DEC 72.

NORTH HUMBERSIDE MOTOR CLUB

MAGAZINE

Hull Brewery

We specialize in all types of machine work, for Petrol and Diesel Engines . .

Cylinder Reboring . Crankshaft Regrinding

Surface Grinding . Valve & Seat Reconditioning

Valve Guides Fitted (including INTEGRAL)

ALEX. E. CARR LTD.

Established 1918

Stockists of:
Pistons
Liners
Valves
Bearings
Gaskets

Official Stockists of.

POWERMAX

Pistons & Bearings

To Solve your Engine Problems call at

2025 Spring Bank West Extension, Hull.

Telephones 51074 & 51255

NORTH HUMBERSIDE MOTOR CLUB
CHRISTMAS MAGAZINE

NORTH HUMBERSIDE MOTOR CLUB MAGAZINE

Volume - 4 No. - 12 DECEMBER, 1972.

Published by the Committee of North Humberside Motor Club.

Editorial Offices - 15 Victoria Gardens, Victoria Avenue, Hull.
Telephone 403116

Editor	-	Dennis Haynes
Contributors	-	Members and friends of N.H.M.C.
Stencil Typist	-	Myra Webster
Collated and Stapled by	-	Ian Sadofsky, Tony Carmichael, Roger Stanford and friends.

Printed at the Dental Duplicating Works of Guy Hampson.

****

EDITORIAL

I have been so busy this month with other parts of the magazine, club events and the R.A.C. Rally, that there isn't one this month.

All I am going to say is to wish all members and friends of the North Humberside Motor Club a very Happy Christmas and successful New Year.

ED.

RALLY FEVER

Ever since he got back from the R.A.C. I've had the feeling he's only half here. The only conversation I can get from him is how Chris's 'whatnot' snapped (I bet it was painful), Roger Clark's fantastic win and Japanese service crews. As soon as I try to turn the talk round to Christmas shopping and coloured tellies he slides behind a pile of rally reports in various newspapers and magazines. But I really thought this took the prize, when in the middle of the night our youngest yelled to go to the toilet:

HIM - What the hells up with him now.

ME - He wants to go to the toilet.

HIM - He B.....would. We'll miss all the best cars.

ME - what are you on about?

HIM - They'll be here in a minute.

ME - You what?

HIM - How far back was the loo?

ME - What the hell are you talking about?

HIM - Look we're on a rally aren't we. How far back was the blasted loo from the special stage?

At this point I grabbed our by now desperate son and took him to the bathroom before he decided to take him somewhere in the forests and loose him.

I do hope he's back for Christmas!!!

****

LETTER TO THE EDITOR: N.H.M.C.

Dear Sir,

Two Old Age Pensioners wish to thank the above club for a very pleasant Sunday afternoon's entertainment near Bishop Burton in September last. It was a Auto Cross Rally Driving Test. The speed and skill of the competitors in weaving in and out of the bales of straw was great and the speed on the straight runs and the sharp braking etc. was fantastic. Also the mobile canteen deserves a word of praise, what with the weather and the lovely countryside we once again thank everyone in the Club who helped to make the competition a success. Good luck to you all.

K. H. Shaw ; Blaby, Nr. Leicester

Thanks have been extended to Mr. Shaw for his letter. It is a pleasure to print a letter like this and I endorse Mr. Shaw's comments. It was one of the few Autotests I entered this year and remember it well. Unfortunately I did not weave in and out of the bales all the time, on one test I went through or was it over the bales? whichever it was the front bumber was ripped off and I squashed it flat by driving over it before the car stopped.

ED.

****

FOR SALE:

999 c.c. Mini Cooper. Registered 1971 - 'S' specification. Complete with towing ambulance.

Good Rally or Autocross Car - £285.

Contact - John or Jim Beadle.

1965, 1293 'S', Fully balanced 649 cam. New Head valves, recent box, twin 1½ S.U.'s, Dry susp., roll cage, twin tanks, cibie headlamps relayed, S.P.44 2 sets., new discs and calipers.

