

NORTH HUMBERSIDE MOTOR CLUB



MAGAZINE

October 1997



Winner - Dalton Hall Classic 1997

EDITORS BIT

Temporary editor here again, not too much to report this month, but I hope what I've done will be of interest.

Numbers are getting a bit thin at club nights at Rowley Manor (I know the beers dear), so if you can spare a hour on a Thursday night come along and see us I hope you like the cover picture, Alan Gilbert scanned the picture and then tried to E Mail it to me, by the time we had it sorted out, I could have driven and fetched it myself, so much for technology!. Two lots of congratulations are due this month, the first to **John Beadle** on reaching his 60th birthday, John was a founder member of the club and over the years has competed in all sorts of events including the RAC Rally, best wishes from all at the Motor Club.

The second lot of congratulations is to our chairman **Dave Cogan** on the occasion of his marriage to Linda Bullyment, we wish them all happiness for the future.



Cover Picture. The MGB GT of Tony White/ Alan Gilbert, this years Dalton Park classic winner.

MARSHALS NEWS



Thanks to everyone who turned up on the Trackrod Forest Event, we had a good day, although it was rather long and a bit dusty. We really do need to turn out more help on these events, as we were very thin on the ground, thanks to Ripon Motor Club for helping us out.

NETWORK Q RAC RALLY

As mentioned before we have been asked to help on Silverstone on Sunday 23rd of November, but it will be an early start, names to Dave Cogan or John Newlove, **NOTE Dave is away on holiday early November.**

MARSHALS URGENTLY REQUIRED VINTAGE SPORTS CAR CLUB EASTERN RALLY

This night event is similar to the Measham Trophy Rally, for pre World War Two cars, usually worth quite a bit of money and driven by nutters.

Saturday 1st – Sunday 2nd November

Start Bowcliffe Hall, near Bramham, not far from Wetherby. Map Ref 105/425423

Names to John Newlove.

Help needed on Beverley MC's Beaver Rally, Sat/Sun 6th December
Contact Chief Marshal, Matthew Atkinson 01482 876400

EASTWOOD & DISTRICT MOTOR CLUB

COSSACK RALLY 1997

1ST/2ND NOVEMBER

WIN A FREE PAIR OF BRITISH MIDLAND AIRLINE TICKETS

This is one of the marshal's prizes in the marshal's draw for this night road rally, a round of the ANCC.EMAMC.ANEMMC and LCAMC Championships.

START AT GRANTHAM LEISURE CENTRE LINCS

MAP REF. 130/91203607.

SIGNING ON FROM 20.15 MAPS NO. 121 AND 130 REQUIRED.

*IF YOU CAN HELP PLEASE RING ROGER & RICHARD HAGE 0115 9635196
LOTS OF OTHER GOODIES AND MARSHALS PRIZES.*



Wheels

A SUPPLEMENT FOR MOTOR CLUB MAGAZINES PRODUCED BY THE RAC MOTOR SPORTS ASSOCIATION

JUNK AND DISORDERLY

TRAWLING through a batch of club magazines recently – my copy of *Practical Taxidermy* was late for some reason – I noticed that more clubs are either running auto-jumbles or taking stands at them. Seems like a good way of getting members involved and perhaps raising funds for a club – some operate on a 50/50 share of revenue like charities often do.

In case the trend grows, I used a visit to this year's Beaulieu Autojumble to ask a few stallholders and visitors for their thoughts on the opportunities and risks for the jumbler. The emphatic view was that if you are selling, pre-planning makes all the difference, not least in how easy it is to set up and take down your display. At the very least have stout boxes; it was noticeable at Beaulieu that many traders had stands built onto trailers to make the whole process simple.

You need to decide what happens if it rains (it probably will) or if a gale blows (ditto). It won't matter too much if your stock already has a charming patina of rust but it will if, say, you are selling literature.

What to sell? There seems relatively little motorsport equipment on sale at autojumbles so perhaps this could be an area for clubs to go for. Members should think of it not so much as losing a turbocharger or gearbox but as regaining a spare bedroom.

