

Sept 73. 509126

NORTH HUMBERSIDE MOTOR CLUB



MAGAZINE

Hull Brewery

We specialize in all types of machine work, for
Petrol and Diesel Engines . . .

Cylinder Reboring . . . Crankshaft Regrinding

Surface Grinding . Valve & Seat Reconditioning

Valve Guides Fitted (including INTEGRAL)

ALEX. E. CARR LTD.

Established 1916

Stockists of:

Pistons
Liners
Valves
Bearings
Gaskets

Official Stockists of:

POWERMAX

Pistons & Bearings

To Solve your Engine Problems call at

**2025 Spring Bank West Extension,
Hull.**

Telephones 51074 & 51255

CONTENTS PAGE.

Committee Members.	
Editorial.	Page 1
Bite from Hon.Sec.	" 2 & 3
Rallying Odds & Ends.	" 4
Ladies Page.	" 5
'Umberside 'Appenings.	" 6
Calderford Rally.	" 7 - 11
Moss Tyres St.Wilfred Rally.	" 12 & 13
For Sale page.	" 14
Forthcoming Events.	" 15

Club President

Mr. E.B. Booth, 211 Westella Road, Kirkella, Hull. Tel: 656361

Vice Presidents

Mr. T.C. Waite, Crystal of Hull.

Mr. B. Parish, Parish's of Hull.

Mr. Peter Naylor, 25 Fulcroft Road, Hessle.

Mr. Roy Sanderson, Jolly Roger, Lago Menor, Spain.

Mr. Ken Spoor, 3 The Triangle, North Ferriby.

Hon. Secretary

Harry Ahern, 33 Grafton Street, Hull. Tel: 403203

Hon. Treasurer

- * John Deadle, 31 Mill Rise, Skidby, Cottingham, Yorks. Tel: 845700

Hon. Competition Secretary

- * Graham Oddy, Londesboro Lodge, Southgate, Hutton Cranswick, Driffield.
Tel: 037755 277

Club Captain

Chris. Fewlass, Grange Farm, Leconfield. Tel: 04015 238

Committee Chairman

Dave Shipley, Mount Pleasant, Leven. Tel: 04014 577

Committee

Brian Auchterlounie, 569 Endyke Lane, Hull.

- * Tony Carmichael, 16 The Oval, Garden Village, Hull.

- * John DeVries, 28 Barley Gate, Leven.

- * Alec Henderson, 7 Jefferson Drive, Brough.

- * Pete Kitching, 10 Springfield Road, Hull.

- + Dave Langdon, 41 Kerry Drive, Kirkella, Nr. Hull.

Ian Maxey, c/o Sgts. Mess, R.A.F. Leconfield.

- + Ian Sadofsky, 12 West Lea Park, Swanland.

- Bob Simpson, 136 St. Georges Road, Hull.

- + Ed Wharam, 135 Princes Avenue, Hull.

Roy Webster, 46 Summergangs Drive, Thorngumbald.

Sub Committee Members

- + Roger Stanford - Social

- + Peter Bullock - Social

- Jeff Prince - Magazine

Press Reporter & Rally Sport Mag. Contact

- Melanie Spruit, Eastgate House, Newgate Street, Cottingham. Tel: 847404

Magazine Editor - Bob Simpson

Keeper of Charts - Dave Langdon

Radio Humberside Reporter - Ed Wharam

* = Comp Sub. + = Social Sub. - = Magazine Sub.

EDITORIAL SUB COMMITTEE

Editor Bob Simpson 215994
Melanie Spruit 847404
Ed Wharam 42556
Colin Wright 505996 or daytime 26951 Ext 262
Graham Hudson 507587
Jeff Prince 51293
Ian North 09644 2247
Tony Carmichael 71402
Ian Sadofsky - Advertising Rep. - 633166

With thanks to the

Typists

Enid Beadle
Janet Scott
Myra Webster

and all our other helpers in collating:-

EDITORIAL. SEPTEMBER, 1973.

During the summer months, normally most of the rallying fraternity find time to holiday, put the car back together, fit that new cam etc., for the coming season and in general have an easy time of it. But for the editorial committee, no such luck, except for the holiday bit, we have to press on regardless each month to publish a wonderful magazine. Having just returned from holiday myself, I have been out of touch with the club activities so I can't make any comment on any of the past events.

The Crystal Ford Sport evening out at Tiffanye on 3rd September was very enjoyable and successful with the Go-Go Girls, displays, films and the Forum of 6 members of the motoring fraternity, chaired by Tony Mason in place of Stuart Turner who had to fly to Italy. The rest of the panel consisted of John Taylor, Nick Brittain, Mick Jones, Harold Morley and Charles Reynolds.

