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EDITORIAL

What about this then, a new look mag. I think that us, as N.H.M.C. members must thank all the advertisers, with a special thanks to Mr. Robin Waite of Crystal of Hull Limited for providing the money for the cover. Please support them all - don't let them down!!

With the new mag. coming out let's have some reports from you, let's make it a mag. to be proud of. The reports are from the same people (whom we are very grateful to) each month. It doesn't have to be grammatically right, so long as it's readable.

Please help and either give me the rough copy at The Grange or drop it in at Forth Garage 124 Spring Bank, Hull. Tel: 20879.

Congratulations to Peter Smith and Jeremy Matthews on their fantastic win on the Calderford Rally and also the Devils Own Rally.

This last win, I hope has made complete fools of the so called National Rally Reporters who seem to have a down on Smiggy and Jez.

Congratulations to John Strangward (Strangler) and David Jobling on finishing second on The Harrier Rally - terrific result this. We had another crew take part who shall now be referred to as "SEVEN fails Slater" who was navvied by the well known television personality Geoff. (News from the North) Gill.

Barry.

CALDERFORD TROPHY RALLY

On Friday 22nd July, 7 p.m. I received a rather pittyful phone call from Ian Sadofsky saying that he could not go on the Calderford rally the following night due to pressure of work ha! ha! (Ed.)

His excuse was, he was seeded as a novice and did I know of anyone who would take his place as he was navigating for Ken Hailstone. After a long talk I said that I would, so Saturday evening arrived at Kens with what I thought was everything and off we went. Just after Market Weighton we were passed by two old men in a yellow Kadette - crazy sods.

On arriving at the start J. Beadle told me that Northy wanted to do a naughty thing to the curly haired bird in Kens car but when confronted he declined. Through the formalities of signing one and checking the lists posted it was noticed that J. Beadle had not paid his A.N.C.C. Union fees. Now start to get references of spectator points when it dawns on me that I had forgotton to bring my romer. A romer was found and everything gets under way. We started at 12.22 and had a run out to Sherrif Hutton where we had nine fast time controls running north to RTC 10 at Kirby Moorside where two top M.N. contenders picked up a fail each then we ran north over Blakey Ridge which must have been the best section as it was ~~crowded~~ all by N.H.M.C. members. On this section I dropped a biggie just north of Danby Bottoms. Route instructions gave a caution over brow on 90° right. I was a bit slow in calling it out due to losing my place when turning map over we left the road and ended up some 70 yards in a field. This excursion cost us four mins. and a complete change of underwear. First petrol was at Scaling Dam. After the restart 6 T.C.'s brought us down to the pond at Grossmount then three sections over Glaisdale Rosedale and Spaunton Moors on which we encountered a bit of fog.

Second petrol was at Wrelton then a fast run south via four T.C.'s on the white at Appleton-le-Street. MTC2 just outside Terrington from where the first stage started then a boring run down to Melbourne where it started to rain on this stage. It was also to be run twice, on the first run we managed 3.59 and on the second we took a little longer as we spun. A run down to the finish at Copmanthorpe.

Hell of a result for Pete Smith who was first. Well done to the Craven brothers who were 16th and then ourselves who were 37th.

Shirley Temple. (R.S.)

FORTHCOMING EVENTS

- 27.8.78. Autotests. Closed to Club at Lex Tillotsons, Hedon Road, Hull.
- 2/3 Sept. Stocktonian Rally, Stockton & Dist.MC.
- 3.9.78. Derby Crest Stages Rally. Vagabond M.C.
- 9.9.78. Hodgsons Trophy Stages Rally. Single venue stage rally on Gamston Airfield, organised by Allfour Sheffield
- 9/10 Sept Non Larder Trophy Rally. Linnis Louth M.C. Starts and finishes at Louth.
- 10.9.78. Scamendon Hill Climb Shell League event
- 10.9.78. A & P Stages?
- 16.9.78. Costa di Plenty Rally. Trackrod M.C.
- 24.9.78. Lindholme Stages Rally.
- 24.9.78. Trackrod Crest Forest Stages Rally

FORTHCOMING EVENTS (Cont)

- 24.9.78. Autotests. Beverley Motor Club at Cottingham,
- 30.9.78. Bolton Midnight Rally.
- 1.10.78. Crystal Stages Rally.