Contact - 174 Bethune Avenue, Hull. Tel. 642661.

IMP PARTS

Set of 5½" Steel wheels.
Anti-roll bar with suspension check straps
Wiper Motor
½ engine in bits.
Steering wheel with steering knob.

Set of 4 Cibie Quartz Iodine 5" Headlamps.

Offers to Ian Sadofksy - Phone 24379 (Day) 633166 (Night)

NORTH HUMBERSIDE LADIES CORNER

The Jumble Sale held on Friday, 15th October was a huge success thanks to all who gave so magnificently and to all who helped both before and on the day.

Thanks to Chris Fewlass and John Beadle who transported the jumble, and to Les Coulson who transported goods and helpers. Most of all a big thank you to all who served behind the stalls.

The Lingerie Party on Thursday, 16th November was very enjoyable. Thanks to Karen De Vries who was hostess and demonstrator and thanks to all who came along.

I hear that everyone who went to the party the night before the 62 Stages Rally had a marvellous time. I wonder who "Percy" was and who was the young lady fast asleep in a car at the end of Saltersgate Stage - perhaps due to a late night or two or to too much lifting of the elbow!! I wish I'd had a camera with me.

AUDREY AHERN

****

CHRISTMAS PARTY

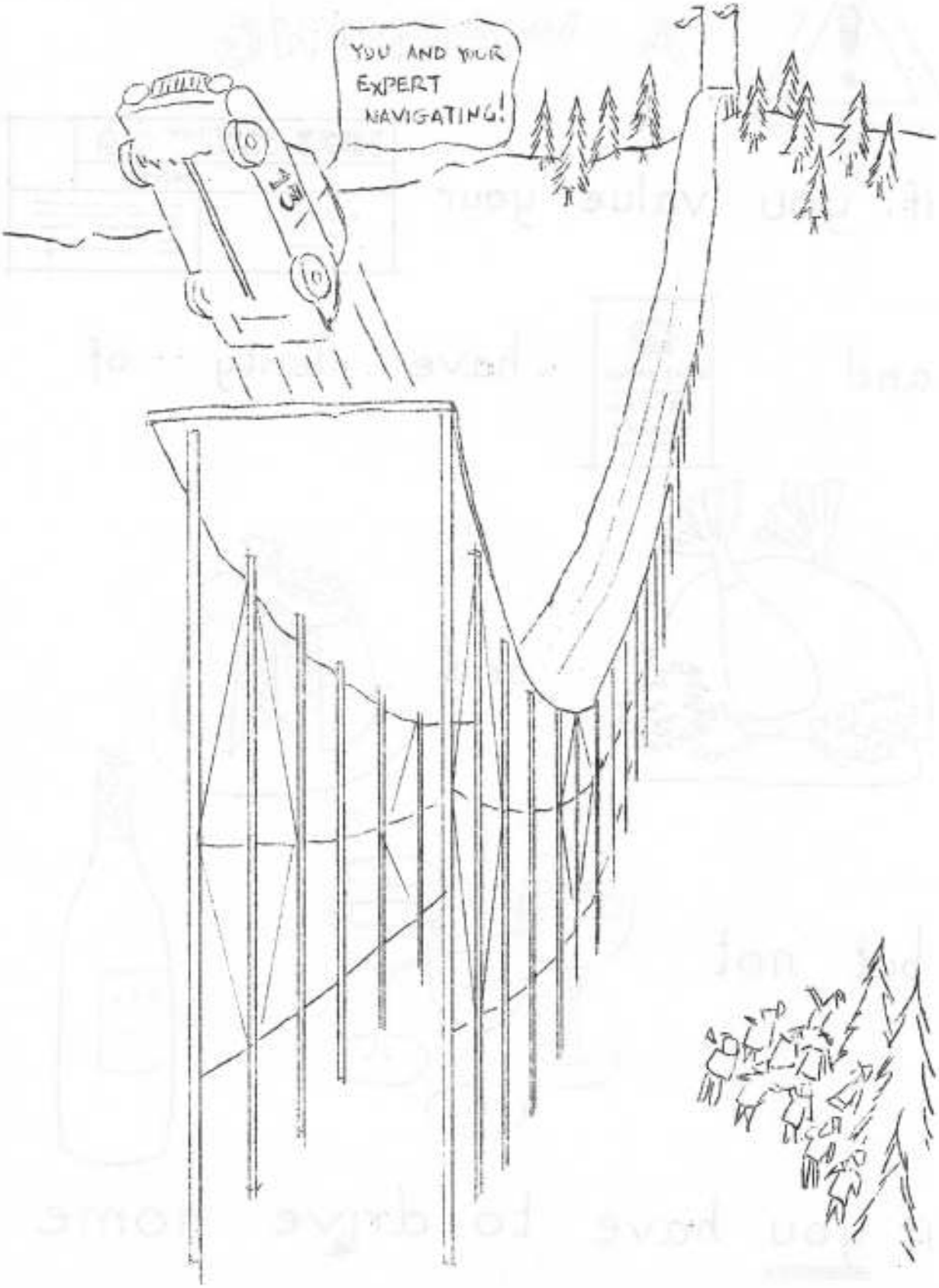
The Social Committee hopes that everyone who was lucky enough to get a ticket for the Christmas party held last Monday had a very enjoyable time.

