

Oct 73

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MAGAZINE

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Editorial October 1973

It's again time for me to put a few words on paper for the editorial page to 'wet' your appetite for the rest of the magazine, which I hope you find interesting.

Slowly but surely a few more members are sending me more information about their activities, I mean their outings for the club, not the other kind. But I would like more items of news to filter through to the editorial staff.

Surely there must be enough said at the weekly 'get togethers' on a Thursday night to fill a novel. Some of the things said could be put down on paper and sent to me. I think other members could like to know about them also, I know I would. If you like to leave the spicy bits in all the better.

We try to include every month a page especially for the Ladies, but, so far only 2 ladies have given me something, Oops! On paper that is. Come on girls, let's have something for the 'petticoat page'.

N.H.M.C. can now say that the club has gone into the International Rally bracket with Ian Maxey competing for the R.A.F. Rally Team, in the Cyprus Rally, a really tough event. Ian has promised a report for a future magazine. I am right in wishing Ian all the best of luck from all the members. I think it will be the first International report in the area, a first for N.H.M.C. again.

Lastly many thanks to the band of friends who helped to type, print and collate this magazine. I don't intend to publish their names, but many thanks all the same.

I have one favour to ask, that is, can I have the copy for the next and all future mags in by the 2nd Thursday in the month, please. If any later it means much 'midnight oil' being burnt.

Anyway enough from me for this month so on with the reading.

R.S.

FITS FROM FORD S.C.

The club secretary extends a sincere welcome to the following new members on the behalf of the club.

- No. 287) Peter and Elvera Woodley,
287a) 10 College Road, East Halton, Nr. Grimsby.
288 Michael D. Lenney, 'Veronica' Halsham, Nr. Hull.
289 Peter Smith, 31 High Street, North Ferriby.
290 Barry Hodge, 76 Beech Road, Elloughton.
291 John G. Price, 2 Hotham Road, Cranswick.
292 Paul Adam, 5 Spellowgate, Drifffield.
293 Michael Rudd, 2 The Hollies, Sidmouth Street, Hull.
294 John Everard, 5 Albert Square, Ella Street, Hull.

FORD SPORT CHALLENGE ROUND 5

CROFT AUTODROME - SUNDAY 7th OCTOBER, 1973.

FROM 09.00 hrs.

We have entered a team for the above competition.

Prizes - Winning club.

- a) Three expenses paid trips to the 1974 Monaco G.P.
- b) An international racing or rally driver as guest speaker at the clubs dinner dance.
- c) £50 towards the club funds.
- d) Expense paid coach trip to Ford Competition Dept. for 30 club members.
- e) Ford organised forum/celebrity night.

Second placed club.

£50 to the club funds.

The format is:-

- a) Table Top Rally - from 09.00 hrs.
Tony Atkinson - Chris Cumack.
- b) Fit Stop Competition - from 10.00 hrs.
Fete Kitching - Terry Lucas.
- c) Rally Control Point - from 10.00 hrs.
Dave Shipley - Graham Oddy - Robin Duffield.
- d) Quiz - from 10.45 hrs.
Ian North - Nick Thompson.
- e) Autotests - from 12.00 hrs.
(Consul GT with standard tyres provided) John Beadle.

There will be 50 clubs competing.
The Club Challenge Area is just outside the confines of the circuit and there is no entry fee for this area.

YORK MC NOSS RALLY 15/9/73

Many thanks to all the club members who turned out to help to marshal our two stages Cropton 17, Cropton 18, competitors and officials alike praised the high standard of layout and marshalling. We are indebted to the assistance given in helping us to man these two long stages, by Leeds Motor Club and BMMC. A special word of thanks to Ian Stallard who kindly loaned his van to transport our gear.

Ends

H.A.

North Humberside Ladies.

It is our intention to hold our annual jumble sale at the end of October, the exact date has yet to be decided.

We appeal to you all, including the male members, to let us have all your unwanted goods, as most of you know, anything can be sold at N.H.M.C.'s Jumble Sale.

This year we have a special reason for holding the sale. We have not had the opportunity this year to make as much money as in previous years, we would however like to carry out our promise to pay our share of the expenses of the van without touching the money which we have in the bank.

If you have any 'JUNK' we will collect it from you or you can bring it to the Cross Keys any Thursday evening.

NOTICE

Terry Lucas in conjunction with Ron Shipp are now your official Club Rallye/Motor Sport Correspondents.

