

JUNE 73

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MAGAZINE

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Janet Scott
Myra Webster

and all our other helpers in collating:-

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- + Peter Bullock - Social
- Jeff Prince - Magazine

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Radio Humberside Reporter - Ed Wharam

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

EDITORIAL - June 1973.

I hope last months newsletter was favourably received by the members and I apologise that it was not the eagerly awaited "usual yellow backed stimulating periodical" as this was pointed out to me, but give us a chance, more is yet to come.

The most important events this month are the Autospeed Recovery Stages Rally to be held on Sunday 17th June. The start is at Hutton Cranewick at 10.00 a.m. I feel it must be pointed out that Autospeed Recovery Services are generously sponsoring this event. This must be the top-notch event of the calendar; and consists of several stages on private land and all in a radius of 15 miles from Drifffield. So I know all members concerned will do their utmost.

Following up two weeks later is the Rosedale Production Car Trials. This has always been a very interesting event to enter or just spectate. The landlord Bill Stamper of the White Horse Hotel, Lastingham, has proved to be a very generous host, so lets do him and the club proud, by making this year the best to date. Dont forget last year we drank the pub 'dry' so NHMC have a lot to live up to.

Getting back to the serious side of this letter, the most difficult part of preparing the magazine is getting items of news from competitors, marshals or spectators etc., in time to go to print. But this month there has been a most welcome increase in the contributions.

Dont forget if you have a compliment or complaint, dont bottle it up, put it down on paper and send it to me or hand it to me at the weekly Natter and Noggin on a Thursday night.

R.S.

I have been thinking of you very much lately, and wondering how you are getting on. I hope you are well and happy. I have been very busy lately, but I have managed to find some time to write to you.

The weather is very nice here now. It is a great relief after the hot summer. I have been walking a lot lately, and I feel much better. I have also been reading a lot of books, and I have found them very interesting.

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BITS FROM HON. SEC.

The Secretary would like to welcome the following new members on behalf of the Club:-

No. 235 David Owen, 86 Ganstead Grove, Preston Road, Hull.

No. 240 Norman E. Hawkes, 5a The Fairway, Westella, Hull.

No. 241 John William Tyzack, Roos House, Main Street, Roos.

No. 244)
No. 244A) Mr. & Mrs. George Stewart, 27 Hallgate, Cottingham.

No. 243)
No. 243A) Peter & Mary Wallace, 2 Ferndale Avenue, Edgecombe Street, Hull.

No. 252)
No. 252A) Stuart & Shirley Allerston, 60 Holmpton Road, Withernsea.

No. 254 David Michael Cropley, 80 Lilac Ave, Garden Village, Hull.

Welcome back to an old member who has now returned to the area

No. 253 John Michael Rickard, The Levels, Fortington Rd, Easttrington,
Near Howden.

Control Boards and Route Control Stamps

Will all members who have still got either of the above items in their possession, please return these as soon as possible to me or any committee member.

Film Shows

You will be pleased to know that we have two such shows in the pipeline. One with support from National Benzole and one which includes the 1972 E.A.C. Rally from Kleber Tyres.

The First Committee Meeting

Dave Shipley was (pushed, cajoled, threatened) elected as committee chairman
Dave did a great job as chairman last year.
Alec Henderson was elected as Vice Chairman.

Competition Sub Committee (Comps. Sec. Graham Oddy) John Deadle, John DeVries, Pete Kitching, Alec Henderson, Tony Carmichael.
Any grumbles, growls or suggestions, contact any of the above mentioned.

Social Secretary (yet to be appointed)

Social Sub Committee

Convenor - Dave Shipley

Members

Ed Wharam, Dave Langdon, Ian Sedofsky, Peter Bullock, Roger Stanford.

If you think the social side of the club needs shaking up, you now know who to get at.

Magazine Sub Committee (Editor Bob Simpson)

Melanie Spruit, Ed Wharam, Jeff Prince, Graham Hudson, Colin Wright and I think with a little more pressure, John Rickard?

The above team intend to produce a more interesting magazine, but require some help from 'YOU' any bits of interest that you have read about, participated in or watched, its your magazine, so please make the effort.

Some more rules regarding the running of selectives on public roads are due to come into force from July 1st 1973.

Selectives may only run from 00.00 hrs - 06.00 a.m. The route must not pass a Stop at Major Road or Halt Sign and MUST NOT JOIN an A or B class road - i.e. a road of higher status where the Highway Code says a car must stop. If the route crosses a Yield or Give Way sign, notice must be given in the route card/road book, giving the exact location.

Also from July 1st NO SERVICING AT ALL will be allowed on Restricted and Closed/Closed joint events. Any adjustments etc., must be made by the crew. No servicing will be allowed.

O.S. Map Revisions

One inch map.

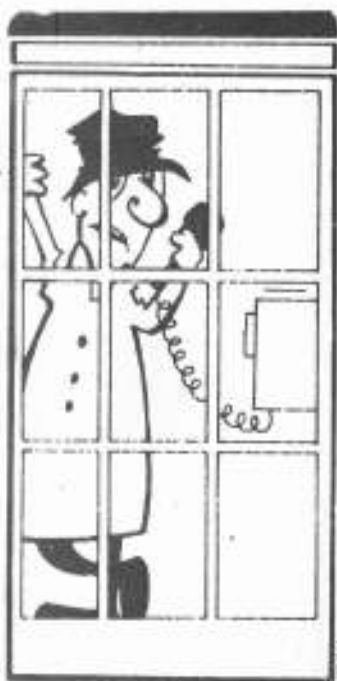
Reprint with major changes

<u>Sheet No.</u>	<u>Title</u>	<u>Edition</u>	<u>Style</u>
120	Burton on Trent	B**	Coloured & Outline
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Letter received from Tony Drummond, Stockton-on-Forest, York.

