

APR 72

NORTH HUMBERSIDE MOTOR CLUB



MAGAZINE

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NORTH HUMBERSIDE MOTOR CLUB MAGAZINE.

Volume 4. No.4.

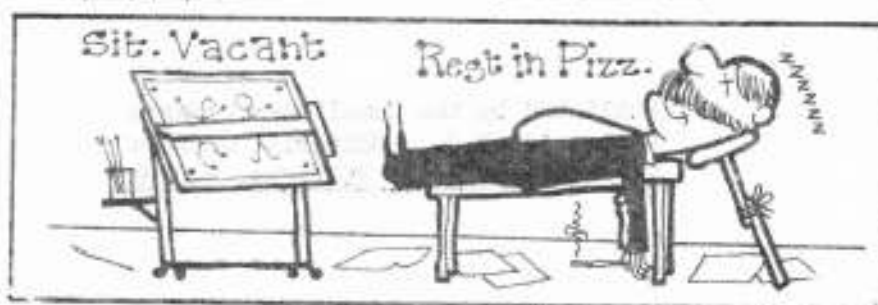
April 1972.

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of the month preceeding publication.



The Editorial team is now in the throes of reorganisation, so this would seem to be a suitable point at which to publish our sincere thanks to all of those who have helped us over the past twelve months or so.

Our thanks are all the more sincere because these helpers are the ones who do the backroom work - all the work and little of the glory. So, thanks to Nyra Webster and Maria Gibbons for typing the stencils, to Enid Beadle and Sandra Auchterlounie for typing the original copy, to Richard for his illustrations, to Ian Sadofsky and Dave Potter (and to the anonymous 'irregulars' that Ian ropes in) for their unfailing efforts with the stapling gun and for their envelope licking abilities.

We are delighted to welcome to the Board Mike Lund. Mike will be taking a much more active part in the affairs of your magazine and the present Editor will be retiring, first to the obscurity of a corner of the editorial board room and finally to merciful oblivion (editorially speaking).

This being the last Editorial that we expect to write, we bid you adieu.

* * * * *

LETTERS.

Dear Editor,

I was wondering if your members are interested in two cars that I have got for sale. I am writing to you because before I left Yorkshire I did belong to N.H.M.C. and know that there are some real enthusiasts in the club.

The first car is a 1968 registered Twin Cam Escort. The engine was fitted in the car in 1971 and has done 12,000 miles since new. The car is red with black trim. Roll cage and a sunroof are installed. The tyres are 175 x 13 Michelin ZX on Rostyles. A new pressure plate and clutch have been fitted today. The price for this car is around about £700; but I would haggle.

The other car is an RS 1600. First registered 1970. The car is white with orange on the roof and below the waist. The engine has been modified, such as extra oilways for the cams. The mileage is low and it has definitely not done any rally or autocross work. It is shod with 195 x 13s on minilites. The price asked for this car is £1,200 and no haggling.

Hire Purchase is available on both cars. Hope you can help out, please let me know as soon as possible.

Yours,

Richard R. Leonard.

Telephone Potton 395 (anytime)
Ask for Richard.

Golden Produce Farm,
Hatley Road,
Potton,
Nr. Sandy, Beds.

* * * * *

The following letter was written to the Hon. Sec. but we publish it in its entirety because we believe that keenness should always be encouraged. The writer is the club's youngest member. He could well become the champion navigator of 1974 or even 1973.

Dear Mr. Naylor,

I am writing to you and Don Pizzey in thanks for mentioning me in the Club Magazine. I am sorry that I have not met you personally but I am looking forward very much to meeting you, the reason being that I cannot get to the club socials. Not that I don't want to, in fact I'd love to; but transport to and from club meetings is very difficult; anyway I hope to be at the AGM with it being a bit nearer home and I hope to see you there.

The reason for my joining the motor club was to start rallying as soon as possible (this is my main ambition). I realise this is putting forward a lot of trouble e.g. would the driver take the responsibility for my health, I being the age I am. If possible, if you hear any chat at the club of any driver wanting a navigator would you please let me know? (fingers crossed). I have had no experience but I can mapread, give degrees at corners, use a Garford Romer etc., but I haven't got a driver, I know I am very hopeful, but I hope you do hear something.

Yours hopefully and sincerely,
David Seddon.