Most of the aspects of the motor sport was covered in detail and a few humorous stories related like the one Nick Brittain told about the World Cup Rally:-

It seemed a well known rally driver was asked to try and change a wheel at 16,000 feet up a South American Mountain, and was told that it needed so much energy it could not be believed. Anyway he was told by his team manager that if he could make love at this height he could change the wheel and went to find out. Three days later a telegram was received by the team manager which read "Can't find women at 16,000 ft STOP can do 16 women at 1,000 ft will this do? STOP
Anyway I can't follow that. All for now.

R.S.

BITS FROM HON. SEC.

The Club Secretary would like to extend a sincere welcome to the following members on behalf of the club -

- 275 Phillip Gray, 20 Townend Road, North Newbald, York.
276 David Baunford, 24 Bargate, North Newbald, York.
277)
277a) Mr & Mrs. Gordon Stuart, 159 Canada Drive, Cherry Burton, Beverley.
278 Vaughan Walker, 26 Lockwood Avenue, South Anstone, Sheffield.
279 Michael J. Lowe, 53 The Meadows, Cherry Burton.
280 David D.C. Davies, 10 Highgate Court, Beverley.
281 Alan Finney, 41 Staithes Road, Preston, E. Yorkshire.
282 Robert D. Welch, 59 High Stile, Leven.
284 Graham J. Gibbs, 7 Denesway, Hessele.
285 Michael Carroll, 35 Kirkstone Road, Hull.
286)
286a) Norman & Jennifer Bedford, 10 Lowndes Park, Spellongate, Driffield.

286 full members, 37 joint = 323 members

By the way did you realise that Paul Swift who won B.A.R.C. Scarborough Weekend Autotests was competing for the first time as a N.H.M.C. member.

HULL SHOW

On behalf of all club members, a big thank you to Alec Henderson for the most creditable way that he laid out our stand, his effort has earned the club a lot of prestige and the grateful thanks of the people who rented the plots.

Apart from prestige, the Hull Show stand earns quite a lot of cash for the club which helps to promote events and keep membership and entry fees down to a reasonable level.

Many thanks also to Linda Henderson, Sadie Ellerby and all the club members who devoted time and effort to make this event such a success.

I have already received two letters, one from Kingston Services Ltd., and the other from Arthur Reed (Hull) Ltd., expressing thanks for the help and co-operation they received from the club and Alec in particular.

THE GRASS AUTOTESTS 9th SEPTEMBER 1973.

John and I are again organising this usually well subscribed event, we are using the same venue as in past years at Bishop Burton. The exact field we shall use is still in the "lap of the gods" i.e. the weather, hence the harvest, however, we have been promised a flat field that wont be as stoney as last year.

The event will be basically of four long open tests, each competitor will have three runs at each test, best time only to count on each test. Good straight forward bashing, with no mind benders. Regs will be out before you receive this mag, entry fee £1.00, regs available from John Beadle or myself, completed entries to me.
POSITIVELY NO ENTRIES ACCEPTED AFTER WEDNESDAY 5th SEPTEMBER 1973.

YORK MOTOR CLUB 'NATIONAL MOSS RALLY'

This event will take place on Saturday 15th September 1973, N.H.M.C. have been asked to marshal two stages in Cropton Forest. I intend to act as N.H.M.C. Stages Co-ordinator and Dave Shipley and Graham Oddy have volunteered to each take command of a stage. In the past our club has earned quite a reputation for well run stages, this has only been achieved with your help so how about giving me a ring now and volunteering your services. The number is Hull 403203. The latest information is, we can expect the first car through around 15.00 hours.

COMPETITION NUMBERS

On the subject of rules and regs, it has been noticed that a number of competitors are failing to remove their competition numbers, either after retiring from or finishing an event. This applies to the front and rear rally plates as well as the side number. This is an R.A.C. Blue Book offence which could result in the loss of an offending competition licence.

FILM SHOW

Tuesday 25th September 1973.
Hodgsons Ballroom
Priory Road, Beverley
R.A.C. RALLY 1973 by
KLEBER TYRES. 8.00 p.m.

RALLYING ETC. ODDS AND ENDS...

Most magazines of this type have a summer break but no such luck for us'. There seems to have been a break in concentration of rallies but this is changing with a vengeance in September.

