SEPT 72

NORTH HUMBERSIDE MOTOR CLUB

MAGAZINE

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NORTH HUMBERSIDE MOTOR CLUB MAGAZINE

Vol. 4 No.9 September 1972

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EDITORIAL.

Sorry if the typing on this page is not up to the high standard shown in the rest of this magazine, but it appears that the only way I can avoid having a hopelessly outdated publication every month is to type one page at the very last minute myself.

This has enabled me to give the very latest news on the Esso Uniflow Pitstop Competition, and very exciting news it is too.

It is with regret that the Committee has received the resignation of Don Pizzey. Don feels that the pressure of work does not leave him with enough time to devote to Committee matters. A conscientious Committee member has to devote a great deal of his time to Club business and there can be no doubt that Don has devoted hours of his time to the Club. He was a Committee member when this Club was first formed. Don does not intend to vanish from the scene. He will be competing in select events. Thank you Don for all your help.

Our relationship with York Motor Club is flourishing. There is a report on page 10 of our event at Walton Street and it is to be hoped that we will be well representedatthe return match on 24th. September.

Finally I would like to thank Myra Webster who is now doing the stencil typing for the magazine as well as for the Secretary's Committee minutes. She has even offered to run the Club for a salary which might not be a bad idea at that! We are currently investigating the purchase of a typewriter to enable her to do this work at home. For those of you who forget, Ian Sadofsky staples and distributes the magazine.

Mike Lund.

MOONRAKER RALLY.

The new date for the Moonraker Rally 72 is 13/14th. January 1973. The 73 edition will probably be held on 27/28th. October 1973.

SPECIAL OFFER.

Keith Bros. (Tailors) Ltd. ask me to inform you that they will give 10% discount on their suits to all Club members.

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Instant enjoyable rallying at £225. Richard Ward's successful 1275 cc. "1100". Extras include laminated screen, Weber on comp. manifold, oil cooler, servo, plated and strengthened shell, sumpshield and tank guard, full instrumentation, DS11's, VG95's, fireproofed, full steel rollcage, fully fused and relayed, quartz lighting, 6 wide wheels with radials. True Clubman's car. Contact Richard Ward, Bar House, Brandsby, York.
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LETTER TO THE EDITOR

I would like to point out to Chris Fewlass and Co. that during the 1971 AGM there was a similar complaint of lack of help with the Club Van. Whereupon Ian Sadofsky, Tony Carmichael and myself pointed out that we had all individually volunteered many weeks before. We have never been asked in any way to help before or since then!!

Now, referring to the good write-up of a very enjoyable weekend at Scarborough. How about some more club competition in this event. We could bring home some major awards in the near future. I would have been second in class to Bob Moorhouse apart from mechanical problems which caused a "washout" on four tests.

Keep up the good work.

Nick Thompson

* * * * * * *

Frank Waslin has asked me to point out that his new address is 108, Norwood Grove, Beverley.

I have received a letter from Dennis Thorne thanking me for mentioning him last month as a new member but pointing out that I had ommitted to mention his wife Moira. He suggests I should squeeze her in next time - sounds a great idea to me.

He also mentions that he has some spares for sale - Escort grilles, lights, wheeltrims etc. at 892a, Spring Bank West.

CHANGE OF ADDRESS - Competition Secretary:-

G. Oddy, Londesborough Lodge, Southgate, Hutton Cranswick, Driffield.
Telephone Watton 277.

NEW MEMBERS:

Len Hampton	195 Kingston Road, Willerby.
Peter Henry Lee	27 Kempton Road, Hull.
Simon W. Lunt	Holm Oak, Heads Lane, Hessle.
Bernard Nolon	45 Lythe Avenue, Bricknell Avenue, Hull.

We are pleased to welcome these new members.

THE CRYSTAL RALLY

York Motor Club's Gladstone GT Rally was renamed this year in deference to its sponsor The Crystal Organisation; and on July 30th the rally started from the Motorists' Discount Centre in York.

