

JUNE 74

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MAGAZINE

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* = Comps. Sub Committee.

EDITORIAL - JUNE 1974.

My editorial this month covers the Mintex Dales Rally. We arrived up at Dalby Forest at about 5-30 a.m., to find we were not the first to arrive, but by no means the last.

After signing on at Graham Oddy's car we proceeded on to our stage. To make it a tradition to go through the stage (if it is at all possible) and this turned out to be one of the longest, fastest, bumpiest and in parts narrowest stages in the rally.

At one point I'm sure the competitors must have thought they had left the tracks and taken to the Forest.

Down at the "flying finish" I managed to get my car off the track between the "warning and the flying finish" boards. This must have been one of the dustiest sections of the rally (you try eating a beef sandwich with a crust of sand on the top, not only do you get fed, but also you can clean your teeth at the same time).

Before the stage opened we discovered that the timing bell between me and the finish had decided 'to give up the ghost', so yours truly had to stand in a death defying position on the very edge of the track and signal (with my usual accuracy) when each car had passed, and I assure you some of the cars came bl...y close.

I must have looked a very strange sight with my anorak zipped up to the neck, with my hood on as well; I can assure you I was not cold, in fact I was roasting, but I had to keep the dust out somehow.

"EDITORIAL 'APPENING" - (before the Riter can have his say)

Can my ears and eyes deceive me, but did I see and hear David Shipley openly admit to keeping Enid out all night and enticing her and her sister with a can of lager.

Is it also true that Enid takes her copy of the magazine everywhere she goes? !!

It was also suggested after the rally, by one of the officials that the Editor was after the Treasurer's (Colin Wright) fir cones - which I flatly deny, especially at such an early hour and on Forestry Commission land.

To close with, many thanks to all the members who turned out to marshal. Also thanks to Graham for getting Dalby Forest for the first time and I hope it will not be the last time.

"R.S."

(MAGAZINE SWAP)

The following article which is on 'temporary loan'? from the Darlington & D.M.C. magazine, is thought to be interesting and informative, if taken seriously!!!

A B R O A D V I E W.

Hands up all those who have been to a Continental Race Meeting, by which I mean a race meeting on foreign soil. NO - Ingliston does not count! Right, you need take no further part in the proceedings, because you will know what I am talking about.

The Continental season has already begun, and for those thinking of taking in a race meeting whilst on holiday abroad, or those extra lucky people going specially for the purpose, a few timely words of advice may ease your passage.

Remember how you drive to Mallory, Oulton Park, Brands, pay your quid (approx.), park your motor, pull on your wellies, souwester, oilskins and camera etc., step out into the knee-deep car park mud, flounder to your selected viewing position, dislike it, move elsewhere, perhaps pay another quid and go into the paddock to rub wellies with the famous, spend 75p. on a hotdog and/or pint, get soaked, come home having a bloody good day for about three quid? Well, forget all that!

Firstly there is an essential special bargain Continental racegoing survival pack available only to the DLMC and Morgan Sports Car Club (nudge, nudge). Ask Dave Thompson how to get yours. It is neatly packed into a plastic envelope that slides easily into the rear pocket of any pair of outsize jeans. Pull the zip (on the envelope) from left to right after removing the safety catch, and you will find the following:-

- (1) A pair of heavy duty ventilated plimsolls. You will find these indispensable when the original pair now on your overheated dogs are disintegrating on your long, hot hike from Menton to Monte Carlo, when all the trains are packed solid and the traffic queues stretch as far back as Milan.
- (2) Long stock of French bread. No - wrong! it is not for eating but can be used for beating your way through the milling mob which you meet in every direction within five miles of the circuit.
- (3) Untearable plastic umbrella. When the weather turns nasty, which it often does overseas, and the deluge begins, you may erect this piece of equipment safe in the knowledge that those behind you whose view you are now blocking, will be unable to tear it to pieces.

