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MOTERING WEEKLY

OF COURSE! HAVE YOU GOT YOURS YET?

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JAN 897

FANCY DRESS

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Editorial assistants (magazine).

John Law,
Terry Lucas,
Mike Blythe,
Rick Spooner.

What a brill night! Thanks to all the social committee for all their hard work and effort which was reflected in a very successful evening. The turnout 'dressed up' must have been nearly 100% which is really good because everybody looks daft together!

We had some rare old sights, i.e. Mr. Steve 'Car Corner' Foster as 'boobiana' the funniest costume I've seen in years; a female pig from Brid.; four Freddie Starr Hitlers (Howard, Jeff, Rog and Mike). Plenty of school-boys and schoolgirls (it's a good job the Car Cover wolves weren't there - those girls wouldn't have stood a chance! or Terry and John wouldn't have stood a chance I'm not sure which!) A few cats - Sue Paterson showing she's more of a tiger than a kitten! Two or three Clint Eastwoods, nice to see a few cowboys! Ken Hailstone and Adrian Hannah fighting it out for the horror awards. A couple of red indian squaws (is that how it's spelt?). A monk with the highest voice I've ever heard, he didn't bother buying his secretary a Christmas present he let her win a prize instead, he did the same for his brother too, who went as a Mexican modelling a new wig! Mike Reed won the prize for the most original - an arab - closely followed by John Law as Caesar with a size 12 pair of brouges (very original). Phil Tomlinson headed a cost of clowns, Ian North the only British entrant for 'World at War' - the Germans winning convincingly!

The Muppets were there in full force led by Kermit; the Flowerpot Men (Bill and Bill); three or four Andy Pandys, and it just goes on.

Nick Pack held a captive audience with his Boob Disco and the merriment went on until 1.00 a.m. when Dave Pallier showed everybody he's younger than he looks

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MOORES

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BEAVER RALLY

We've tried to make this report as informative as possible but please excuse any mistakes, errors etc.

ENTRY

First N.H.M.C. crew away were Bob and Dennis at 4 in their 1600 Escort (Bob not too happy about his new diff). At 6 was Ian Lambert and Phil Markham in the ex Mike Reed Cooper S. At 10 was Rod Leonard and Geoff Gill in his Dolop of Shite (Dolomite) looking very pleased that there was no 205PTM to contend with. (He's dealt it by the way hence the new suit and the Grange on Thursday). Next up at 12 were the Brigham boys in their Escort, followed by the Andrews at 18 in their 124 Special. 20 was Neil 'have a go' Hartley and John Anderson in their newly acquired Mex, not the Chevette as in the entry list. 23 was John Garvey aided by Mr. Cudbertson in the Deltrix Mex. 36 saw the Alfa Sud T1 of D. McPherson. 39 the quick Celica of Mr. Vickers and Mr. Ripley (who were destined for ditch surveillance!) Andy Brown and wife (nearly!) in his double unit Cooper at 43. The famous Father Towse and service supreme Pete Hammond at 46 in the Jet Escort. Nick Pack and Miss Travel Sickness'79 in the ex Moores GTE at 47. Mr. and Mrs. Green at 46 in their RS2000 (Mick Wood looking like Danny la Rue). 54 saw Mr. Wake and Mr. Mackenzie in their Triton Twink. The fabulous irrisistable Mrs. Jane Tree in Grats Escort at 59. M. Woodhouse and P. Cuthbert at 57 in a very quick 'Min Bin'. M. Lenney and D. Green at 55 in an equally quick Cooper S. D. Aitkin and J. Hamilton in a Stilletto at 71.

ROUTE

A long run out from Beverley Market Place (1 hour ten minutes) took the crews to N.T.C.1. at just south of Thorngumbald. Four time controls in the depths of the Humber Bank to Winestead. N.T.C.5 and TC6 through to the west of Tunstall. SS1 from Tunstall via North End, Garton and finishing east of Humbleton.