The impressive entry included a very good turnout from North Humberside and included Pete Kitching/Ian Maxey Cortina 1600, Maurice Colley/ Roy Risebury Anglia, Steve Reed/Ian Sadofsky Parish's Cooper S, Roger Stanford/Dave Shipley Escort RS, Fred Huddlestone/D. Farnsworth Cooper S, Charles Booth/Rick Kitching Cooper S, Jim Beadle/Chris Fewlass Cooper, Pete Heron/Ian North Escort TC, Dennis Webster/Dennis Haynes Parish's Cooper S, A. Soames/Dave Jobling, Mini, C. R. Brooks/J. Suckling Escort, A. Webb/T. Baul Cooper S, P. Adkins/A. Haynes Imp, D. Turner/D. Howell Cortina, N. Harness/B. Needham Cooper S, and M. Reed/V. Card Cooper.

Leading the field away at 23.01 was Crystal Rally Sport Secretary Steve Howard with G. Haprer in the Crystal RS. The first stage was a short farm track at Kexby Common, and with a target time of 1 min 12 on the very slippery surface it was very tight. Steve Howard was fastest followed by Dick Rowland/Howard Cooper also in a Crystal RS. The 2nd stage was another short track at Scackleton again at 1 min 12. Steve Reed/Ian Sadofsky got the stage award for this one. Stage 3 was at Potter Hill and was slightly longer. Steve went off in a big way on this stage and this dropped him down the results. Fastest was the Wood father and son team in their Lotus Cortina. A short run to stage 4 at Syke Gate gave the stage award to D. Thompson/M. Welch in their Volvo engined Escort, beating Steve Howard by 3 secs. on this 1 min 12 stage.

Stage 5 was at Baxter Howe and was not as map so drivers had a tough time. Bosworth/Bewland from Shipley in their Escort 1660 got the stage award, the only nove crew to do this. Stage 6 came up after a long run through Malton and was a 3 minute stage at Rowgate. Jack Tordoff/Phil Short got the stage award for this farm track stage in their works prepared Saab 96. The last stage, number 7, was a short 1 min 48 one at East Heslerton and reserve entry Drummond/Dale got the stage award although beaten by Howard and Tordoff.

There were then 2 selectives to finish the first half before the halt at The Flask Inn. The first was a 9 minute run through Troutsdale. Most of the crews know this road well and some very fast times were recorded, the selective award going to Collingan/Lilley in their Clubman GT. The 2nd selective was a fantastic 11 minute blind through Broxa forest and Harewood Dale. The powerful cars really excelled on this and spectators saw some really sideways motoring through the Broxa chicane. Some crews also could not decide which way to go at the end of Broxa, and the spectators began taking bets who would go left or right. A couple of crews even tried to park amongst the crowd.

The 60 minute halt was put to good use by all the crews and the first car left at 3.08 to start the second half, which consisted of 33 time controls and some of the tightest roads on map 86.

The route went through Goathland up to Grosmant, Aislaby Moor, Glaisdale, along Glaisdale Rigg to Danby. Then up to Mickleby and Hinderwell, and west to Scaling Dam, Commondale and Kildale. Dawn was breaking as the crews began to turn south passing through Ingleby Greenhow, Seave Green, Chop Gate and Bilsdale. This daylight dicing was not favoured by the majority of crews, and most thought that the stages should have been in the daylight leaving the night to the road sections. The final few controls took the tired crews via Hawnby and Old Byland through Caydale Mill (again), which was well attended by spectators. As it was not dammed it did not give trouble. The final control was at the top of the Crabtree Hall white near Rievaulx and then the crews ran back to Helmsley for results and breakfast at The Feathers Hotel.

The square in Helmsley was full of sad looking crews and cars as everybody waited for the hotel to open for breakfast. Results were out by 9.15 and Dick Rowland/Howard Cooper (Crystal Escort RS) were declared provisional winners. North Humberside faired well in the results especially Pete Kitching/Ian Maxey 3rd, and Steve Reed/Ian Sadofsky 7th.