COMP. SECS. REPORT

N.H.M.C. here again being well represented in away events especially Wakefield Motor Club Calderford Trophy Rally in which we had 12 crews entered.

Unfortunately, we only had four finishers. Congratulations to Pete Smith and Jeremy who pulled it off once again, coming first overall in the Swift Caravans Opel, beating all the top Motoring News circus, it nearly made me cry reading all their sob stories in the press.

The Craven Brothers did extremely well finishing 16th overall. Terry and John finished in the Car Care Cover Warranties sponsored Escort but was excluded for illegal use of auxilliary lights and failing to stop at a G.W. Another crew to finish was Ken Hailstone and Roger Stoneley who was drafted in at the last minute.

Mike Reed and Dave Howell lost too much time and went OTL after going off into a field. John Beadle and Ian North had to retire with piston trouble (I think) John Strangward and G. Gill who seemed to be going very well also retired.

We were also well represented in the marshalling field with N.H.M.C. manning 10 controls stretched out across Blakey Moor. Apparently there were a few protests at the finish of the event due to some cars being penalised for breaking $\frac{3}{4}$ time rule which I will now attempt to explain for anyone who does not understand it.

With reference to R.A.C. Blue Book S38, S66 any competitor who covers a distance between controls of more than four miles apart who exceeds $\frac{3}{4}$ of the time allowed will be penalised i.e. if a relaxed section is 12 minutes long then a competitor is only allowed to gain three minutes therefore he must take nine minutes or longer to complete the section.

Date alterations

I seem to have my dates a bit mixed up on the Highwayman Rally which I now think is on the 14th October. Anyway the regs will be out at the end of August. Our Closed to Club Autotest had been moved to 27th August due to a clash with Bridlington on 20th.

Shell League

The last event was a Production Car Trial organised by Trackrod Motor Club at Burley in Wharfedale. North Humberside was poorly supported with only four entrants. Myself and brother Robert, Howard Paterson and his girlfriend Sue Jackson. Unfortunately we were not very good.

The next round was to have been an Autotest organised by York Motor Club on 13.8.78. but this has had to be cancelled until a later date. This makes the next event the Hillclimb at Scamenden Dam organised by Huddersfield M.C. on 10.9.78. This is a speed event so requires an R.A.C. Speed licence. If we are to finish in the top four clubs in the league we need to do well in this event so lets have some support. The awards presentation for the Shell League will be held at a Disco at the Wakefield Post House, Queens Drive, Osset on Friday 17th November. If anyone requires tickets at £1.00 each please let me know as soon as possible.

J. Newlove.

R.A.C. RALLY 1978.

Advance information - subject to confirmation

Stage - Cropton Forest Date Monday 20.11.78.
Stage opens at 18.15 hrs

The R.A.C. do not propose to issue the usual badges and date bars, but to substitute with a plastic badge only.

It is the view of the 'Yorkshire Section' that many marshals will regret that date bars will not be issued, so they propose, subject to sufficient demand, to have date bars made, the projected cost is 15 to 20 pence each.

Anyone wanting to purchase a date bar, please let me know as soon as possible.

Harry Ahern Tel: 441703

TRACKROD FOREST RALLY

We are manning a stage on the above rally on Saturday 23rd September 1978. No further information yet to hand, put the date in your diary and I will let you know the exact details as soon as I receive them.

Harry Ahern.