CONGRATULATIONS:

To Pete and Jackie Kitching on the birth of their son.

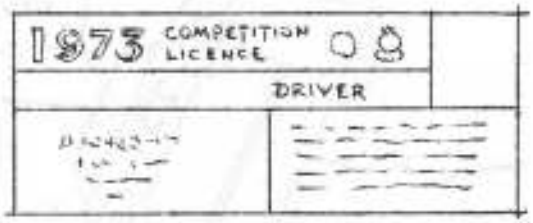
To Steve Reed and Sue on their marriage on Saturday, 9th December, 1972.

****


YOU AND YOUR EXPERT NAVIGATING!

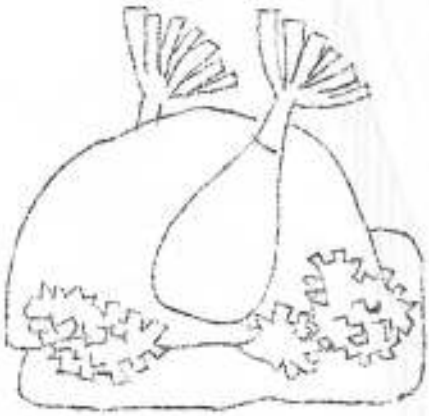
A WARNING

if you value your



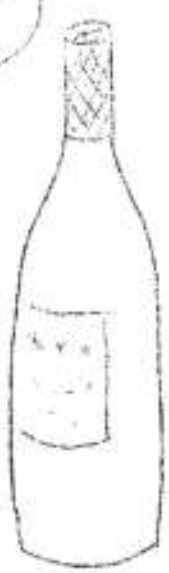
and

have plenty of



and

but not



if you have to drive home

Y.S.C.C. AUTOTESTS - HALIFAX

Yorkshire Sports Car Club held an Autotest meeting at Wellesley Barracks, Halifax on Sunday, 12th November, 1972.

The venue was ideal, all tests being run on smooth tarmac with a liberal sprinkling of loose granite, plenty of buildings, stone walls and natural hazards to negotiate. Unfortunately the weather was poor, raining for most of the day, but there were 40 entries.

Organisation was of a high standard and to create an added interest to the many spectators, three of the eleven tests were run in tandem (two cars at once on identical tests but with each against its own watch).

After the event the Mayor of Halifax presented the prizes following which supper had been arranged at the Armytage Arms, Clifton, near Brighouse where an extension had been obtained for the bar to open at 5.00 p.m.

