage in Cropton Forest and we will need lots of help.

Stage Commander Steve Varey

Deputy Dave Cogan

Approx Times

First car 14.30

Signing On 12.00 Noon to 13.15 Hrs

Names to John Newlove 01904 608524

MALTON MOTOR CLUB WALFRED STAGES RALLY ELVINGTON AIRFIELD SATURDAY 3RD AUGUST

Names to the event Chief Marshal, Liz Young 01759 372895

MAD VIDEO STAGES RALLY LINC LOUTH SWINDERBY AIRFIELD MAP REF 121/ 891620 SUNDAY 8TH SEPTEMBER

Swinderby is near the A1 somewhere in Lincolnshire ?.

Names to John Newlove

YORK MOTOR CLUB SIMPSON SALVAGE ELVINGTON SPRINT SATURDAY 14TH SEPTEMBER

Something a little different, there are classes for Rally Cars as well as lots of others.

Names to John Newlove

CARLTON & DIST.M.C MANBY STAGES RALLY SATURDAY 17TH AUGUST

Please ring the chief marshal for the event Richard Ogan. 01332 512602.1

COMPETITION SECRETARY'S BIT

JOHN OVEREND MEMORIAL STAGES RALLY

Even though we only had 59 entries, the event went very well, mainly due to all the hard work put in by the organising team, and other club members.

Clerk of the Course Rob White, deputy's Dave Cogan , Steve Varey and chief Marshal Martin Milner would like to thank all who helped on the day and afterwards. We managed to avoid the rain, but only just !.

SLEDMERE PCT

We organised this as a dual permit event, a closed to club for club members and a national B event for the ANCC PCT Championship. Unfortunately we only had two entries for the National B event, so only the club event took place with nine entries. Clerks of the course Dave Cogan and Malc Mumby worked in the blistering heat to set up the course and were a little disappointed with the turn out, although everyone had a good day, thanks to every one who marshalled and helped on the day. The event was won by Mike Jackson, he says he last won a award on the event 32 years ago.

DATES

Saturday 3rd August	Malton MC	Walfred Motors Stage Rally Elvington(instead of Wombledon)
Saturday 17th August	Carlton & DMC	Manby
Sunday 1st September	Eastwood & DMC	Forest Stages Rally (Nottinghamshire)
Sunday 8th September	Lincs Louth	Mad Video Stages Swinderby
Saturday 14th September	York MC	Simpson Salvage Elvington Sprint Larkspeed Round
Saturday 28th September	Trackrod	Forest Stages Rally

Five go off in a Car Transporter

NHMC put in a good showing at the recent Keighley MC Larkspeed Autotest at Midland Hill, Bingley.

Deg Burton of Maple Garage supplied the transport & fuel for the Four Car - Five Man team, and our club won on the day by a 28 point margin.

Ken Sturdy & Rob White won their classes, John Taylor was 4th, Dave Short 7th and Richard Wood 8th.



LARKSPEED LEAGUE

We are not doing very well this Year despite good results from our Autotest and Rally Teams.

Top Ten to date.

1st	ILKLEY	1127.6
2nd	ALWOODLEY	889.5
3rd	KEIGHLEY	806.3
4th	YSCC	682.7
5th	SHEFFIELD & HALLAM	627.0
6TH	AIREDALE & PENNINE	623.8
7TH	YORK	528.1
8TH	NHMC	500.3
9TH	HUDDERSFIELD	470.2
10TH	SELBY	370.9

Next Sprint on Elvington; Rally Car Classes as well as Road Car Classes.

SATURDAY 11th SEPTEMBER 1996

1996 RAC RALLY

SUNDAY 24th November 1996

We have been asked again to man The Passage Control at the end of CLUMBER PARK, timings to be very similar to last year. Volunteers to John Newlove tel: 01904 608524

We are also assisting in manning the Stage on CLUMBER PARK. Volunteers to Dave Cogan tel: 01482 631963

NHMC have not been asked to assist anywhere else on any other day but if there are sufficient people interested in turning out then John Newlove (tel: 01904 608524) will collate a list of volunteers and endeavour to find us a good stage to marshal on.



June, 1996 / Edition 1

Welcome to the first edition of Network Q RAC Rally News.

The aim of this newsletter is to keep everybody involved in the event up to date on the planning for the 1996 rally.

ROUTE FORMAT

The format of this year's Network Q RAC Rally has undergone the most significant revision for at least 10 years.