There is a good start with the Stocktonian on September 1st containing a good selection of N.H.M.C. crews amongst which are two navies who have promised us an article for the next mag. - Dave Langdon and Dennis Haynes.

Two National Stage Rallies, the Moss and the Dukeries are later in September and we are all awaiting the ballot results giving entries.

Early October has the Vincent Ferrand Rally by Shipley and D.M.C. - Acceptance postcards have already been received.

A couple of items of interest were in the Motoring News 23rd August - the first being the Hartlepool and D.M.C. Autotests meeting which was an R.A.C. Championship round. Both John Wylie (Lotus 7) and Nick Thompson (1275 GT) won their classes. It is said that John now has a TR6 - a sign of old age as Lotus Elbow sets in!

The second being JBL for sale - anyone want an ex. works Mini if it hasn't already been sold.

We held the Merriment Rally on Thursday 16th August and after a couple of bloomers with the route eleven crews completed the course. The Webster Bros. failed to find the selective and John Wylie was reported to have rolled on it - how this happened as the vehicle was a wheelbarrow and passenger a lady, goodness knows.

Congratulations to Ann Duffield and David Davies for winning and the organisers promise to appear earlier next year to spare auxilliary lights and Tony Watsons torch battery.

I see in the last mag. that some people are in trouble again - whether I am included I do not know but I have a Welsh wife and use a certain cheap petrol. I'm sure some of these lads do a great deal for the club in other ways, possibly even by competing in the big events. If we can't beat them - join them and tap them for a donation, an advert for the mag. or the promise of sponsorship for a Stage for next years rally.

Rumour has it that Kingston Services are playing musical chairs again! Charles Booth Esq. has Pete Kitchings Mex. and his old car may be seen in different form or even sold. Also driver K. Scott and navigator Pete Kitching won a B. and D.M.C. Mini Rally - is this the shape of things to come?

Did you know that 98/928½380½ to 928400½ was a goer? Before checking in your car try it on foot because that randy mountain goat (the car, not the driver) referred to last month just managed it on a mini rally nearly getting lost in the undergrowth on the way.

LADIES PAGE.

Hello once again ladies. I hope you've all enjoyed your holidays and are now settling down at home for the winter! Personally, I feel like hibernating when the cold weather arrives but rallying and driving tests carry on all year and someone has to make the sandwiches!

Sorry I missed last months mag, but it was all a mad rush getting back from Malta and I just didn't have the time.

However, nobody has sent any recipes, gossip or interesting articles and I feel I am just writing this page on my own with no help from any of you Please send anything as long as it is printable of course!

As I have not been to the club social on a Thursday for a few weeks I am not very well up on the gossip and have only one important item of news to tell you all. - At last we have a lady rally driver! - not only was it her first rally but she won it.

Rosemary Wareing (Ian Sadofsky's girlfriend for anyone who didn't know) won the Reckitts Economy Rally in her newly aquired Mini 1000. She got the bit between her teeth and drove like a real mad woman and enjoyed every minute of it - I think the secret of it must have been the Dinner party they both went to the night before which carried on till 2 a.m. and maybe all the booze was still in Rosemarys system and made her drive as she did.

RECIPE

This months recipe is rather exotic - Fish Hors D'Oeuvre

4 ozs Button Mushrooms	4oz unshelled prawns
3 oz jar lump fish roe	4 stuffed olives
1 small can of artichoke hearts	2oz anchovy fillets
1 small can sardines	1 tomato
4 plaice fillots	$\frac{1}{2}$ cucumber
A few strips of red pimento	1 hard boiled egg
4oz jar of mussels	Oil & vinegar dressing
1 small can asparagus spears	

Arrange peeled mushrooms in centre of oval platter. Place spoonfuls of lumpfish roe on top. Put 2 artichoke hearts at each end of mushrooms, behind those place the sardines. Gently poach the skinned plaice fillets in a little water and seasoning. When tender - cool; roll and place on either side of sardines with strips of pimento in between.

Arrange mussels, asparagus, prawns, olives and rolled anchovy fillets along the sides. Garnish with slices of tomato, curled slices of cucumber and chopped egg yolk and white.

Moisten fish with a little dressing.

Melanie Spruit.

'UMBERSIDE 'APPENINGS. By the riter.

After the Hull Show is Harry Ahern thinking of calling his house "Kew Gardens"

After Vickie ran out of cigarettes did she get the offer of Colin Hoe's pipe to smoke on?

Did Dennis Webster prove that he is a boy at heart by driving the Midget Racing Car?

Did Tony Carmichael really send all his young brothers for balloons and goodies with 1 n.p. piece?