... continued overleaf -

(A BROAD VIEW) ... continued -

- (4) Minute Japanese plastic binoculars which make the top of the drivers Bellstars just visible for a split hemi-second as they pass between two heads at a distance of a half mile.
- (5) A book of Bellstar recognition tables (see above) so you can tell who's who.
- (6) Instant cleaning solvent to get all the ice-cream, vino, salami, etc. stains out of your shirt, trousers, socks, hair, when you get home or to hospital (sunstroke, crushed, trampled, etc.)
- (7) Emergency money pocket containing the equivalent of 20 quid in case the entrance fee is more than the usual 10 quid or so that you bargained on. (add 5% per day from today for allowing for inflation).

Secondly, there are a few exercises that can be practiced so as to be ready for all contingencies. The Continental racegoer must be supremely fit and alert at all times:-

- (1) Exercise your eyes continually from side to side to give you at least 180 degrees of vision. (Remember that you won't be able to move your head with your face pressed up against a wire mesh fence).
- (2) Practice holding your breath for very long periods. Either you won't be able to breathe in the crush or you don't want to get too much of that man's day old salami sandwich only inches away from your nostrils.
- (3) Go to a few English football matches to get used to the race atmosphere. Continentals shout, boo, hiss, cheer, cry and throw things at races.

Lastly, if all these precautions fail, be prepared to hike back to your hotel or the nearest bar and watch the whole bl.....y thing on Eurovision. There's nothing to compare quite with a bottle of vino, the Monaco G.P. on television with the cars screaming round quite audibly and inaccessibly only four miles away.

You can say, "I was there"!

(North Humberside Motor Club please send donations to the Morgan Car Club Widows and Orphans Fund)

BRIAN ALDERSON.

Reply to "A BROAD VIEW" from Hon Sec. N.H.M.C.

Dear Brian,

Your comment in the last paragraph duly noted and action will be taken on the following assumptions:-

- (a) Assuming the Club Treasurer can be located.
- (b) Assuming he can find the cheque book.
- (c) Assuming that there is still some funds available
- or
- (d) Assuming he may have something in his "piggy bank".
- (e) Assuming that any or either of the above assumptions can be met, it is only fair to assume that nothing will happen.

However, you can rest assured that I will add my weight to a recommendation for an award, possibly a "C.D.M." or even a "C.F. & N." Happy Manching!

HARRY AHERN.

MAPS.

A new map series to replace the one-inch to one mile has been published by the Ordnance Survey. The larger scale - 1 : 50,000 (about 1½ inches to 1 mile) - with distinctive modern colouring and new design features make the map easier to read. The map will cover Great Britain in 204 sheets. The first 103 sheets, already on sale, cost 65p. a copy and cover an area south of a line from Morecambe to Bridlington. Sheets north of this line will be published early in 1976, completing the changeover to the new scale within a two year period.

H.A.

OLDS STAGES

Well, here we are again, rallies back on the road and something to put pen to paper for. After two early disappointments, our entries returned on both Tour of Lincs. and the Mintex Dales, we put an entry in for the Mablethorpe and District Olds Stages Rally to be run on 4th May and lo and behold we got an entry.

At 6 a.m. on Saturday morning we find the two Cooper "S's", namely Brian Svenson, yours truly, with John Dixon and Mike Walmsley making up the other crew, with our service crew somewhere behind. The start was at Grimsby - a sixteen special stage event - with John and Mike running at 34 and us at 58 (our usual low number). We left for special stage 1 some twenty five miles away, the first of three airfield stages. This went about average for us as there were some fairly long straights. S.3.2 was a short 1 min. 30 track around a deep looking lake, through a sand quarry, through a farm and a reasonable time at the end. S.3.3 was an exceptionally rough farm track with deep ditches on either side and a watery grave near the end if we put a foot wrong (and Brian can't swim). All this had been put in the road book and needless to say, it was the biggest understatement of the day. S.3.4 was a woodland track with fast times all round. S.3.5 and 6 were fast farm tracks which took us into halfway at the Gulf Hotel, Woodall Spa.