The 1996 event will be the most compact ever but with almost the same competitive mileage as last year. The new 3 day format, which brings the event into line with the format of other World Championship Rallies, will however still retain the traditional Sunday stages which play such an important role in allowing people to watch the event.

In a major change from tradition the event will start from Chester at 07.00 on the morning of Saturday 23rd November and immediately head north to special stages in the Kielder area. These will include the 37 mile Pundershaw stage as used on last year's event. The route then turns south to a new, double run, super special stage at Croft Circuit near Darlington. Total stage mileage on this leg will be 128 miles. The first leg will end in Leeds at 23.00.

Leg 2 will start from Leeds at 07.30 on Sunday morning and will use mixed surface spectator stages at Leeds, Chatsworth, Clumber Park, Donington (run twice) and Tatton Park totalling about 30 stage miles. The first car will reach the overnight halt in Chester at 18.00.

The final leg will leave Chester at 00.30 on Monday morning and will use stages in Mid and North Wales totalling 137 miles. The first car will be due at

1996 PROVISIONAL TIMETABLE

Saturday 16 November
Start of Reconnaissance

Wednesday 20 November
End of Reconnaissance

Friday 22 November
Rally Show 14.00 - 19.30
Scrutineering 15.30 - 21.30

Saturday 23 November
Chester Start 07.00

10 Special Stages in North England and South Scotland

Leeds Overnight Halt 23.00

Sunday 24 November
Leeds Re-start 07.30

8 Special Stages in the Midlands

Chester Halt 18.00

Monday 25 November
Chester Re-start 00.30

12 Special Stages in Wales

Chester Finish & Prizegiving 17.00

the finish in Chester at about 17.00. Following the success of last year's experiment the prizegiving will again be held on the finish ramp.

All these changes, combined with a reduction in the length of the reconnaissance period will mean that the time span of the event from the start of reconnaissance to the prizegiving, will be the shortest of any event in the World Championship.

CHESTER

Rally HQ in Chester will move to a new location this year at Chester

Racecourse. Last year the Start, Finish and prizegiving took place here but this year all the headquarters facilities will be based in the Racecourse. This will include the media centre, television and radio studios, rally control, the steward's room and secretariat. In addition the Start, Finish and prizegiving will continue to be located here as well as the parc fermé at the end of Leg 2.

The successful Rally Show, held for the first time last year, will again be held at the racecourse on Friday 22

November. Twice as much space will be available for the Show this year and this will enable many more teams to take part in the Show.

LEEDS

With so many other aspects of the rally undergoing change it will be no surprise to learn that the overnight halt in Leeds at the end of Leg 1 will also be in a different location to last year.

There will still be a Control outside the City Hall in the centre of Leeds but this will precede the main end of leg service area after which crews will book into the parc fermé at the new Royal Armouries museum on the south side of the city centre. The Rally HQ will be located within the Royal Armouries.

RECONNAISSANCE

As already mentioned this year's reconnaissance, in line with the rest of the route format, will be of shorter duration than last year.

Starting in the north of England on Saturday 16 November the reconnaissance period will end on the afternoon of Wednesday 20 November in North Wales.

Crews will still be permitted a maximum of two low speed runs through each special stage.

SERVICING

Restrictions on service locations and the use of time controls at the entry and exit of service areas were introduced last year.

These rules will continue to apply on the 1996 event and there will be a maximum of 4 service locations during each leg of the rally.

Except for the end of leg service area, which will be 45 minutes, all the service areas will have a service time of 20 minutes.

It was clear from reports received after the event that, whilst the leading

crews adhered to the new servicing regulations, many of the other competitors took advantage of the freedom of the rules regarding refuelling to service their cars. The rules regarding refuelling are to be tightened this year.

EVENT STATUS

Despite stories to the contrary the rally will continue to have full World Rally Championship status as a round of the 2 litre World Rally Championship for Makes.

This status will ensure entries from all the leading 2 litre manufacturer teams, many of whom are competing on the British Rally Championship.

In addition efforts are being made to ensure that entries are received from the manufacturer's teams who are contesting the World Rally Championship. These teams, Ford, Subaru and Mitsubishi are looking at the possibility of using the new "World Rally Cars" on the event if they are permitted to do so. This would allow them to have these cars running in an event before the first round of the 1997 World Rally Championship, the Monte Carlo, in January.

HISTORIC RALLY

In the light of the changes to the format of the Network Q RAC Rally the route of the Historic Rally has had to be revised with the North Yorkshire forest stages no longer being utilised on the event.

