

Dec 73

NORTH HUMBERSIDE MOTOR CLUB



MAGAZINE

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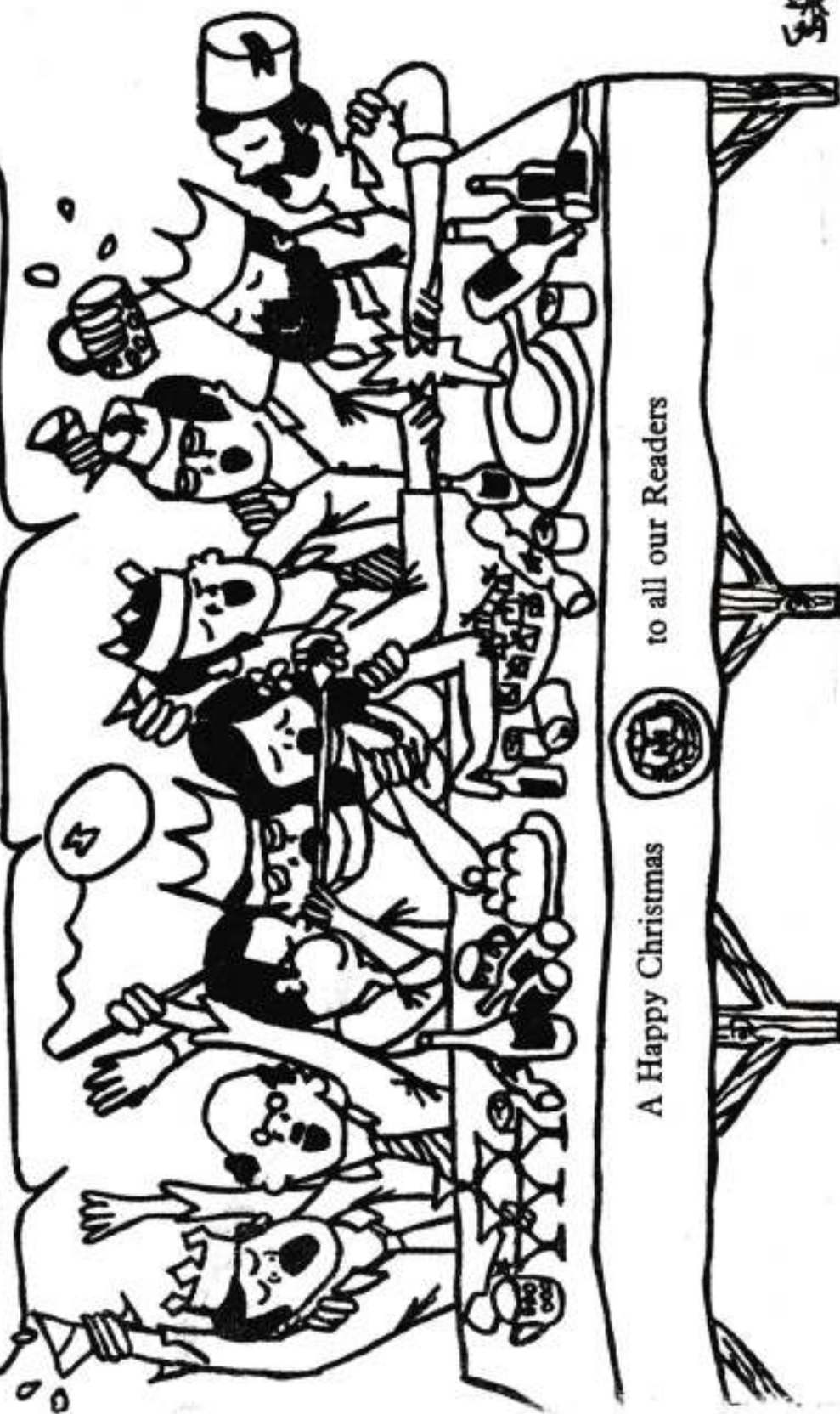
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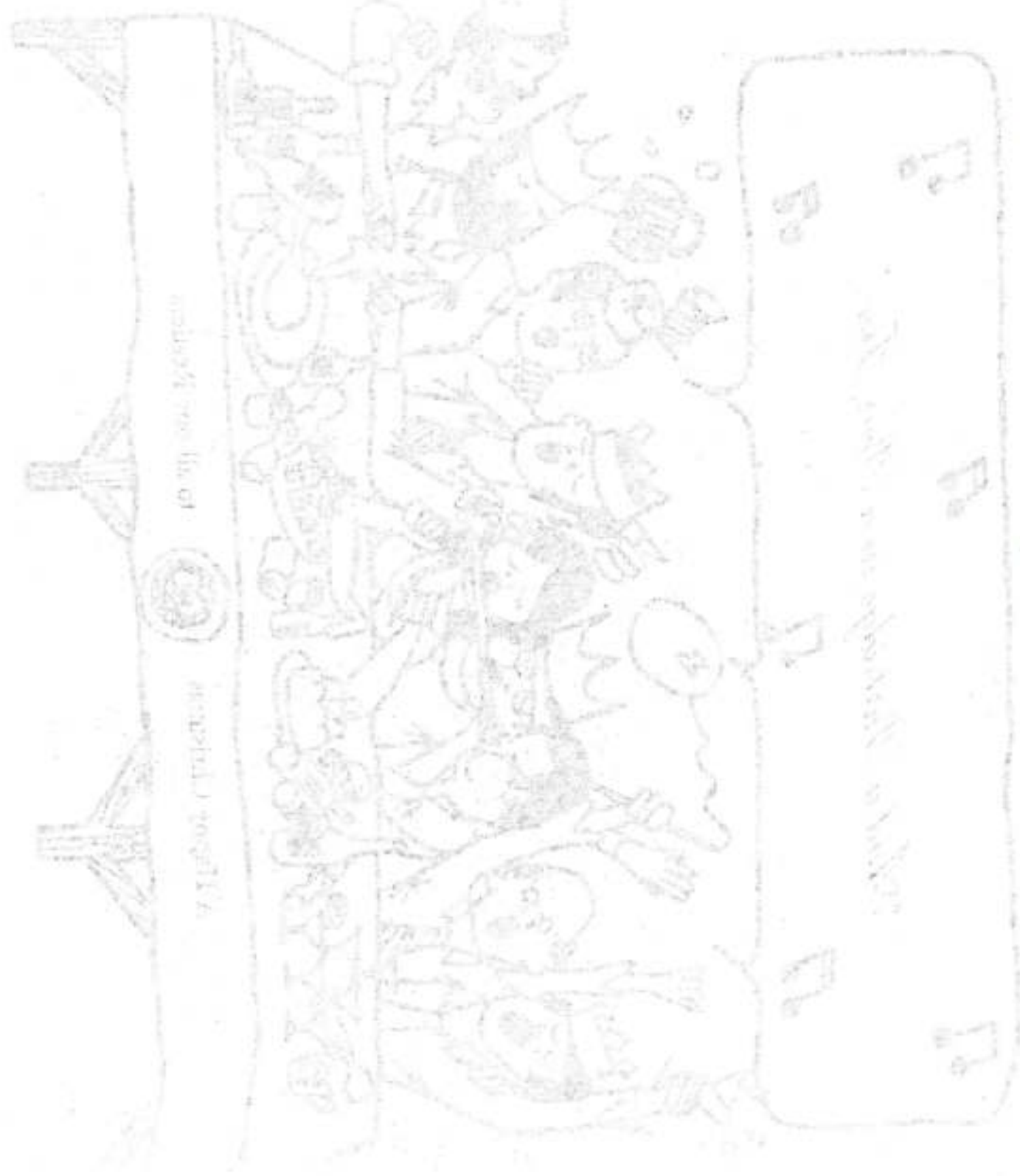
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"And a Partridge in a Pear Tree"