Also to give the sponsors their money's worth, The Crystal Rally Team No.3 won the team prize, drivers of which were Dick Rowland and George Blades both in Ford Escort RS 1600's supplied by your friendly Ford Dealer - Crystal of Hull.

Ian Sadofsky

Other placings were as follows:-

Raymond Brooks/John Suckling	8th
Roger Stanford/Dave Shipley	11th
Maurice Colley/Roy Risebury	23rd
Peter Heron/Ian North	26th
Neil Harness/Brian Needham	34th
Peter Adkins/Alan Haynes	35th
Charlie Booth/Rick Kitching	36th
Tony Soames/Dave Jobling	39th
Geoff Wilkinson/Phil Clark	42nd
Mike Reed/Vic Card	48th
Dave Turner/Dave Howell	55th

LETTER FROM YORK M.C.

I have received a letter from Peter Sturrock, Chief Marshal for The Crystal Rally. He was very impressed with the efficiency of the eleven crews of marshals provided by N.H.M.C. who made a big contribution to the success of the rally. Audrey and I thoroughly enjoyed the night out.

HARRY AHERN.

MINI RALLY No.4 - 10th August.

As we didn't get an entry in Mini Rally No.1, we retired with mechanical failure on No.2, finished equal 2nd on No.3, we just had to try No.4.

I was picked by by Paul (smile please) Simpson and we proceeded to the lay-by north west of Bishop Burton on the Market Weighton road (They can't touch you for it - Ed.) Arriving there at 6.30 p.m. we found it deserted. A check on the time revealed that the first car was due off at 7.31 so we were a little early. Never mind it was a nice evening and so we wandered off into the bushes which passed the time. (I am getting worried about this article - Ed.)

Next to arrive was Dave Jobling so we signed on and set and sealed our watch. By this time others had arrived including that formidable female duo - Enid and Myra in the newly acquired MGB GT complete with opening sun-roof for seeing over blind brows.

Our route card was given to us 2 minutes before our starting time. It consisted of blackspots and time controls - all map references. So TC2 and all blackspots were plotted and we made our way to TC2. (Like a bat out of hell).

TC2 was at a crossroads near Etton and the same crossroads were TC3 (interesting). More plotting, and on through Dalton Hall grounds and the usual gate opening tricks - a drivers job really, requiring physical and not mental energy.

TC4 was near Goodmanham and there was a route change due to a closed road I believe. All was sorted out, so on to TC5 near Warter which was easily on. Then through Millington Pasture burbling up those hairpins to TC6.

The next section to TC7 included 2 route controls and was a bit tight. We just managed to clean this one after having to reverse back down a narrow lane for a large lady in a large Austin 3 litre. TC8 was also tricky for some who hadn't altered their maps, putting a new bit of road in which made the old one a lay-by MR98/835567½ must be well known by now.

Now we headed home for TC9 at North Dalton, TC10 near Etton, and TC11 on the happy ****ing ground at Beverley Westwood.(He's at it again -Ed). Finally we arrived back at The Cross Keys and I took the cotton wool out of my ears (unfiltered twin DCOES!).

JOHN WYLIE

MINIRALLY Results - 10th August:

		Fails	Points
1st	P. Simpson & J. Wylie	0	0
2nd	T. Atkinson & S. Atkinson	0	1
3rd	E. Beadle & M. Webster	0	1
4th	T. Soames & P. Shearsmith	0	2
5th	T. Jarvis & D. Howell	0	3
6th	N. Harness & B. Needham	0	4
7th	R. Rymer & D. Potter	0	9
8th	P. Murray & A. Woodmansey	0	12
9th	C. Fewlass & J. Beadle!!	0	17
10th	J. Newlove & R. Newlove	1	11
11th	B. Nolan & S. Hind	2	14
12th	K. Hailstone & R. Yates	3	6

RALLY INSURANCE

We have received a letter from C.T. Bowring & Muir Beddall's regarding amendments to rally cover and rates at 1st December, 1972. From this date it becomes legally mandatory for all motor policies to provide legal liability to passenger cover. They point out that they have had a rough time over the last 2 years in the claims department, all of which leads up to the usual price increases.