25 Ancaster Avenue,
Fairfax Avenue,
Hull.

Should any club member be prepared to give David a trial, or a little experience, please let Peter Naylor or Don Pizzey know; or alternatively contact David direct. Ed.

* * * * *

Dear Club Secretary,

We would like to invite all club members who are rally enthusiasts to a Ford Rally School to be held at Anchor house, Anlaby Road, Hull, opposite Crystal of Hull showrooms, on 5th May 1972 starting at 09.30. The day will consist of a series of lectures by Ford works drivers, navigators and technicians. Subjects covered will include car preparation, co-driving, pace notes, club navigation, oil, tyres etc. and there will be plenty of time for questions. The School is likely to end at about 1700 and admittance is, of course, free.

Your members may also be interested in the "Autosport" Forum and Film show to be held at the same venue on the above date. This is organised in association with the weekly magazine "Autosport". Doors will open at 1900 and the evening will start at 1930 with a recent motor sporting film, after a panel of well known international motor sport people will attempt to answer questions fired at them by the audience. Other films will be shown during the evening and admission is again free.

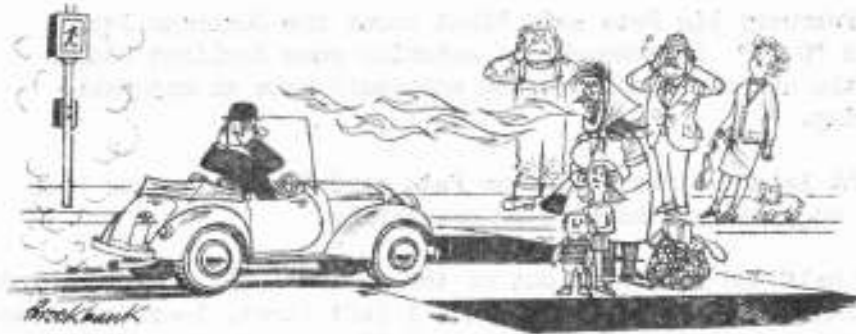
No tickets are required for either function.

The last Schools and Forums run by Ford were a great success and we are very happy to be associated with one in the area, your members will be most welcome.

Yours sincerely,
for and on behalf of CRYSTAL OF HULL LTD.
S.W.Howard - Rally Sport Manager.

Page Four.

MAJOR UPSETT



PASSENGER LIABILITY AND PERSONAL ACCIDENT.

Compulsory injury insurance for passengers in all motor vehicles is coming - and a good thing too. One has some respect for insurers who refuse to quote for car insurance without passenger liability. Their premiums have been rather higher than normal and unattractive to those who prefer to save money rather than have cover for their passengers.

Some may consider that not bothering to cover a passenger borders on the anti social; attractive young women seem to form the majority of unsatisfied - and disfigured - claimants.

The driver who sees a section in his policy covering "Personal Accident" is very little better off. He can hardly sue himself for being negligent and, unless he loses his life, a limb or an eye, or can sue another driver, he will get no compensation at all. For a passenger to get compensation from a driver there has to be legal liability.

Most important is the need for the driver who is constantly at the wheel to have personal accident cover which provides him with some income during a disability. Oddly enough some insurers who have tried to market a scheme to provide comprehensive accident cover have seldom found much support for it. Yet the premiums have been very low.

Because there has to be proof of liability before compensation is paid a motorist will have a very difficult time getting compensation if he is involved in a multiple motorway type accident; in such a case personal accident insurance which pays out without regard to liability is most important.

THE DUKERIES ROTHMANS OBSERVER.

Early in February big Pete said "What about the Dukeries Stage Rally?" I said "O.K." The thought of watching some daylight stages the day after the dinner appealed to me and would make an enjoyable weekends motoring.

A fortnight later we met again and Pete said "Our entry has been accepted". - so ended my thoughts of spectating.

My better half and I slipped out of the dinner early and crept into bed after setting the alarm for 5.00.a.m. I left first, leaving her to follow later as our scrutineering time was 8.01.a.m. We signed on at the Dukeries Garage, Mansfield, were issued with free numbers, scrutineered, given the route and were parked, plotting, by 8.30 in the Technical College car park.

At 9.15 our service crew arrived and we watched the first few cars off, No. 1 being Jan Churchill Autoextra BMW. A couple of other notables being the Hill/Foden Jolly Club Lancia and KEJ I, the 240Z that Fidler had on the Snowman and the Dales.