This event was the final round (6) of the 1972 Shell inter-club championship for the Yorkshire area and I had been asked to enter as one of the five cars which were to make up the N.H.M.C. team. I so entered and on receipt of final instructions learned that final list of entries would be given at sign-on. Duly arriving at Halifax in steady rain, my feelings were further dampened on finding that I was the only entry from N.H.M.C. WHERE WAS THE TEAM?

You want YOUR CLUB to be one of the leading clubs in the North but you are not prepared to support the very type of event, A TEAM EVENT, which will put your club in such a position. It is obvious that N.H.M.C. is not team minded, which is the basis of any CLUB, but a gathering of individualists.

The position of N.H.M.C. in the table before this last round commenced was tenth with a total of 183 points as against the table leaders with 1360. A very poor effort for a club with three hundred and fifty members who can turn out 25 entries for a National Status Rally.

In 1973 the Shell Championship will consist of 10 qualifying events which will be organised by the top ten positions of this years competition. Fortunately your only entry managed a class win to obtain 181 points (as many as the rest of the club members achieved together) towards the club total of 364 and maintained the club position of 10th overall. The winning club scored in excess of 1900 points. This will allow you the honour of being one of the organisers for 1973 and let us hope that a more enthusiastic approach will be forthcoming on the competitive side.

There is no need for the West Riding Clubs to dominate the scene, their members may well have the brass but our local members have usually had sufficient skill and ability to overcome this disadvantage as has been proved on many occasions in the past.

I.W.

P.S. Your class winner was also the OUTRIGHT WINNER.

THE CHRYSANTHEMUM RALLY

Our troubles started the day before the event. Dennis Webster was preparing the Elan for the rally when he found the chassis cracked. "We'll do the rally in the green mini" he said when he rang me at 11.45 p.m. "You can't be serious" I said, "it would take a week to prepare it for a rally". For those who don't know this green mini I must explain it is a very tired 998 Mini Cooper which is affectionately called 'Smokey Joe' by the Websters.

"No it won't" he said, "we've just got to fit some seat belts, check the oil and water, fit and wire a map reading light, change the wheels etc. If you can come and help in the morning we'll have it sorted by about ten". "O.K." I replied (wondering if he meant 10 in the morning or 10 at night). "Oh, try to get a headlight bulb in the morning, there is something wrong with the front lights. Goodnight".

The morning was bright and sunny fortunately as the preparation was having to be done in the open air garage. I arrived well after ten without being able to obtain a bulb for the 'Bright Eyes' and we had to fit one dim-eye unit. The seat belts were anchored in and a very temporary map reading light fitted with wiring which was taped across the dash and connected to a live wire somewhere at the back of the speedo. I was informed the speedo worked O.K. but the mileage recorder had stuck for some reason at 94532 miles. The other items of preparation were quickly done and I went home to collect the maps etc. and have a quick lunch.

Dennis and I met at the start at Beverley. We both arrived late but signed on in time to be allowed to start. The oil and the water was checked and we had to use the first ½ pint of the gallon of second-hand oil we were carrying. The first part of the route instructions were handed to us and a minute later we left the start marshal Alec Henderson stood in a cloud of smoke.

Around and around the back streets of Beverley we went before heading out onto the Westwood for T.C.2 where the next route instructions were issued. I can't tell you about the next part of the route because we couldn't plot it from the straight line herringbone in a square without start and finish instructions. We sent direct to T.C.5 West of Beswick and even lost time doing that. It took 3 minutes to wind the car up to 70 and about the same time to stop it from that speed. The oil pressure did not rise above 25 lbs until the speedo read more than 50 and the maximum pressure gained at any speed was 30 lbs. The oil was topped up before starting the next section.

The next section to T.C.9 was easy to plot from the jumbled up spot heights. The route went via Barff Hill, Cawkeld and Bracken to Enthorpe.