May 16th 1973.

Dear Mr. Simpson,

As requested a short account of the Bath Chieftain Rally as it appeared to Navigator Chris Gray & I.

We had no really interesting exploits because, lacking a service crew we had to take our respective wives in this capacity.

The first incident occurred in the underground Car Park at the start in Bath, when upon starting the engine my air cleaner caught fire, this established a new record for emptying the Car Park.

The first stage was three laps of a large wet airfield, running on Dunlop type M's and achieving one spin, I thought we would be at least half a minute down, second stage was straight undulating gravel track, sighting the remainder of Eric Jackson's car, we slowed down somewhat.

The next stages were grass, mud, gravel and chalk tracks, normally used by Tanks (Chieftain).

Arriving at half way halt Chris Gray calculated we had two minutes in hand and completed a quick service, with much help from one IAN ? who hails from Hull.

Second Half - Off we went down more Tank tracks using some of the morning's stages in reverse, and one rallycross type stage on which yours truly was much at home, managing two spins.

After much waiting at the finish, due to a Blue Book waving match between Mexico entrants, we finally got our prizes, and so ended a very wet but enjoyable days rallying.

Yours faithfully,

signed Tony Drummond.

1973 WELSH RALLY

Roy Webster decided to give this event a try early in the year and his secretary/wife Myra sent for the regs. As soon as these were received they were read through very carefully and it was immediately apparent that if returned straight away there was a very good chance of an entry.

This proved correct and an acceptance postcard was soon received. Navigator Dave Langdon got the sponsors Eastgate Garage, Hessle, organised. Pete Heron and I offered to service, my wife booked lodgings with her parents and sister and we were in business.

The most important thing - the car - was still being used, the last event being Driving tests on Easter Monday.

The shell and engine were alright, the front struts replaced and a gearbox and back axle on order. Unfortunately the former arrived but was the wrong one and had to be reordered and the latter never materialised (more about this later).

True to form we had a Webster type rush to end the preparations. Exactly one week before the start there was no engine, gearbox or axle in the car. The new gearbox necessitated a lot of plumbing and car was ready to run three days before the off.

Next day, Wednesday, Roy ran it to work but rang up during the day with the news that all was not well and he had bent some valves. This came about by the timing chain jumping a cog. The engine has been stretched slightly consequently a longer chain was used with chain tensioner nearly at its maximum. This cog-jumping was assisted by the tensioner pin catching the end of the plunger and not letting the tensioning spring do its work.

New valves were purchased, fitted and to stop any further chance of cog jumping, a link was removed from the chain and a lump hacked off the tensioner.

Whereas we should have left for Wales on Wednesday night, it was Thursday afternoon before we left and we met the other Webster equipe at Welton also with car on trailer.

Dennis Haynes, Dig Ed. Wharam and Jim Heavyside were complaining about lack of power on their tow car but when smoke was seen rising from the trailer brakes the static brake was released and all was well. They left before us and were next seen on the M18 where they overhauled us on the long climb away from the A1M - Minis must be lighter than Escorts.

We both arrived at the motorway cafe south of Birmingham at about the same time to meet the other Webster - Dennis who had been in Brum on business. After a meal we both left for Wales.

Next morning whilst driver and navigator signed on and collected route and service pack, the service crew made last minute adjustments, washed car and packed service car. The afternoon was spent plotting stages and main controls on O/S maps and arranging service points. The whole route was on a lengthy Tulip card so it was unnecessary to put it on a map.

The car was sent to scrutineering for 5.30 p.m. and left in Parc Ferme to await the start whilst the crew ate, washed and changed before going down to the start to watch a few crews off before their due time of 22.30 hours. Roger C. was off at 19.00 so by a little arithmetic one can see Roy and Dave were No. 210.

The service crew were loathe to leave the telly but finally departed at approx. the same time as the car but with 20 miles start.

The run out was 2 hours 50 mins to the first stage which was north west of Swansea. We (the service crew) found ourselves a place to wait nearly at the end of the designated service area.

Three quarters of an hour before our car was due we lit our recognition signal - a Marks & Spencers bag over a Q.I., because 179 - Dennis Webster and Dennis Haynes were due and would see that we were about in case of emergencies. I walked back up the road and three cars back found another M & S bag lit up. It was Dig Ed. After we had been walking a few minutes, a Hillman came flying along and out jumped Dennis the navigator. He explained that a drive coupling had expired on the start line of the first stage and they all disappeared to the start. Dennis did mention that his ride in the helpful locals Hillman had been as exciting as in the Mini the driver groping for his dropped fag end whilst negotiating Welsh lanes at high speed.

A little later Roy and Dave came along and we inspected levels etc., and all was well. We then left for Lampeter MC2. Dennis and Dennis turned up, less sump guard which Ed. was carrying, clocked in within lateness having missed Stage 2 to keep in time. Sump shield was replaced and they left for Stage 3.

Roy & Dave were a little late because of a car rolling on Stage 2 but had got lateness recorded for this. We saw them next after Stage 4 before the three Eppynt Stages and they decided not to change tyres as the roads were dry and very little advantage would be gained. They were on time at MC3 and departed on to Eppynt again for 6 & 7. They saw Myra at SS6. and a little later saw 86 Ron Ship, who had slightly modified his car.

We parked in the Service lay-by next to the Sugar Loaf mountain and whilst Pete slept I washed and shaved and had a chat with Ed., Dennis & Dennis who were now on schedule and running well.

Roy and Dave turned up and we changed front pads and then left for MC4 where we discovered a rear tramp bar had broken. This was removed and whilst they did Stage 8 we got this welded in Llandrindod Wells at an Agricultural type workshop and then set up camp near the lake next to 123 Pete Kitching and John De Vries who were at breakfast whilst their service crew worked.