After arranging to see our service crew after Stage I in case anything dropped off we waited to start - no. 68 out of 120. At the first stage called Stuffwood (Pete hoped we wouldn't) just north of Mansfield we were met by a dejected crew walking out - not a very cheerful start. They had done 250 yards out of 50 stage miles.

Both 2 and 3 were nearby - on 2 we nearly collected a seed drill in a farmyard and 3 was taken slowly on a newly built raised embankment between a river and a water filled ditch, no Bradford frogmen there.

We then pressed on to 4 - N.E. of Nottingham - it was as per map including a farmyard after which was a pretty bungalow fronted by lawn and a row of saplings. Two deep grooves indicated an excursion onto the lawn demolishing one of the trees.

5 was on Syerston Airfield and as we watched the pro's changing to racers Pete kicked each 'chunkie' and commented "they're still on". We wended our way through outbuildings etc., and only once made a slight nonsense getting sideways across a sunken road. On to 6 where a 90R and 90L was not arrowed but was as per map.

Through Newark to 8 (7 cancelled, waterlogged) where we had to use a bit of ploughed field before regaining hard standing. Then the highlight of the day for me - no. 9 - six laps of Swinderby Airfield. Our service crew in evidence again but not used - mind you, Pete did dip the oil.

We set off and on our first lap were overtaken by a K registered T.C. Anglia. This we followed for $\frac{1}{4}$ lap before it spun wildly just in front of us.

A little later we approached and overtook an Imp who didn't like it at all and proceeded to overtake on the inside and proceeded to cut the next few corners on the grass waving its front wheels violently. After our six laps we cleaned the door handles and dried Pete out. He had lost several pounds of sweat and I emptied some of the sand out of my pockets to level the car again.

Lunch followed, we had $\frac{3}{4}$ hour and I had to clean the windscreen as the service crew said it was too cold to get out of their car.

I0 was another airfield. We used the peri track whilst a Cycle Club used the main runway for a trial. This wasn't very successful as we lost vision for a few seconds after encountering a miniature lake and later when we spun on a large patch of gravel after executing a perfect 90 left in Clark like style.

I1 was on farmland and we encountered our first Lincolnshire dykes.

I2 was another airfield peri track and we managed to overtake a Ferguson and muck spreader - it kept well to the left after crossing at right angles to our intended route.

We then went through Brigg and on to I3 which was straight and fast farm tracks, except for a farmyard which bore a few signs of battle - a flattened concrete post and a spare Mini bumper.

I4 went down through a quarry, bumpy and dusty, followed by a dried out ford and a vertical climb up an atrocious surface of broken concrete.

I5 the last airfield, was extremely tricky, having to dodge large heaps of manure and bricks.

The last stage, I6, was long, flat and full of difficult bridges and deep ditches - taken very steadily as we had to finish.

We then handed our card in, removed our numbers, and motored home extremely satisfied with our outing.

HUMBERSIDE HAPPENINGS

A Cherry Charivari of Club Chatter.

Roger's Ruin.

It seems that Roger Stanford is without his RS I600 for an intermediate period, Roger was cruising along St. Georges Road, minding his own business when his car was savagely attacked by another which rushed at him from a side turning. This vicious attack resulted in the need for a new, but apparently unavailable shell - due to the procrastination of the insurance company; not, we hasten to add, to any sloth on the part of the local Ford Agents!

Risky Racing.

The birth, in this area, of regular grass track motor car racing prompts us to draw to the attention of any club member who may have considered taking part, GCR 6I. Briefly this states that any person taking part in or organising or marshalling such an event - not being run in accordance with the GCRs - shall be liable to the penalties provided by GCR I6I.

The latter GCR provides the penalties for participation in an unauthorised competition; which, briefly, are that the culprit shall be disqualified or suspended and shall thus forfeit the right to hold a competition licence and/or hold any official appointment in connection with the RAC or any meeting or competition and/or shall forfeit the right to be a competition member of a Club for such time as the RAC think fit. When you obtained your competition licence you signed a declaration that you accepted these GCRs.

More Mini Moves.

A little bird tells us that Big 'Ed and Pete have caught the mini making bug. It seems that Peter Norman and Ed Wharam are building a Mini for selected events.

Lunatic Louts Lead to Police Pogrom.