To find the route from T.C.9 to T.C.15 the halfway 20 min. halt near Holme on Spalding Moor we had to plot 50 map references and then find a route which avoided these points. Needless to say this took a considerable amount of time to sort out and to make things worse the throttle on Smokey Joe began to stick open. We had to cut part of the route and go direct to T.C.15 to avoid being OTL, arriving at T.C.15 after the time we were due out.

Dennis Webster stripped the carbs in an attempt to find out why they were sticking while I plotted the road colours junctions giving us the route to T.C.21 at Proggathorpe.

As we approached T.C.21 we came across Tony Webb and Tony Ball with their car stuck off the road in a deep muddy hole and decided to help them to get the car back onto the road and risk being OTL at the next control. Pushing from the rear did not move the car so we attempted to reverse it out. As we pushed Tony Webb screamed the revs. up so much it sprayed mud and water from the hole over everything within 100 yds. radius but this time the car did lurch back onto the road. Dripping with mud we climbed back into Smokey Joe and raced to T.C.21.

Our interpretation of the next part of the route to T.C.25 was different than the organisers had in mind and therefore we failed on one or two more controls. The throttle was sticking again and I had a very jerky ride with Dennis using the ignition key and handbrake to control the car.

At T.C.21, in a layby off the A.63 near Gilberdyke, more oil was put in the motor and the carbs were given a few kicks. The route for the next section to T.C.31 at High Hunsley plotted easier than some of the previous sections and we were soon jerking down the road. Our progress came to a halt when a manned railway crossing had to be crossed and the 'man' was reluctant to open the gates. We turned around and decided the car and us had had enough for one day. Under the forecourt lights of a garage on the A.63 we stripped the carbs and finally solved the sticking throttle by reinforcing the throttle springs with numerous rubber bands. We returned to Beverley physically and mentally exhausted with more fails than I care to count on one sheet.

D. HAYNES

****

CASTROL QUIZ - 1st round - 9th January, 1973

We can only do well in this Quiz with your help. We have drawn with Selby & District Motor Club in the first round and this will be played along with the draw between National Dock Labour Board M.C. and Auto 66 on Tuesday, 9th January, 1973 at the National Dock Labour Board Club, The Willows, Holderness Road, Hull (opposite Rovers Ground). Representatives from Castrol will be present and Mike (Motor Sport) Wilson will be the Chairman and Question Master.

Let us show them that we can't only drive cars well but that we are an all-round club. We would like three willing volunteers to sit on our team. Please don't be shy and think somebody else will do it. Names please to Roy Webster as soon as possible or any member of the Social Committee.

BITS FROM HON. SEC.

The Secretary extends a welcome to the following new members on behalf of the Club.

C. J. Thompson
Big Grant Hall,
The Lawns,
COTTINGHAM.

H. J. A. Hopper,
Kelleythorpe,
DRIFFIELD,
E. Yorks

H. J. Moulds,
Kelleythorpe,
DRIFFIELD,
E. Yorks

Malcolm Makey,
8 Strathmore Avenue,
BURSTWICK,
Nr. Hull.

Stephen Green,
34 Beech Road,
ELLOUGHTON,
Brough.

Robin Lacey,
4 Sheriff Highway,
HEDON,
E. Yorks.

Frank Stewart-Brown,
14 Moor Grange View,
West Park,
LEEDS 16.

and a welcome back to past members who have rejoined the Club:-

Sam Cusworth and Terry Lucas.

In this issue you should find a Castrol - North Humberside Motor Club sticker, so as to keep some uniformity within the Club I would like to suggest they be placed on your windscreen on the top nearside. Please display the Moonraker Rally car sticker, so as to get the maximum publicity for our event.

May I take this opportunity to wish all members and their families a Happy Christmas and Prosperous New Year.

HARRY AHERN

****

Letter to the Secretary:-

Dear Harry,

On behalf of York Motor Club and in particular the Organising Committee of the Moss Tyres National Rally, I wish to convey our thanks to your Club and all your members who so kindly marshalled for us on Saturday, 21st October.