A Happy Christmas

to all our Readers



Water



Air

Water

Air

EDITORIAL COMMENTS - DECEMBER, 1973

As you have already guessed Christmas is upon us again. The Season of Good Will and all that, but things don't look all that 'rosy' for Motoring Clubs with the Petrol coupons and increased cost of motoring. The committee are doing their utmost to keep the interest alive within the Club with different items. Come to the forum on 3rd January, 1974 and help us with your suggestion.

I can just see our members doing an all-nighter dashing about the countryside on tandem. Possibly the Crystal and other Works teams in Open Landaus. This may be alright for the competitors, but what about the marshals and the 'Little Green Men'? Where are we going to stick our control board. We have sometimes been told where to stick em, now it opens all possibilities.

Anyway, I think you will find in the magazine this month some new items that will amuse you and keep your minds off the dark days to follow.

Lastly I must sadly say goodbye to Ian Maxey as you know he has been posted down South. The club loses a very good committee member and a fine navigator. The Club and members wish you and your family all the best wishes for the future Ian.

All for now.

R.S.

A LETTER TO FATHER CHRISTMAS FROM AN ENTHUSIAST

Cast: Father Christmas:- Stuart Turner
 An Enthusiast:- The Club Committee Member with
 the Neoprene See-through hair style

For the uninitiated, Stuart Turner is Steve Howard's
Fairy Godfather (Birds of a feather!)

ACT I SCENE I AT BOREHAM WOOD

Dear Stuart,

You may not remember me but I'm the tall fellow with hairy knees who sat 6 rows from the back at the last rally sport forum held in Hull. I was the source of the deep belly laugh when Dennis Pelling asked if it was normal for Escorts to like wagging their feet in the air.

Anyway, Hello! As this is the season of goodwill to all men, I thought you may give us a Christmas helping hand with some bits and pieces for the Club. Main priority is a supply of Ford Promotions Dolly Birds (Rallye Sport Part Nos. 38-24-38) an example of which was evident at York on 17th November.

To stray from the point a little, your Ford Stand at the Motor Show was hardly enterprising. Saab had an American actress doing the seven veils bit in front of a fan (not bad) and Jensens had Bristols on display which seems rather a contradiction of terms but was rather interesting to the Radio Humberside reporters. Vauxhall had Gerry "slim" Marshall adorning a V8 Ventura and Lamborghini had a bright silver covered dusky maiden laid on a green Countach (David Egglestone said he would have layed her anywhere!) I am sure Ursula Undressed would have made the RS2000 go a bomb!

Back to the present list, all we want really are your old rally cars, I have heard that Mr. Ford's missus doesn't like shopping in those bent shattered wrecks that Timo and Roger have finished with, and we are in desperate need of cars that look as though they have been used a bit now that "Auntie" R.A.C. has stopped us bending our own through not authorising our sport for a time. If you could let us have 2 or 3 of these old bangers we could have a handicap race round Beverley (nr. Hull) Market Place every Thursday evening just to please tow nice men in blue who always come out to make sure we don't have any traffic problems during our Club's noggin and natter night..

There you are, a nice simple request from a nice simple, enthusiastic club. Now, a further question, how is it that the Ford Rally Team "always use Shell" when we all know that Roger's favourite tippie is called Uni-Flow?

I hope this letter reaches you in good condition and in time for Christmas as I'm not too sure if this smokeless fuel is very good for guiding notes up chimneys.

Thank you and good night.

EVA BRICK

Lights go down to a chorus of:-

"she stood on the bridge at midnight....."

BITS FROM HON. SEC.

The Club Secretary sincerely welcomes the following new member (the last for 1973) on behalf of the club.

No. 300 David Robert Woodford, 37 Jefferson Drive, Brough.

TOTAL MEMBERSHIP for 1973 = 338 members.

On behalf of the Committee, I would like to take this opportunity to wish all club members and their families a Merry Christmas and a Happy Motoring New Year, with no petrol worries??

Due to the increased costs of registration fees, paper, postage etc., and I regret to have to announce that with effect from 1st January 1974, subscriptions will be increased as follows:-

Yearly subscription will now be £2.00

Yearly Joint membership (husband & wife only) will be £2.50

Subscriptions are due on 1st January 1974.

A letter has been received from the British Trials and Rally Drivers Association asking N.H.M.C. if they would consider the 1974 Autospeed Stages Rally being an event for the "BTRDA Gold Star Rally Championship 1974" Your committee have agreed that the Stages Rally be offered to BTRDA as one of their championship events, it was further agreed that no serving member of N.H.M.C. committee would be allowed to compete in this event, in order that the whole committee be available to assist in the running of this prestige event.

R.A.C. 1973 INTERNATIONAL RALLY OF GT.BRITAIN

I am sure that one of our Vice Presidents must have been very pleased at the end of the rally with Ford Escorts finishing 1,2 & 3. Hoarty congratulations to Crystal of Hull on winning the team prize.