Whatever the stock DON'T fall in love with it so that it hangs around

forever. In the antique world some items seem to be for trading, not selling, and just go round and round the trade. Autojumbling seems similar – the surgical support worn by the legendary Edgar Jessop during his brave championship bid has been handled by a least five traders to my knowledge. And don't look back – don't agonise over the fact that if you'd held on to something you might have made a few pounds more.

THANKS!

With this issue *Wheels* goes into its fifth year which makes it an appropriate time to thank John Hopwood of *Cod Fillet*, our advertisers and our friends at *Autosport*, *Motoring News*, *Classic and Sports Car*, and *Cars and Car Conversions* for all their help.

Few visitors to your stand? Put out a message on the tannoy asking Damon Hill to please return to stand number so and so. If you make that the Spice Girls you'll certainly pull in the punters – half the *Cod Fillet* members for a start.

And after you've spent a day down among the jumbles, work out the finances; the proper finances – don't kid yourself by omitting hotel or camping costs for instance – and only then decide whether to repeat the experiment.

And if you are a boyer? If it's a huge show like Beaulieu (incidentally, I drove straight in on the Sunday at 10.30

and out at 3.00 without any delay so don't be put off by the size) then you need to have a very clear idea of what you're looking for otherwise you'll get hopelessly sidetracked or bogged down. People put signs round their necks indicating which make they need parts for but this became a bit embarrassing when I tried it – people either edged nervously to the other side of the aisle or just wished me 'good day'. Then I found that the D and W had dropped off my Dellow sign.

Some organisers allow messages to be put out over the p.a. (sometimes for a fee) saying that someone is seeking such and such a part. This could cut down a lot of fruitless searching, although such announcements should be done in specific bursts and not scattered throughout the day along with those dreadful ones asking Sharon's boyfriend to please meet her at the personalised windscreen strip stall.

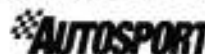
If you find what you want – whether a part or a book or a sales leaflet – you may be shaken by the price. Market forces quite properly prevail and the shorter the supply the higher the asking price will be. You used to have one and only paid twopence for it yet the dealer is now asking twenty pounds? Irrelevant. There's an antique shop on a corner in Cambridge which has a sign which says along one street 'My aunt used to have one'. Round the corner it continues 'but she sold it'. That says it all really. *Stuart Turner*

Facts about... TOWING

- Speed limits for towing are 50mph on single carriageway roads, and 60mph on dual carriageways and motorways. You must not go into lane 3 on motorways.
- Increased size, weight and stopping distances emphasise the need for forward planning, clear signalling and consideration for others.
- When reversing a car/trailer combination, you steer the opposite way to turn but fine tuning of the line demands adjustment. When you first couple up, take a few cones to a large open space and practise. Oddly, a small trailer is more difficult to reverse than a large one – it changes direction so quickly.
- Load your trailer so that it presses down on the tow hook by about 50kg. This makes the trailer stable yet does not overload the rear suspension of the towing vehicle. Check maximum trailer nose weights in the tow car's handbook; too light is also bad.
- Trailers and caravans need servicing too. Check lights, wheels, tyres and brakes regularly. If your trailer is to remain in one place for any length of time, jack it up so the tyres don't suffer from flat spots or sidewall damage, or remove the tyres and put them in a dark and dry store.
- Drivers who passed their test before 31st December 1996 are generally entitled to drive a vehicle and trailer combination up to 8.25 tonnes MAM (maximum authorised mass). For towing weights for your vehicle, consult your handbook. This will also tell you above which weight the trailer will require brakes.
- Drivers who have passed their test since 1st January 1997 are restricted to lesser weights – a 3.5 tonne vehicle with a 750kg trailer, or a 3.5 tonne combination, providing the MAM of the trailer is less than that of the towing vehicle.