Without help from other Motor Clubs we could not have organised this event. We relied very much on Stage Commanders to organise their stages and supply and position marshals and we are very grateful for the excellant way this was done.

Our thanks are extended to everyone from your Club who was concerned with the event. We hope they all enjoyed the Rally.

May I add my own personal thanks for the co-operation and help I received from you.

Yours sincerely,

GEOFF ANDERTON (Chief Marshal)

Hull, East & North Riding
MOTORING EXPRESS

*MOTOR CAR INDUSTRY NEWS AND OPINIONS

*CAR REPORTS AND ROAD TESTS

*LOCAL MOTOR SPORT

*NEWS FROM THE MOTOR CLUBS

it's all in the
MOTORING EXPRESS

MAKE SURE OF YOUR MONTHLY PAPER BY ORDERING FROM YOUR NEWSAGENT NOW!

SPECIAL TUNING PARTS

SPORTS and RALLY GEAR

STAGE 1 KITS

get in tune at

Parish's 'PARTSMART'

For SPEEDY SERVICE

SERVICE

with QUALITY CONTROL

and GUARANTEE

Watch your car being

"POWER TUNED"

for Maximum Performance

The charge is small, the result

great in power and performance

YORK MOTOR CLUB MOSS TYRES NATIONAL RALLY - 21st October, 1972

North Humberside undertook to run four stages on this rally:-

Stage No.3	- 'Sheepwalk'	i/c Alec Henderson
Stage No.4	-, Elvington Airfield	i/c Brian Auchterlounie
Stage No.14	- Wykeham (N)	i/c Graham Oddy
Stage No.15	- Wykeham (S)	i/c Chris Fewlass

Stages 3 and 4 had to be set up for just after 09.00 hrs. which meant an early start and a lot of work for all concerned. Needless to say the job was tackled with real N.H.M.C. pride and enthusiasm and the stages were operational on time.

I would like to put on record the sincere thanks of York Motor Club (see letter on previous page) and also to add my own grateful thanks to one of the most enthusiastic, efficient and friendly teams that it has ever been my privilege to organise, the way the stages were laid out and run can only enhance the club's growing reputation. It would be quite unfair to name any particular individuals because everyone present contributed all that could be expected of them:-

Vicky Fewlass
Barbara Oddy
Audrey Ahern
Linda Henderson
and friend

Les Coulson
Colin Wright
Malcolm Roche
Mike Feltham
Archie Paice
Robert Simpson
Jeff Blay
Peter Walton and friend
Robert and John Newlove
Alf Harding and friend
M. Moxon

Howard Patterson and friends
Stephen and David Hind
Ed Holland
John Kerr
Bart and Christine Thewles
Eri c Sleight
Carl Humphrey
Peter Bailey
John Frank and Irene Horspole
Norman and Linda Sellers
Pete Smith
Alec Ruston
Graham Hudson
Ken Crundwell
G. Giles
S. Green
J. Edge

With apologies to those who turned up on the stages and helped but whose names I did not record.

Again many thanks

Harry Ahern
North Humberside Stages
Coordinator for the Moss Tyres Rally.

62 CAR CLUB STAGES RALLY - 5th November, 1972

North Humberside Motor Club ran Olivers Mount Stage which meant an early start for all concerned as the first car was due at 09.02. Our second stage was cancelled which allowed some of us to indulge in that rarely opportune pastime of doing a spot of 'rally spectating'.

About the stage - one can only say it was laid out and manned in the traditional North Humberside Motor Club manner. Many thanks to all:-

Barbara Oddy	G. Oddy	N. Sellars
Audrey Ahern	C. Fewlass	P. M. Smith
Irene Horspole	A. Henderson	E. Holland
Linda Henderson	J. De Vries	R. E. Simpson
Linda Sellers	A. Carmichael	G. Hudson
Helen Telford	I. Maxey	I. Stewart
P. Bailey	J. Frank	G. Richardson
G. Deeth	A. Harding	T. Harding
M. J. Bailey	G. Giles	G. Vandervliet
P. Walton	D. Turner	D. Stathers
	H. Patterson	P. Cawood

H. AHERN

More about - 62 SCARBOROUGH STAGES RALLY

62 Car Club ran their first all stage rally on 5th November and had a good deal of support from North Humberside both in the form of competitors and marshals.