The event will be sponsored by Leeds City Council and will be called the Leeds RAC International Historic Rally. The event will again be based in Leeds and will run over parts of the route of the Network Q on both Saturday and Sunday.

It will start with an 18 mile pursuit sprint at Croft Circuit on Saturday morning and will then run ahead of the Network Q rally through some of the forest stages in North East England before returning to Leeds for an overnight halt.

On the Sunday the Historic event will run ahead of the Network Q over

some of the spectator stages before the finish back in Leeds on Sunday afternoon.

Due to timing constraints the National Rally section of the event can no longer be run.

TRAINING

The Training Committee has undergone considerable changes since last year.

John Trevethick is now the chairman, Mike Gascoigne continues to be on the Committee and there are three new members;

Ian Griffiths, a member of the HQ Results team for many years.

Angus Heinrich, Stage Commander for the Dyfi Stage.

Anthony Northcote, Staffing Officer for the Clumber Park Stage.

These new members have already brought the benefit of their practical experience on the rally to the committee.

The main areas that the committee will look at this year are the operation of time controls, service areas and Judge of Fact procedures.

On last year's event the procedures at time controls and the handling of time cards were generally considered to be poorer than the previous year.

The operation of service areas and the implementation of the new servicing rules was the major change that took place on last year's rally. Whilst the changes were generally handled well it is clear that after a year's experience many improvements can be made to the procedures used in service areas.

Linked to the new servicing rules the role of the judges of fact took on a greater significance and the Committee will be producing guidelines to help these officials with the reporting of breaches of the servicing regulations.

More News in the Next Edition

STAFFING OFFICERS

REGION	NAME	ADDRESS	TELEPHONE
Chester	Ian Williams	28 Rhodsa Helyg, Coed-Llai, Mold, Clwyd CH7 4UJ	01352 770359
North East England	Andy Nichols	Stepps House, Eglingham, Northumberland NE66 2TX	01665 578409
Scotland	Richard Davenport	8 Newhouse Drive, Falkirk FK1 5PG	01324 637348
Mid Wales	Chris Fieldhouse	Rose Cottage, 6 Church Street, Chasetown, Staffs. WS7 8QL	01543 684331
North Wales	Ian & Colette Winterburn	20 Cleveland Drive, Little Sutton, South Wirral L66 4XY	0151348 1146



NETWORK Q



RALLY



23-25 November 1996

Please reply to: Andy Nicholls. Staffing Officer North East Region.

Tele. 01665 578409 (H)
0850 371480 (M)

Stepps House
Eglington
Northumberland
NE66 2TX.

28 June 1996.

Dear Secretary,

Would you please cause the contents of this letter to be read out at your next club night meeting.

As most of you will be aware by now, the format of the R.A.C. rally has altered this year. The rally will run over three days instead of four and will start on Saturday 23 November 1996.

On Saturday, the thrust of the rally will take place in the Kielder Forest complex with the competitors undertaking several special stages including Pundershaw (a stage of almost 37 miles). The day concludes with a stage in Hamsterly Forest and two laps of Croft circuit. There are also two service halts en route, with the majority of stages on this first day being in daylight.

As you can appreciate, this generates a considerable amount of stage mileage to be policed, for the event to run safely. **Therefore, we need as many marshals as possible.** If you, as individuals or as a club can help to marshal on the stages in this region, contact me as soon as possible. I know that some of you have already expressed your interest to some stage commanders, offering help. However, if not, I can certainly direct you where your help will be most necessary and appreciated. Don't forget that any friends or colleagues who are not members of a motor club are welcome to help as well.

We need your help for these stages to run safely so please don't hesitate to contact me directly with details of any help you can provide. (or should you wish any further information.)

Thank you for noting the contents of this letter and I look forward, in anticipation, to your assistance.

Andy Nicholls.
Staffing Officer
North East Region



SCULPTOR



DALTON HALL CLASSIC RUN 1996

As an Event Organiser the most satisfying moment is when all the paper-work is done, printing finished and sent to the four corners of the Universe, toilets, tents and awards organised to come together on the day and then just sit back and let the entries flood in.

The rest of the Team, Dennis Webster, Clerk of the Course; Dennis Haynes, Time Keeper; Colin Wright, Chief Marshal; Roy Webster, Assistant Clerk of the Course and Steve Varey, who you just rely on for all sorts of things; they've all done their jobs and we all looked forward to the day.

Some hope!