Contd on page 11

AUTOSCENE



REVIEWS FROM



SAAB: half a century of achievement Eric Dymock, GT Foulis & Co, ISBN 0 9518750 8 6, £24.99
For a company that has produced relatively few models, Saab's 50-year lifespan has seen some amazing and quirky machinery, starting with the radical and aerodynamic 92 prototype 'people's car' and finishing with the 9-5 of 1997, a Vauxhall in drag. Written by Eric Dymock, *Saab* is a fascinating look at the cars from Trollhättan, especially the early days when the company struggled to make its mark, followed by production of the 92, the rallying days with Eric Carlsson in full flight, and the later 99, 900s and 9000s. It's a superb publication, with a multitude of glorious illustrations and photographs. Recommended.

V RALLY 97 CHAMPIONSHIP EDITION, for the Sony Playstation By Ocean Software, £45.99
V Rally is probably the best of its kind on any format. It features every major World Rally Championship contender

from rorty Subaru Impreza 555s, to Mitsubishi Lancers and Escort Cosworths. It even has Citroen Saxo and Renault Megane kit cars included in its comprehensive range.

40 stages, set in different countries, and offering varying levels of realism and simulation, the game has lasting authenticity and takes some time to get used to – each car requires a different driving style. It even features a top two player mode.

A simply mega buy.

LIVING WITH SPEED Norman Burr, From Steel King Ltd, tel: 01933 314141, £24.95
This book chronicling the 1996 season of the RAC Hillclimb Championship is very much about Roy Lane, who's sponsored by the people who paid for the book, but that's no bad thing. Roy's the guru: four times championship winner and in the top 10 every year since '68. There are 168 pages – 32 colour – profiling cars, drivers and hills, with good technical details and

contact numbers. Only downfall is some weak photography and poor reproduction – but it's a good companion to the seasoned hillclimber or introduction for the novice.

'MANAGING A LEGEND' – Stirling Moss, Ken Gregory and the British Racing Partnership Published by Haynes, £19.99

These days, Formula 1 racing and big business go together like Williams and Renault, but this book tells the story of Grand Prix racing's transformation from a sport into a business at a time when the commercial aspect of Formula 1 was in its infancy.

Ken Gregory played a vital role in turning motorsport into the creature we recognise today – 'A great occasion, but not a sport,' in the words of Stirling Moss.

It is an intelligent, perceptive, and well-written account of Gregory's association with the British Racing Partnership and Moss, whom he managed. Through his sponsorship arrangements with Yeoman Credit and later with UDT Laystall, Gregory became a financial supremo and the first person to operate a Formula 1 team funded entirely with somebody else's money. Clearly, his ideas then were as revolutionary and controversial

as those of Bernie Ecclestone now, to whom he is often compared.

Examples of his financial foresight are numerous: many are quite remarkable. Rest assured, though, that there is a lot more to this book than just mega-bucks and wheeling and dealing. The detail is meticulous, and the input from Moss means the drivers' point of view is always conveyed.

There are 48 pages of photos, including many rare shots of Moss's early cars. For all aficionados of British Motor Racing history, this has to be essential behind-the-scenes reading.

COD FILLET QUIZ



1. What connection did Commander Lumley Robinson have with the motor industry?
2. When did a driver win the Alpine Rally outright in a car bearing his own name?
3. What was the type number of the first 'proper' Porsche (built in 1948)?
4. At Michelin House, Chelsea opened in 1911, which artist was responsible for the now famous tiles?

ANSWERS ON PAGE 11

NEWS FROM THE RACMSA

Lottery cash for Junior Rally Team?

The RAC Motor Sports Association is to apply for Lottery funding to establish a \$1.15 million British Junior Rally Team programme.

Working with the International Rally Drivers Club, a detailed bid for a Lottery Sports Fund grant to support the establishment of a British Junior Rally Team is in the final stages of completion. This will enable the assessment of 30 talented performers, from which a selection panel will appoint ten to take part in a six-year programme.

The total required is £1.15 million, towards which a Lottery grant of \$855,000 will be requested. It is anticipated that the remainder will be covered by commercial sponsorship, plus an RACMSA grant of \$85,000 spread over the six years.