The event had generous support from the Scarborough Publicity Company and scrutineering took place at Parish's of Scarborough on the evening of 4th November with the scrutineers being particularly strict about fireproofing for the cars and the correct type of helmets being worn by the competitors. Service sheets with the references were available on the Saturday night and some competitors used this to plot the route before going to the start at Parish's on Sunday morning. However, as competitors began to arrive at the start the news spread that the route and stages had had to be altered during the night due to an oversight concerning route authorisation by the organisers. Hence the complete and drastically cut route had to be plotted on the Sunday morning but as this only consisted of stage start and finish references most people had this completed in half an hour.

First car away at 9.00 a.m. was Dennis Pelling/Tony Atkinson who led the field to the first stage, manned by North Humberside at Olivers Mount. One complete lap of this foggy slippery course caused some crews a few hairy moments but Mike Jackson / Steve Howard got the fastest time.

62 STAGES RALLY - Contd.

The second stage was at Staxton and was a shortened version of the original stage containing a 90° left, 90° right, 90° right, 90° left round the disused farmhouse. Many competitors clipped this building including Dennis Pelling and Steve Rowe but Tony Drummond missed the building and recorded fastest time, being 36 seconds over. The next stage at Willerby featured a half tarmac, half field route with an up and over level+crossing which Dave Farnell got fastest with 34 second penalty.

Stage four at Hutton le Hole was run by De Lacy M.C. and was the end of our rally. A farm track stage which Tony Drummond got fastest (45 seconds over) and Steve Reed and I tried to remove a concrete gatepost and so did Dennis Webster and Dennis Haynes.

Stage 5 was at Bickley and contained a trickey 90° left to a tarmac and shale track. The amended route contained the first half stages run in reverse and on these Tony Drummond pulled out all the stops to win the event with 476 penalties from P. Ashford/Mrs. Ashford (499) and Mike Whiteley/F. Groom (511).

Best North Humberside crews were Mike Jackson/Steve Howard and Roger Stanford/Melanie Spruit tying for fourth place with 515 penalties.

IAN SADOFSKY

* * * * * * * * * * *

SUBSCRIPTIONS

SUBSCRIPTIONS

SUBSCRIPTIONS

SUBSCRIPTIONS

Don't forget these are due on the 1st January, 1973.

MOONRAKER RALLY - 13/14th January, 1973

ALL CLUB MEMBERS REQUIRED to enter or help. The organisers cannot hope to run a good rally without some help from you, so please contact one of the organisers now.

The organising team are:-

Clerk of the Course	-	Robin Duffield	885436
Asst. Clerk of the Course	-	Dave Jobling	04015-523
Secretary of the Meeting	-	John Beadle	845700
Asst. Secretary of Meeting	-	Brian Auchterlounie	847551
Chief Marshal	-	Harry Ahern	403203
Asst. Chief Marshal	-	Malcolm Roche	668870
Public Relations Team	-	Alec Henderson	656653
		Ed Wharam	42556
		Alf Harding	656653

The Moonraker Rally is the clubs first major event in 1973. Help to make it a success by volunteering to help now. Experience is an asset, lack of experience is no excuse, we can find a useful job for everyone.

There will be a marshal's meeting on Wednesday, 10th January, 1973 at 8.00 p.m. in the upstairs room at the Broad Highway Hotel, Kingston Road, Willerby. Let us know you are willing to help NOW.

Your Results Team for the Rally are:-

Mike Jackson, John Rickard, Ken Davidson, David Shipley, Jill Davidson.