ANY news, views, moments, etc., Please send them to Terry Lucas
at 26018 at work
33937 home
or Ron Shipp at 26694.

All information will be appreciated.

STOCKTONIAN RALLY 1st/2nd September 1973

This well known annual event organised by Stockton and District Motor Club counted towards the Motoring News/Castrol, Ford Escort, BTRDA Silver Star and ANECC Rally Championships and therefore attracted top class crews from all over the country. The Mexico of Harold Morley/Peter Bryant, last years winners, led the crews from the 10-30 start from Thornaby, Teeside after the cars had been through a strict noise check and scrutineering, which was organised far better than last year.

The route consisted of 13 selectives spread over maps 85, 86, 91 and 92. Stockton and D.M.C. had stressed the point about latest issues etc., but there were still many places where the road didn't look like the map and both drivers and navigators had to work hard.

Scarth Nick, the first and shortest selective (5 mins) confirmed the fact that this was a hard but relatively undamaging surfaced event. The Coalmine hairpins proved too tight for some crews. It was on this selective that Roy Webster's Eastgate Garage twin cam developed an electrical fault which plagued him throughout the event.

Selective two with a 16 min target took the crews from SE of Osmotherby to W of Hawaby via the north edge of Arden Great Moor. Dennis Webster in the Myson Cooper S managed to turn his car in mid air to follow the road which went 90 R after a blind brow but bent a rear radius arm in the heavy one wheeled landing that followed. He completed the selective but had to retire because the car was uncontrollable above 40 mph. The white on the south side of Arden Moor formed the 9 min. Selective 3. Many crews had difficulty in negotiating a not as map function near Arden Hall but it did not slow Dennis Pelling who took 2nd fastest time with 2m 06s two seconds behind Rodenick.

Selective 4 was a tricky 7 minuter from Kirby Knowle to Bolthby via the white in the S half of 4885.

A west to east passage of Caydale Mill was required of the crews on the 15 min Selective 5. Ron Shipp like many others emerged from the water with only two pots working and found only just enough power to pull his Thompsons Firenze up the hill towards and on the Crabtree Hall whites.

The Cockayne loop with a difference, there was a PC at 620962 $\frac{1}{2}$, formed the 30 min selective 6. Ron Shipp was the quickest club member, 5 secs over target, and Dennis Pelling took a further 32 secs but the car still had a standard shaped rood and he was happy enough.

Selective 7 started N of Low Mills and on th Church Houses via a footpath and ford at 642998. The target of 12 mins was very tight and even the fastest crews dropped more than 2½ min. After this selective there was a petrol halfway halt at Wrelton.

The action started again N of Stape where the 19 min Selective 9 took the crews across Wheeldale. M.Patrick/N. Wilson proved the dry moorland roads invited the Porsche Carrera RS by cleaning this section while his nearest rival Hill/Wood was 14 sec over.

The 11 min. selective 10 looked easy on the map but the map does not show those slight bends and blind brows which cause those 'big happenings'. Patricks Porsche went further into the lead taking 1-33 over 16 secs faster than K.Videans 240Z

The marathon 42 min Selective 11 included Tealholme Rigg, Eskdale, Glaisdale Rig and the white across Danby High Moor finishing at Rose-dale Head. Unfortunately the selective had to be scrubbed due to a farmer moving cattle.

The next selective No. 12 was to have been the last with a target of 32 min. but a last minute complaint caused the organisers to split it into two. Selective 12 then was a 15 minuter starting at 683035 and finishing at 677072 via two PC's at 692½063½ and 680½057½. Many of the crews wished the organisers had called the next half of the original selective, 12a, but it was recorded as 13 which was unlucky for some. The final placings were shuffled about a bit after this section which started at 678078 and finished at 591110½ traversing Kildale Moor. This excellent rally finished at the Swallow Hotel, Stockton.

NHMC crews achieved the following places.

Pelling/Taylor	6th	24-20
Shipp/Whiteley	15th	29-49
Beadle/Atkinson	30th	34-03
Simpson/Wylie	25th	32-44
R.Webster/Langdon	38th	36-28
Harness/Needham	50th	40-42
Lucan/Jobling	62nd	42-57
Brookes/Suckling	63rd	43-02
D.Webster/D.Haynes	Retired	
M.Colley/Cammack	"	
Cross/Yates	"	

D.H.