We replaced the tramp bar, removed part of the sumpguard support as it was broken, replaced a sidelight bulb, washed the car and checked all levels ready for the off again.

On leaving the breakfast halt we had a run further north before parking just before 10 and watching a few cars high up on the mountainside with binoculars. Pete walked up to the start of this stage and it was the only bit of spectating we managed. The car was still O.K. after 10 and after a glimpse of the car after 12 we saw them again after 13 where we removed more loose metal supporting the sumpguard before they went in to MC7 & 8 and park ferme in Machynlleth.

As we were a late number the fish and chip van had sold out so after buying a set of pads from the Perodo car we left for our next service point after 16.

Roy had made contact with the countryside and both front corners showed signs of his carelessness. We replaced an exhaust suspension rubber, pulled out the bodywork, checked levels and they continued. 17 was cancelled so we had a long but interesting run up to Deddgelert where we waited in the shadow of Snowdon for them to come off 19.

Here Pete noticed a 'weep' in rear axle and after filling the diff. they left to look for welding equipment. This was found in Capel Curig and half an hour was spent draining the diff, welding and refilling. They made MC9 in Bettws-y-Coed only two minutes late and left before we arrived for 20 and 21.

We set up our service point just as it was getting dark and after a long wait they arrived on time but with a $\frac{1}{4}$ " split right around the axle. There was then a minutes silence whilst we racked our brains trying to think up a way round this problem but none could be found, as a MC followed soon and lateness would quickly run out.

The service car then sought out a garage and we took the rally car there - it drove with lots of neg. camber on the rear wheels. Filling the stricken car with all the spare wheels etc. we set off for the next MC reporting our demise and then left for our tender car and trailer.

We could not have broken down further away from the start and did not arrive until 8 a.m. Roy and I went to bed (separately) whilst Dave and Pete went to Llandow to see the last stage and check if the two remaining NIMC cars were still in the rally.

Luckily they were so a 50% finishing result was achieved.

After 4 hours kip we left for North Wales loaded the car on the trailer and had a meal finally leading for home at 8 p.m. We were all back home by 3.30 a.m. in time for a few hours in bed before work.

No doubt the results will have been available a considerable time when this is read so Roger C's win and our Clubs placings will be known and this popular home International which need only use a day of your holidays will be history and leaves me looking forward to next years efforts.

Geronimo.

THE BASS CHARRINGTON TOUR OF LINGS.

Last year Louth Motor Club and the Lincolnshire Automobile Club ran its Tour of Lings Stages Rally for the first time and gave competitors over 60 miles of various surfaced stages.

This year the same event was chosen for the Cars and Car Conversions Clubmans Rally Championship and the Esso Uniflo/B.T.R.D.A. Gold Star Rally Championship and this proved to be an over-subscribed event well worth competing in. Many competitors were chasing points for the two championships and the top twenty included some of the top names in British club rallying considering that the Shell Championship Granite City Rally was being run that same weekend in Scotland.

Scrutineering for out of town competitors took place at the very spacious start garage of Hartford Motors, Grimsby on Friday April 27th, the other competitors being scrutineered on the Saturday morning. First car to leave at 8 a.m. on Saturday was last years winners M. Patrick/R. Roderick Jones in an Escort RS1800 and they had the field out of Grimsby to the first stage at Sprothern. This was a one minute farm track and fastest was the Escort RS1800 of J.Daker/E.Cawkill, just one second ahead of Harold Morley/David Hardcastle (Porsche Carrera). The next stage was New Close Wood and Morley was fastest, being 38 seconds over, just beating M.Clarke/J. Macneil (Escort RS1600) and Steve Howard (Crystal of Hull Escort RS1800) by one second and two seconds respectively. Stage 3 was a 1 minute 15 farm track near Brigg and Morley was again fastest by two seconds from Clarke/Macneil, being 28 seconds over target.

The remaining 4 stages up to the half way halt were all airfields and this is where the more powerful cars were expected to pull out the stops. However, a lot of the tight perimeter tracks were used which evened conditions out a bit.

Stage 4 on Redbourne Airfield was a two minute affair which gave the honours to another Escort, this time the G.Leply/M. Harvey RS1600 example. Stage 5 on Ingham Airfield was again a Harold Morley benefit, being fastest at 82 seconds over the one minute target but Stage 6 on Wigsley Airfield saw car 5 fastest with 31 seconds penalty. This car driven by B. Mather/N. Carter (Escort RS1900) just beat Paul Appleby/Keith O'Dell (Escort 1910) by three seconds. Stage 7 on Swinderby was cancelled so cars went to Martin Airfield for a two minute 30 stage, again Morley/Hardcastle were flying to take fastest time from surprisingly cars 45 and 43.

The hour halt was at the Petwood Hotel outside Woodhall Spa and the Porsche Carrera of Harold Morley (348) was well in the lead from Iliffe (367) Mullinger (368) Appleby (370).

The first stage after lunch was on Map 114 at Wispington, being a 1 minute 30 track stage. Morley tied for fastest with Steve Howard/Richard Ward but on Stage 10 on Buckland farm track, Morley was three seconds faster than the rest being 12 seconds over. The rally then moved to Strubby Airfield for a 1½ lap affair which the powerful cars really excelled on. However, the stage was cancelled due to arrowing problems and on the next two stages R.Mullenger/T. Thane (Escort 1800) and K.Langford/C.Batchelor (Fint 1255) got fastest times. Incidentally North Humberside crew Steve Reed/Ian Sedofsky (Kingston Services Escort T.C.) were second fastest on Stage 13 and on Stage 14 at Acthorpe Farm were clean along with most of the other top crews. Stage 15 was right on the Lincolnshire coast at Pye's Farm and was a one minute 30 stage and Paul Appleby/Keith O'Dell just beat Morley/Hardcastle to take fastest. Stage 16 was on the now deserted ex R.A.F. North Coates Airfield. Used on last years rally it was then an operational airfield but this year it was empty and deserted but that didn't stop R. Mullinger/T.Thane from taking the stage by three seconds from the Iliffe brothers, G. Leply/M. Harvey and J. Williams/G. Samuel all in, dare I say it, Ford Escorts. Stage 17 was on the nearby road to Stonebridge Farm and Morley was fastest again as he would probably have been on the next stage at Longbarrow had it not been cancelled due to farming activity.