With the two rally cars behaving themselves there was little work to do, but it was a different story on the service barge. This had run out of brake pads and this had to be sorted out before he could leave for the next service area. We left halfway with a long drive ahead of us to S.3.7 with the heartening news that we were lying twelfth overall and first in class. This stage was another farm track on which we put up a reasonable time. S.3.8, the second airfield and two laps to boot, 4 min. 30 to clean (impossible even by jet). Although we passed a couple of cars on the twisty perimeter track we still managed to put up 6 min. 28. S.3.9 was an ex-dummy airfield some five miles north of Scampton. This was eventually cancelled due to arrows being turned by spectators. S.3.10 and 11 were the same as 5 and 6 in the morning. S.3.12 was loose track on which we picked up the sixth fastest time. So back to the first airfield of the morning S.3.13. We arrived to find John and Mike having a tyre change as they were running out of tread and we took the stage in front of them. We were improving our time on the morning when a false move dropped us 14 inches off the edge of the perimeter track into a ploughed field. Although we drove straight back onto the road we were two seconds slower than on the morning run. S.3.14 was the same as S.3.2 but in reverse. S.3.15 was just across the road, an uphill farm track on which we put up the sixth fastest time. This took us onto the last stage which was the woodland track of the morning but in reverse. We put up the fourth fastest time, only three seconds over target.

TOLD STAGES (continued)

We then had a twenty mile drive to the finish at Golden Sands Holiday Camp at Mablethorpe. By this time it had got round to 9-30 p.m. and with three hours drive in front of us, we didn't wait for the results.

The following Tuesday morning's post brought us the news that we had finished 16th overall and 2nd Novice, which brings us our first ever cup.

With the first event of 1974 over we were looking forward to taking our little car on the Sherwood Forest Stages event but this was our third disappointment of the year - yet another entry returned.

Mike (the Map) Thompson.
driven mad by Brian (the Boot) Svenson.

M A R S H A L S R E Q U I R E D .

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CARTUNE RALLY 22/23 JUNE 1974.

(Restricted Rally) A.N.E.C.C. & A.N.C.C. Championship Event.
Maps 85/86/91/92.

The Chief Marshal for the above Rally would appreciate any assistance to help marshal the event.

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Any offers contact Hon. Sec. or direct to:-

Lionel Popperwell,
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(Some of our members are in the Rally)

"HARRY"

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SHERWOOD FOREST

By the Service Crew

As Brian and I didn't get an entry into the above event, I volunteered my orange van as service barge for Mike Walmsley and John Dixon in the L. & G./Bartoline Mini. The service crew consisted of yours truly and wife Val, Brian and Pauline, Mike's intended (27th July this year).

We all arrived at Sutton-in-Ashford at 8.00 a.m. on Sunday morning. With the service pack coming at signing on, we went straight off to S.S.2 to see some of the event. When number 110 came through and number 99, Mike and John, were missing, we back-tracked and found them stuck in S.S.1 with sheared bolts in a steering arm. We got them going again and they went to S.S.3 whilst we went on to S.S.4. All okay, then with S.S.5 being cancelled we had a break at half way for about half an hour. We all set off for S.S.6 together, a twelve mile airfield stage.

As Mike and John went into the stage we set the clock on them to compare the times. After about 10 minutes we knew something was wrong. After a very anxious hour we were just about to follow the course car into the stage when Mike and John came out, walking, with the news that they had rolled the mini over four times. We all clambered in the van to go and see what we could salvage.

It was obvious that we could not tow or drive the car home, so John and I set off to try to beg, borrow or steal a trailer of sorts. On this we were lucky that there was a grass track meeting some five miles down the road. A very obliging young farmer lent us his trailer for three days with only a fiver changing hands, so with six up in the van, all the service equipment, and the bent mini on the trailer behind, we all set off for home and a long rebuild job in front of us.