THE MOONRAKER RALLY

requires
MARSHALLS on
NOVEMBER 3/4 1973.

Qualifications.

Enthusiasm - Desire to assist the club in running
one of its Major Rally's - Ability to stay awake
during the night.

Experience.

Not necessary but would be helpful - we can find
a job for all applicants .

Remuneration.

There is no payment for this "work" but you will
have an interesting and enjoyable night out and will
get satisfaction out of knowing that you have helped
your club to put on a good rally, after all without
your help the rally could not be run.

In running a rally a marshal is more important than a competitor.
Competitors are two a penny - entry lists are generally well oversubscribed
Marshalls are getting very rare. - A rally can be run with only half
the number of competitors places filled but not with only half the number
of marshalls places filled.

Please ring the Chied Marshall - Brian Auchterlounie at 847551 now -
before you forget that you have read this page - remember any offer
of help will be greatly appreciated - even if its only for a couple
of hours at the start.

YOUR CLUB NEEDS YOU!!

Has Pete Naylor reached his second youthhood? On a mini organised by a rival Club, which shall be nameless but whose emblem is a sword, he was actually out navigating! He was with that other evergreen "Peter Pan", Ted Lown, so possibly a Rover IS now about their limit. They finished, incidently, 5th.

Have you heard that the Beadle household are taking Spanish lessons at evening class? Can you imagine John speaking Spanish with a Yorkshire accent? Would he fair better speaking broad Yorkshire with a Spanish accent?

Were you there when Roy Webster chased a young thing called Judy at Beverley the other Thursday? She had him down on his knees in the passage by the time he caught her. I don't think Myra need worry though, it was Enid Beadle's spaniel.

Who, incidently, was the blonde young lady complaining that there were no free offers in the magazine last month and that her young son, Neil, would grumble?

Was the Cropton Stage of the Moss Tyres nearly cancelled this year? Apparently Audrey Ahern had to work all day and, lets face it, who would want to go up all that way if Audrey wasn't there.

Did you hear Barbara Oddy and The Editor arguing as to who had the most cats running around their various estates? Luckily it turned out to be a draw, both have 4 each.

Did you know that John Tyzack of Clough Road Service Station will sell any of your unwanted rally cars for you? He must be some super salesman judging by some of the cars which we have seen around.

Were you there at Cropton on The Moss when Graham Oddy tied a rope to a post? When he pulled the rope half a stone wall fell down and the poor farmer, instead of watching the cars, spent all afternoon rebuilding his wall. He doesn't know his own strength that Graham.

After having had a lift from Brough, were you all suprised to see Alex Henderson STILL drinking orange juice? Was it in fact a very small orange and a very large gin? This we will never know. Seriously, though, we are very sorry to hear that he will not be driving for a while due to "an old war wound". Get back soon, your Cortinas, sideways at Cropton, where always worth watching!!! (And that was just whilst arrowing up).

Fancy, on the same night, a blue VW chasing a Fuzz mini through Beverley getting stopped in Figham Rd. "What would you have done if I had stopped suddenly" he asked the driver. "Joined you in the front seat" was the inspired reply. And all this time the owner was sitting in the back seat quietly smoking his pipe. Was this why the fuzz was slowly backing away from the car all the time he was speaking?

DRIVING LICENCES

After 31 October it will no longer be possible to renew your driving licence across the counter, all driving licences thenceforth being renewed by the Driver and Vehicle Licensing Center at Swansea. Applications for licences, however may be made up to two months before they are required - which would seem to suggest that lengthy delays are anticipated.

Drivers applying to renew "red booklet" full licences which expire on or after 31 October should continue to take or send the application forms to their Local Taxation Office. They will be given receipts, and the Local Taxation Offices will then transfer their licensing records to the Swansea Centre. Their new licences will be posted to them from Swansea and should arrive within three weeks, although - as the Department of the Environment say - "... they could sometimes take longer".

Those who have applied to renew their driving licences are entitled by law to continue to drive in this country while they await their arrival. But anyone intending to drive abroad should apply early in order to receive his licence before leaving the country. To cover this possible problem, the motoring organisations have been empowered to issue to a driver with an International Driving Permit on presentation of his receipt from the Local Taxation Office.