Stage 19 was on the Barf farm track and was an "impossible" one minute 45 stage, the fastest car, the Iliffe brothers, being some 60 seconds over target time, likewise on the next stage at Great Coates, the fastest car P. Derry/S. Pocock (Escort TC) was some 27 seconds over. The next stage was again in New Close Wood (stage 2 in the morning) but this time Paul Appleby K. O'Dell slide in fastest at 27 seconds over the two minute target. The

final stage, number 22 was at Bigby Top and was a one minute 15 track which Paul Appleby/Keith O'Dell drove over just one second faster than Harold Morley, Steve Reed and the Iliffe's.

The long run to Scunthorpe brought the 103 finishers to the Bass Charrington Henry VIII Pub where results were provisionally posted.

Top Ten Positions

1. H. Morley/D. Hardcastel	(Forsche Carrera)	830
2. R. Iliffe/S. Iliffe	(Escort RS1800)	857
3. F. Appleby/K. O'Dell	(Escort Mexico 1910)	878
4. G. Lepley/H. Harvey	(Escort Mexico)	889
5. I. Harwood/R. Morris	(Escort RS3500)	891
6. P. Lerry/S. Pocock	(Escort T.C.)	905
7. S. Reed/I. Sadofsky	(Escort T.C.)	908
8. S. Howard/R. Ward	(Escort RS1700)	924
9. M. Wise/R. Palmer	(Escort T.C.)	932
10. P. Gilligan/P. Oddie	(Escort RS1800)	961

I.M.S.

ARTICLES FOR SALE

Anyone wishing to sell or wanting parts please advertise such articles. Please give your particulars to myself at the Motor Club or send them to me at 136, St. Georges Road, Kingston upon Hull.

There will be no charge for advertising. However, a 5% commission is charged on all sales brought by this page, payable to the Swiss Bank Account of the Editorial Sub Committee.

Mini Parts

- 1 pair 1½" SU with manifold ex Cooper S
- 1 997 Cooper Camshaft
- 1 Cooper S Exhaust Manifold
- 1 Cooper S Gearbox C/R "very good condition"

Mr. Bassham
261 Hull Road,
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All these items are open to offers.

LADIES ONLY

Each month I will be compiling a "Ladies Only" page and I will try to cover items which I think may be of interest to all the lady members of the Club, including local gossip, recipes, hobbies etc. I would be very grateful if any ladies would send me articles of interest which I could include in this page - Any tips on spring cleaning, recipes, unusual or usual hobbies or scandal!

CLUB NEWS

Many thanks to Vickie Fewlass for giving an underwear party at the Cross Keys last month. We all enjoyed rooting round for undies and nighties and even those who didnt buy anything had a good laugh.

(If anyone would be willing to do a similar party, i.e. Tupperware, Handbags wigs etc., they can contact me and I will arrange a night when we can get together in the Cross Keys for a do)

Belated congrats to Myra Webster and Mary North on finishing the Holderness Rally without a scratch - they finished around 50th but Myra took it steady as she drove husband roy's hairy twin cam and she would have been sleeping in the garage if anything drastic had happened!

(Come on ladies - lets show the men we're not as stupid as they make us out to be and enter for some rallies or driving tests - remember there have to be three lady crews for a ladies award to be presented)

Also well done to Les Prince and Ann Bullock who finished the Holderness Rally in Ann's 850 bog standard Mini - so it shows that you dont have to have a hairy car to compete - so get your Reliant 3 wheelers out and have a chug round at the next rally for the fun of it!

Well Done again to Myra Webster for winning the ladies award at the Sledmere Point to Point on Whit. Monday. She beat Janet Scott by two points and won a $\frac{1}{2}$ pint tankard.

RECIPE

This one is cheap and easy to make - so get out your pinny and rolling pin and have a go:-

"Pizza Napide" Serves 2

Ingredients:	4ozs Self Raising Flour	Chopped Parsley
	$\frac{1}{2}$ level teaspn. salt	$\frac{1}{4}$ level teaspn. Dried Herbs
	5 tablespoons Oil	1oz Butter
	3-4 tablespoons Water	3ozs Mature Cheddar Cheese
	4oz Onion (chopped)	(finely diced)
	2 medium tomatoes (chopped)	4ozs canned ham cut in thin slices
		8-10 black olives

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Many thanks to Vickie Fewless for giving an underwear party at the Cross Keys last month. We all enjoyed rooting round for undies and nighties and even those who didn't buy anything had a good laugh.

(If anyone would be willing to do a similar party, i.e. Tupperware, Handbags wigs etc., they can contact me and I will arrange a night when we can get together in the Cross Keys for a do)

Belated congrats to Myra Webster and Mary North on finishing the Holderness Rally without a scratch - they finished around 50th but Myra took it steady as she drove husband Roy's hairy twin cam and she would have been sleeping in the garage if anything drastic had happened!

(Come on ladies - let's show the men we're not as stupid as they make us out to be and enter for some rallies or driving tests - remember there have to be three lady crews for a ladies award to be presented)

Also well done to Les Prince and Ann Bullock who finished the Holderness Rally in Ann's 850 bog standard Mini - so it shows that you don't have to have a hairy car to compete - so get your Reliant 3 wheelers out and have a chug round at the next rally for the fun of it!