Car No. 52 Harold Morley/Bob Lindquist	22nd overall
" " 117 Mike Jackson/Ian Maxey	25th "
" " 83 Steve Howard/Chris Cammack	26th "

This was a really marvellous performance by Mike and Steve, can't somebody get that bloke 'Morley' in our club as well.

Pip Dale I understand was first in class, but I don't know his position overall. If there was an award for the most relaxed driver in the rally I am sure Pip would qualify. I am sure some of us get more tensed up 'popping up to the street end for the morning paper' than Pip does starting on a stage.

Hard luck for club members: Dennis Webster/Dennis Haynes, damaged battery, petrol worries. John Stephenson/Pete Kitching, busted diff.

R.A.C. Rally/Clubmans Trophy

A very creditable performance, 15th overall by Car No. 228 John and Jim Beadle. Commiserations to Mike Huddleston/Dave Howell who tried just a little too much and 'bent it'. Hope it doesn't prove too expensive Mike.

Cropton Forest Stage No. 80.

On behalf of Don Pizzoy, Graham Oddy and myself, sincere thanks to all the marshals who turned out to help man our stage, if it wasn't the best run stage on the rally, I feel sure there was none better, everything went very smooth. We had over 140 marshals on the stage.

HARRY AHERN.

Editors Note: Following up Harry's mention of increased subs, you are reading one of the biggest reasons why. The magazine in spite of strict control is expensive. Postage is astronomical, the more members who collect theirs and their friends magazines, will obviously be helping themselves by reducing postage costs.

P.S. Congratulations to club members Pete Kitching and Kev Scott on their fine achievement of taking 3rd place on the Kirby Lonsdale Motor Clubs Uniflow Bullough Trophy Rally, the old firm seems to really be back in cog.

Harry.

YORK SPORT



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PARISH'S

Service we stand by

CONTACT THE MAN, the mag. said, so here's pen to paper:-

Car No.57 we were, on the Moonraker - me driving on my first big event, having previously been the guy with the map and the sickbag for years, I had decided that it just wasn't fair to my Mexico to keep it from the delights of rallying.....My navigator was Bill Barr who was doing his second EVER event - we did a Mini Rally four weeks previously and he had picked up the threads very quickly. We sat pouring over maps for hours before the event (at work, you understand) just to get an idea of the area, as Bill is from Scotland and I am from darn Souf..... and hey presto! we finished 13th!! Come on now lads give us a clap.

Bill hardly put a pencil point wrong - my confidence got a real boost towards the end of the 1st half when he told me to turn left despite my insisrences that "That Mini went straight on!" I turned left, albeit a bit suspiciously and there was the Control. A really commendable performance, I think, all round.

Don't ask me where it happened because throughout the Rally I only recognised where I was as we went round Brid., but it was foggy and we were going down this yellow and suddenly CHRISTTWOBLOODYMINISCOMING!!! I swung the Mex onto a bit of grass on the left and the first Mini skidded to a halt sideways, blocking the road. The second Min, with two girls in it, had nowhere to go - it went up the bank and did a real wall of death over both of us, and down again. It was about 2.00 a.m. and suddenly we had become WIDE AWAKE!!! Nice bit of driving, whoever you are.....

Apart from this incident, we had a lovely trip round an Airfield stacked with timber (made a break!) and popped into a cabbage patch (we were right up the sprout just then).

We also tootled round a farm at about 7.00 a.m., much to the surprise of a farmer milking (we have marked the map COWS ONLY).

Congratulations to the Organisers for an immensely enjoyed, well-organised event.

DENNIS THORNE and BILL BAR

I'm afraid that my view of the home internationals is from a strictly non-competitive angle as I have yet, by fair means or foul, to get the correct licence. Once again I volunteered to service a Webster machine. This time the Myson Mini of Dennis Webster who was ably supported by Dennis Haynes.

An entry near the head of the Mini Rally list for the R.A.C. gave Dennis a start in the Rally proper. As a few fell by the wayside before the final seedings were announced. Number 197 out of 200 was the start number and I, as service navigator, got the roadbook a week before the off. After buying a few (phew) more maps I spent five hours plotting and even these were not enough as an occasional error slipped in during the Rally fortunately nothing of any importance.

The service barge presented a little problem as Roy Webster's car was not run in and mine had run out a few weeks before and was not mended yet but Martin the Mender came to the rescue with another of his Williams Wonders. This was a Rover 2000 that, to coin a phrase, had had its boots in the air whilst reclining in a ditch and was rebuilt with parts from a 3500 that also had a little trouble. Roy fitted a pair of old Cibies and changed the oil then we removed half of the rear seat to accommodate the welding bottles and fitted a roof rack for the spare exhaust system. A Poti plugged into the cigar lighter and spotlight fitted to the roofrack to assist night work, tools and spares checked in and by 10.00 p.m. Friday we were ready.

Myra Webster was to co-drive on the Saturday and Sunday and Martin Williams himself to assist on the remainder of the rally. As the Mini was not due off until 12.17 p.m. on Saturday we left Thorngumbald just before 11.00 a.m. and saw them just before the start. We had a chat with Stephenson/Kitching at 94 and admonished the crew of 196 who also had a red Rover 2000 service car. After Stage 1 Braham everything was alright and we went to Mansfield to P.C.2 for a check on them after the Clipstone Stages. Then whilst they disappeared off to Leicester Forest East and TC2 for a meal we went and waited in Birmingham to see them through before Sutton Park SS6. They were on time then but one hour later after SS6 as there were many excursions on this stage. During the wait a householder brought cups of coffee out to warm us, that is myself and another crew as Myra and Roy were asleep. After SS7 Glasshampton they shot off for Llandridnod Wells and a rest.

At Llandridnod Wells after supping an excellent pint, supplied by Big Ed., in the Metropole Hotel we did our servicing - welded a s-lit in the floor and checking everything else ably assisted by the Radio Humberside crew who asked for information on the rest of the stages in Wales before cooking their evening meal and getting some rest.

We set off after the Compulsory Halt and next met up after Red Lion Hill Cwm-ys-Gawon, 11 and 12 (8, 9 and 10 had been cancelled) then we waited after Hafren 1 and 2, 13 and 14. When they arrived they had electrical troubles which appeared after checks, to be the Alternator and it was decided to change this after TC5 at Capel Bangor. The next two stages Tarenig and Myherin were completed with side lights and one spot, only before the Alternator was changed and they left flat out to regain lost time.