WANTED

Wanted Photos of car no. 68 - Mike Reed/Roy Risebury on the Moss Tyres Rally, on September 15th. Please contact:
Roy Risebury at Hull 33129

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Minor 1000 (948cc) and Riley 1.5 engines. Both engines complete and good. Gearboxes, diffs, and many parts for both.
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'STUBBLE' AUTOTESTS. BISHOP BURTON. 9th Sept. '73										
NAME	CLASS	CAR no.	TEST 1	TEST 2	TEST 3	TEST 4	TEST 5	TOTAL	CLASS	Posn.
J.DIXON	1	1	92.2	104.0	95.6	100.0	45.8	437.6	4th	retired after 2nd run
A.CARMICHAEL	1	2	87.0	80.0	88.6	83.2	44.2	383.0	2nd	
R.ADKINS	1	3	90.0	80.4	93.6	80.1	43.8	387.9	3rd	
A.GREENSMITH	1	4	-	-	-	-	-	retired	-	
T.WHEATER	1	5	77.3	78.0	78.8	74.4	41.6	350.1	1st	An award
M.LENNEY	1	-	-	-	-	-	-	N.S.	-	
P.SWIFT	2	20	83.0	70.8	84.8	76.1	40.8	355.1	2nd	
N.THOMPSON	2	21	77.0	70.0	81.0	73.4	30.4	341.8	FTD	An award
I.SADOPSKY	2	22	83.4	77.6	87.4	84.4	44.2	377.0	4th	
A.RAYLOR	5	70	76.8	70.0	78.4	85.0	41.0	351.2	1st	An award
D.JOBLING	5	71	86.5	74.5	85.8	81.1	41.6	369.6	3rd	
J.NEWLOVE	3	40	86.5	80.4	88.0	91.3	45.6	391.8	1st	an award
C.FEWLASS	3	41	91.0	78.0	89.4	93.2	44.0	395.6	3rd	
R.NEWLOVE	3	42	93.8	79.8	87.0	86.3	45.0	391.9	2nd	
J.WYLIEZ	3	43	89.2	78.2	91.2	94.2	44.2	397.0	4th	
I.NORTH	3	-	-	-	-	-	-	-retired		
M.BEADLE	4	50	79.0	72.0	84.0	87.3	40.8	363.1	3rd	
S.HEWICK	4	51	130.8	79.0	95.6	115.2	45.2	465.8	7th	retired after 2nd run
M.KIRK	4	52	120.1	134.0	97.0	116.2	45.4	512.7	8th	
P.SMITH	4	53	77.0	73.8	80.0	82.1	41.2	354.1	1st	an award
K.HAILSTONE	4	54	93.4	76.2	95.4	102.1	43.8	410.9	5th	
J.RICKARD	4	55	-	-	-	-	-	retired		
P.BULLOCK	4	57	95.0	82.2	85.0	106.2	43.6	412.0	6th	
J.PRINCE	4	58	91.0	77.8	84.0	89.4	43.6	385.8	4th	
R.STANFORD	4	59	79.0	71.4	83.8	85.0	41.4	360.6	2nd	
E.WHARAM	4	-	-	-	-	-	-	N.S.		
J.DE.VRIES	4	-	-	-	-	-	-	N.S.		
G.BLADES	4	-	-	-	-	-	-	N.S.		
R.ROBINSON	4	-	-	-	-	-	-	N.S.		
R.DUFFIELD	4	-	-	-	-	-	-	N.S.		

Many thanks to all competitors and marshalls.

Harry Ahern and John Beadle.

EXPOSURE

WHAT IS EXPOSURE? apart, that is, from the kind that gets your name in the News of the World.

It is "cooling your insides until you die"

It is "severe chilling of the body surface leading to a progressive fall of body core temperature with the risk of death from hypothermia."

It is getting so exhausted in conditions of cold, wet or wind that you cannot keep the blood supply to your vital organs (heart, Brain, etc.) at a working temperature, so that these organs cannot work properly, and eventually stop working altogether.

WHAT, I hear you say, HAS THIS GOT TO DO WITH MOTOR SPORT. Just this, under conditions such as those experienced on the RAC Rally of 1971 some marshals have been seen to leave themselves wide open to this condition by being completely unprepared. Some have seen to appear clad in cotton slacks, light shoes and thin shirts. Fine for driving the super-heated car, but not so clever when standing out at exposed posts.

WHEN DO YOU GET IT? When you exhaust your energy reserve and allow your body temperature to be lowered. Remember getting wet and letting the wind get to your body will soon rob your body of its heat and energy.