Well done again to Myra Webster for winning the ladies award at the Sledmere Point to Point on Whit. Monday. She beat Janet Scott by two points and won a $\frac{1}{2}$ pint tankard.

RECIPE

This one is cheap and easy to make - so get out your pinny and rolling pin and have a go:-

"Pizza Rapide" Serves 2

Ingredients:	4ozs Self Raising Flour	Chopped Parsley
	$\frac{1}{2}$ level tspn. salt	$\frac{1}{4}$ level tspn. Dried Herbs
	5 tablespoons Oil	1oz Butter
	3-4 tablespoons Water	3ozs Mature Cheddar Cheese
	4oz Onion (chopped)	(finely diced)
	2 medium tomatoes (chopped)	4ozs canned ham cut in thin slices
		8-10 black olives

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Pizza Rapide

Method:

1. Mix flour and salt with one tablespoon oil and enough water to give a soft dough.
2. Roll out into a 7" round and fry on both sides in the remaining oil in a large frying pan.
3. Meanwhile make the topping by frying the onion, tomatoes and herbs slowly in butter until the onion is transparent.
4. Spread a third of the onion/tomato mixture on the base of the pizza and top with thin slices of ham. Place alternate layers of cheese and remaining onion mixture on top and dot olives on. Place under a pre-heated grill for about five minutes.
5. Serve immediately scattered with chopped parsley.

Melanie Spruit.

CLUB VAN

If there are any ladies who would be willing to lend a hand with the catering at events, please contact any one of the following:

Enid Beadle	Tel: 845700
Audrey Ahern	403203
Myra Webster	09644 2733
Vickie Fewlass	04015 238

Any help would be greatly appreciated.

DELACEY MOTOR CLUB. BREADWINNERS RALLY

12th MAY 1973.

This was a restricted status rally in the ANCC championship. A large number of NHMC members were evident both as competitors and marshals and also a number of spectators.

Scrutineering was at Smith Bros. Easingwold and the rally started in the Market Place, first car away at 23.00. The route was 180 miles mainly on the north Yorkshire moors and finishing at Stamford Bridge.

There was a 6 minute run out to TC1 to start the competitive motoring. The route went north via the white around Crayke and the rough white at Holy Hill to TC11 near Cotswold. Selective one started near Oldstead, it went north along a white and then turned south to finish at the bottom of the White Horse hairpins. The fastest time was put up by Phil Cooper/Tony Viles, followed closely by Steve Reed/Ian Sadofsky in their Escort TC.

The rally then followed the A170 up Sutton Bank via Sproxton and Helmsley to SS2 near Carlton. This was a long selective using the Cockayne loop and finished near Gillamore. Cars Nos. 1 & 2 cleaned this one with Steve Reed close behind. John Beadle had engine trouble here and had to retire. Selective 3 followed on and finished near Rosedale, Phil Cooper was fastest here.

The 4th selective started on the hairpins just out of Rosedale and finished near Egton Bridge, Steve Reed got the best time here. The route then consisted of Time Controls through Sleights to the halfway at the Flask Inn.

At the half way Cooper/Viles were leading the rally in their 1293 S Mini, having taken the lead from Mick Whiteley's RS1600. Reed/Sadofsky and Smith/Maxey were also up among the leaders.

TC30 was just off the A171 and the competitors enjoyed a good daylight run along the smooth white through Broxa forest to SS5. This went through Troutdale to finish near Snainton. Again Steve Reed was fastest with Steve Smith 8 seconds behind.

The remainder of the rally consisted of time controls and went via Sherburn and West Lutton. A short white had to be cut out due to an angry farmer and another farmer blocked the road with his landrover, but the cars took to the grass and went round him. The route continued through Sledmere and along a very bumpy grass white to by pass Wetwang. TC42 was west of Huggate followed by a section around Millington pastures and finished near Thixendale. A short part of the route was cut at the end to cut down the amount of daylight driving. Phil Cooper and Tony Viles retained their lead to win the rally with Mick Whiteley second.

Best placed NHMC crews were Steve Smith and Ian Maxey a well deserved 3rd followed by Steve Reed and Ian Sadofsky 4th. Unfortunately Chris Cammack

and Roy Risebury had to retire early on in the night when they were involved in collision with a non competing car.

A special award was also made to car No. 40 which finished the rally but had driven for 140 miles without a windscreen after inverting their Escort GT.

Other NIMC crews were placed as follows:-

22 Anthony Soames/Dave Jobling	34th	33 P.Smith/Dave Moore	19th
43 Neil Harness/Brian Needham	Retired	43 Pete Walton/G. Taylor	42nd
54 P. Adkins/A. Haynes	55th	103 M. Cross/I. Moulds	41st
106 H. Wilcock/P. Shearsmith	31st	115 J. Newlove/R. Newlove	57th
(1st semi-expert)			
111 D. Watkins/B. Spence	56th	123 David Smith/G. O'Rourke	retired
116 A. Paice/R. Stoneley	70th		

R. & J. Newlove.

WELSH SERVICE. by Mark Thompson

Having read the last attempt at a magazine (backless) and duly digested the pro the Crystal Organisation report on their team entry on the Scottish, I felt obliged to put typewriter ribbon to paper and give my impressions of the Welsh International. I don't really know why, except that I think some of the members of the club do not publicise the results of their successes, or failures as much as they could. The other thing I felt was that I ought to get my name in print in some way, and also try and make the magazine a bit thicker - hence this long winded article.