Would Pete Kitching make a good foreman after the way he was ordering the young lady about on the Kingston Services Stand? He held the hardboard notice whilst she hit it.

After seeing Mr. C.B. North having difficulty starting his 1915 model T Ford, was it obvious where the problem of starting modern Fords came from? (Many thanks though to a very generous gentleman)

Were the majority of our members still noticeable by their absence when it came to manning the club site at East Park? The aforementioned young Carmichaels working like N----rs (censored - the phrase now is coloured gentlemen) to dismantle the stand whilst most of our 340 members were missing. Even John Beadle (father of the bride indeed!) came from a wedding to help.

Are the rumours right that we might have the makings of a Mini Motor Show following the enthusiastic response of our fellow exhibitors? If so, many thanks due to Alec Henderson for all the hard work, again, in getting this even bigger and better exhibition organised.

Did you hear about Mr. Roger, out looking for a long horned ram near Little Weighton on the night of Kev Scott's Mini Rally, he stopped and tried to entice a bearded marshel into the back of his van?

Hull, East & North Riding **MOTORING EXPRESS**



- *MOTOR CAR INDUSTRY NEWS AND OPINIONS
- *CAR REPORTS AND ROAD TESTS
- *LOCAL MOTOR SPORT
- *NEWS FROM THE MOTOR CLUBS

**it's all in the
MOTORING EXPRESS**

MAKE SURE OF YOUR MONTHLY PAPER BY
ORDERING FROM YOUR NEWSAGENT NOW!



SPECIAL TUNING PARTS
SPORTS and RALLY GEAR
STAGE 1 KITS

get in tune at

Parish's 'PARTSMART'

For SPEEDY SERVICE

SERVICE
with **QUALITY CONTROL**
and **GUARANTEE**

Watch your car being
"POWER TUNED"
for Maximum Performance

The charge is small, the result
great in power and performance

"THE CALDERFORD"

Of the 114 starters in the Calderford Trophy Rally 20½ crews from North Humberside entered although not all ran under club colours. Ian Maxey made up the half, running - not literally - with car 4 Pip Dale of York, Firenza 2.3 coming a creditable sixth, helping York to take the club team prize and taking the personal team award. Another N.H.M.C. member in the winning club team was car 3 Ron Shipp/D.Whiteley, in another Firenza 2.3 finishing a well deserved third overall.

North Humberside had a high survival rate with only two retirements, 127, M.Cross/R. Yates Escort 1298 who's exhaust manifold dropped off at TC3 and 157, C. Spencer and Kevin Scott who replaced regular navigator J. Spencer at short notice. The new partnership was short lived when, after a roll early on their machine was declared a write-off.

The high finish rate of 100 cars reflected the nature of the event, a bit stop-go on nearly 100% tarmac with relatively few really competitive sections.

Some crews may not agree, but crewing for the first time for John Beadle in his Escort Mexico 1598, car 22, I found the event an enjoyable night out.

Selby Fork was the start on the beautifully dry night of 28/29 July. The welcome presence of Harry and Audrey Ahern made the placing of two N.H.M.C. team entries a simple task. Both teams finished intact taking 3rd and 6th places out of 8 club teams to finish.

It was reassuring to other navigators at the start to see that even the head men can have their little problems. Mr. Reeburn, number one navi and number one off with Will Sparrow, Firenza, demonstrated how agile the office side have to be at times as he lost his cool and galloped round the paddock searching for his scrutineers card and was late in collecting his route. This however, must have been their only upset all night as Sparrow finished outright winner. This was Firenza's night.

The first club car to have problems was the ex-works John Beadle, Cooper S of N. Harness/B. Needham 46. The clutch partly gave up and this problem persisted throughout. They finished 32nd.

There was an easy run out to the first of 45 time controls near Thorpe Willoughby. After five TC's most crews were still penalty free but navigators would do well to note a 40 degree right at (97) 565331 where there is a very inviting 20yd overshoot track.

With Tadcaster behind us and the roads becoming quieter TC6 was tight with most crews dropping between two and four minutes. Problems for some began at TC7 D. Stanton/D.K.Emsley, 105 must have felt it wasn't their night after being the first NH Crew to drop a minute at TC3 and then collect a fail near Whixley at TC7.