SS2 fifteen minutes later to the West of Aldborough via Coom Hilt and Burton Constable finishing south of New Ellerby. SS3 situated north of Skirlaugh and was manned by 'Us', going through Rise Hall up to Great Hatfield, Little Hatfield and finishing at Sigglesthorne. SS4 starting at the junction between Catwick and Sigglesthorne on the B1244 via Nunkeeling and finishing at Bewholme. SS5 from North End Bewholme through High and Low Bonwick, Skipsea Brough, Dunnington and finishing on the yellow east of Beeford Straight. SS6 starting at Warley Cross through North Frodingham Carrs to north of Bradleyville! (Brandsburton). SS7 from the home of Bradley Reed over Barmston Drain through the very tight yellow to the white at Rolsea and into Hutton Cranswick to M.T.C.2 (Cranswick Autopoint) for petrol and then a short run to Little Driffield. N.T.C.8 to TC9 through Elmswell Wold and Cottam Warren then TC10 via Cottam on to the B1253 up to TC11 at West Lutton onto TC12 at East Heslerton Wold, and along to TC13 (unlucky for some) at West Heslerton Wold. A neutral section now to N.T.C.14 at Sherburn onto TC15 at Foxholes via Ganton Wold onto the B1249 to TC16, turning off on the North Cotes Road to TC17 at Fordon via Carrs Dale to Hunmanby TC18, and onto N.T.C.19 on the yellow between Hunmanby and Reighton. TC20 east of Burton Flemming and TC21 at Rudstow. Back onto the B1253 for N.T.C.22. A tricky yellow here to TC23 at Thwing and again looping back onto the B1253 to N.T.C.25 at Kilham. TC26 situated north of Burton Agnes, along the Roman Road to Low Caythorpe east of Rudstow, TC27 and half an hours steady run to the Yatch Club and breakfast.

N.H.M.C. COMMENTS UP TO SS3

Some of these have had to be censored.

- 4) Bob and Dennis - (1st car through) "Now kid! He wants a new navigator or some new tyres!"
- 5) Ian and Phil - Unprintable! "Very good, been off" and big grin!

- 6) Rod and Geoff - "Missed a P.C. (Constable?) overtaking a car."
- 12) Brighams - "Been Off". Looked unhappy.
- 18) Andrews - "Overheating problems loosing us time".
- 20) Neil and John - "He'll have to get out of this habit of chasing cars or he'll win. God help me!"
- 23) John and Mr. Cudbertson - "I fink it is difficult - ooh my brain hurts".
- 36) D. Mcpherson - "Very happy enjoying it" (Yeah, he had a female Navi).
- 39) K. Vickers - "Very happy" he must have been watching Mcpherson!
- 43) Andy Brown - "Don't rate the timing and its f...ing slippery." He receives the bar of soap award for swearing in front of his lovely navigator, and making us all blush.
- 45) Chris and Mick - "Fibulous? - learnt a lot of new words" So did we.
- 47) Nick Pack - "Bit frosty" is that all? He had a female navi too!
- 54) M. Make - "Happy".
- 59) Jane Tree - "Assorted problems!"

RESULTS AND TIMES

A fairly mixed bag as far as the results go. N.H.M.C. received the team award under the name of "Sons of Beadle" (Bob and Dennis, Rod and Geoff, Ian and Phil) and Mrs. Jane Tree won the ladies award. Highest N.H.M.C. finisher was Ian Lambert 8 0/a followed by John and John (Garvey and Cudbertson) in 9 0/a. Mr. Garvey highly delighted by this result when he told me at the Arncliffe/Deltric (and some four wheel drive dealers!) Dinner Dance on Monday.

LIST OF OUR FINISHERS

- 4/ Bob and Dennis 16 o/a
- 6/ Lambo and Phil 8 o/a
- 10/ Rod and Geoff 20 o/a
- 12/ Brighams 25 o/a
- 18/ Andrews Retired
- 20/ Neil and John Retired (exhausted)
- 23/ John and John 9 o/a
- 36/ Mr. Mcpherson Excluded
- 39/ Vickers/Ripley Retired (ditched it SS3)
- 43/ Andy and pal 26 o/a
- 45/ Greenie and Woodie 13 o/a
- 46/ B. Towse and P. Hammond 42 o/a
- 47/ Nick Pack 41 o/a (2 fastest selective)
- 54/ M. Wake and John Mc Retired - hit something!
- 55/ M. Lenney and D. Green 38 o/a
- 57/ Woodhouse/ Cuthbert 40 o/a
- 59/ Jane Tree 30 o/a
- 71/ Parkin/Hamilton Retired

Any comments you may have or bits you want to add get pen and paper and let everybody know.