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'S' Block needs re-bore
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'S' 3 speed straight cut gear kit - brand new
'S' Crank assy balanced with ultra light flywheel
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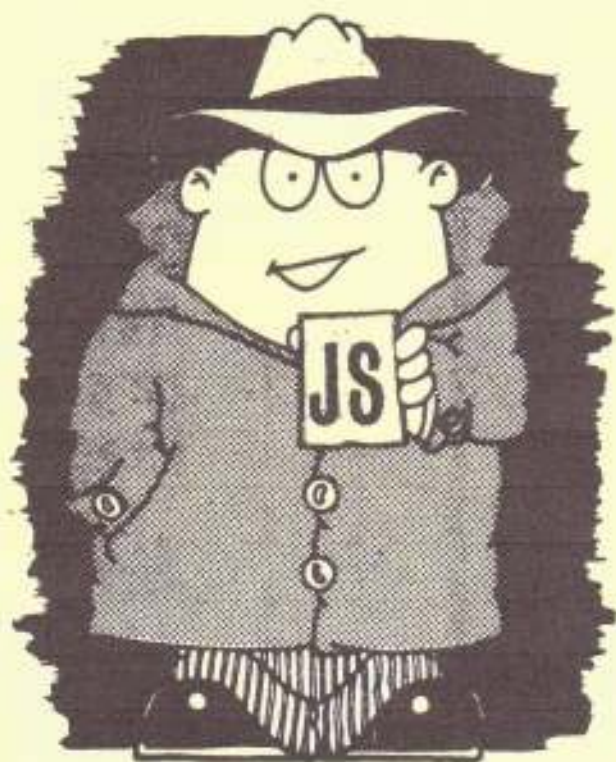
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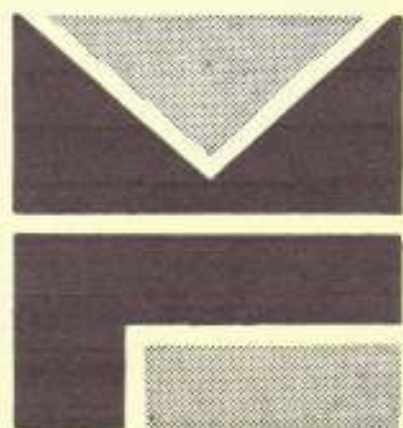
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SATURDAY NIGHT FEVER TWICE

After a few weeks work on the car fitting of carbs mainly, we were ready for the Cossack Rally.

The rally turned out to be the best result for me in my few years of rallying. The night was not without incident, apart from going off the road four times and one wrong way and catching cars on selectives. A lot of people were saying we were mad, it paid off for us, 4th overall and team award. (the navi was Phil Naylor and not G.Cox as was in the local papers)

After the Cossack I spent all week preparing the car ready for the trip to Scotland to do the Jim Clark Memorial Rally, round five of the Castrol Autosport Championship. So the Friday night before, John Newlove picked up the Jordans of Hull (Rent a Heap) Sherpa van and arrived at the Chequered Flag, Beeford about 7 p.m. to tell me it is making a lot of funny noises, the back doors would not lock, it was bent all over, it wanted some oil in it (what a heap). Would it make Scotland and back we all thought. We loaded it up ready for Saturday morning start, and went for a few Yorkshire pints at my local Pub (The Plough Foston). We set off at 10.00 for Duns, with navi Bob Walker and myself in the rally car and service crew following (John Newlove, Andy and Dave Brigham).

We arrived at 3.30 to find the place had been taken over with rally cars and people.

We passed scrutineering with no problem and to noise check. A bit worried because I had fitted a new exhaust system after the Cossack but we passed okay. We then went back to find our service crew to make last minute adjustments to the car before parking the car in Newtown Street, Duns.

We then parked the car and waited a couple of hours for the start. We were weighing up the opposition and in the process managed to get our picture in the Autosport magazine. After ridding ourselves of the service crew we sampled some Scottish Sludge. 8.07 arrived and we set off for the first taste of Scottish soil. First stage short and sweet with no problems. 2nd stage farm track long straight down hill with lots of people on the right, unknown to us there were three yumps to come. The crowd obviously had been there before and we obviously had not. We overcame them, landing hard to come onto a slight left hander going up hill with a yump right at the top, we went for the brakes and to my amazement the pedal went to the floor and then suddenly realising I had pressed the clutch with my right foot and in the process just about deafened Bob through our newly borrowed Intercom (dash clever these Japanese).