It appears that certain parties have been guilty of leaving the Market Place in Beverley to the accompaniment of revving motor, howling horns, screeching tyres and other anti-social noises on Thursday nights. It may just be coincidence that Thursdays is NHMC Social night at the Cross Keys, but the Law does not think so. Consequently arms of the aforesaid can be seen, on Thursday nites, amusing themselves by checking the licence discs, looking for dangerous bodywork, measuring spot light heights, delving into tread depths and generally looking for trouble around the Market Place.

Ergo, you should arrive in a motor car which is completely legal, and most important of all (because it reflects on the Club as a whole) you should leave in an orderly and quiet manner. The boy racer stuff is neither necessary nor appreciated (after all that is what started the whole dam' thing!) You are all big boys now.

This Month's Silly Story.

Two Chelsea Pensioners sitting on a park bench. Smashing Dolly Bird passes by. One watches her into the far distance. Turns to his companion and quavers "George, you remember when we was in the Boer War?"

"Yes, Harry"

"Well you remember the stuff they used to put in our tea?"

"Yes, Harry"

"Well I think mine's starting to work".

Holderness Hoedown.

Please do not forget that the marshalls meeting for the Holderness Rally is to be held at the Broad Highway Hotel, Willerby Road, Hull at 8.00.p.m. on Tuesday 11th April 1972.

It would be MOST helpful if you would Phone Harry Ahern (403203) or Roger Stanford (653035) beforehand to indicate your willingness to marshal. WE ARE VERY SHORT OF MARSHALS. PLEASE RALLY ROUND, a great deal depends on the adequate marshalling of this event.

Holderness Chit Chat.

The organisers have been inundated by entries for this event, which is already oversubscribed.

Confirmed are entries from Bob Bean of Service Garage Barnsley, and Jim Dewar of Harrogate. John Carmichael is working hard with his bent Mini and his entry is definitely in, so he has got to finish it.

FOR SALE.

Full length 'works type' Imp sumpguard. Covers sump, radiator, gearbox. £5.00

Half length Imp sumpguard. Lightweight covers sump only £2.50

Ring Ian Sadofsky. Home 43572. Work 224379

DINNER DANCE AND AWARD PRESENTATION.

The Annual Dinner Dance was held on Friday 10th March 1972 at the Grange Park Hotel and the majority of those members and friends who attended had a great time and it was generally felt that this was the best Dinner Dance we have had so far, let us hope that next year's Dinner Dance will be even more successful and that even more members will be able to attend.

The Committee and members of North Humberside Motor Club would like to express their appreciation to the following for their generous support in making donations to our tombola - which again was a great success. MANY THANKS TO YOU ALL.

Gordon Armstrong (Hull) Ltd.	Crystal of Hull Ltd.
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We hope that club members will show their appreciation to these people by trading with them if possible during the year.

The Committee would also like to express their appreciation to the following club members for their donations.

Mr. & Mrs. H. Ahern	Mr. & Mrs. J. North
Mr. & Mrs. T. Atkinson	Mr. & Mrs. A. Osler.
Mr. & Mrs. J. Beadle.	Mr. & Mrs. D. Pelling.
Mr. T. Carmichael.	Mr. & Mrs. D. Pizzey.
Mr. & Mrs. C. Fewlass.	Mr. I. Sadofsky.
Mr. & Mrs. G. Gough.	Mr. D. Shipley.
Mr. B. Graybire.	Mr. & Mrs. K. Spoor.
Mr. N. Harness.	Mr. & Mrs. D. Webster.
Mr. & Mrs. A. Henderson.	Mr. & Mrs. R. Webster.
Mr. & Mrs. T. Lucas.	Mr. & Mrs. E. Wharam.
Mr. & Mrs. M. Lund.	

Der Annual von Dinner und Dansing
or
Der VonTripp Testimonialtzer Balleter



(or Von Tripp's Testimonial Ball)

Friday the 10th of March was when the Best Bib and Tucker was brought out again, the occasion being the annual Dinner Dance. With hair liberally plastered down by Cherry Blossom and smelling like a moth ball (do they only have one as well?) soaked in Old Spice, the brethren assembled at the Grange Park Hotel. Scrutineering (of each others wives) which was combined with a fuel halt was held on the dance floor (extremely well disguised as a cocktail bar).

At the drop of the flag and to a Le Mans start the festivities were under way. Tony, Phil and Ian were left badly at the start due to alternator, battery and ignition trouble! Perhaps they should have a word with a certain 'Electric' company!