Quick stupid joke

I wouldn't say the Earl de Grey was "ruff" but I was in there the other day and a bomber threw a petrol bomb in: "Cacked me sen", the bloke standing next to me drank it!"

HA HA TEE HEE

Eddie Boot Rope

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ROAD RALLY CHAMPIONSHIP #979

These are the provisional results for 1979 if there are any queries please contact Robert Newlove. The results include the following rallies. 3 Swans, Moonraker, Cossack, Calderford, Seven Dales, and Highwayman. Awards will be presented at the dinner & dance.

DRIVERS

Graham Burton 340
 Andrew Towse 211
 Ian James 183
 Ian Carr 171
 John Law 147
 Dennis Webster 145
 Myra Webster 126
 John Newlove 111
 Pete Smith 80
 Mike Thompson 69
 Bernie Nolan 64

NAVIGATORS

Geoff Craven 225
 Brenton Towse 211
 Dave James 183
 Nigel Patterson 170
 Dennis Haynes 145
 Robert Newlove 111
 Ian North 66

1979 STAGE RALLY CHAMPIONSHIP

Positions are as follows.

DRIVERS

Terry Lucas 402
 Al Hird 358
 Andrew Towse 269
 Alan Finney 257
 Dennis Webster 204
 Bernie Nolan 192
 Myra Webster 176
 Mike Thompson 80
 John Law 73

CO DRIVERS

John Tyzack 295
 Les Towse 275
 Brenton Towse 269
 John Robinson 257
 Dennis Haynes 204
 Ian Sadosky 80

SOCIAL CORNER

The dinner dance will be held on Wednesday April 2nd details to follow.

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1100 mini Peg Drive	£ 8.00
2000 OHC Ford	£10.00
Crossflow	£ 8.20
2300 Vauxhall	£13.33

BEARINGS

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SEVEN DALES RALLY

The week before the Seven Dales rally, rebuilding of the broken engine commenced. Now don't ask me why Ian Carr (he's the driver) leaves his blown motor outside in the rain for two months then decides only six days before his next event that this is the right time to get the job done, rather than doing it at an earlier date. Anyway everything was ready by Thursday night. The engine was fully run in by driving it to work and back on Friday and Saturday, a distance in total of twenty miles. He is the only person I know who can run a virtually new engine in on only one gallon of petrol.

Saturday evening had arrived and we set off to scrutineering at the Grandale Service Station at North Ferriby. Driving down we were suffering from a nagging misfire at four and a half thousand revs. Knowing virtually nothing about engines I asked Ian expecting a quick diagnosis, what the problem was. Delving into his years of experience into such things he turned to me and said, rather harshly I thought, "It's bloody well missing at four and a half!". Very good, "but why?" I asked. His reply had a similar tone to that of his first statement, "If I knew why it was missing it wouldn't be missing". I was obviously getting nowhere and decided to say no more on the subject. Two miles further I noticed the rev counter happily oscillating between four and five thousand revs. Having read the AA book of the road I knew this could mean there was a problem with the coil. I suggest this to Ian. He immediately replied "Oh there's nothing wrong with the coil, I only changed it this afternoon". "To a new one?" I asked. "No" he said "a spare from home". he then went very quiet. Fro those too slow to understand I will spell it out. THE COIL THE SILLY BOY PUT IN WAS FAULTY. The moral to this little story is, when you put a different coil in just before a rally check it isn't faulty before you go to the start. Once this problem was sorted out, the car was going like a rampant bull in a cow field and we could start looking forward to the rally.

We went through scrutineering without trouble, this was hardly surprising as all they checked was that the car would stand up on its own for a minimum of ten seconds without being blown over by the wind. My driver unfortunately went out drinking at lunch-time and subsequently failed this test.

Arriving at the Crest we collected the blackspots etc. and decided to plot them at Graham "its a rip-off" Tres's house. It wasn't difficult to find as it is the only dwelling in Ferriby with a red light over each of the bedroom windows.

Plotting the SGW's we realised the organisers highly recommended the double checking of these, as most were given twice on the sheet. The remainder were given on the fast lanes of motorway and other places not normally associated with stopping.

Back to the Crest and plotting the actual route. Now this put me in mind of Saturday night at the local bingo hall. As we had an early number Ian collected the route then handed it to a man who shall remain nameless (all I will say is he has a beard, a boys first name and a girls second name) who in turn called the references out to a school of four navigators comprising of three cheats and myself. I intend in the near future to make a report of this incident to the R.A.C. as it was very off putting.