Arrived at the third stage to find a very wet airfield (lucky I took my wellies) very fast, nothing happened. Went into first service area quick service and Granny Newlove served us with tea and biscuits. Service crew complaining of being wet through after watching the early runners. Dusk was then falling as we set off for the infamous Otterburd Ranges with the rain persisting down. The first of the four ranges we attempted was very rough and gave us quite a surprise. We were really missing out as we were lacking a Halda Tripmaster. 2nd stage was fast and smooth and we started to settle in. 3rd stage there was a lot of cattle grids and Bob warned me of a bad finish over a bridge, but lacking a Halda we arrived at it early, then anticipated and ended up screwing the car over the bridge on two wheels, the finish marshal saying to us "you'll remember that next time round". 4th stage was the longest range one, with its finish on a long straight full of

yumps and Bob complaining of his poor back over every yump. Into the service area at Plashetts to find service crew frog hunting with drinking straws (Andy was surprised how far they blew up!)

Nothing wrong with the car a good look round the car and changed onto Ultragrips. After another cup of tea (must find some bogs soon) we departed for Keilder Forest. First impressions were bad as the warning triangles were out in numbers. We passed a neatly parked Crystal of Hull Escort on this stage. All the other Keilder stages were very rough, just about shaking me and Bob to bits as well as the car. At the next service area in the Keilder complex we again checked the car and had another cup of tea (Granny Newlove's primus doing overtime). The service crew were exhausted after their own special stage through the forest drive!

P.C.A.'s service crew even managing to roll their Transit onto its roof (Andy having experienced this service crew previously, after hitting his Mini on the 76 Raylor, could do nothing but laugh). We departed for two more Keilder stages before halfway. We arrived at halfway with the car boiling its head off. The service crew checked the car over. (We then tried some of Andys P.G. Tips, what a load of rubbish at four in the morning)

We then set off for Otterburn Ranges again, leaving the service crew for a two hour sleep. We were 1.28 seconds faster on the first range in daylight. 2nd range really motoring - 38 seconds up on first time. 3rd stage we remembered the bridge at the finish. On to the 4th stage about a mile in when the engine died off. Realising the throttle cable had broken, jumped out and jammed the throttle linkage wide open and drove for five miles on the key. Intercom was doing overtime. The finish straight containing all the yumps and Bob was really complaining as we were taking them at 100 m.p.h. plus.

We managed to get the car back to service where we found the exhaust had parted at the front. Reclamped and fitted new throttle cable. Departed for the last two stages and suddenly a noise developed at the rear. We arrived at the airfield not going to do any heroics. The crowds were lining the start straight. On the last bend before the flying finish we experienced a loud bang and the steering went all to cock. Service area was at the end of stage where the crew stood looking in amazement with the offside wheel laying on its side. I jumped out and all hell let loose. (Service crew speaking).

When we got the car jacked up, Rob had realised the strut had broken. This is where the foreign lingo started, coming out rather blue. We set about changing it with Rob saying pass me the spanners (what the hell is he on about) People passing took a hundred yard detour because of low flying spanners. We managed to get the job done and saw John and wheelbrace trying to keep up with the car. Rob left that much rubber we went and shovelled it up. Twenty minutes later we had gathered up the spanners from a 50 yard radius and departed for the finish at Duns. Rob arrived safely at the finish having done no heroics. We parked the car and went for breakfast. After eating we tried to find the results, not finding them we set off for home. So far down the A.1. John decides to pull into a layby, I realised he's stopped and backed up the A.1. to see what was wrong. He was kn.....ed so I got Dave to drive the van. We stopped at Green Hammerton for dinner. Bob took over driving to P.C.T. at Lowlam. We arrived home at half past four, all very kna.....ed Unloaded and took the Rent-a-Heap back to Hull, which ran out of petrol on Jordans forecourt.