Similar fails were incurred by T. Lucas/J. Tyzack 136, B. Stevenson/M.Thompson 156, D.M. Webster/D. Haynes 47 and J.A. Hopper/H.I. Moulds 56. In fairness to them, the problem seemed to be the marshals watch but the lesson there seems to have been never take a marshal's word as gospel. It appears he indicated to some crews that his control would be scrubbed and navis took their run in to TC8 based on their TC6 departure time. TC7 wasn't scrubbed after all. At the finish it became apparent that this misunderstanding dropped many competitors well down the field. Particularly unlucky was Denis Webster - Cooper S who would have been well placed after having some very quick times on stages, instead he had to be satisfied with 59th.

TC's 8 to 14 were cleanable although R. Jacksons 2402 (Trackrod) missed a downhill left and refused to come out of the bushes.

The first of five selectives was next, a fast $2\frac{1}{2}$ miler with a good white in the middle (97) 573 674. Sparrow dropped 38 seconds and Ron Shipp 41. John got with-it and we cleaned it although the control board at the finish was well hidden and we had difficulty in stopping. Also clean was Roy Webster, 41 Escort 1558, with brother Denis dropping 3 secs and P.Heron/I. North, 48 Escort TC 1558, dropping 4. Paul Simpson/J. Wylie No. 44 Escort 1600, after hitting a few high banks made a pigs ear of this one. They dropped 100 secs after an overshoot into a hole in the hedge previously made by a Vauxhall which had rolled on leaving the local. (Just our luck - at the time of publishing, a new set of results have come out and Selective one was scrubbed. The latest results have been incorporated in this article)

With TC's 10 to 15 doing little to change overall positions selective 2, a $3\frac{1}{2}$ miler on fast tarmac came just out of Easingwold. Shipp was 5 secs slower than Sparrow and 6 sec slower than Piggy Thomson/M Welch (York) who were fastest in their very quick Escort. They eventually finished 2nd overall, 6 seconds behind Sparrow.

TC's 16 to 21 were once again stop-go runs. The criticism here was that after being held in relaxed sections, controls were still cleanable. On TC20 however, B. Svenson/M.Thompson 156, Cooper 998, had a big overshoot resulting in a fail through being done for beating done for beating $\frac{3}{4}$ time.

The third selective was a short $2\frac{1}{2}$ mile twisty tarmac job passing Hag Hall south of Rievaulx. Here most of the drivers beat the organisers, cleaning the section. After further cleanable TC's, Cockayne was next, the drivers favourite - or nightmare depending on whether the navigator had taken his 'read em right' pills. This 17 minuter favoured the first few cars as mist became more dense by the minute. This can be seen by the following penalties. Car 1 - 18 penalties, 2 - 20, 3 - 50, 4 - 54, 5 - 66, 6 - 73 and so on.

Selective five went south from Cockayne towards Fadmoor. The first 28 cars cleaned it then the mist once again came into effect.

Both selectives 4 and 5 definitely fell into the nightmare category for car 48 P. Heron/I. North Escort TC who put up slow times. On selective 5, P. Smith/A. Haynos, 53 Mexico ran out of road through a brick wall which had been conveniently holed by a previous competitor. Even so they only dropped 15 secs so they must have been tramping.

TC's 22 to 26 took us to the half way at Kirbymoorside. J. Dixon/M. Walmsley 142, whose 850 Mini engine was put in during the previous three days had to buy and fit a new exhaust. The old one kept falling off in the first half. They also suffered a broken throttle cable en route.

After refreshment and a look round the Mexico which was performing well, we left for Wombloton, the first of three stages. Dawn was beginning to break as we were ready for the off and this half-light didn't help. At one point of the course where cars on different parts of the course travelled towards one another lights ablaze - arrows subsequently disappeared and we got a touch of the 'orange blobs before the eyes' for the remainder of the run.

This didn't worry Terry Lucas/J. Tyzack Escort TC as at 136 he was running in daylight and put in a very impressive time coming 3rd fastest. This, however, made little difference to their final position having collected 4 fails for exceeding $\frac{3}{4}$ time - obviously a flyer! It was only his navigators 2nd rally, and first that he had finished so once he gets his watch sorted his services could be sort after.

Thirteen TC8s further on came the most enjoyable section of the event, Stage 2. This was a white at Terrington starting at (92) 673702 finishing at (92) 697692. It was a very fast daylight stage on a good grass track. Several crews had problems at the tight bends near low Moorthorpe Farm. D. Watkins/B. Spence 115, Cooper S, went through the hedge just after the farm and Maurice Colley/P. Clark 108 Cortina suffered from baulking. Nevertheless, Maurice, a true enthusiast, did well coming 35th, considering his partner had the 'stop the car and let me die' feeling for most of the first half. TC40 was Roy Webster's turn to have problems. His fan belt flipped over and he lost 4 minutes having to slacken off and bolt up before hurtling off once more having achieved the traditional oil smeared on his hooter.