HOW DO YOU GET IT? In the case of marshals, by being mentally and physically tired before you start: by being short of food and liquid: through anxiety and worry: by wearing inadequate clothes: by not having water and windproof outer clothing.

HOW DO YOU AVOID IT? By being properly clothed, - well insulated and waterproofed and windproofed. Much heat may be lost from head and thighs. By being properly fed, - carry and eat high energy food, avoid dehydration by drinking when you need to. By looking out for symptoms in your party members. By watching for exposure as a complication to injury in wet, cold or windy conditions.

HOW DO YOU RECOGNISE EXPOSURE? Look for these, in any order.
Shivering and paleness - complaints of being cold and tired, shivering fits. Listlessness, - lack of interest and energy, no response to questions, no interest in what is going on or decisions.
Abnormal Vision - a common symptom, serious at this stage.
Slurred speech - not necessarily weakening or lessening.
Curious, daft or violent behaviour or speech - may violently reject your help.
Collapse, - falling, - death can follow in 20 minutes.

WHAT DO YOU DO ABOUT EXPOSURE? Once exposure is suspected it must be treated immediately. No further exertion, not even a little; the victim must be insulated from the ground, well covered or put into a sleeping bag and protected from the wind and rain. Remember that if one member of a party has it then the others may soon get it. Feed the victim easily digested high energy food, follow this with a hot sweet drink and food if the victim can eat.

No matter what the victim decides, he has not recovered. He must be kept warm and immobile until he has been seen by a doctor. The victim must be carried or stretcher borne even if he looks and feels well.

WHEN GOING OUT IN WINTER, or other possible exposure conditions, the minimum equipment to take is adequate and completely waterproof clothing, high energy food, emergency rations, a supply of hot drinks or the means to prepare them.

Exposure accounts for 20% of mountain injuries and deaths in Britain.

If you are 18 exposure will hit you harder than if you are 30.

Exposure can happen very quickly and can be difficult to detect.

WATCH FOR IT. GUARD AGAINST IT.

There will be a marshals meeting, at a date to be notified in the next magazine.

Once more we shall be cooperating with the National Parks Warden Service on our stages and those of you who have radios capable of receiving on 86.4 megacycles will be able to listen in to the stage start and finish and key points, thereby being rather less in the dark than usual. Also the dedical network throughout the Yorkshire stages will be talking amongst themselves on the wave lengths 2 metres and 160 metres, I am told that these can easily be tuned on most transistor sets - those of you who can hear these transmissions will be able to piece together a picture of the progress of the Rally.

Finally, the stage officials are; i/c, Don Pizzev. 2 i/c Graham Oddy, Timekeepers, Harry Ahern and Peter Thorpe. Chief Marshall, Harry Ahern.

A personal report as seen tried and approved of the MOSS TYRES RALLY.

As I was ever so slightly disappointed (he says with tears running down his chest) at having to scratch at so late a time from this thrash round our local forests I decided to take Alan Finney (who had so kindly offered his professional services and comprehensive equipment at midnight on the Friday) Martin Bassham and Phil Shearsmith (the enthusiastic service crew) without any or all by the way my rallying entries and participation in events would have been severely hindered, I would like to take this opportunity of thanking one and all for all the undying assistance they have given me in the past (and in the future he hopes). Well, provided the editorial staff have not censored the plugs and acknowledgements DIG, DIG, we shall go on to the real meat of this report. As not everybody knows everybody and I feel very strongly about reports put into the mag. with nicknames or pseudonyms (HINT) I shall begin (if you are all sitting comfortable) with what some will consider unnecessary but anyway, this years MOSS was the 7th to be run and this was its 3rd run as a National, for a change and a welcome one at that (ask Steve Reed) a co-sponsor was evident in the guise of ARMSTRONG shock absorbers. As was later apparent less than 120 cars left the start at the cattle market/livestock centre which must be something of a rarity nowadays as half the b..... time you have to fight for your entry. Because Eric Jackson last years winner was not available Our very own KAMIKAZE PILOT on wheels Dennis Pelling led the field away in his recently rebuilt (with a little bit of help from Kingston Services) Escort 2,000. Dennis was destined for smags though and his final result for Dennis anyway was very disappointing never mind D.P. keep trying, one day it will all click! Which must be better than crunching or going bang. Next in line for NEMC was Ron Shipp affectionately? known as Von Tripps for better reasons known to him alone. He again was to be plagued with troubles particularly as on one occasion he was seen trying to "go it alone" one of the excuses for his fantastic result (wonder what the Oxford Dictionary defines as fantastic?) was "we had a puncture on the NSR and I thought it would handle better with less weight on that side" seriously though Ron was trying just that little bit too hard with 3 round tyres, my own thought on his efforts were he was as quick as anybody over the crest coming up to the 90 left at Blackthorn Lodge but from there on I would rather remain silent so as to avoid a libel suit as my observations were a little hazy as at the time this gentleman was negotiating the bend itself I was running along with the majority in the opposite direction so as to avoid the wrath of his front bumper! On a slightly more serious note this flat cost him 8 minutes on a subsequent bend in the same stage and it also cost the crew any chance of a result in the top ten. There is one consolation though Mr. Shipp I understand you have won the Fred Astaire award for your antics with the said deflated tyre. Whilst on the subject of the quicker drivers in the club(at least up to the time they leave the road anyway) Mike Jackson deserves a mention, if only for his business enterprises he very swiftly took up as the cars clutch screamed enough, enough, this crew decided that a nearby sugar beet field was the most convenient place to put the car as it went ever so slightly out of control