Anyway to the Welsh proper. It was about a week before the Welsh that Masters Pete Kitching and John DeVries asked John Wylie and myself (owner-driver of DWP 297L tatty blue Escort named Mark Thompson) if we fancied servicing on the Welsh. Well thats the short of the story. So I cancelled our entry on rally we had entered and agreed to go. More fools us in a sense. Our lack of appearance at Motor Club (duly mourned by all I hope) was due to the fact that we were trying to load up the car with the stuff Pete had given us. 6 chunkies, struts, halfshaft and puller, starter, dynamo, bearings, rad and cooler, battery to name just a few. Thursday night saw the car set on its axle almost literally - 7 wheels and tyres tied on the roof and a boot full of jacks, toolboxes etc. It was sadly apparent that the service barge was just not big enough. Problem: where to put this stuff. Answer: hook up a small trailer and tow it there. Friday saw me re-packing the gear into the trailer. Friday dinner we were supposed to be en route but we had a couple of small problems. First I changed the 17" wheels on the trailer for VW 15"ones.

Secondly we had no idea where to see our car, Pete's Escort 1600 GT number 123 off. We were to go round to John D.V's garage. He was to ring up from Barry and tell us where they were. Quite easy except that the message had been relayed to K. Scott, who when we went round at 3 o'clock was not in, Car 123 due off at 9.13 p.m. So we set off to Barry.

We got to Doncaster to discover an hour traffic jam because of an accident. Knickers beginning to twist. At the motorway I let John drive as I had been up since four and needed the rest if I was to be fit to do any servicing. John DeVries had, like a good co-driver should, convinced us that there was a four hour rest halt. Some joke. As it was now getting late I told John to step on it. The two of us little realising that there was a forty limit on trailers unless one displayed these stickers which allowed one to drive at fifty. This was blissfully unknown to us and we started to step on it, cruising at about ninety. We were just starting to think we were going to get to the start before 9.13 when this policeman appeared in the mirror. Slowed down to about seventy thinking we had outfooled him, not the case - not only are trailers restricted to forty but one is not supposed to drive in the fast lane. Guess who hadn't read his Highway Code for a long time? Anyway one ticking off and one ticket later, we were speeding away again as soon as he was out of sight. It was still just possible that we could make it on time. Having paid our 12p for the Severn Bridge we motored on. Got into Barry at 9.10 not knowing where the start was. We were following this rally car traffic, still in front of time, then we got lost. Car No.126 whizzed past and we thought b...er it. Missed them. Plan number next was to find out where the first stage was and to see them at the end of it and swap his tyres. He was on SF sports, the chunkies were on our roof. We spotted D. Webster's car and waited for them to come out. Time was getting on. He told us that the first stage was not until after MTC1. This was seventy miles away. So we were off again this time yours truly driving and John W. navigating us towards MTC1. There we were following this Hillman Hunter GT when it decided to go off into the bushes alongside the main road. Funny we thought so went in after him (on foot, silly) pulled him out undamaged the luck so and so. Tramping on again and eventually arrived at MTC1 to find our two men rather knicker twisted at no service car and no chunkies. Job number one was to feed them with ale to recover from shock and to change the wheels as they were due out in seven minutes. Plenty of time I said. Well a little fine. We decided to see them at the end of this first stage to make sure everything was OK.

Pete came off looking worried he passed four cars - all in the ditch. What was it like we asked - slippery was the reply. A quick check over to reveal nothing wrong. So we set off to stage number next. All through the night I never knew where we were. The trailer was a good idea unless you strayed off reds and big browns. Navigator said take the next yellow. We did, it was like Yorkshire's narrowest white and two hairpins that with trailer were not negotiable in one. Never having done driving tests in reverse with a

trailer, backing was a trick that involved backing the trailer up the side of the car as apposed to the road-scrapping off my Rolls-Royce like paint. Still all in a good nights servicing.

After that we stuck to big roads well, on the map anyway. Stage after stage came and went with the car needing next to no attention whatsoever. Not so mine - we had to take a wheel off to do a bit of panel bashing to stop the wheel catching. We lost all track of time somehow managing to see them most stages to find that everything was OK.

Epynt was a bit of a mix up. Pete wanted to do it on his SP's. We arranged the service point with John D.V. and landed up at the finish of the stages. We tried hard to park next to Chris Sclater but there wasn't quite enough room so we moved on to the next layby and had our first couple of hours kip and boy it was quite cold as well as foggy. When we awoke we found ourselves alongside this almighty drop. No wonder we were on our own.

About 5 a.m. Saturday morning they arrived. First news of Shippy being off with his legs in the air. Dare I say typical. Pete seemed to be going alright. Well he kept turning up. I was asleep in mind until breakfast break when the thought and sight of food revived me and the others. Eventually after about an hour the taste of food completed the awakening. This was a big service halt but there was nothing to do except one of his spots had gone off and being skilful we left it along as it was now daylight. This helped to keep us awake more than anything. This was the first break we and the drivers had. But things were to get worse. I can't remember the order of things but we changed the pads as Pete wanted them changing. Just to even things up a bit we adjusted up the rear brakes - who would have a TC axle, hub removal being necessary to adjust the linings. In between most of the stages, all we were doing was checking levels - in particular gearbox Oil. Still nothing amiss until Stage 18. We had got into the habit of having nothing to do and John D.V. had to scare us by reporting a knock at the front. A quick jack up and a chat to Pete, who said that was the roughest stage he had ever been on, revealed a loose rack, loose cross-member bolts, loose anti-roll bar brackets and loose top mounts. All as a result of one stage. All were easily rectified with ye trusty spanners except the rack. Have you tried tightening an Escort rack with sumpguard on? It's almost impossible but we managed to improve it with the promise that if he got his finger out and got to Lunch Halt in good time we would rip the sumpguard off and make a proper job of it. One mad burn to the lunch halt and a wait and a chat to Kevin Videan and a wait and they arrived with forty minutes to spare. We ferried Pete and John down to clock in and get some rest and food. Managed quite easily to get the job done. And the light fixed with a bit of good bending of contacts. The best service yet. Good job I chucked in the axle stands as a final thought. This all happened at the top of Wales (North I think John said) The next bit was a long drag back downhill, bloody tiring. To cut a lot of miles out we arrived back at Epynt in time to change to tarmac tyres which Pete said were a big help.