The rally was a tough one alright. We managed to get 3rd in class and 35th overall. We also

scored four class points in the Castrol Auto-Sport Championship which takes us to third in class at the moment.

My thanks go to John Newlove, Andy and Dave Brigham for their support in me and to Bob Walker for sitting beside me and to the sponsor ^oChequered Flag of Beeford for supporting me on my rallying journeys.

Rob White.

GINSPEED!

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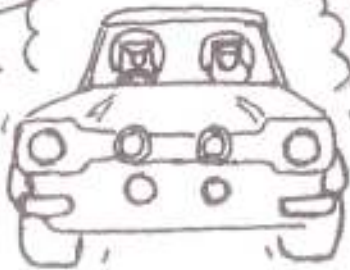
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Three miles..FLAT.
Keep her in "dad"

Button ■ "kid"
I'm
driving



Ey up..I'll have these
two "old" fellers!



Is she deep.. "kid".

Not really, only about
that deep.



I think he's upset !!!

I'll brain the
B*****.



I thought you said it was'nt
very deep.!

Well it only comes
up to there on
OUR DUCKS!



Jim RICK (x x x)

You think there's money to be made in pigs? Must be a "new boy".
Study this page...

Beginner's guide to pig talk

PIG—not necessarily anything to do with male chauvinists or fascists.

BOAR—male pig with large teeth. Seems to have all the fun.

SOW—large female pig that eats a lot of expensive food and breaks things.

GILT—young female pig that eats a great deal, and sleeps a lot, usually on top of its own piglets.

SADDLERACK—funny coloured breed of pig that eats a lot.

LARGE WHITE—bigger pigs that eat even more and can watch you while they do it.

WELSH—pigs that eat a lot and cannot see you while they do it.

HAMPSHIRE—nice county to visit, if only you



sows to squash baby pigs with minimum effort.

FOLLOW-ON PEN—here, survivors of above learn how to catch diarrhoea (affectionately known as scours).

EARLY WEANING—baby piglets learn to scour after only three days. Something of a record.

E COLI—omnipotent bug that defeats all attempts to keep baby pigs alive. Useful term for vets who do not know why a pig has died.

GREEN £—colour you will go while beating your head against a wall after your all-arable neighbours tell you how much profit they are making.

CAP—game for six to nine players. The object of the exercise is to keep the price of your pigs as low as possible.

AI—system for depriving your boar of most of his fun.

SWILL—affectionate term used by pig-keepers to describe UK pigmeat policy, or reason why all the houses in the neighbourhood remain unsold.

BARLEY—expensive crop that helps to explain high price of pig feed, or

cheap crop that is rarely used in modern pig rations today, so food prices are unlikely to fall very much.

WHEAT—French for eight.

STRAW—too expensive for you to buy, too cheap for the pig to bother with.

FISHMEAL—something people not keeping pigs can probably still afford on Fridays.

HYPODERMIC—instrument usually found on old ledge in piggery or dropped in straw yard. It makes a nice noise when stood on accidentally.

NEEDLE—what your wife will give you for entering the house after cleaning out the pigs.

IRON DEXTROSE—produces attractive mottled effect on pigman's hands and trousers.

WEANER—young pig, always worth less than last year.

MINISTER OF AGRICULTURE—well-dressed man with smart suit and big car who explains why it is a good thing that weaners are worth less than last year and that you have only a dirty old pair of overalls and a battered old van.



were not spending all your money feeding pigs.

LANDRACE—nothing whatever to do with running.

PIETRAIN—French railway locomotive.

PORKER—pigs that are difficult to persuade to enter lorries.

BACONER—pigs that are impossible to persuade to enter lorries.

HEAVY HOGS—large pigs that carry stockman around yards wielding bits of corrugated iron, while lorry drivers wave their arms and swear.

FARROWING PEN—a specially made compartment that allows



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