due to lack of communications between engine and transmission I suppose would be termed as going off sweetly, up and till this escapade Mike had taken fastest time on at least two stages and was obviously taking the rally seriously. It is understood in the big business circles that a certain farmer is considering a part-exchange deal with a worn twin-cam. Leaving the start quite a bit later than these aforementioned (big word) drivers was Steve Reed assisted or slowed down by Dave Howell of odds on fame, Steve was to drive very consistently throughout the event and his end result of 6th overall is only a hint of things to come! The only real moment reported was a co-drivers comment of "its flat to the finish" when suddenly the road very unabligeingly took a medium right turn just as the flying finish boards came into view unfortunately (for the boards anyway) Steve wiped up the lot in a effort to keep the car on but did still manage to bring the car to a safe halt at the stop boards. This brilliant result was all the more creditable as the crew helped by various people had worked night and day for 2 weeks to get the car fit for the event, this does not include a weeks holiday taken off work by Dave so that all the running about could be undertaken without too much bother. Brother Mike had a good run especially as he was complaining of a severe lack of power and it would only pull 85 mph maxium. Mike was to take 1st in class by what can only be described as a substantion margin from the nearest contender the writer had nothing else reported so we assume everything else went well. Just pipping Steve Reed into 5th place was Steve Howard who, whilst having trouble with halfshaft failure he was fortunate enough to come across the service crew very quickly and a replacement was quickly effected. Steve incidently was the highest placed NIMC member. Roy Webster had troubles with the exhaust pipe and gearbox the former having snapped in half just before Thixendale and attempt was made to weld it up but this first job didn't last very long, never the less Roy went on to take joint fastest and by far the noisyyest time on Thixendale, A little later on the gearbox adopted a new method of being able to offer nothing but neutrals in all positions of the lever this was later found to be a securing sleeve which had come loose it was quickly tightened and the crew carried on with no further problems. Pete Smith was going like a train in the words of co-driver when they had a nasty argument with some logs, as is usually the case the logs won and the body and in particularly the axle suffered serucous disarrangement and they were forced to retire at that spot, some difficulty was encountered in moving the car out of the way of following competitors but it was managed with some borrowed manpower so as not to slow down anybody on this fast section. Maurice Colley when contacted by the writer for any incidents could think of none at all and he had a complete trouble free run. Dennis Webster had a great deal of problems with his mini in so much as it wanted to keep jumping off the tracks in the forrests, the writer knows just how he feels - enough said! John Beadle, driving in his usual tidy style in the Weeks Escort Mexico, was having no bother at all when out of the blue, the engine fell out! Fortunately he was able to "borrow" two engine mountings from a kindly?, spectator. The crew were then able to carry on to finish a worthy 29th overall.