With the aroma of the Three Cups breakfast floating over the hedgerows to the final stage at Full Sutton and hundreds of spectators in sight, most drivers tried to get to the finish a little too quickly. The first indication to navigators of what was to come was the dreaded words from many drivers, "I know this one".

Starting from the South and passing through the farm buildings things were going well, although it is reported that Ian Maxey's glasses slipped a thou of an inch (believed to be the most violent reaction ever recorded by him in a car) when Pip Dale threatened a telegraph pole. When the surface changed, however, from fast tarmac to quarry type dust around the big sand mounds the fun began. The bends at this point had been tightened by using oil drums and concrete blocks which were not easy to see until very late in the day.

These mounds seemed never ending with even John, normally tidy getting successively twitchy as one twist followed hard on another. Many competitors spun on this section with Thompson of York probably losing first overall in the last half mile of the rally. A fast straight down the main runway with a tight right at the end concluded the event. The night had been well organised with most marshals doing a first rate job.

Congratulations to M.F. Huddleston/D.C. Howell 37 for holding their Mini 1293 together for once and coming 10th overall.

North Humberside final positions and sponsors without whom most cars would have been unable to enter. Please support them when you can.

Mike Blackburn.

CALDERFORD RESULTS.

<u>Entrant</u>	<u>Car</u>	<u>Sponsor</u>	<u>Penalties</u>	<u>Class</u>	<u>O/A Pos.</u>
R. Shipp	Firenza	Thompsons of Hull	606	3	3
P.Dale/Maxey	Firenza	Leadhams of York	649	6	6
M.F.Huddleston	Mini	Hull Brewery	700	10	10
P. Smith	Mexico	Swift Caravans	706	1	13
J. Beadle	Mexico	Weeks Trailers	780	16	17
P. Simpson	Escort	Northern Motor Factors	799	18	19
R. Webster	Escort	Eastgate Motore	861	25	30
M. Colley	Cortina		906	5	35
J.C. Prince	Mexico		926	7	38
N. Harness	Cooper S	Newland Garage/ White Rose Motor School	964	32	40
P. Heron	Escort TC		1006	33	41
D. Watkine	Cooper S	Rotol Rewind/ Queensgate S.Stn.	1033	10	44
D.M. Webster	Cooper S	Myson Group Ltd.	938+1F	40	59
A.J.H.Hopper	Mexico		809+1F	17	60
D. Stanton	Lotus Cortina		960+1F	19	64
D.W. Tucker	Escort GT		1025+1F	21	66
J. Dixon	Cooper	Bartoline-Anglo Fire Protection	1289+1F	9	71
B.Svenson	Cooper	Specialised Components Robin Hood Public Hse.	1242+3F	19	85
T. Lucas	Escort TC	Miles Additives	923+4F	21	87
C. Spencer	?		Retired		
M. Cross	Escort	Terry Lucas	Retired		

Club team 'A' 3rd J. Beadle, P. Heron, M. Colley 2692 penalties.
Club team 'B' 6th D.M. Webster, J.C. Prince, D.W.Tucker. 2689+1F

Cheep night out for Roger Stanford, he was credited with 35th overall and didn't even start.

Mike Blackburn.

RIPON N.S. CLUB NOSS TYRES ST. WILFRED RALLY. August 11/12.

Fete Smith asked me to do this rally with him some weeks before the event knowing that I was without a ride following my end over end on the Doncaster Stages with Steve Reed and I jumped at the chance to get back into the swing of rallying again after two months lay-off.

On receiving the final instructions we found we were to run at number 30 and be first North Humberside crew on the road (oh the thrill of it) since Rog Stanford/Dave Jobling could not make it after Rog damaged his gearbox on Kevin Scotts Mini thrash - sorry Rally, the previous Thursday. The start was in the centre of Ripon, a not altogether ideal start but one which attracted plenty of spectators (and police), even if most of them were blind drunk!!

Documentation and scrutineering carried out by a very official looking Dick Rowland, was uneventful and the time before the route was handed out was spent trying to sabotage the oppositions cars, like Tordoff's Porsche, Cooper's Mini, Bob Beans Mexico but they still beat us.

Sixty minutes before our departure time, we got the route and the next hour was spent plotting, cursing and eating.