Mike Thompson,
Service Crew.

HALF OF THE 1974 WELSH RALLY.

I hope one day to be able to write a potted version of all the Welsh but regrettable again it is only the first half I have experienced from the workers angle.

Once again it was the Roy Webster Twin Cam navigated by Dave Langdon and sponsored by Swift Caravans, Cottingham, that were unlucky enough to secure my services as dogsbody in the service vehicle.

After last years effort another entry was decided upon as it was an enjoyable event even with the high road mileage involved and when the entry list was received the car was seeded ninth on the list (from the bottom) and this turned out to be an advantage as you will see later if you decide to read on.

Since the obvious success of Martin William's mechanical genius on last years R.A.C. it was decided to ask him to service again as he would feel obliged to furnish us with a service barge. This he did and after discussion and turning down his wife's Fiat 850 (as it would not be big enough to carry even the food) and his ex G.P.O. Morris thou. van, we were left with his latest acquisition the "Flying Woolo" - a 1960 Wolseley 6/99 (with overdrive). This car stood him at 25p. as I insisted on new wiper blades before the rally and after a towbar had been constructed (imprisoning the spare wheel) and a roofrack fitted, it was ready.

Not so the Twin Cam - this was finished whilst the crew were signing on and Martin took it to scrutineering after last minute adjustments.

One of these being the placing of a lump of wood between gearbox and sumpguard as the guard itself was bent upwards - this piece of wood stayed in place throughout 17 stages.

Roy and Dave started at 22.51 and as there was a long run out the service crew stopped and watched television until 23.30 when we goaded the Woolo into starting and floundered off.

The rally route passed close to our digs and we were soon caught up by a car with a later number than ours so we kept a look out for them as they had to adjust lights etc.

When we got to the first control they had not arrived so we back tracked and waited for them - everything was O.K. and we went to Stage '1'.

The service area was the only one we came to which was badly sited - because to get to the second service area you had to return against rally traffic and past other service crews.

They arrived a little late and out of order but happy with everything - not so after stage '2'. "Its the diff." Roy said and after inspection the pinion bearing was found to be slack. Dave decided that we must book in at K.C.2 before any work was done so we carried on only to be told that it was closed - Dave informed them that they were possibly incorrect as he had some delay time (always polite unless pushed) and we got our time. The control and garage then closed and we were left to repair. The propshaft was disconnected at the back end and the bearing tightened before they shot off to tackle Eppynt.

We waited just before Stage '4' until all the cars had passed and then started back tracking again before they appeared only to carry straight on without stopping and with a flash of the reversing light.

After '4' it was now light and after Martin had strategically placed the barge so I stepped out into a bunch of nettles we saw the car on its way before going into Llandridnod Wells to collect two wheels from the Dunlop van.

This job was fulfilled (without paying) with a little chat to Dunlop's rally manager by myself and a little prompting to the tyre fitters by Martin.

Then on to Service '5' where the car was now back in to order and we had a chat with Yeomans Pirezza service crew from York. They had a back axle aboard and it was needed later to get the car off a stage. We missed service '6' but saw our car just before and after '7' before retiring to Llandridnod Wells for the 1 hr. 40 min. break.

It was raining rather heavily (not allowed to give correct description) so we washed the car and searched for the Castrol van (it had gone) before seeing the "Weeks Trailer" Escort of Bandle and Haynes coming along the road. We flagged them down and then washed their car - the account is in the post John - and were given the tip that when we went for a wash in the Metropole Hotel not to go to the Gents Toilet but try a residents bathroom upstairs.

This was next on the map so we marched into the hotel, upstairs and found the bathroom. We then put 6 ins. of water in the bath and all washed - the face of the maid who tried to get into do her cleaning was a picture when we all trooped out. After a quick pint the rain had stopped so we returned to the car and serviced.