MOSS TIMES ARMSTRONGS RESULTS

<u>Entrant</u>	<u>Car</u>	<u>Sponsor</u>	<u>Position overall</u>
Crystal of Hull	Escort RS 1600	Crystal of Hull	5th
Steve Reed	Escort TC 1558	Miton Plant	6th
Leo Panitke	Escort RS 1600	Kingston Services Ltd	11th
Dennis Pelling	Escort RS 2000	Some TV colour shop	13th
Weeks Trailers	Escort Mexico	Weeks Trailers	29th
Roy Webster	Escort TC 1558	Eastgate Garage	33rd
Maurice Colley	Cortina 1560	Autospeed Recovery Services	35th
Paul simpson	Escort 1600	East Riding Factors	38th
Mike Reed	Mini 998	Miton Plant	39th (1st in class)
Ron Shipp	Firenza 2300	Thompson of Hull	42nd (WOW!)
Roger Stanford	RS 1600	Kingston Services Ltd	46th
Neil Harness	Mini 1275 S	Newland Garage & Engineering	53rd
Pete Heron	Escort 1600 TC	- ?	55th
Derek Tucker	Escort 1300 GT	Terry Lucas (HULL) UNltd	56th
Melvyn Cross	Escort 1300 GT	Terry Lucas (HULL) UNltd	65th
Dennis Webster	Mini 1275 S	Myson Group Ltd	67th L.S.D.!!

RALLYING ODDS AND ENDS.

For those avid readers of Motoring News or attentive fans of Motoring on Radio Humberide many of the items I mention are old hat but no all of us catch both.

Since last time M.N. has reported the Ten of Clubs Rally in which Terry Lucas /Dave Whiteley were 8th - hope Terry, keeps it up.

Then we had the Stocktonian and tales galore have been circulating from that, the organisation being excellent and Dennis Pelling /D.Taylor finishing a splendid 6th.

Mike Huddleston had his Brewery Bin for sale in that issue due to R.A.C. plans - what are they Mike? Steve Smith had his T.C. up for sale the next week and the news that 62 C.C. were holding their Scarborough Stages the day after the Moonraker was confirmed. With some careful seeding and timing an entry in both should be on the cards for the keen ones.

The Moss has been reported at length elsewhere and once more Pete Heron and I enjoyed the days outing and although I had to do a little grovelling ' - Pete is too wide to get under the car without a jack - we managed to improve on last years placing. The Black spots for service crews were an innovation this year and no doubt helped to spread the cars over a larger area and keep them away from the public eye.

Next Roger Stanfords' car appeared for sale - we all hope he doesn't stay away from the sport too long as when he appears so does Mel.

Having had a run out the other night on a mini-rally I noticed the odd car taking long cuts instead of the organisers proposed route - not that we are all infallible but such a local white as 027¹/₂378 to 044¹/₂372 has been used many times on navigational events and one of the ways of practising your map reading is exploring local whites. As long as you go on your way quietly without wheelspin and eight Cibies you won't annoy the locals. Such short cuts as the new Beverley and Elloughton bypasses can be added to the Beswick one which should already be on your maps. Rumour has it that our Club Captain has some up to date maps of the M.62 after a recent caravan rally when the navigation was very mind bending even making Dave Langdon think.

The last weekend in September has the Dukeries National with a full turnout of the Crystal Team - Morley, Howard, Jackson and last but not least Terry Lucas in the Mex. A few more of us, all in Fords are hoping for a good run and with entries from our club let's hope for some good results.

If you haven't got your entry in for the R.A.C. late entries at £90 have to be in by 10th October and don't forget to write for the World Cup Regs which should be out during October.

GERONIMO

FORTHCOMING EVENTS

- Oct. 6&7 Shipley & District M.C. - Vincent Ferrand Rally
A.N.C.C. Rally Championship Event & Club Event Maps 90/91
- Oct. 11 Mini Rally No. 4 See M. Colley for regs.
- Oct 12 Disco Dance. Centre Hotel. Admission 50 pence.
Tickets available from committee members.
- Oct 13/14 Airedale & Pennine M.C. - Dalesman Rally.
Club Championship events. This is for Novices only. Maps 90/
95/96
- Oct. 14 Y.S.C.C. Gunter Trophy Hill Climb - Castle Howard.
Closing date for entries - 6th October, 1973.
- Nov. 3/4 N.H.M.C. - Moonraker Rally. ANCC Rally Championship event.
Marshalls are required. This is one of the Clubs big events
of the year. We need many marshalls to make this a good event
- Nov. 4 Shell league P.C.T. - Trackrod M.C.
- Nov 5 Fireworks Rally. See Dave Langdon for regs.
- Nov 11 Shell League Final. Y.S.C.C. at Halifax.
- Nov 19/21 R.A.C. Rally - Further details in Mag.

N.H.M.C. Chrysanthemum Rally now in January 1974.
further daetails later.



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