Rheidon and Taliesin, 17 and 18 were completed and there I dropped a clanger. Knowing they were late they decided not to stop unless they needed help and had told us this. We stopped after 18 and before PC7 and hearing them coming - very distinctive sound - I got out of the car and waved them past but when Roy asked if I was sure it was them I could not be certain as no sign was given by the Mini. We discussed what to do and went to PC7 and got confirmation that they had in fact gone.

Then we went to a lay-by after Dovey 1 and 2 (19 and 20) and found that the organisers had moved PC8 two miles and had pinched our service area. The Mini was OK there and after checking on them after 21 Coed-y-Brenin East, we found a patch after 22 Coed-y Brenin West. They arrived in a blast of noise having left the exhaust system on the stage. We lifted the car up and hurriedly cobbled on the spare system. The mountings had also departed and we had to fix with wire etc.

Then we had 23 and 24 the Penmachno stages as daylight came and we checked them as OK at PC9 and in the same lay-by that Roy Webster had expired (his car not him) on the Welsh and they left for the four Clocaenog Stages.

They checked in at P.C.10 and then off to TC6 at Bala before SS29 at Dyfnant and back to Llandridnod Wells.

There the exhaust was further secured and everything else checked at the lakeside before returning to the Hotel Metropole for a wash and quick drink. The Mini was tailend Charlie as all other cars had left when we emerged from the pub to leave for SS30 Radnor. This was to prove very rough indeed with large rocks instead of small stones surfacing part of the stage. The exhaust was still alright and they left for SS31 and 32 Burwarton and Bridgenorth.

After these two stages we checked levels and they carried on. After packing the service car we left only to round the next corner and find the two Dennis's changing a punctured wheel.

On to Sutton Park again this time in the light with drive Dennis enjoying himself as daylight tarmac is his favourite type of stage. A meal at Corley Service area on the M6 was taken and we all left in the dark again for SS34 at Billing near Northampton.

On the Motorway Myra had to ask Roy to change into top as he was cruising at 70 mph in third gear, not bad for an old Rover. We saw the Mini after each of the next three stages as they were fairly spread out with good roads in between and we then cruised up the A1 to TC10 at Barnby Moor.

Roy and I left Myra to sleep whilst we went into the Hotel for a chat and a pint and as usual everybody had left when we went outside but there was no hurry as the Mini had to go to York and their caravan and we went back home.

The next morning I rang York and initially had a shock when the lady asked if they had finished the previous night as they were not on her list. A further check showed that they were off at 10.07 and that 67 cars had fallen out.

Roy and I with keen and fresh (not for long) Martin Williams left for York and there secured the spare exhaust bits on the roof rack, checked with the two Dennis's before leaving for the second half. Then I made a right cobbler of my maps and took an excursion round Leeds to find the M.62. We did however get to the end of the M.606 in time and before they arrived mended an Alpine which was near maximum lateness.

They arrived from Esholt and told us to get the exhaust welded which was done after lifting the car on to the spare wheels again and they left for SS39 Heaton Park near Manchester.

They were still in good condition despite a hairy moment when an arrow was missing and boiling a little as higher revs. were used on the tarmac. When they had left for the Lake District we went to get three punctures mended and had difficulty at a service station with an incompetent mechanic and inoperative air supply.

We were behind time at Newby Bridge TC13 by 20 mins so missed a service point at Conistone to make sure we caught them after SS41 Dunnerdale. There Martin did a little more welding on the exhaust and also brazing a radiator bracket. Next a run up the coast and we caught sight of the car after SS42 Emmerdale and Dennis the Navigator held up a note that we should see them after 43 and 44 (Sythrop and Dodd). This we did and then had a long run to Carlisle passing the headle mobile workshop complete with flashing television mast at the roadside.

We had a meal together in Carlisle accompanied by the Beadles who were enjoying the run. Then on into Haggisland. Tinnisburn SS45 passed without incident and we saw them after this stage and also after 46 and 47 Castle O'er and Twiglees. A short cut enabled us to check them at PC15 Parkgate then again in between 48 and 49 Ae West and Ae East.

We then encamped at the side of a loch to await their arrival - as all the cars were well and truly mixed you could not tell exactly when they were due and we were not unduly worried when an Avenger stopped, reversed up to us and told us 197 was stationary halfway through the last stage with no electrics.

We left at great speed to the end of the stage and Roy and Martin ran into the forest. Roy appeared a little later having met Dennis the Navigator at a corner where a car was stuck. As there were no marshals or spectators a deal was made and the car lifted out in exchange for a lift for Roy to the end of the stage. Then we removed the Rover battery and started back with it to the Mini.

We met up with Martin and we three took it in turns to carry it stopping only to lift an Escort back on again. The Beadles past us right up the Chuff of another car but no doubt could not get past as the track was so narrow.

Try carrying a battery 2-3 miles through a forest sometime! We shouted at intervals and until we got near to the Mini only got one answer - a cry of "B - 11 - cks" from some helpful person.

At last we reached them and discovered that the car had leapt on to a rock and pushed the battery upwards breaking one of the connections inside the battery itself making it useless. The jump leads were connected up and car pushed off and we leapt aboard. Martin inside and Roy and myself lying on the roof. What a ride - hanging on by fingernails and toes Martin kept watching our feet checking there were still four in sight in case we fell off. At the 100 yards sign we left the car and ran innocently past the marshals - a good job our Jock wasn't there else he would have had us lined up and shot.

We then started the Rover on the good battery before fitting it to the Mini and they roared off leaving us with a dud battery (why didn't we have a spare? - you can't take everything and in any case Martin wanted to take his wellies). We then did a couple of miles with no lights except two torches until we reached the top of the range of hills we were on so that with luck if we stalled we could push down to the main road for help. Martin then drove 65 miles to a garage which had petrol and charged batteries for sale. There we saw the local two thirds of the Crystal team still in good shape with Glervas in the accompanying service car driven by a sleeping Roger Jackson.

We then decided that to return to our crew would be useless as by then they should - if still going - be on their way to Glasgow so we drove North and kipped down at Erskine Bridge.

After leaving us the two Dennis's did two stages before TC16 at Kirroughtree where the petrol station had run out of petrol. Two further stages brought them to the long run into Glasgow, and they ran out of petrol 12 miles out and had to wait half an hour before being rescued by a service crew. When they got to Erskine Bridge they were well out of time and so kipped down next to us until morning.