Future bids are being researched on behalf of speed events, kart racing and car racing.

Bigger, better Autosport Show

The 1998 Autosport Show at Birmingham's NEC (January 8-11) promises to be bigger and better than ever, as Haymarket Exhibitions have extended both the exhibition and Live Action areas.

The show offers the opportunity for the public to rub shoulders with top names from many motor sport disciplines, and to see the latest Formula One, CART, touring cars and karts close-up.

The Live Action Area has been moved into a larger hall, to

accommodate more people and ensure that everyone has the best possible view of the action.

The Live Action shows offer the first opportunity of the year to see stars and cars competing around a demanding, double figure-of-eight, indoor track.

Also popular is the kart area, comprising leading manufacturers and associated companies, with an indoor track operated by Silverstone Circuit. The track will host races for celebrities and media, and visitors can have a go themselves.

The RACMSA will have their usual stand, which anyone involved in motor sport is welcome to visit.

To order advance tickets for Autosport International, please telephone 0121-767-4747.

New web sites

The RAC has launched the UK's first live traffic news on the web. The information superhighway can now help motorists avoid congestion on real roads.

Anyone accessing the RAC web site (www.rac.co.uk) can select traffic and travel information in a format to suit their journey. Traffic news is structured to provide regional details, traffic problems on the motorways, or specific routes.

By using the Personal Traffic Profile, a route can be selected in advance and stored on the site to give a regular update on the latest traffic developments.

Curborough Sprint Course, near Lichfield, now has its own web site (www.sucl.demon.co.uk) offering full information about this popular Midlands venue, including calendar, times, archives and much more.

The 30-page site includes details of Shenstone & District Car Club, leaseholders of the site. You will not find any "under construction" headers, as the site is complete and will be regularly updated.

Club workshops

The second series of RACMSA Club Workshops, with support from *Motoring News* and *Adstitch*, has commenced, using the same presentation team of Stuart Turner and Allan Dean-Lewis.

The Workshops are open to RACMSA registered clubs, each of whom was invited to send up to three delegates. Sessions at Telford, Leicester, Brands Hatch, Carlisle, Perth, Inverness and

Newcastle had already been held by early October 1997.

The workshops offer a mix of presentation and feedback. Topics include sponsorship and funding, using information technology, recruiting and involving club members, and jobs in motoring and motor sport. There will be a free raffle at each venue for an annual subscription to *Motoring News*.

Workshops will be held throughout the UK during 1998 as follows: 24 March at Lancaster, 25 March at Glasgow, 29 March at Portadown, 31 March at Worksop, 1 April at Cambridge, 7 April at Silverstone, 8 April at Gloucester, 8 April at Cardiff, 21 April at Basingstoke, 22 April at Taunton, 22 April at Bodmin, 28 April at Brighouse, and 29 April at Runcorn.

Places remain at all these venues. For details and to reserve your place, contact Allan Dean-Lewis, RACMSA Training & Development Co-ordinator, tel/fax 01492 546688.

Fast BTCC race justice

Anyone convicted of a driving offence in next year's *Auto Trader* RAC Touring Car Championship may face an immediate one-race ban and/or a fine of up to \$5,000, under an experimental judicial procedure approved by the RAC Motor Sports Council.

A permanent panel of RACMSA Stewards of the Meeting will be appointed for the season, empowered to sit as a Council tribunal, although they will meet at the circuit on the same day as the race.

With each round of the *Auto Trader* Championship comprising two races, the Stewards will have the power to ban any driver from the first race at the next meeting.

To comply with the FIA International Sporting Code (and Royal Automobile Club rules), a convicted driver will have the right to apply for leave to appeal to The Stewards of the RAC. If granted, such leave to appeal will not suspend any penalty. The Stewards of the RAC will hear any appeal before the next relevant championship round.