Selective one soon arrived, a straight full poke blind through a bowl of asparagus soup. Most people cleaned this one.

Selective two was a bit foul (sorry about that!) but nevertheless was very enjoyable.

Selective three was not to be trifled with (will somebody shoot the man) and sorted the men from the boys, or the pigs from the rest! this was followed by Cheddar and biccies (couldn't think of one for that) and an easy run to the finish and a long refuelling halt.

At this point our esteemed President did his Robert Robinson bit, with his own version of 'Do You Remember?'; very interesting to those of us still wet behind the ears (avec une pint of Tetley's Bitter!)

The speeches over, Chris Cammack (Keeper of the Royal Pot) distributed his wares with the assistance of President Ted Booth's charming lady, Lee, and the able assistance of Mr. Hon. Sec. (Rtd.) I now know why Ron Shipp came by Rent-a-Truck!

Formalities over the festivities commenced with an extremely well stocked Tombola, a tribute to the scrounging capabilities of the Social sub Committee. Then dancing commenced (in the cocktail bar, extremely well disguised as a dance floor). The dancing began slowly and then got quicker, culminating in a well oiled (with Duckham's of course) Ron Shipp von Tripping the light fantastic (sorry again) and landing on his 'arris several times during the "Knees up Mother Brown".

Seriously though, folks, (who said Simon Dee was dead?) the whole event was extremely well organised and our congratulations and thanks must be extended to Roy Webster and his committee.

Dave P.

* * * * *

AUTOTESTS MAY 14TH 1972.

We are organising a closed driving test meeting on Sunday May 14th which we are trying to make of the more 'open' type which do not favour a particular type or size of car and, therefore, gives everyone a fair chance.

We have not settled on a venue at the time of writing but it will probably be Walton Street Fairground.

We shall, of course, require as many helpers as possible to help set up and break down the tests as well as to marshal and time them. Remember if you do marshal you get that much nearer to the car and can see the drivers sweating over their hot steering wheels and get a stronger smell of burning rubber and Castrol R! (You also get points towards the Enthusiast of the Year Trophy. Ed.) Names as soon as possible would be appreciated.

Regs. will be available soon, but you will be notified at the socials.

Ian Sadofsky. Home 43572. Work 24379.
Tony Carmichael. Home 71402. Work 23463.



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THOMPSON'S OPEN NIGHT.

Several club members were in the large audience at an open night held by Thompson of Hull Ltd. in their showrooms on March 8th.

The evening commenced with a talk by Bill Blydenstein who specialises in the tuning of Vauxhall motor cars. He then showed an excellent film of one of his products in action; namely the Team Vauxhall Firenza being hurled around by Gerry Marshall.

Question time brought some searching questions and very impressive answers. The evening included the unveiling of the new 2.3 litre Viva and Firenza models, and Mr. Blydenstein works wonders with them. Although most of the Humberside questions were "rally-orientated" most of his experience is in race preparation. However, he intimated that it was their intention to take on the Ford domination of this territory albeit on a much smaller budget.

He rates the engine capable of enormous development, much cheaper than the BDA. Ron Shipp paled visibly when the answer to his question on the price of engine preparation was "for as little as a thousand pounds". However this was qualified by pointing out that this was for a full engine to full race spec., with all ancillaries including petrol injection, and 2.3 litres to boot. He reckoned that the suspension was more than equal to the task - apparently it is good enough for the Jensen Healey. Even Triple C's Clive Trickey is going to work on one having abandoned the Mini.

Certainly it would be interesting to have a few more makes of competitive vehicles around, especially if their preparation is not out of the reach of most club members.

As a postscript to demonstrate the performance of the new model; Blydenstein left the show at midnight and was speed trapped by the police before he got to the top of the flyover! A club members wife, trying the showroom model next morning was booked in the same area!

I understand that Thompson's will soon have a 2.3 demonstrator available which should be of interest to all club members.

Mike Lund.



FOG

A strange new hazard is facing millions of family motorists. They run the risk of their own built in fog. Their windscreens and windows are being misted over by a vapour from their car's plastic upholstery.

This builds up day by day into a misty film, fogging windcreens and rear windows. In cases of motorists with poor vision - and the Optical Information Council estimate that 3000,000 British drivers can't read a number plate from the required distance without glasses - visibility is seriously impaired.