So ended our effort. We saw the Beadles off in their pristine Escort - Jim having cleaned it to check that John hadn't scratched it.

Then a long flog back to see the first few cars through Stang 1-Walfridson being the fastest through by the time we left.

The Mini completed 48 stages out of 70 and the service crew saw them 40 times in approximately 1,100 miles or once every $27\frac{1}{2}$ miles. We did 1,400 miles and £30 petrol using one Pint of Duckhows (nicked from the Mini's supply). I spent the whole rally travelling in the back of the Rover. Map reading behind Martin in his size 20 cwt wellies certainly needed an iron stomach - it must have been my wife's sandwiches and rice pudding that helped. (Fancy having rice pudding for packing up).

Roll on the end of the petrol crisis.

GERONIMO.

FROM THE TREASURER

From 1st January, 1974 membership fee will be £2.00. Joint membership (i.e. husband and wife) will be £2.50.

Would the few members who pay by a Bank Standing Order, please cancel same and pay by cheque or cash. I trust this will not be too inconvenient to those concerned, for the last batch of Standing Orders never made our Bank. The Midland Bank, Hedon and I have not the time to chase all over the country for about six subscriptions.

In general the increase in membership fees is done with regret I can assure you, but with every item we purchase, or services we use, we are paying more each month. The magazine is costing £1.10 per member per year and the few events that we subsidise, i.e. Dinner Dance, Christmas Party etc., swallow up the rest of the subscription. We are increasing revenue by more advertising in the magazine, but in view of the present oil rationing and loss of rallies we will be putting on more social events, film shows and driving tests, maybe an autocross with or without sponsorship so we can keep our club very much alive even though it will mean dipping into the 'Kitty'.

We are now in a position to accept advertising on our club van on a yearly basis only, and any interested party can contact me or any Committee member.

Your views and comments on any point mentioned will be welcome at the Forum on 3rd January, 1974 at Cross Keys, Beverley.

JOHN BEADLE

Jim and John Beadle would like to thank John De Vries, Brother Mick, Mac Giles and Graham who formed their Service and Support Crews on the R.A.C. Without their support we would certainly have not been classed as finishers.

JOHN & JIM BEADLE.

D.F.S. RALLY

As we were the only North Humberside Motor Club members to venture onto map 111 on November 10th/11th for Matlock and District Motor Club's D.F.S. Rally, I thought it might be worth a small paragraph.

Although our usual bad luck befell us, namely only four finishes out of the last eight rallies and not a decent place to talk about in any of them, we started out at number 141 at the D.F.S. Furniture Warehouse, Darby Dale, in our Specialised Components sponsored Cooper 'S'. We followed a zig-zag pattern across the length and breadth of map 111 to do 180 miles on the one map, which consisted of 62 T.C.'s and 11 passage controls. As our number signifies our start time was 00.41 on Sunday morning and by that time it had already started raining.

After T.C.5 the route turned onto some of the worst whites????? on the map. Deep ruts and thick mud were the order of the night. At T.C.9 we were lying joint 3rd with a loss of only five minutes when we got stuck behind a slow Fiat 124S on a long rough white, losing a further four minutes. At T.C.16 the rot started to set in. I was getting ready to put on my 'wellies' for the one and only ford when the electrics packed up and our lights turned to candles. As we could do nothing there and then without going O.T.L. we decided to cut and go to half-way which was at Ashbourne, 11 miles from Derby, and a long way from home at 2.00 a.m. on a very wet Sunday morning.

After about half an hour our Service Crew!!!! namely John Dixon, Mike Walmsley and Finace, turned up with welcome spare parts and plenty of hot coffee. Whilst Brian, John and Mike got soaking wet changing dynamo and control box I kept dry (Nav's privilege) and checked over the rest of the route and Mike's finace. When I handed in our route card I found that 6 of the 8 T.C.'s we had cut were cancelled so we started the second half with only two fails (two too many). We left the half-way ready to show the other competitors how it was done when the dynamo went again. We then found our service crew once more and came home with another non-finish to our credit.

With Berwick Trophy to come our spirits rose again but somebody, namely the powers to be, decided we were short of petrol so no more rallies for the time being. Let's keep the pressure on lads so we can get back on the road in the New Year.

MIKE THOMPSON and BRIAN SVENSON.

HERE ARE 3 RALLIES YOU CAN ENTER - and win a trip to the

1000 Lakes Rally:

To help rally enthusiasts keep in trim while there is a ban on rallies, Ford Rallye Sport Club are organising a National Indoor Rally Championship. Secretaries of clubs who enter will be sent Route Cards for 3 events during the early part of 1974. The rallies will be planned by the Ford works co-drivers and will last about an hour each. Competitors will take part as individuals and the rallies will be planned to cover all aspects of rallying.....plotting references, organising service, working out fuel stops, etc. So even if you don't win, you will still learn a lot.

HOW TO WIN A TRIP TO FINLAND

1. Get hold of the Ordnance Survey map to be specified later by your Club Secretary.
2. Obtain a Romer, pencil, protractor, and a pair of compasses.
3. Turn up at the time and place nominated by your Club Secretary.
4. Win your Club Championship. Points will be allocated for each rally on the basis of 20 for the winner, 19 for second, down to 1 for 20th with the Club Champion being the person with most points over 3 rallies.
5. During April/May, 1974 Ford Rallye Sport Club will organise Finals at various places around the country at which Club Champions will be invited to compete.
The competitor with the overall best performance will be National Champion.....and off he goes to Finland.

AWARDS

To the overall winner of the Ford Rallye Sport National Indoor Rally Championship: an expense paid trip to the 1,000 Lakes Rally, plus an opportunity to help the Ford works team during the event.

2nd overall - A voucher for £60 worth of Ford Rallye Sport Performance Parts.

3rd overall - A voucher for £30 worth of Ford Rallye Sport Performance Parts.

4th overall - Rally Jackets.
to 10th
overall

To the winner's club:- £50 towards club funds.

OTHER POINTS:

There will be no entry fees (unless clubs wish to make a charge to help their funds or to buy prizes) and all 3 rallies for a club will be based on the same map so that competitors will only need one copy.

The competition is only open to members of R.A.C. Recognised Clubs. No driving or competition licences are required, nor are there any age limits. Entrants may only compete under one club name.