The RACMSA consulted widely before proposing the new procedure, which has the unanimous support of the manufacturers taking part in the *Auto Trader* Championship. The new procedure will be tested during 1998 only in that championship; other races will be governed by existing regulations.

TECHNICAL TIPS

SUPPLIED BY 

Get well oiled!

WHEN asked which is the best oil some magazines will never give you an answer! But not CCC: we will dance around the subject like a politician faced with a query on poll tax (just a little joke!). In reality there is no such thing as a 'best' oil, it all depends on what you are looking for in your lubricant.

Competition engines have very frequent oil changes compared to road cars. Sure, the oil gets a hard life when it is working, but deposit build-up isn't going to happen without high mileage. Competition engines generally are in better condition than road engines contending with fewer cold starts.

For a race engine we are interested in minimum friction and optimum film strength. A synthetic oil generally has film strength six times greater than a mineral oil and sophisticated additive packages reduce friction to a minimum. But the majority of synthetic oils are designed for road engines running hydraulic tappets. The low viscosity numbers are designed not only for good cold starting, but also so that the oil gets up to the hydraulic tappets very quickly on start-up, in order to pump them up. That is why a 5W50 oil is not necessarily the best thing for a Pinto or Crossflow engine, or a tuned engine designed with hydraulic tappets, but using solid tappets. But as informed enthusiasts most of us warm our engines up before giving them some stick, an oil with more attention paid to the film strength is of more interest to us than one loaded with dispersant additives intended to give a 20,000 mile service interval. 5W oils also tend to find every loose join in the engine and leaks can be a problem.

For all these reasons, the 'best' oil surely has to be one developed for competition use. There are plenty of race oils about; ideally look for one that is synthetic based.

Finally, before we leave oils, a word about oil pressure. Yes, we all like to see high oil pressure, because we have been conditioned to believe that this means all is well. Talking in generalities is difficult, but often higher oil pressure is simply circulating oil from the sump around the pressure release valve and back into sump. Oil circulation is more important and this isn't dependent entirely on oil pressure. If you want high oil pressure, just run a higher viscosity oil like a 20W50 instead of a 5W one. Although higher pressure has to be paid for in power loss from driving the pump. As always, you never get something for nothing in motor racing.

QUIZ ANSWERS

1. He invented the Jubilee clip in 1921.
2. 1954 Denzel.
3. Type 356.
4. Ernest Montout.

REGIONAL COMMITTEE REVIEW

The third and final meeting of the year was attended by John Quenby to hear discussion on our considered proposal document formalising the role, responsibilities and authority for the 15 Regional Associations. Universal endorsement passed the document on for Council acceptance.

A 'Clubcross' event has happened! Debate on the likelihood of any more centred on the awkward combination of safety, speed, cost and fun.

Reports from recent Rallies and Safety Committees followed, with additional comments being passed on other Specialist Committee minutes, exercising one of our roles. Appointments to Committees is under

review and our views were noted.

Mr Quenby then explained ideas for the 1998 Fixture List, including the well received proposal to subsidise Regional Associations to publish the Clubman events calendar, which may be omitted from the National listing. Contact your own Association for details.

The Club Workshop programme was drawn to our attention, and deserves clubs' support. We also heard that 1998 insurance levels are likely to remain static again. Insurance related comments are welcomed by the MSA.

Club Development Fund money continues to be handed out, with \$28,000 now assisting 20 schemes

with a total value of \$90,000. News from the National Lottery was given - there should be further information in a later 'RACMSA News'. Committee also heard about the inter-Association Autotest and Autocross events and that the Road Rally is in December.

Use of paramedics was again clarified. Red Book section 5 gives details, or contact Tony Newsom if still in doubt. Appointment of Speed Event Clerks, confirmation that National A and B events are different, and that Indemnity signatures are only definitive at events and not in SR's almost concluded proceedings. The re-appointment of our Chairman and Vice-Chairman did. *Bob Milloy*



COMPETITION SECRETARY'S BIT

FORTHCOMING EVENTS

SUNDAY 9TH NOVEMBER

North Humberside M.C. AUTOTEST, Maple Garage Sproatley

Yes I've finally got around to organising another Autotest, I have sent out regulations to regular competitors, but if you fancy a go, please give me a ring.