For rallies not exceeding 12 hours these will be as follows:-

Closed and Restricted events:	£4.00 per rally.
National	£7.00 per rally.
International	Subject to separate proposal and individual assessment - hard luck Dennis!

Simultaneously it is proposed to cancel all existing letters of acceptance and a new proposal form will be required from all drivers. New letters of acceptance will bear the reference RDS followed by a number. To differentiate between old and new letters, the name and address on the new documents will be typed in RED. Letters of acceptance bearing the prefix ANC will not be valid for any event held on or after 1st December, 1972.

ESSO UNIFLOW PIT STOP COMPETITION

All right so maybe we didn't have enough advance notice to warn you about this coming event in the magazine, and it was indeed poor planning that we had The Merriment Rally on the same night, but only ELEVEN s-pporters to urge on our fantastic team in the SEMI-FINAL FOR THE NORTH was bloody shocking.

Those who read the magazine reports will know what it is all about by now. This poor little 1100 L Escort has now been torn to pieces and then hurled together again in frantic haste no less than 69 times. On casual inspection RWC 459K looks unscathed, but the team report that threads etc. are getting a bit crossed up by now.

The team now stands at:- Pete Kitching, Roger Jackson, John de Vries, Steve Smith and Roy Webster.

In the Semi-Finals are 5 teams from Glossop, Longton & District, Welsh Border, Kirby Lonsdale, Durham and North Humberside. Only 3 of these can go into the area final, and 4 out of the 6 had recorded their times before our attempt on the 17th August. The times were 12m 09.8., 12m 52.2., 12m 21.2, and 17m 20.8. Glossop & NHMC still to go.

In the dim lights of Crystal's workshop with so few people around it was more like a wake than a competition, but still the boys went at it like mad ripping out components, until it went even quieter than ever with Steve writhing around on the floor. Something was very wrong.

The Scurtineer (who looks as solemn as an undertaker) intervened and the clock was stopped. It transpired that the oil filter had been put on by some Herculean mechanic, and it resolutely refused to budge. Also a retaining screw on the distributor had been so zealously tightened that it had bent, and would not move either. These faults were rectified and they were allowed to rebuild the car, have a rest, and then start all over again. Because of the distributor condition this was only fair, but our team did have exactly the same problem with the oil filter in the very first round and it is to be hoped that they can sort out something for this before the next round.

The stripping time was reasonable, but the reassimbly time of 6m 53 was superb, giving a total of 12m 14 which ensured that they got a place in the final. I do wish more people would turn out to watch this very exciting event. Pete and John are responsible for wheels, seats etc., Roger and Roy do all the tricky stuff under the bonnet, whilst Steve does all the grunting and groaning underneath. The mounting excitement as they rebuild the car right up to when the engine fires and John hurls it over the finishing line is tremendous. At the end the organisers invited all present to the Manhattan Bar FOR FREE DRINKS SO WHO IS COMING NEXT TIME!

Well, those of you who didn't even know that the next round was in fact held on Tuesday. 29th August must accept my apologies. The difficulty here was that the organisers were so keen to get things moving the event was arranged before the publication of this magazine, although I did announce it at the last club night, and fortunately the attendance was improved.

The situation was that of the 5 teams in the last round, the best 3 went forward into this, the northern area final, the best one to be the winner for this area. Of the three in this final North Humberside had the slowest qualifying time of 12m 14. The best time was by Glossop with 11m 44.

It was interesting to study the results chart, as this showed how all the competing teams were greatly improving their times with each successive attempt. The North Humberside team gave the appearance of being very well prepared this time. They had a special device for moving tight oil filters, and an immense funnel for putting in the oil.

The stripping went well, but again at the end we were waiting for the oil filter - the new device had failed and the filter had to be attacked with a screwdriver. However the time was 4m 38.