We jumped off the start ramp at 23.30 after the commentator had had six attempts at pronouncing my name and we headed out of Ripon on the B6265 towards Selective 1. This was a 20 minute affair with one route check and about one mile of white but featured a newly altered junction which caught many crews unaware, us included. Tordoff used his Porsche's power to advantage immediately taking the lead.

Selective 2 was a 12 minuter with 2 route checks and a mixture of yellows and browns around Birstwith. Fete and I settled down to a good nights rallying until the first corner of selective 3 when we slid straight on at a hairpin junction, into a ditch. A friendly spectator left his passionate girlfriend to give us a push but after standing ankle deep in the watery ditch for a couple of minutes, decided to return to the selective start to get some more help. In the meantime I played at Traffic Wardens directing the rally traffic round the Escort until help arrived. Seven of us managed to lift the car out and after much thanking, we carried on to complete the 14 minute selective in about 30 minutes. Patchy fog was now becoming a problem as we tackled the next selective just north of Wilsill near Pately Bridge, but this did not appear to slow the top boys except Bob Dean who was baulked by a cattle truck.

Selective 5 was a 16 minute "stage" on High Ash Head Moor and the mist started thickening whilst our dynamo decided to start playing Blackpool Illuminations and the red light flickered on and off. The next three selectives were all short sharp affairs and on selective 9 the dynamo packed up altogether, the bearings having collapsed and making a terrible row.

We decided to pack up and not run until the battery ran flat and made for the petrol and halfway halt at Londonderry (not the one in Northern Ireland). Tordoff was leading by 32 seconds from Mike Taylor/Adrian Dixon (Firenza) who were only 5 seconds ahead of Phil Cooper.

North Humberside crews had had varied fortunes in the first half, Dave Tucker/D. Simms also retired their Escort at the halfway but Neil Harness/Brian Needham (Cooper S), Jeff Prince/Fete McDonald (Mexico), M. Cross/Phil Shearsmith (Escort), K. Forsey/G.C. Wilson (Skoda) carried on. Dave Tucker, D. Simms, Fete and myself decided to spectate for the second half which was shorter than the first half only having 4 selectives. All these selectives were on metalled roads and judging by the results, were ideally suited to Tordoff and the Porsche. We watched Tordoff on the last selective and he really flew past us with no trouble at all.

Naturally enough when the results were eventually published at the Ripon Racecourse finish, Jack Tordoff/Phil Short had won (1279 penalties) from Mike Taylor/Adrian Dixon (1321 penalties). Third was Phil Cooper/B. Marchant (1348 penalties) and 4th Bob Bean/Alan Greenwood with 1703 penalties.

It was a good event being well organised and marshalled with interesting selectives. Incidentally congratulations to N.H.M.C. crew Jeff Prince/ Fete McDonald (Mexico) for getting the Novice Award.

Ian Sedofsky.

ARTICLES FOR SALE

Halda Tripmaster (including spare cogs, cables and connections)

Imp Lightweight Sumpguard.

Fiat 128 Rear Shock Absorber.

Imp Front Shock Absorber.

Offers to Ian Sadofsky,
Phone 24379 - day
633166 - night

FOR SALE

Mk I Cortina built 2 years ago from 1963 shell, done about 7,000 miles since.

All new parts used as follows:-

1600 GT Crossflow engine, Weber Carb, Radiator, Clutch, Pre-engaged starter, Distributor, 2000E Gearbox (recon) Heavy duty front and rear springs, GT Struts, Callipers (DS11 Pads) Discs, Hubs, Heavy Duty Antiroll bar and engine mountings, Heavy duty drag link, Pirmarides, Anti-tramp bars, 5½Js with G800s.

All new brake pipes, complete front end (inner wings front panel etc) Inner and outer sills. Absolutely no rot. New Exhaust, Hot of course. Sump guard if required.

The gimmick is that apart from the wide wheels the car appears to be a bog standard saloon.

MUST BE WORTH £350.

All enquiries to: Dave Turner, 59 Colville Avenue, Hull. Tel: 507021

L. Maudson and Sons

MOTOR ENGINEERS



SPECIALISTS IN MOTOR BODY REPAIRS
CELLULOSE AND SYNTHETIC PAINTING



...NEW AND USED CARS SUPPLIED

ITLINGS LANE, HESSLE.

Telephone 643399



THERE'S MORE THAN ONE STRING TO OUR BOW!

As Printers and Designers why not give us a call when next you require any form of printed work. From POSTERS and all forms of LEAFLETS and PUBLICITY MATTER to BUSINESS FORMS, STATIONERY and so on.

Call or phone Richard Pearson who will be delighted to help you with your requirements.