The end was now in sight and it seemed certain that we would finish. We were quite chuffed as it was his first International. The only other trouble we experienced was an exhaust bracket that fell off. Pete had a spare which we fixed but was a different size. It broke the weld on the pipe just three stages from the end so we had to do the first bodge of the rally and gob it with a bit of wire. K. Scott who had joined us actually did this. Apart from feeling really tired at the end - yes we got to the finish, we were looking forward to the ten laps round Llandow. This was worth going for. It was fantastic. Master Clark on 3 wheels Eyre Maunsell on 2. The chap in the Volvo was cornering on rims rather than the chunkies he seemed to have fitted. What a sight it was. Then surprise surprise, we saw an Escort that was worse than mine. True. Pete came on and had a good burn with a min, one of two that was really motoring. He passed him in the end and all was well that ended well. Back to Barry for, was it dinner? and a clean up. Ask Pete for evidence. According to provisional results Masters Kitching and De Vries were 35th overall. In our opinion a very creditable performance considering that with only 1600 cc's and probably about half Clark's power his car is relatively under powered. We had no doubt he could have gone faster as John De Vries could only remember one moment and was said to be asleep on some stages. A drive to finish. A good event but, as M.N. said, spoilt by miles and miles of road without rest. Very much a survival of the fittest. I reckon he should have entered the Scottish, more rest and more booze - a much better bet.

Mark Thompson.

LETTERS TO THE EDITOR

Sir,

As there still has not been any action taken following our letter to you, which you published in your magazine in April, are we to understand that the allegations made by Mr. Duffield are entirely without foundation and are we therefore (in company with all other persons implicated by unsubstantiated rumours) likely to receive a public apology?

As we said in our previous letter, allegations such as these can only do the Club as a whole, damage, unless a full enquiry is made and blame duly apportioned.

It would be interesting to hear what other club members think.

Yours faithfully,

L. Holland, 189 Milldane, Hull.
 L. Coulson, 50 Swanfield Road, Hull.
 C.S. Wright, 51 Wold Road, Hull.
 G. Hudson, 10 Brunswick Ave, St. Georges Rd, Hull.

Editorial Comment

Will this be a start to a monthly feature in the mag, if so send your letters in on any subject.

ROSEDALE WEEKEND June 30th/July 1st

Once again you have the chance to get stoned out of your mind at N.H.M.C.'s Annual booze-up. Throw away those inhibitions and let yourself go. By now you all must know the venue, but for the uninitiated it's all happening at Billy Stammers White Horse Hotel, at Rosedale. Saturday night is the booze-up Sunday is the Production Car Trials and drunken drivers reprieve.

There have been some really good nights at the White Horse in past years and this year we hope to beat last years beer drinking record. I cant understand why people get drunk at this meeting and I shall be staying sober again to keep an eye on all you drinkers although if Dave Langdon gets his hand in his pocket I might join him in a lemonade or two!!!

Remember to take something to sleep in (caravan or tent) as sleeping in the field without cover is a little dampening to the besotted mind, (as I found out some years ago) If you want accommodation in Rosedale get booking now!

See you under the table in the barn.

Ed.

WHAT YOU ARE WONDERING
(with apologies to)
(The Green Mail)

or

'UMBERSIDE 'APPENINGS

by THE RITER

FROM whom did a certain fair haired lady refuse a drink the other Thursday with the remark "as you have just joined the Club after all this time, you just can't afford it"?

IS Alec really a "Royal Stewart" as his bobble cap implies?

WHEN a certain Assistant Clerk of the Course on the Holderness asked a marshal to close 2 gates "a mile or two back" was it tongue in cheek or did he really know it meant a round trip of 18 miles?

WHO were caught out by the noise control on Selective 1 on *The Holderness" and was it just coincidence that the person chosen to run this, lives at the other side of the country?

DID Roger really run out of petrol on the second half of "The Holderness" or did someone have to use twice as much petrol in a R— R— to take him 4 gallons?

WHO was the organiser in the dark after PS8 on the "Holderness", and is this usual?

WHY did the A.G.M. finish so early, where were some of the usual "stirrers"?

TRYING to follow the discussion, who did eventually receive the accolade of "The Farmer's Friend"?

ON the Breadwinners Rally was Tony Carmichael (according to Radio Humberside) pleased to be credited with navigating for John Beadle - and what did Tony Atkinson think? (or even John)

IS there anyone else in North Humberside, apart from Tony Carmichael, who would (as on Reckitts Driving Tests at Hornsea Pottery) have a Mini with a detachable boot handle but still keep the aforementioned handle locked?

AT Y.M.C. Thixendale were events so tame that Audrey Ahern started to knit, if so did she purl one and drop one each time a car rolled?

ALSO at Thixendale, was the commentator being deliberately offensive to Tony C. after our friend had, with the help of another NIMC marshal in Seven league boots and a red nylon anorak, pushed a broken down car from way back near the commentators stand to, at least 6½" over the line into the paddock area when he suggested, over the air that Tony actually should run off the track for the first time in his life?

WHO were the NIMC marshals, also at Thixendale, who had to rough it on a bend just after the commentators stand, complete with orange sun beds and other impediments essential to marshal's well being?

WHO was the NIMC follower who got locked in the ladies travelling loo at Thixendale and would she still have been there if Jackie and Anne from York (?) had not rescued her?

LEADING on from the Hornsea Driving Tests, is the driver of a certain red 3000 Capri hoping that a tyre firm (any tyre firm will do) will offer sponsorship to a good customer and is someone else in a yellow Escort hoping to swap part shares in a Chemist's shop for shares in a body-building firm?

WHAT is this rumour we have heard. Are John and Karen De Vries planning to change their car for a baby car in the new year?