Reassembly was the smoothest yet and appeared to go without the slightest hitch. There was just a little delay whilst the grille was screwed down. The overall time was 11m 27 which was the best time yet to be recorded by any team in the competition. The important point was that there were no additional penalty points. The scrutineer was quite satisfied after he had been clarified on a few points relating to ignition timing.

Now it is all up to Glossop and Longton who are due to record their times in the next few days. Again it is impossible to accounce the date of the next round - we don't even know if there will be another one for us! Could be a problem because Roy Webster and John de Vries plan to be away on holiday. Pete Kitching, Steve Smith and Roger Jackson will probably need a little help!

LATEST NEWS. WEDNESDAY 6th. SEPTEMBER.

I telephoned organiser David Horne at Bradford today to find out how the other two teams had fared. Last Friday evening Longton had recorded 18m 40 and last night Glossop took 18m 05 so our team must go to the next round as northern area champions. This is to be held at Leicester on 16th. September. Further details will be posted as soon as possible. See Alec Henderson for the details and lets have massive support for our lads.

AUTOTESTS - 20th August

First of the joint efforts with York Motor Club, this was a resounding success. Both clubs were well represented, the weather was fabulous, and the competition was tremendous.

The course was laid out by Dave Shipley and Roger Stanford to an old secret recipe supplied by Harry Ahern which utilised nearly the whole of Walton Street fairground to very great effect. There were bamboo poles all over the place, and all entrances were neatly roped off which made things rather complicated for the driver of the fire engine which called just before we got started. We were all admiring the bonfire near the club van until it dawned on a nine-year-old that those chicken hutches shouldn't really be on fire. I was mildly surprised to see that the fire service do not figure in the official results - FTD at least.

Of course Pip Dale was making them all look easy in his worn looking Mini and it came as no surprise when he was declared winner. John Beadle looked to be having much more difficulty than usual, this time in a rather ponderous Anglebox and when cornering this vehicle looked as it it would do better with serrated rims. I was surprised to see that he came second. The answer to this can be found in the results sheet - John didn't have many washouts, the penalty for which was the slowest time plus 10 secs. It was this handicap which put paid to Chris Cammack's chances in the honours list. He absolutely streaked round to record FTD on almost everything in sight. However he also picked up a number of these washouts which depressed Chris so much he nearly gave up. He stayed on to finish 8th.

As always, Pete Kitching was rewarding to watch but Robin Duffield pipped him in equally impressive style, having the edge on power output. Pete was 5th and Robin 3rd. Driving around so neatly Ian Walker did not command attention but he finished 4th.

Mention must be made of young John Riordan from York. He has a Morris Minor which is hardly fashionable these days, but he drives it with great spirit and overenthusiasm reminiscent of those Japanese chaps whose name I can't spell.

This was of course a team event, although some drivers say they never knew. Messrs. Dale, Hodge, Wheater, Wasniowsky, Blades and Skinner were representing York and our team consisted of Messrs. Thompson, DeVries, Ryner, Cammack, Duffield and Kitching. Fortunately we won. Melanie Spruit won the Ladies Award.

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MERRIMENT RALLY - Thursday, 17th August

This was held a little later in the year than it should have been with bad light affecting the performance of those crews running without auxiliaries. Timing will be corrected next year to enable late starters to have an easier run.

Believe it or not, it was an enjoyable task organising this event, with the people of Beverley being treated to the sight of four people peering through windows and trying door knockers in their attempt to beat"the Clean Sheeters" known to abound in NHMC walking circles.

The event started and finished at The Cross Keys with the one and only selective being placed close by down an alley. Even with the dainty figure of Pete as start marshal one crew and dog managed to get the wrong end first.

After this selective a tricky piece of navigation followed and several crews wrong-slotted - the longest excursion was by our famous and unlucky inverted navigator who returned to the end of the selective to check his bearings and to survive further castigations from his spouse before regaining the correct route.

The next control was Enid Beadle ensconced in the "Beadle Mini" and we were treated to colourful descriptions of it when she arrived with steering wheel at arms length, and pedals at toes length. After a few more clues Dave Shipley was encountered complete with Control board - hows that for efficient? The Complete Marshal.