Hoping the route was plotted correctly we made our way to SSI at the bottom of Great Gutter Lane near Melton. Now from here on the rally was a bit of a bore. Nothing drastic or shocking happened, we just plodded on. The only enjoyment was that of watching marshals freeze to death outside my window. I occasionally took pity on the poor souls and let them warm their heads by allowing them through the window whilst waiting for our time.

We arrived at the no-petrol Petrol Halt in tact. Fortunately we had given Andy (Flashing lights) Brown some petrol at the start to carry to this point. It seemed everyone else had because he was now carrying 38 gallons of the stuff.

On to the second half, now this is where things started to get a bit good, the pace being very hairy with the timing being screwed up. For example, towards the end of the rally there was a competitive section two miles long. We set off from the control, went straight for one mile then took a slot on the right for one mile to the control. Time allowed four minutes, we dropped five minutes meaning we had supposedly taken nine minutes to do a two mile section. In fact timing was that tight that at one relax section we picked up twelve minutes and still only missed 0.T.L. at the finish by five minutes.

It was during the second half we had our big moment. You've all heard of Sideway to Victory well this was more like sideways to a marshal's car. It all started when we caught sight of Mike Thompson at the control we were heading for. We arrived at the control immediately after his departure. Having arrived one minute early I was all for waiting for our time but Ian had different ideas, all he wanted to do was catch the car in front. So off we went chasing the now distant lights of Mike. A few miles further I called slight left immediately followed by a time control. As we entered the bend at full steam ahead we noticed that Mike was stationary at the control. Now we were going too fast and there was nowhere to go as the marshal's car was parked facing us blocking the verge. The only thing to do was to throw the car sideways to slow us down quicker (sounds dead professional that). As we merrily travelled down the grass verge roadside bouncing up and down I looked towards the marshal's car that was about to join us and I noticed inside was a woman whose face appeared to be marred by a strange worried expression. We continued along the verge and I could now see her eyes, which seemed to be opening wider and wider with a look of absolute horror. At that point I realised Ian's face

was just the same, this was probably because it was his side which was leading the assault. We slid closer and closer and to our total disbelief stopped, now this is the important bit WITHOUT A BANG! After quickly thanking our maker we reversed back on to the road. I glanced across to the car we had so closely missed by no more than eighteen inches and spotted that the woman's peculiar expression was still on her face and she was still looking directly ahead. Greatly concerned we discovered at the end of the event that the woman's condition was described as satisfactory and she is expected to be allowed home within the week. We did in the end catch up with Mike, overtaking him as he slid wide on a 90 right enabling us to nip through on the inside.

The rest of the rally was spent on the road without incident but with great haste. I must point out here that in the second half Ian drove magnificently like a budding Roger Clark, fast but safe.

The final competitive section was on very home ground between Newport and Elloughton. Then onto the finish at the Crest. We started the evening at No. 22 and were the 11th car home, which we believed would stand us for a good final placing. The results were being worked out whilst we were having breakfast. I considered this the most hazardous section of the rally, for those who did not sample the delights of the kitchen I am forever envious. I unfortunately collected a fall here for not completing two-thirds of the meal but I considered my health more important.

After a long wait the results were made final and we were placed fourth overall and first expert which I can tell you was extremely satisfying. We also collected a bottle of whiskey as we were members of team superstars with Graham Tree, our kid Howard, John Law and Neil Hartley. Incidentally Pete Smith won and Graham Burton was second.

CHEERS - NIGEL PATERSON

1980 CLUB CHAMPIONSHIPS

The rally championship is split into two categories stage and road rallies. Competitors must register with Robert Newlove before they can claim any points and pay the registration fee of £1 which covers you for both championships.

Points are awarded on the number of competitors you beat plus 1 e.g. a competitor in a rally with 90 cars who comes first would get 90 points. It is the competitors responsibility to see that the championship organiser gets a copy of the results in which they wish to claim points. All rallies are of a restricted status and the following are qualifying events.