Scientists believe the fogging is caused by the 'volatilisation' of plastics under summer heat or the car's internal heating. The heated plastic, particularly the padding around the dashboard and immediately below the windscreen, gives off a chemical moisture vapour containing fogging chemicals.

Car designers are so concerned that they are asking the British Standards Institution to investigate why plastic car upholstery gives off this vapour.

A major danger is the way the 'fog' builds up insidiously so that even a driver with good eyesight does not realise how he is slowly being robbed of vision. Only daily cleaning will clear the plastic mist.

Reprinted from Rospa Drivers Digest and
from the Daily Mirror 13th November 1971.

CONTROL BOARDS AND WATCHES.

The Holderness Rally is only a matter of days away and we shall want ALL of our control boards for this event.

Will any members who have control boards, either in the boot of their car or stuck at the back of their garage PLEASE hand in same now, or say they have one.

Can anyone help in the search for some club watches that were not handed back after the Chrysanthemum Rally.

Ring Harry Ahern, Hull 403203.

ANOTHER NIGHT OUT WITH OUR FRIENDS FROM YORK MOTOR CLUB.

Date; 24th April 1972.

Time; 8.00 p.m.

Place; Anchor House, Anlaby Road - venue kindly arranged by
Crystal of Hull Limited.

This will be in the form of a lighthearted quiz, so please come along and support your team. You are sure to have a good night out, they are a good crowd from York, so let's make it worth their while coming to Hull and have a good crowd turn out to meet them.

See you there.

The Social sub Committee.

FORTHCOMING EVENTS.

- April 1/2. Sat/Sun. MARSH TROPHY RALLY (R). ½ nighter by Nablethorpe and DMC. Maps IO4, IO5, II3, II4.
- April 2nd Sunday. AUTOTESTS (R). Beverley Barracks, scrutineering starts 11.00 a.m., first run starts at 13.00 hrs. Alec Henderson & Chris Fewlass the culprits.
- April 6th Thursday. SOCIAL. Cross Keys, Beverley.
- April 11th Tuesday. MARSHALS MEETING. Holderness Rally. See page 9.
- April 13th Thursday. ANNUAL GENERAL MEETING. 8.00 p.m. Darley's Hotel, Boothferry Rd., Hessle. Please be there. Late Bar.
- April 15/16 Sat/Sun. HOLDERNESS RALLY (R). Crystal of Hull, Anlaby Road - first car away 22.30 hrs. See Pages 9 & 15.
- April 20th Thursday. SOCIAL. Same Time Same Place.
- April 27th Thursday. SOCIAL. Again the Cross Keys.
- May 4th Thursday. SOCIAL. Usual place.
- May 5th Friday. FORD RALLY SCHOOL & AUTOSPORT FORUM. See Page 4.
- May 6/7 Sat/Sun. ELCAR TROPHY RALLY by David Brown Sports & Social Club. Three Classes. Maps IO2, III. Details from Graham Gough, 15 Highgate, Beverley.
- May 11th Thursday. SOCIAL. 8.00 p.m. Cross Keys, Lairgate, Beverley.
- May 13/14 Sat/Sun. SEMPERIT NORTH YORKSHIRE RALLY (R). Whitby & DMC. Maps 92, 93, 86. Entry fee £3.50. Last year NMMC had a very big entry - can we better it this year? Regs. from Graham Gough.
- May 14th Sunday. AUTOTESTS. Organisers Ian Sadofsky and Tony Carmichael. See page 12.
- May 18th Thursday. SOCIAL. At the sign of the Cross Keys.
- May 21st Sunday. BASS CHARRINGTON TOUR OF LINCOLNSHIRE (R). Day/night stage event by Lincolnshire AC and Louth AC. Starts 09.00 hrs from Lincoln, finishes around 18.30 at Woodhall Spa. 60 miles of stages. Entry fee £6.00. £200 cash and other awards. Regs. from Graham Gough or phone Dick Newsome at Stenigot 207.
- May 25th Thursday. SOCIAL. At the Cross Keys.
- June 3/4 Sat/Sun. SCARBOROUGH WEEKEND. Organised by BARC this event comprises two days of autotests, one at each site, at venues all over the North Riding; with a jolly party type night (unkindly referred to as "a right booze up") between. Always a good entry, and we have been well represented in the past. Details from Graham Gough, regs. soon.

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be unfortunate enough to bend it a little,
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