Sunday 16th November

Eastwood & Dist. Scorpion Stages Rally at RAF Barkston Heath, near Grantham.

Saturday 6th December

Furness & Dist.M.C Grizedale Stages Rally

SATURDAY/SUNDAY 6/7th December

Beverley & Dist.M.C Beaver Rally. Night Road Rally.

LARKSPEED LEAGUE 1997

After a fairly good start in this competition, interest has wained a little, many thanks to the autotesters , also Glen Simpson for doing the PCT's, winning his class in the last one..,no one entered the final round, Selby M.C's Rally at Elvington, final scores overall are listed below.

1.	ILKLEY	2363.3
2.	SPORTING ESCORT OWNERS	1821.1
3.	SHEFFIELD & HALLAMSHIRE	1380.8
4.	Y.S.C.C	1351.8
5.	KEIGHLEY	1026.3
6.	NORTH HUMBERSIDE	998.8
7.	AIREDALE & PENNINE	935.4
8.	TRACKROD	802.8
9.	YORK	718.3
10.	SELBY	618.5

Still not bad, considering the geographical location of our club and there were, twenty one clubs competing in this year's league. Many thanks to Rob and Linda White for being the Larkspeed Captain and Captainess!!!,they have decided to step down from this very prestigious position!, does anybody else fancy a GO!.

P.S see the advert elsewhere in this mag for the prizegiving.



CHRISTMAS QUIZ

Provisionally booked for Thursday 4th December at Rowley Manor, other clubs are invited to this our annual quiz,details later.



1997 RALLY CHAMPIONSHIP

Jane Sturdy the championship co-ordinator has had very few results for this year, mainly from Gavin Heseltine, although not very recently, so please if you want to score points in this championship, let Jane have your results, her address is on the back of this magazine.

JOKE CORNER

A engineering student was walking around the campus when he spotted a friend on a brand new mountain bike. "Where did you get that he" asked, well said the friend , "I was walking around the grounds when this beautiful blonde girl cycled up to me, took off all her clothes and said, "Take what you want", well I though the clothes won't fit, so I took the bike!

CLUB CLOTHING

Enclosed in this magazine is a order form for club jackets, the company supplying the jackets can also do sweatshirts etc, prices are available if there is a demand, several club members have ordered jackets early in the year, so you have seen what they are Like. If you are interested please send the order form to Dave Cogan, NOTE he is away for the first fortnight in November.

1997 Larkspeed League

AWARDS EVENING

Music By Barry Philips Superior Discos

Starting 8pm till late

Julian Caruso

Top Clubland

Hypnotist

(team captains will be required to assist!!!)

Tickets £5.00

*Available Now From: All League Captians
All Larkspeed Branches*

Saturday 8th November 1997

at **PARKSIDE INN**

Park Road, Pontefract WF8 4QD

TICKETS AVAILABLE FROM ROBERT NEWLOVE

LarkSpeed

p e r f o r m a n c e z o n e

North Humberside Motor Club

RALLY JACKET OFFER

Rally Jacket

Traditional longer "Bomber" style with side pockets and elasticated bottom

£50

Forest Jacket

Longer length coat with internal draw-string waist, square front pockets and side pockets

£60

Specification (all styles)

The jackets are produced showerproof, fully lined and very warm and are available in sized M,L, or XL. They are blue with a yellow panel on the front and back, with a light grey piping on the edge of the panel and have the Club's badge embroidered on the front right breast.

At no extra cost you can have North Humberside Motor Club printed on the back panel and / or your name embroidered on the front left breast.



RALLY



FOREST



How to order

Use the order form enclosed in this issue of the magazine.

One order form per jacket

Please ensure that your sizes and any names are printed clearly in the boxes provided, alterations cannot be made once you jacket is produced.