Competitors were then let loose to roam through the centre of Beverley at will, picking up odd clues here and there before returning thirstily to The Cross Keys.

The results were announced amidst the usual Thursday turmoil. The winners were that evergreen crew Dennis Webster and Dennis Haynes, who chalked up their first finish of the year!! Second were Dave Potter and his wife and third Chris Cammack and Janet Scott.

The organisers would like to thank all the competitors for turning out and both marshals for their staunch support.

Myra Webster, Peter Heron and
Ian and Mary North.

DBT 771L - VAUXHALL FIRENZA

Mentioned by Verglas in Motoring News, and then featured as Car of the Month in this magazine - it is all happening for Ron Shipp!!. Really though, this sponsorship of Ron by Thompsons of Hull is the big break that he has been seeking for some time. Achieving third in class in the RAC Rally was as far as he could hope to go with the Cooper S - in fact he admits that he was frightening himself just trying to keep the Mini straight on fast sections.

I suppose it was the visit of Bill Blydenstein to Thompsons that started it all off. His exciting film and persuasive talk must have convinced the directors of Thompsons that it was worth having a go. In fact Blydenstein is primarily concerned with the racing scene and engine development, whilst Coburn deals with works Vauxhall rally car preparation. Ron's car is being prepared by club member Len Hampton and together they have been to see Coburn three times for advice.

The car was bought as a Firenza 2000 SL and the 2.3 engine has been fitted since. This has the Blydenstein big valve head, a rally cam, twin 45 Webers, and a Coburn exhaust manifold. It is fully balanced. The exhaust system is also by Coburn and is skid-plated.

The drive passes through a heavy duty competition clutch into a Mk 1 Viva GT close ratio all synchro gearbox, which was fitted by the mechanics at Thompsons. It has a full limited slip differential of Vauxhall manufacture. It came as a surprise to me to learn that this was original equipment on the 1965 VX 4/90 and therefore is not an expensive addition. The latest 4/90 does not have this refinement. The rear axle has had flitch plates added for extra strength.

A clever modification by Len has been the inversion of the rear brake back plates. This has brought the wheel cylinder and brake pad up to the top safely out of harm's way. Coburn was impressed by this idea. Previously he had been manufacturing protective plates, and it seems that future works cars will copy Len's idea.

At the front Ventora discs and suspension have been used. There are Koni adjustable shockers. The front axle beam has been strengthened and export rated springs are used. In standard form there are anti-roll bars fore and aft but an extra front one has been fitted.

The wheels are 6" x 13 alloy 4 spokes by Revolution, fitted with 185 x 13 low profile Firestone wide ovals for the road, and 175 x 13 Semperit Mud & Slushers for the forests. The front wheel arches have been cut away to accommodate the tyres.

The body is already immensely strong so that no extra bracking is called for. It is 2 cwts heavier than the Escort. However the floor has been raised so that the exhaust system can go over the top of the gearbox. This means that there is a bit of a bump where Dave Shiteley should put his feet. Ron hopes to find out next week if he can fit him in. The standard 12 gallon fuel tank has been replaced by a 20 gallon tank which len has neatly tailor made to fit between the wheel arches over the back axle.

Len has designed the instrument panel to a much more simple specification than that of the Mini. The rationale has been that if you are motoring swiftly you haven't got time to look at dials anyway. Because of this there has been an extensive use of warning lights. There is a warning light for low oil pressure, and another to indicate low water level rather than a thermometer. Ron reckons that a high thermometer reading usually means low water level so it should be just as effective. All switches are on a centre console, and the wiring is such so that on a special stage only the rev. counter will be illuminated.

There is an Aley FIA cage. The seats are Corbeau GT8's, with Britax full harnesses. A 14" leather wheel has been ordered.