(Half of the 1974 Welsh Rally) continued (3)

After that we set off west for '8' and '9' the route being the scenic mountain route to Aberystwyth - a wonderful selective full of blind brows and big drops. '8' and '9' passed without difficulty except that the barge got a battle scar when trying to reverse out of a gateway, a stone wall jumped out at the front wing.

Whilst Roy and Dave did '10' and '11' we took the coast road via Aberystwyth to our service point before M.C.6 and 7 - which was 1 hour in Parc Ferme.

They were a little late to the service point as they had encountered a service car back tracking towards the end of the stage and had had to take to the country - result one hole in a tyre and as there was nowhere to change it had to drive on the flat for some distance.

With the car in Parc Ferme we all got fish and chips and sat on a bench in the main street of Machynlleth and ate them. With no time before the Control we had to change all the wheels except the new one before any further stages were attempted - this was done and they disappeared on to Dovey 1 and 2.

We then waited at the next service area and saw every other car pass before deciding to back track again. After two or three miles we saw them approaching with definite signs of battle on the N.S.F. They had a slight off on Stage '14' and found themselves trapped fore and aft by two trees. As they were last car through the stage was soon closed and 18 enthusiastic Taffy's had them back on the road and on their way scoring a maximum but still in time.

We arranged to fettle after '15' and to the amazement of a marshal cobbled the front of the car so that it was serviceable.

They continued to '16' and we completed our repairs after that so that they were only one light short.

We then went to our next service point, after '17' and '18', the Parnachmo stages, only to wait until everybody had passed and then returned along the route to meet them driving slowly along with a rather noisy engine.

That was that so we drove to the same place as last year to ring home and report our troubles. We went to M.C.9 and saw Beadle/Haynes depart rather late with spring hanger difficulties, but this did not stop them finishing.

(Half of the 1974 Welsh Rally) continued (4)

Whilst Roy and Dave drove straight home Martin and I returned to South Wales for the trailer passing the Thompson/Crystal Vauxhall of Shipp and Howard on a rope with slight body damage.

Our return journey on Sunday was uneventful except for a stop to repair a new Lotus Elite that had expired with electrical trouble. By Sunday evening the engine was out of the car as it had to be ready for the Dales on the next weekend.

"Geronimo"

MERRIMENT RALLY

THURSDAY JULY 4TH 1974.

This is a pedestrian event around Beverley lasting 60-90 mins.
with only a pencil required. Starting and finishing at the
Cross Keys Hotel. 7pm-8pm.

Trophies for the winning crew are presented at the Annual
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Were two bewhiskered little green men to be seen in tears after reading Memsahib's article in the mag.?

Did they in fact refuse to marshal on "The Dales" as a protest?

Is it right that the Editor is going to be the last one out on "mag. night" just so that he can collect all the discarded mags from off the club floor to make sure that those people (who probably complain that they do not even know about forthcoming events) might just not get one the next month?

Was Kevin Scott seen to have a smile on his face now that we have a new Treasurer? (If you weren't at the AGM you should have been).

At the club night a month ago why were the Treasurer and the Editor seen looking so mournful? Was the Guinness pump out of action? Were they heard to shout for a service crew and was Harry (Landlord not Hon. Sec.) all that could be found?

Are they both now in favour of having our own clubhouse, but only if it has a direct pipeline to Dublin?

Why have Mike Carroll and Bob Simpson such smug looks on their faces these nights? (At least smug on that which can be seen through the whiskers).

What are they cooking up and where?

At what Welsh Pub (during a rally of a similar name) were the locals queueing up to play darts with a local service crew who had better be nameless and is it right that John Wylie, Nick Beadle, Ed Wharam, never won a game all night?

'UNBERSIDE 'APPENINGS (continued)

Were the Welsh also very taken up with the Queen's English as spoken with a Beadle accent?