Enclose a cheque with your order made payable to **D. A. Cogan.**

No Cheque, No Order.

Your cheque will be cashed before the order is sent to the manufacture as these jackets are unique to you.

North Humberside Motor Club

RALLY JACKET OFFER

ORDER FORM (1 form per jacket please)
PAYMENT WITH ORDER

NHMC or their agents accept no responsibility for incorrect orders

Clearly print your name here if you wish it to be embroidered on the front

First Name (BLOCK CAPITALS)

Second Name (BLOCK CAPITALS)

STYLE	Name embroidered Yes or No	North Humberside Motor Club printed on back Yes or No	PRICE
RALLY (short)			£ 50.00
FOREST (long)			£ 60.00

Your order will be delivered to Club on a Thursday Night Free.

If you require your jacket posting, please add postage & packing

£ 5.00

CHEQUES PAYABLE TO
D. A. COGAN

TOTAL

£

SIZE & STYLE

YOUR HEIGHT in feet and inches	CHEST SIZE in inches	Your normal size M, L, or XL	STYLE OF JACKET

Please note that only 3 sizes are available, M, L, XL, the supplier will supply the best fit to your sizes

NAME.....

ADDRESS.....

PHONE

NUMBER.....

SIGNATURE.....

Send this form with your cheque to:-

David Cogan
Sherwood
Station Road
North Ferriby
East Yorkshire
HU14 3DJ
01482 631963

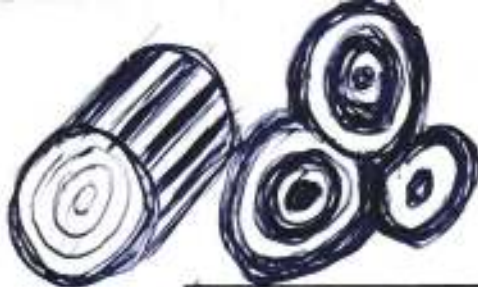
In the event of not enough orders being made, you will get a full refund

**NORTH HUMBERSIDE MOTOR CLUB
PROVISIONAL CALENDAR 1998**

THURSDAY 1 ST JANUARY	AUTOTEST
SUNDAY 8 TH FEBRUARY	AUTOTEST
SATURDAY 28 TH MARCH	NORTH HUMBERSIDE FOREST RALLY
SATURDAY 13 TH JUNE <i>16/17 MAY</i>	<i>ETC SHOULD</i> JOHN OVEREND MEMORIAL STAGES RALLY
SUNDAY 5 TH JULY	DALTON PARK CLASSIC
SUNDAY 19 TH JULY	SLEDMERE PCT
SATURDAY 8 TH AUGUST	SINGLE VENUE RALLY ??
SUNDAY 30 TH AUGUST	AUTOTEST
SUNDAY 8 TH NOVEMBER	AUTOTEST

ANNUAL PRIZEGIVING AND DINNER DANCE

SATURDAY 7TH MARCH COUNTRY PARK INN



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, SPROATLEY HULL
01482 813287

CLUB CAPTAIN JOHN DIXON, CHURCH LANE GARAGE, 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 STONEDALE, SUTTON PARK, HULL
01482 820992

SOCIAL SECRETARY

2ND LEFT NIDDERDALE
16
SWINGS RIGHT

COMMITTEE MEMBERS

MALCOLM MUMBY 10 NEWPORT ROAD, NORTH CAVE, BROUGH.
01430 423248

ALAN GILBERT 0585 150423

STEVE VAREY LOWFIELDS, BEVERLEY OLD ROAD, SKIDBY
01482 876641

NEIL FEWLASS 23 NEW VILLAGE ROAD, LITTLE WEIGHTON
01482 849925

GRAHAM HARDWICK 53 HARPER CLOSE, CLOVERFIELDS, POCKLINGTON, YORK
01759 306706

TONY WHITE 01482 652043

PLEASE DO NOT PHONE THESE OFFICIALS AFTER 10 PM THANK YOU