SHELL MOTOR CLUB LEAGUE

from: Paul Hargreaves,
Redfield House,
Norwood Green,
HALIFAX.

(Bradford 670593)

BULLETIN NO. 3 - 1973

Round 3 took place on Sunday last, with Ilkley & DMC the clear winners on their own midden. Many thanks to the host club for putting on such an enjoyable event, despite the atrocious weather conditions.

Huddersfield MC's lead was whittled down to less than 19 by the YSCC, and Sheffield and Hallamshire moved up from 10th to 6th. Only 7 teams contested the round which is a little disappointing after rounds 1 and 2, when there were 11 and 14 teams, respectively.

The next event is North Humberside's Autospeed Stages Rally on June 17th, 12-15 stages on Maps 98-99.

Prize winners to date are:-

YSCC	£10
HMC	£10
I & DMC	£10

SCORES TO DATE

1. Huddersfield	311.10	434.63	274.90	1020.63
2. YSCC	419.10	266.60	316.10	1001.80
3. ILKLEY	340.00	128.33	440.80	909.13
4. DARC (Y)	312.20	227.77	247.00	786.97
5. TRACKROD	182.30	208.17	208.30	598.77
6. SHEFFIELD & H	169.90	120.00	276.20	566.10
7. DAVID BROWN	87.60	238.73	20.00	346.33
8. ONE ELEVEN C.C.	342.90	Nil	Nil	342.90
9. MGCC (NE)	Nil	321.32	Nil	321.32
10. YORK MC	285.80	10.00	Nil	295.80
11. NORTH MIDLAND	Nil	97.77	Nil	97.77
12. NORTH HUMBERSIDE	30.00	67.14	Nil	97.14
13. NORTHALLERTON	77.10	Nil	Nil	77.10
14. AIREDALE & PENNINE	Nil	52.85	Nil	52.85
15. JOWETT C.C.	Nil	42.50	Nil	42.50
16. DE LACY	Nil	10.00	Nil	10.00

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1967

WATER RESOURCES

The following table shows the water resources of the United States for the year 1967. The data are based on the best available information and are subject to change as more information becomes available. The table is divided into two main sections: "Water Resources" and "Water Use". The "Water Resources" section shows the total water resources available in the United States, and the "Water Use" section shows the total water use in the United States. The data are presented in millions of acre-feet.

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WASHINGTON, D. C. 20250

WATER RESOURCES

1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	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FORTHCOMING EVENTS

- 17th June NHMC Autospeed Rally. Start Autopoint, Hutton Cranswick at 10.00 hours.
- 24th June Rockitt's M.C. Economy Run.
- 30th June/1st July Rosedale Weekend and Production Car Trial and Drinking weekend. Regs (for the car trials) from David Shipley or Roger Stanford.
- 7/8th July 111 Car Club Rally. Club Championship event and Shell League event. Regs available from Comp. Sec.
- 8th July Auto 66 Spring Elvington (NHMC Championship event) Regs from Comp. Sec. available now. Let us have a good club entry. You must get a Sprint Comp. Licence.
- 13th July York M.C. Quiz. Sutton on Derwent. More details of this return event with York will be available in next mag.
- 15th July Slalom Autotests. Club Championship event. Regs available soon from John Beadle or Harry Ahorn.
- 21st July Barn Dance. Ryehill Village Hall.
- 28/29th July Calderford Tyophy Rally. This will be a club Championship event in place of the York Rally which was to have been held on 23/24th July. The start will be at Selby Fork Motel. 97/469302 and the finish will be at the Three Cups Inn, Stamford Bridge. Maps 92, 97, 98. Send your entry in early for this one. Regs from Comp. Sec.
- 5th August Scarborough & District Autocross. (Club Championship Event)
- 19th August Y.S.C.C. Autotests. Shell League and " " "
- 3/4th November PLEASE NOTE CHANGE OF DATE for 1973 Moonraker Rally.

Regs for the above events are available from your Comp. Sec. Graham Oddy on a Thursday night or by telephone Watton 277.

RESULTS OF GYMKHANA HELD 28.5.73.

Car No.	1st run	2nd run	3rd run	Top 10	O/All	Top Ten Results
1/21 Jim Goodle	119	131	146		15	
2/20 J. Goodle	101	102	163	(148) 7	7	10
3/19 J. Newlove	70	120	140		17	
4/10 J. Wylie	109	107	198	(209) 5	5	4
5/17 R. Newlove	90	98	154		14	
6/18 J. DeVries	-	88	135		10	
7/15 I. Sadofsky	136	156	200	(187) 4	4	7
8/14 R. Kitching	139	170	193	(160) 6	6	9
9/13 A. Carmichael	162	140	203	(207) 3	3	5
10/12 M. Thompson	156	76	173	(210) 8	8	3
11/11 R. Stanford	139	203	242	(245) 2	2	1
12/10 D. Webster	127	240	250	(244) 1	1	2
13/9 D. Haynes	160	170	161	(178) 10	10	8
14/8 D. Shaw	162	130	-		13	
15/7 K. Heilstone	-	-	131		19	
16/6 E. Wharam	143	120	138	Equal	16	
17/5 R. Webster	107	146	172	(205) 9	9	6
18/4 R. Yates	114	115	127		20	
19/3 J. Scott	143	150	164		12	
20/2 E. Goodle	123	126	143	Equal	16	
21/1 M. Webster	144	146	166		11	

1st Overall

Top Ten Run Off

1st Lady

Trophy & Replice

in Award

$\frac{1}{2}$ pint Tankard

D. Webster

R. Stanford

M. Webster

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BATTERY CABLES	HEAD, SIDE & REAR LAMPS
BULBS	SPARK PLUGS
CAR RADIO	SWITCHES
CAR RECORD PLAYERS	WIPER MOTORS
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