ROAD RALLY

26/27 Jan	3 Swans Selby & Dist M.C.
9/10 Feb	Night Owl Beverley & Dist M.C.
29/30 March	Costa Di Plenti Trackrod M.C.
12/13 April	Parish's Moonraker Rally
10/11 May	Barret Oak Rally Woolpack Otley M.C.
14/15 June	Cossack Reckitts M.C.
26/27 July	Calderford Trophy Rally Wakefield M.C.
5/6 Sept	Leeds Mercury Rally Leeds M.C.
25/26 Oct	Highwayman Postel M.C.
1/2 Nov	Pennine Alwoodly M.C.
13/14 Dec	Seven Dales Delacy M.C.

Best 6 results to count.

STAGE RALLY

It has been found from experience that not all the rallies listed below will run, but of course this is out of our control.

12th April	Elcar David Brown M.C.
No date	Tour of Lines Lines & Louth M.C.
No date	Uniband Poachers M.C.
26th July	Northallerton M.C.
20th Sept	Leeds Crest Trackrod M.C.



21st Sept Working Stages Lindholme M.S.C.
5th Oct Crystal Stages Rally
12th Oct Shipley M.C.
26th Oct Airdale & Pennine M.C.

Best 6 results to count.

AUTOTEST CHAMPIONSHIP

The points system is being revised and details will be given next month.

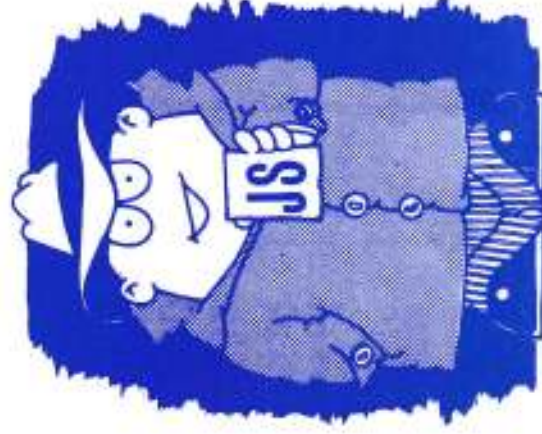
17th Feb North Humberside M.C.
2nd March North Humberside M.C.
4th MAY BRIDLINGTON & DIST M.C.
11th May Y.S.C.C. (Shell League)
18th May North Humberside
29th June Trackrod M.C.
20th July North Humberside M.C.
10th Aug York M.C. (Shell League.)
16th AUG Beverley & Dist M.C.
17th Aug North Humberside M.C.
19th Oct Wakefield & Dist M.C. (Shell League.)
2 6th Oct North Humberside M.C.

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1980 SHELL LEAGUES

Once again we are contesting the shell league for motor clubs competition. This years events are listed below.

26/27 Jan	3 Swans Rally	Selby M.C.
12/13 April	Moonraker	N.Humberside
27 April	Production Trial	Ilkley M.C.
4 May	Stages Rally	Slaithwaite
11 May	Autotest	Y.S.C.C.
18 May	P.C.T.	Sheffield M.
29 June	Autotest	Trackrod
10 Aug	Autotest	York M.C.
12 Oct	P.C.T.	Ripon M.C.
19 Oct	Autotest	Wakefield

I hope we can have more interest in this years event
If you are interested in competing in any of these
events please contact Robert Newlove now.
His phone number is DRIFFIELD 43942

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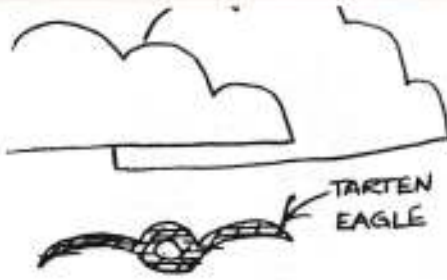
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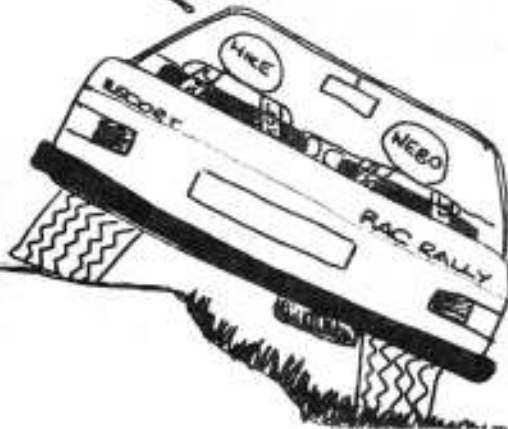
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