Is it about time that someone made a request for a bit more dignity and decorum from our members when they drive away from Beverley after a Thursday night social?

What must the fuzz standing in the Tailor's doorway in the market have thought when a smart white Rover 2000TC drove away like a bat out of Hades?

Would he have thought the same if he had known that the driver was one of our more senior members (in status, not in years) with high connections, who one would think should have known better?

In complete contrast did ascertain fully prepared green Mexico sponsored by a well known trailer firm, drive away so quietly that one could hear the clock ticking (well almost)?

PLEASE - A LITTLE MORE MODERATION!!!

AN ARTICLE WRITTEN BY YOU WOULD
HAVE FILLED THIS SPACE. !!

MINTEX DALES RALLY.

De Lacy Motor Club's Mintex Dales Rally of 1974 postponed in February because of the fuel crisis, was run on the 18th of May '74 as a "Restricted Status", instead of the usual National event. The Restricted Status did not deter the top class entry. Many of the cars still had untreated scars from the International Welsh the previous weekend. Roger Clark in a works RS.2000 led the 120 competing cars away from The Selby Fork Hotel - MTC1. NIMC was represented by 8 competing crews and the many marshals who manned two of the three Dalby stages.

Two of the NIMC crews had scrutineering problems Dennis Webster/Dennis Haynes in the Nysen Cooper 'S' at No. 62 were told the spot light centres were not quite legal but obtained the required signature and allowed to take their place in the start area where a spectator pointed out that the car was leaking petrol. A pipe had split and there was petrol 2" deep in the boot. The car had to be pushed to a safer area for rapid attention. The Swift Caravan Escort TC, which had had an engine rebuild after the Welsh retirement, crewed by Roy Webster/Dave Langdon, blew fuses when the indicators and stop lights were checked, but after a minor evening transplant and the use of "fag packet silver foil fuses" the car was allowed into the start area.

The long awaited action commenced on S.S.1 on the Mintex proving ground, which is a mixture of tarmac and loose stuff, but the action came to a halt at S.S.2 Acaster Halbis. The stage was being run at 2 min. intervals and delay of over 1 hr. was clocked up by many crews before the stage was cancelled due to faulty watches. Confusion overtook the marshals at the next stage, Melbourne, possibly due to the rapid influx of cars from the cancelled S.S.2, and the organisers cancelled the stage after many timing errors. Tony Drummond was bitterly disappointed by this decision because it dropped him from the lead position 4 sec. ahead of Clark to 2 sec. behind Clark when the penalties were finally totalled.

As dawn broke the cars sped their way through stages at Throlam (2 laps), Full Sutton, Cottam, Wykeham S & N and the very rough and dry Harewood Dale to the breakfast hall at Flask Inn. Roy Webster/Dave Langdon did not get breakfast -, the crank broke in Wykeham at approx. 6-30 a.m. and the car was towed home to Thorgumbald and the engine "unzipped" before 11 a.m. The other NIMC crews had a fairly trouble free run to the point and three of them Mike Jackson/Ian Maxey No. 20, Steve Howard/Chris. Cammack No. 21 in the Crystal Escorts and John De Vries/Dave Whiteley No. 83 - Escort TC were in the leading 10.

After both cars and crews had taken on fuel, the second road section began containing 11 stages in the forests of N. Yorkshire.

(Mintex Dales Rally) continued (2)

A short stage in Broxa warmed up engines before a fairly long Langdale stage and then on to the Dalby and Cropton groups via Staindale. John De Vries came to grief in Langdale when the car left the dry, very loose road and ran down a deep ravine into the trees. The crew were not hurt and they did not suffer serious damage but could not be moved quick enough to continue. Steve Howard emerged from Cropton with the crank touching the sump and valve trouble. The Car did not reach the next stages at Kilburn and Bolthby. John Beadle/Tony Atkinson in the "Weeks Trailer" Mexico No. 60 and Dennis Webster/Dennis Haynes took it in turn to play "cat and mouse", but neither could catch the other. John's Mexico was, however, slightly quicker on the majority of stages. A 2½ mile stage in Ingleby was the last before lunch at Teeside Airport. Maurice Colley/Roy Risebury No. 65 had had a good run so far as had Pete Kitching/Kevin Scott at No. 49, but Pete was concerned about prop. shaft vibrations.