The competition will not be deadly serious, so no protests will be allowed and we reserve the right to chop and change the rules in any way we see fit! The following panel of judges have been appointed:-

David Hardcastle	Motor
Ray Hutton	Autocar
Gerry Phillips	Motoring News
Ian Sadler	Autosport

So there it is - three rallies with no entry fees, no petrol bills and a chance to win a trip to the 1,000 Lakes.

Make sure your Club Secretary completes the form.

(The above is an extract from Motoring News.

* * * * *

Your Club Secretary has the entry form ready and his pen poised and have already got some entries.

Why not have a bash? I propose a 20p entry fee, the Club winner takes all.

If you are interested then give me a ring at Hull 403203 NO LATER THAN 22.00 hours Monday, 17th December, 1973.

Hope you will send me a postcard from Finland?

HARRY AHERN

'HUMBERSIDE APPENINGS - by The Riter

It was a welcome change, and a pleasant one, to see some of our "Jet Set" members and also Mike and Roger Jackson, Ken Spoor, Peter Naylor and Steve Howard out marshalling on the Moonraker Rally recently. (Also an ex. member of E.Y.C.C. and his good lady!!!)

KEN Spoor made an offer to Phil Cooper to see if Phil would consider selling him his car after the Moonraker; but unfortunately he "bent it". Will someone now be frantically repairing one rally car?

ON a rival Club's minirally, instead of being up to his neck in the mire, had Ted Lown had his hand in it? The mind boggles as to how this happened. Was he so busy telling two marshals how this happened that he lost a minute?

AT the start of the RAC Rally is it right that Audrey Ahern went up to Jimmy Saville and asked HIM if he wanted HER autograph? Did Prince Michael insist (!) that she took his signature? And was she last seen on Saturday galloping up the starting ramp in pursuit of Timo Makinen for his?

HAD Mike Jackson the answer to the fuel shortage, did he just BREATH onto his carburettor? It must have been some party the night before.

DID Dennis Webster seem to be having more trouble with the electrical reversing switch on their caravan that he did with his Myson Mini and was his only worry whether there would be any bread in the van for Sunday night?

DID Ian Maxey seem more concerned with a jambed camera (not Japanese) than he did with the Rally at one point? Did our ever vigilant Editor come to the rescue with his Japanese camera?

FOR the Television report shown on "About Anglia" on the preceding Thursday teatime, could it have been that the interviews were a bit too colourful and that is the reason that only Steve Howard was heard to speak?

ON the way back from Cropton on Wednesday was it really necessary for the RAC to have organised the Civic Daimler, complete with pennant flying and THE Lord Mayor inside, to escort the Ahern's along the B.1246 near Bainton? Was a blue VW bringing up the rear of a steam of Humberside vehicles giving a good impression of a dustcart?

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LADIES COLUMN

It seems a long time since the ladies of North Rumburside had a get together of any kind, it is also a very long time since I wrote anything for the magazine, apologies to everyone.

We are having a Christmas Party on December 20th in the front room of the Cross Keys, Lair, etc. All the wives and girlfriends of members are invited, please come. We had a party last year and I think there were ten of us, we all enjoyed it but it would have been a lot better if more of you had come. After all your husbands pay 50p per year for you so you may as well have your moneys worth.

I have asked before if anyone has any ideas on an entertaining evening we could have. For those of you who have recently joined North Rumburside, we have in the past had many really enjoyable evenings at each others homes with fashion shows, hairdressing demonstrations, cake decorations, flower arranging etc. If you have any ideas on this subject do let me know.

Our Jumble Sale had to be postponed owing to difficulty in getting somewhere to hold it, but hang on to your jumble we have decided to hold it in January.

I am sure the men read everything in the magazine so here is a bit for them, it was lovely seeing you all turn up to marshal on the R.A.C. Rally especially as it was such an awful journey through the frost and fog, but I think top marks must go to the young Airforce member whose car broke down and he walked all the way from Pickering. I hope you had a better journey home, Dickie.

By the way did my little green men turn blue with the cold.

The Gentlemen?? in the caravan had a good laugh at Kate and I. We made a necessary journey into the forest only to be told on our return that there was a loo in the caravan.

And to end, now that there is a shortage of petrol and no more rallies etc. I hope you ladies are going to keep your men well occupied with paint brushes and other jobs around the house, if you run out of ideas for them, just ask me. (Harry says I can go to ***)

Audrey Ahern

RECIPE

ROAST PHEASANT A LA MOONRAKER.

This is a seasonal dish, available only during January and November 1973, and at approximately annual intervals in the future.

First procure your pheasant by getting your rallying husband to collect it from the roadside during the night of the Moonraker Rally. Send him into the garage to pluck and draw it.

You will also need:- 2oz rump steak (or the corner off the joint of beef you had already bought before he arrived triumphant with the pheasant) 4 rashers of streaky bacon 3oz melted butter, flour.

1. Stand pheasant in roasting tin with steak inside (to keep it moist)
2. Cover breast with bacon.
3. Coat with melted butter.
4. Roast 30 minutes at 400° F or Gas 6, basting frequently.
5. Lift out and remove bacon.
6. Baste breast well, dredge with flour and baste again.
7. Return to oven for 15 to 20 minutes (until golden brown and frothy)
8. Remove from oven and garnish with watercress.

Accompany with bread sauce, thin gravy, chips and salad.

ANN BULLOCK.

F O R U M

THURSDAY, 3rd JANUARY, 1974

To be held at 8.00 p.m. to 9.00 p.m. at CROSS KEYS, BEVERLEY before Social Night starts.

The Committee thinks that 1973 was a good year for our Club. If you do not agree with this view please attend at 8.00 p.m. prompt to air your views and criticism. This will help your committee to plan 1974 events.

If the attendance is poor we can only assume that you are all satisfied.

The Committee

* * * * *

FOR SALE

Mini Wide Wheels & Tyres (4)

Set of 4 Firestone Vacallino Tyres on 4½" Cooper 'S' Reverse Rim Wheels:- £16.00.

Phone:- David Emsley - 48191 (after 6.00 p.m.)

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1973 FORD MEXICO.

Fully prepared including Bilsteins, Maguard full cage, Contour Seats, Cibie lights, new crossmember and clutch, electronic ignition, ziebart.

* Restricted only.

Cost over £1700. Offers Around £1300.

JEFF PRINCE - 849691



V.S.C.C. EASTERN RALLY 28th OCTOBER 1973.