INSTANTPRINT & DESIGN · HULL · LIMITED

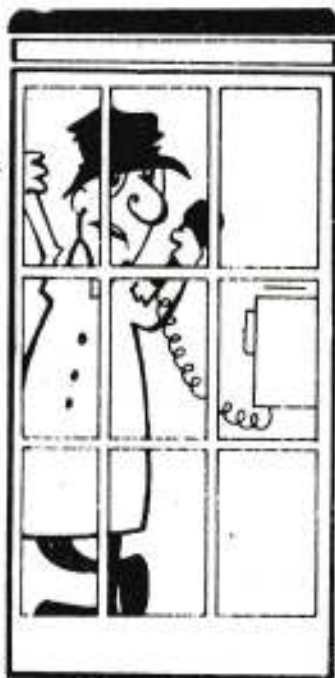
17 DE LA POLE AVENUE · ANLABY RD · HULL

PHONE 505687 or 54088

Beware of every risk!

Call Crowther & Hoe
the people to know!!

Hoe and Crowther?
...well you won't believe
this but...



MOTOR INSURANCE with 1st class claims service

Normal road policy inclusive of rally cover

SPECIALISTS IN FIRE AND ACCIDENT POLICIES

And specialist advice on all forms of Insurance



consult: HOE & CROWTHER

23 Trinity House Lane • Hull • Yorkshire •

Telephones 35769; 23811; AFTER HOURS 633144

FORTHCOMING EVENTS.

- Sept 8/9 Lightning Trophy Rally. Regs available from Comp.Sec.
- Sept 9 Grass Autotests. See Harry Ahern or John Beadle.
- Sept 15 Y.M.C. Moss Tyres Rally. Marshals required for this event. The stages should be open from 16.00 hrs onwards.
- Sept 22/23 Cumberland Sporting Car Club Rally. Maps 73/83. Regs from Comp Sec. Clun Championship event.
- Sept 23 North Midland M.C. Sprint (Shell League Event) and NEMC Club Championship event. Regs from Comp. Sec.
- Sept 27 Mini Rally No. 3.
- Oct. 6/7 Shipley & District M.C. Vincent Ferrand Rally. A.N.C.C. Rally Championship event and club championship event. Maps 90/91/96.
- Oct 11 Mini Rally No. 4. See M. Colley for regs.
- Oct 12 Disco Dance. Centre Hotel, Admission 50pence. Tickets available from committee members.
- Oct 28 N.H.M.C. Chrysanthemum Rally. See David Shipley for regs.
- Nov 3/4 N.H.M.C. Moonraker Rally. ANCC Rally Championship event. Marshals are required. This is one of the clubs big events of the year. We need many marshals to make this event a good one.
- Nov 5 Fireworks Rally. See Dave Langdon for regs.

STOP PRESS!!

- Sept 25 Film Show. Hodgsons Ballroom, Beverley. R.A.C. RALLY 1973.

The Complete Answer

To all your AUTO-ELECTRICAL SPARE PARTS
and SPECIALIST AUTO-ELECTRICAL REPAIR
problems

Our fullest attention guaranteed for all your needs

Stockists of

AERIALS	DYNAMOS
ALTERNATORS	DISTRIBUTORS
AMMETERS	DRIVING LAMPS
AUTOCABLES	FLASHER UNITS & LAMPS
BATTERIES	FOG LAMPS
BATTERY CABLES	HEAD, SIDE & REAR LAMPS
BULBS	SPARK PLUGS
CAR RADIO	SWITCHES
CAR RECORD PLAYERS	WIPER MOTORS
CONTACT SETS	WIPER ARMS & BLADES
CONTROL BOXES	

consult

HOTHAM

**ELECTRICAL
CO. LTD.**

SPRING STREET HULL
Telephone 27705-6

Austin, Wolseley & MG Dealers

Charles Welpton Ltd.

AUTOMOBILE ENGINEERS



— UNIPART PARTS & ACCESSORIES

IMPECUNIOUS ENTHUSIAST!
WELL - WHO ISN'T THESE DAYS?

We are not a Philanthropic Institution-
but we can assure you that we share
your enthusiasm for Club activities. We
would welcome your enquiry for
Tuning, Balancing, etc., and should you
be unfortunate enough to bend it a little,
our Body Repair Section will be pleased
to restore the model to it's original
pristine beauty!

We promise a good job at a fair price.

Service & Stores ..

THE WEIR · HESSLE Tel 641508

Sales ..

THE SQUARE · HESSLE Tel 641864