In the afternoon the road sections were unnecessarily long to take in stages at Stang and to visit a cancelled stage, due to military exercises, at Downholme before a MTC on Masham Moor.

The MTC was intended to control rally traffic to a dead end stage at Scarhouse. This was a mainly good tarmac stage and cars were split into groups to complete the stage and one group had to be clear of the stage before the next group could start and long delays resulted. Rain which even the marshals would have welcomed earlier to damp down the dust in the forest began to fall and slightly reduced the speeds possible on the remaining tarmac stages at Scargill, Esholt, Harewood Hill Climb and Mintex 2.

The crews returned to Selby Fork Hotel to await the provisional results which should have been posted at 9 p.m. but in fact were not finalised until about 11 p.m. because there were so many queries and protests on timing and the cancellation of Melbourne. Roger Clark emerged the winner only 2 sec. ahead of Tony Drummond.

MTC crews finished as follows:-

Nike Jackson/Ian Maxey
Pete Kitching/Kevin Scott
John Beadle/Tony Atkinson
Maurice Colley/Roy Risebury
Dennis Webster/Dennis Haynes

"FROM COMPS. SEC."

CHAMPIONSHIP EVENTS RUN IN 1974

20th January	Autotests	Paull Fort
3rd March	Autotests	Pull Sutton
10th March	Autotests	Cotton
15th April	Autotests	Nelbourne

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30th June	Autotests (Shell League Event) (regs. from Comp's Sec.)	
7th July	Autotests	York Motor Club
21st July	Autotests	N.H.M.C.

"RALLY CHAMPIONSHIP FOR 1974"

22/23rd June	Synchro 68 M.C. Cartune Rally Restricted Rally A.N.E.C.C. & A.N.C.C. Championship event. Maps 85/86/91/92.	
22/23rd June	Sheffield Students M.C. (150 mile event, starting in Sheffield and finishing at Owlter Bar)	N.H.M.C. award for first crew.
4th July	Herriment Rally	Start Cross Keys 7 p.m. - 8 p.m.
?? July	Wakefield & D.M.C. (Starting at Selby Fork and finishing at the Little Chef, Shiptonthorpe).	Calderford Trophy. N.H.M.C. award for first crew.
10/11th August	Airdale & Pennine M.C. (All Novice Dalesman Rally)	Award for first crew N.H.M.C.
10/11th August	Ripon M.S.C.	(rally will be run if 50 m.p.h. limit is lifted)
17/18th August	Narecambe C.C. Rally	(Dependant on ruling by R.A.C. on 1" O.S. maps and now metric maps being used on the same event)
30/31st August	Stockton & District M.C.	"Stocktonian Rally"
7/8th September	Lightning M.S.C.	Lightning Trophy Rally.
14/15th September	York M.C. Moss Rally (Not a Championship event)	
28/29th September	Shipley & District Motor Club Rally.	

"FROM COMPS. SEC." (continued)

5/6th October	Morecambe Motor Club	"Illuminations Rally"
12/13th October	Crystal Stages Rally	(Not a championship event)
19/20th October	Lindholme M.S.C. Rally	
21/27th October	High Moor M.C.	"Cytax Rally"
31/1st December	N.H.M.C. Moonraker Rally.	

OTHER EVENTS WHEN CLUBS DECIDE WHAT THEY ARE
GOING TO DO.

NOVEMBER - JANUARY EVENTS WILL BE NOTIFIED
LATER IN THE YEAR.

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