The car has a 4 headlight system which has been stocked with Cibie halogens for the dips, and Lucas halogens for the mains. When full on all 4 are in action. This is supplemented by 2 Super Oscars and 2 Oscar fogs which are mounted 2 up and 2 down a la Escort. These are powered by an alternator which has been moved from low down near to the exhaust manifold to the top of the engine. The fuses and relays are in a special box under the bonnet as they were in the Mini. The battery has been moved to the boot to try to get a bit of weight away from the already hefty engine.

There is an engine steady bar with competition engine mounts to prevent lateral movement of the engine. A restraining cable from the engine to the bell housing is designed to prevent forwards lunges shoving the fan through the radiator.

The engine output is estimated at 150 bhp at 6.250 revs., with the outstanding feature being the tremendous torque available at this point. This is so usable that Ron can see little point in making use of the 9,000 rpm maximum. He obviously has not had a chance to get things sorted out yet, but he says that inabrief sortie on Pocklington airfield on a loose surface it was easy to induce wheelspin at 80 mph in top gear.

A high ratio steering rack is going to be fitted.

It certainly will be interesting to see how Ron makes out with this car, particularly against the all-conquering Escorts. At the moment the big bogey is weight. As already stated, the Firenza is some 2 cwts heavier than the Escort and 6" longer. Using the simple rule that 1cwt is equal to 10 bhp that would make him equal to a 130 bhp Escort and remember that Dennis and Mike reckon to be pulling 160 bhp. However, when you consider what Ron has been able to putt out in the past I can't see what difference 30 odd bhp will make. Good luck to him.

COMING EVENTS

7th Sept.	MINIRALLY. To be organised by Tony Carmichael and either Ginger 1 or 2.
9/10th Sept.	*SHEFFIELD & HALLAMSHIRE RALLY. Regs. already given out.
10th Sept.	LORDSHIP AUTOCROSS. Selby & DMC. Regs Available.
16th/17th Sept.	UNIFLOW RALLY. Regs. available.
17th Sept.	POINT TO POINT. To be run by Chris Fewlass and John Beadle at Beverley Clump. Regs. out soon.
24th Sept.	SPRINT. We co-promote with 66 Club at RAF Elvington near York. Also invited are MGCC, 62CC and York MC. Combined car and motorcycle event over ¼ mile course from standing start. 5 car classes plus ladies award.
23/24th Sept.	SCARBOROUGH HILL CLIMB · See Don for details. Marshals urgently required.
24th Sept.	RETURN CHALLENGE AUTOTESTS WITH YORK MC. By Dick Rowland of York. Full Sutton Airfield approach village from Pocklington and follow arrows. Do not enter Silverline Caravan Co. Sign on 11.00 start 12.00. Entry £1.00 Regs from Dick at 16 Wilburn, Bridlington. Tel. Home 24211, Work 21151.
1st Oct.	LINCOLNSHIRE STAGES RALLY. 17 daylight stages, 45 stage miles plus 150 road miles. Maps 113,114, 104,105. Start at BRANSTON.
7/8th Oct.	*BENTLEY DIAMOND JUBILEE RALLY, by 111 Car Club. On maps 103c 104b 112c. 200 miles. Sounds tough.
8th Oct.	*HILL CLIMB. Castle Howard - restricted.
12th Oct.	MINIRALLY. Tony Atkinson.
13th Oct.	DISCO DANCE. Centre Hotel. Tickets from Committee members.
21st Oct.	MOSS RALLY. York MC National. One day stages event of Escort Rally Champ. We have 3 stages to man so please contact Harry Ahern at once.
5th Nov.	FIREWORKS RALLY. Dave Langdon.
5th Nov.	*PRODUCTION CAR TRIAL. N. Midland C.C.
5th Nov.	DAYLIGHT SPECIAL STAGES RALLY by 62 c.c. See John DeVries.
12th Nov.	*AUTOTESTS. Yorks. Sports C.C. final in rounds of Shell Motor League Champs.
12th Nov.	AUTOTESTS - Ours to be run by Don Pizzey.
25/26th Nov.	CHRYSANTHEMUM RALLY - See David Shipley

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