First of all the Post Office lost 45 sets of Regs somewhere, the Motor Cycles had another event on just down the road at Sledmere so they wouldn't be coming. Not many Steam Engines either as Duncombe Park was on the same day and Beverley Lions had their Carnival on the go. Beverley & District MC also had a Multivenue Rally running on the same day.

By the weekend before our Event I had 5 entries for the Cars and 1 Motorcycle! It seemed like a disaster.

We had a Rally Meeting and decided to run the Event anyway, but felt we ought to offer the 1 Motorcycle entry the option of cancelling; then things started to come together.

South Bank MC contacted me asking me why no one had received any Regs and, after explaining how they had got lost in the post, South Bank offered to send out a flyer for The Dalton Hall Classic with the results for their event. A swift fax to Scunthorpe and this was done.

Our 1 Motorcycle said that he liked our Event and would come regardless, plus people who had promised entries confirmed that they would indeed enter.

The day arrived and was a completely satisfying experience for ourselves as Organisers and, hopefully, for the Entrants who seemed to enjoy the day.

We had fourteen Cars and eight Motorcycle entries, a very manageable number. We sent them on a simplified Treasure Hunt, organised by Colin and his Wife, for an hour in the morning, brought them back to display their vehicles for the Village Fete for an hour or so over lunch and then sent them on a beautiful run of seventy seven miles in the afternoon over The Wolds and into Thixendale.

Everyone returned to Dalton Park and stayed for the Results and Prize Presentation. We rushed finalising the Results as it started to drizzle and, at this point, I would like to say a big "Thank You" to Dennis and Norma Webster who took over the Timing and Results as Dennis Haynes was very ill over the weekend and couldn't make it.

As an Organiser I would like to thank all the people who brought their beautifully turned out vehicles to our little Event and made such a superb display for the Dalton Village Fete visitors. We haven't paid all the bills yet but hope to nearly break even.

As a point of interest I costed the Event on the basis of paying for everything at a "Going Rate" for services such as printing the Regs, toilets, the marquee etc and it came to around £750.00. It's a good job we have lots of friends, as we manage to do it all for around £170.00.

On this basis we'll be back next year! So dig out those Vintage and Classic Machines and lets have more Entries; you'll like it. Honest!

I would like to thank all the Marshals and my own Little Helpers, Louise and Billy, without whom there would be no Event.

Thank you all.

DALTON HALL CLASSIC RUN 1996

RESULTS

TREASURE HUNT

1st	No 74	1965 Morris Minor Conv.	Mrs Celia Parnaby
2nd	No 64	1946 Morris 8	John & Robert Newlove

ROAD RUN

1st	No 64	1946 Morris 8	John & Robert Newlove
2nd	No 72	1978 Triumph	Steven Lyons

CONCOURS - CARS

1st	No 65	1952 MG TD	Phil Craven
2nd	No 62	1939 MG WA	Ken Spoor

CONCOURS-MOTORCYCLES

1st		1956 BSA B31	Baz Kitching
2nd		1940 BSA M20	Alec Sturt

KEN HAILSTONE



**NORTH HUMBERSIDE MOTOR CLUB LTD.
OFFICIALS**

PRESIDENT Ian North, Burnham House, Souttergate, Hedon
01482 897105

VICE PRESIDENTS Alex Carr, Ian Sadofsky, David Shipley, John Everard

CHAIRMAN Dave Cogan, Sherwood, Station Road, North Ferriby HU14 3DJ
01482 631963

VICE CHAIRMAN John Newlove, The Swallows, Main Street, Sutton upon Derwent, York
01904 608524

SECRETARY & MEMBERSHIP SECRETARY Jane Sturdy, 60 Hall Road, Sproutley, Hull
01482 813287

CLUB CAPTAIN John Dixon, Church Garage, Church Lane, Skirlaugh
01964 562001

TREASURER Ian James, 17 Newland Park, Hull
01482 343508

COMPETITION SECRETARY Robert Newlove, Nans Cottage, Orchard Lane, Hutton, Driffield
01377 270888

MAGAZINE EDITOR Colin Wright, 42 Stonesdale, Sutton Park, Hull, HU7 6DX
01482 820992

SOCIAL SECRETARY

COMMITTEE MEMBERS

Alan Gilbert
0585 150423

Graham Hardwick, The Gables, Scrayingham, York
01759 373222

Malcolm Mumby, 10 Newport Road, North Cave, Brough
01430 423248

Steve Varey, Lowfields, Beverley Old Road, Skidby
01482 876641

Tony White

Please do not phone these Officials after 9.30pm. Thank You