As previously mentioned I have been summoned to navigate on this rally prior to the V.S.C.C. annual ellnighter in January 1974.

The Eastern is a navigational rally with the emphasis on timing. Class I, cars accepted by the V.S.C.C. built after 1930, to average 28 mph and Class II those built before 1931 - 25 mph. These averages seem slow and they are meant to be so that you can't go blasting through the countryside. No controls except the start and finish are notified to competitors and you are timed virtually on sight. You are penalised for having extra passengers except navigator and any average speed calculator driven by the car is forbidden.

The car I was to navigate was a 1926 3 litre Bentley Tourer owned and driven by a serving member of Her Majesty's Forces - a Lieutenant Commander R.N.

Upon arrival at the start I was greeted by a couple of Lagonda friends - "Hello North old chap - your a bit off your own patch arn't you?", with that and my drivers first comment that we had to do well as he was in the running for a large trophy was enough to put anyone off.

The Rally aids in the Bentley consisted of a distance recorder in miles only - no tenths and a map board made out of an old seed box which quote "raises the map nearer the navigators eyes", unquote. This seed box proved essential as the ride was so hard that the map was permanently blurred.

Some verbal jousting took place between Driver and navigator before an understanding was reached. Such comments as "Oh I see you have folded maps not flat ones!" - answer - "yes, I don't bother with flat ones for navigational jaunts like this!" and "if I said 30° to port would you know what I meant?".

Before we set off I was asked if I minded if the windscreen was left flat as the fresh air would blow away the bottle of Chablis and several pints consumed the night before.

The route was received 5 mins. before the off - four 'L at T's' etc., were followed by six G.Rs 15 spot heights then "Approach the windmill from the south, go through the cutting, circumnavigate (nearly) two antiquities and pass between the kennels and the Church" followed by another 10 spot heights and some more "leave two churches on left" etc.

The first few instructions were plotted and we set off in the correct direction. By the time we reached the first control we had caught up the car in front and it was obvious that the distance recorder was useless so we decided to rely on opisometer and Blackwells calculator - alright on a table top rally but not so easy with a hard ride and plenty of fresh air. We seemed to keep station about $\frac{1}{4}$ - $\frac{1}{2}$ mile behind an Austin 7 crewed, according to the entry list, by a couple of highly experienced lads with plenty of past successes.

I decided to cheat by checking that their map reading was correct and if their time agreed approximately with mine we would stay behind.

After a few miles we were overtaken by a Lancia complete with Labrador sitting in the boot. This Lancia was seen stationary later as crew perted with their lunchtime ale.

The Bentley was only ticking over at our average speed and an occasional burst to clear the tubes was given after controls as we could not calculate the position of these. They were sometimes 25 mins. apart and sometimes only 6 mins. At one point the driver mentioned the Austin had "gorn orf to the right" I directed us straight on and luckily we came upon a control around the next corner. As we left it the Austin was in sight behind us, obviously late. This was their undoing and they did not figure in the results.

Just before the finish I received the seal of approval and was duly accepted as navigator for next years allnighter. The results were not long coming out and we managed a 2nd class award having lost 10 marks. This meant a total of 10 mins. early or late at the 11 controls with all 12 code boards correctly enumerated.

I have now to check by 117, 118, 128, & 129 ready for January and hope that petrol supplies enable us to enjoy a further vintage run.

Gero nimo.

CAN YOU RECOGNISE THESE FACES



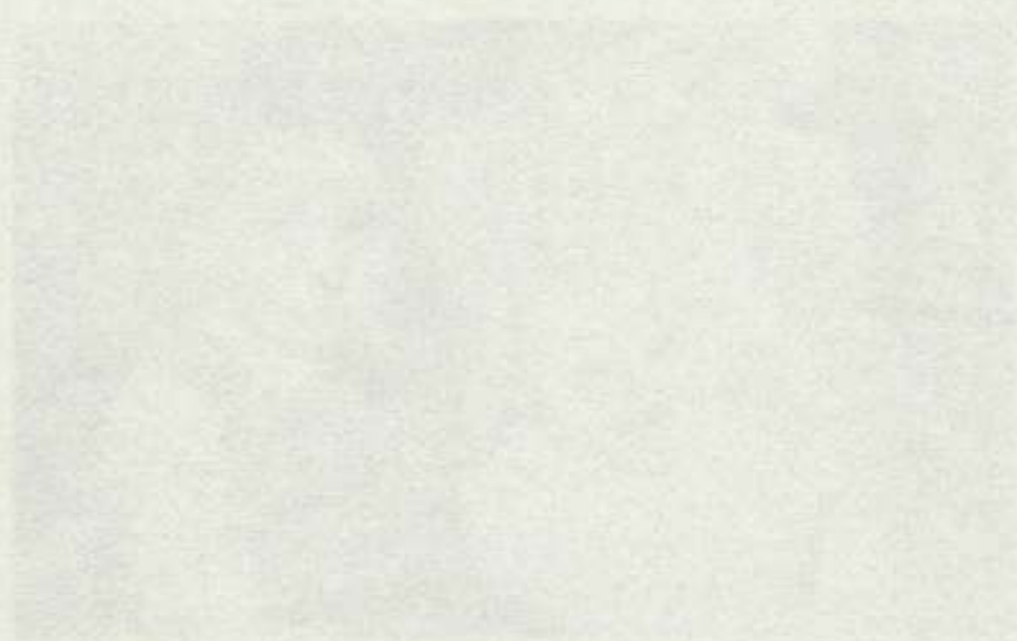
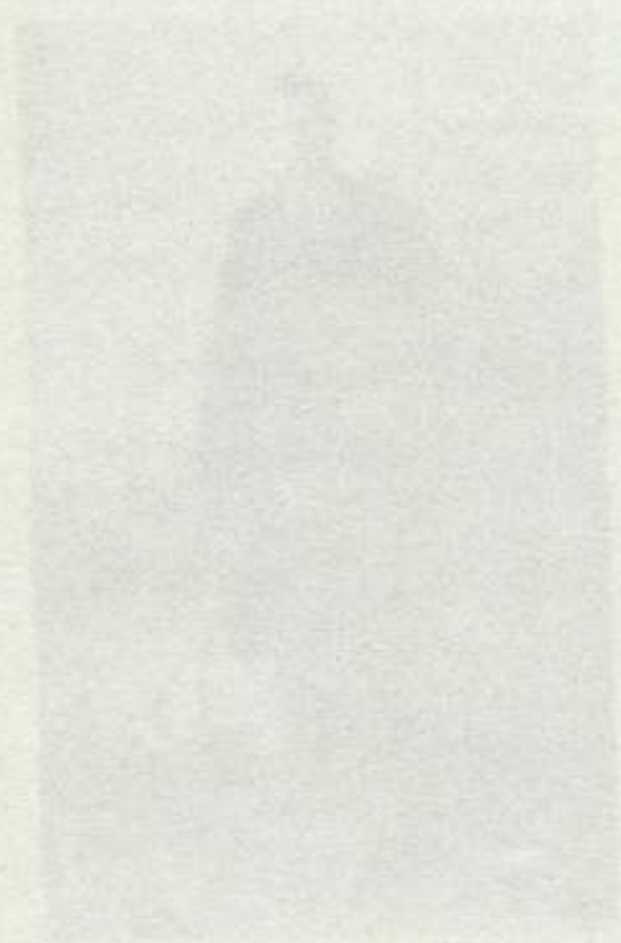
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AUTO TEST (with apologies to Axtcxr)

Reindeer Sleigh-1920 Model - 2 Skids - 2 Reindeers.

An alternative means for moving goods round the city.

AT-A-GLANCE: Responsive steering, uncomfortable ride, unpredictable handling good acceleration and top speed, marvellous image - but embarrassing emissions.

I have been 'road testing' a 50 year old R.S. with wooden skids shod with iron rims, half elliptic springs front and rear.

Steering is by a six inch pivot bolt moved by a ten foot pole to which the Reindeers are attached by burnished steel traces.

Braking on this early model is by foot-operated pedal, which by a system of levers brings a metal spike to make contact with the road surface, and power comes from two magnificent animals.

Accommodation is strictly limited on the sleigh. There is a position for one person only. This position is above the deck level of the sleigh and the Driver is provided with a wrought iron footboard with the single brake lever, and a minimal thickness of padding in a leather cushion.

Starting is instantaneous and one moves off with a flick of the tongue and a shake of the reins. Roadholding in this 50 year old model was distinctly poor, the iron skids allowing the whole outfit to slide wildly sideways into the gutter if the camber of the road became at all steep or if a corner was taken too close. Braking performance is also poor with the iron spike.

Traffic poses little problems to the sleigh as movements are at night only. For practical purposes, the two reindeer normally pull about three tons of presents when they leave the factory. They deliver inside a 5,000 mile radius and make an average of three trips a night.

The reindeers fuel consumption is relatively light, he gets through eight buckets of bran and chopped straw a day, not working hard enough to need the supplement to his diet of oats or corn. He also gets odd carrots, apples, sugar lumps and Polo mints according to his driver.

He needs a copious supply of cold water, the cooling system taking anything up to half a gallon to top up between trips. Exhaust emissions are violent, continuous for the first mile or so in the evening, and extremely powerful. Placed as one is, right behind the exhaust pipe so to speak there is no escape. One of the hazards of driving you never dream of until you try.

Pollution, when it occurs is allegedly healthy, and is accompanied by a beaming local rose grower who durries out, pan in hand to carry off his spoils to the garden.

Noise levels, apart from the emissions mentioned above are low unless the snow is frozen.

Performance: Standing $\frac{1}{4}$ mile 90 secs. 10mph
Standing Kilometer 225 secs. 10mph
Test Distance 4 miles.

Maximum Speeds	Gear	mph
	GD Top	(mean) 16
		(best) 18

Consumption: Fuel (At constant speed)

2 mph.....	4	buckets	bran
4 mph.....	5	"	"
6 mph.....	5	"	"
8 mph.....	7	"	"
10 mph.....	8	"	"

Typical bpd	8	buckets
Calculated (DIN) bpd	"	
Overall bpd	"	

Grade of fuel.. Bran and chopped straw

Water consumption . 2 buckets per day

Test Conditions: Weather: Cold
Temperature: 10 deg. C.
Wind: 10 mph
Surfaces: Snow and ice

Weight: Kerb Weight 100 cwt
Distribution per cent F.33; R.67

Turning circles: Between kerbs L.31ft; R.32ft
Between walls L.37ft; R.38ft
Lock to lock: one armful

Specification: Twin front engines, No-wheel drive

Engine: Cylinders	8 legs - 2 in line
Main bearings	8 iron shoes
Cooling system	bucket of water
Carburettor	twin tongues and sets of teeth
Max. power	2 rp(gross)

Transmission: Automatic

Final drive heave ho!

Chassis and body: Construction Steel chassis with wooden body

Steering: Type - Rein

Brakes: Brake & Type - Spike on road surface
Servo - None

Equipment:

Battery	No	Heated backlight	Not available
Generator/Alternator	No	Interior Trim	Leather seat
Headlamps	No	Floor covering	Wood
Reversing Lamps	Extra	Jack	None
Electric Fuses	None	Jacking Points	None
Screen wipers	None	Windscreen	None
Screen washers	None	Underbody protection	Hair
Interior Heater	Rum Bottle		

Maintenance: Cooling system 16 pints
 Sump 8 buckets
 Change food every night
 Change straw every evening

Max. payload 3 tons

Performance data: Top gear mph per whiplash 2 mph
 Mean leg speed at max power 116 strides per min.

It has been proved that drinking is the third great love of your life. The first two being cars and crumpet. Now try and name the pubs by the clues below.

A start has been made for you, by putting the first letter of each pub for you. Now prove your worth and name the pubs below:-

- | | |
|---|---|
| 1. A honey pot? | B |
| 2. A load of Bull? | D |
| 3. Big bird of prey? | E |
| 4. Same as a London district? | E |
| 5. Half a N.H.M.C. Rally? | H |
| 6. Northern Gentleman? | H |
| 7. This one is easy:- INKERMANS TAVERN | I |
| 8. Same block as White House? | M |
| 9. Little Potty? | N |
| 10. This is Easy:- "Old.....?" | O |
| 11. Well known English bird:
feathered kind? | R |
| 12. The Queens own flag? | R |
| 13. See near John De Vries? | S |
| 14. Boothferry Park TRIO? | T |
| 15. Pun on your local brewery? | U |

CAN YOU RECOGNISE THESE FACES



5



4



6

CAN YOU RECOGNISE THESE FACES



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