****

AUTOTESTS - Sunday, 21st January, 1973

Just to keep you busy in January, the first Autotests of 1973 will be held at Paull Fort near Hull.
Once again these will be organised by Roy and Dennis Webster.

Put the date in your diary. Regs. available soon.

Beware of every risk!

Call Crowther & Hoe the people to know!!

MOTOR INSURANCE with 1st class claims service

Normal road policy inclusive of rally cover

SPECIALISTS IN FIRE AND ACCIDENT POLICIES

And specialist advice on all forms of Insurance

consult: **HOE & CROWTHER**

23 Trinity House Lane · Hull · Yorkshire ·

Telephones 35769; 23811; AFTER HOURS **633144**

L. Maudson and Sons

MOTOR ENGINEERS

SPECIALISTS IN MOTOR BODY REPAIRS
CELLULOSE AND SYNTHETIC PAINTING

... NEW AND USED CARS SUPPLIED

ITLINGS LANE, HESSLE.

Telephone 643399

THERE'S MORE THAN ONE STRING TO OUR BOW!

As Printers and Designers why not give us a call when next you require any form of printed work. From POSTERS and all forms of LEAFLETS and PUBLICITY MATTER to BUSINESS FORMS, STATIONERY and so on.

Call or phone Richard Pearson who will be delighted to help you with your requirements.

INSTANTPRINT & DESIGN · HULL · LIMITED

17 DE LA POLE AVENUE · ANLABY RD · HULL

PHONE 505687 or 54088

ARMCHAIR RALLY

Black Spots - Sq. 7542; 8053; 7455
Map 98. Ignore all white roads. 1 metre = 3.28 ft.

Start - Market Weighton - 877418

Proceed to the point on a yellow road which is nearest to Long 0° 35' Lat 53° 54' by passing through alternate spot heights which total 303.963 m. Cross a railway line from SSE to NNW and then without using the same road twice except for 300 yds of red road pass under Power Transmission lines 24 times and cross the Pocklington Canal.

YYY YRR RYR RYR RYR RRB BYB BYBB BBY YYY YYY

YYY YYY YYY YYY YYY YYY YYY YYY YYY YYY YYY YYY

YYY YYY YYY YYY YYY YYY YYY YYY YYY YYY YYY YYY

YYYY YYY YRR

LAT LON LON LON LAT LON LON LAT LON LAT

Pass under Power Transmission Line

YBB BYB BYB YYY YYY YYY YYY YYY YYY YBBY YYY YYY

YYY YYY YYY YYY YYY YYY YYY YYY YYY YYY YYY YRYR

Pass over 2 level crossing, under a railway bridge, under transmission lines 5 times (not in order given) and you should find yourself where you started.

FORTHCOMING EVENTS

Tuesday 9th January, 1973	CASTROL QUIZ. National Dock Labour Board Club, The Willows, Holderness Road. Commence 8.00 p.m.
Sat/Sunday 13/14th January, 1973	Moonraker Rally ; Sponsored by Parish of Hull. Regs. from John Beadle, 31 Mill Rise, Skidby.
Thursday, 18th January, 1973	Mini Rally. Details from Dave Shipley or Roger Stanford
Sunday, 21st January, 1973	Autotests - Paull Fort Details from Roy or Dennis Webster
23rd/24th Feb ~~January~~, 1973	Mintex Dales Rally, Y.M.C. : Marshals wanted.
Sunday, 11th March, 1973	Autotests - C. Fewlass
Sat/Sun. 14th/15th April, 1973	Holderness Rally.

MERRY CHRISTMAS & A HAPPY NEW YEAR

The Complete Answer

To all your AUTO-ELECTRICAL SPARE PARTS
and SPECIALIST AUTO-ELECTRICAL REPAIR
problems

Our fullest attention guaranteed for all your needs

Stockists of

AERIALS
ALTERNATORS
AMMETERS
AUTOCABLES
BATTERIES
BATTERY CABLES
BULBS
CAR RADIO
CAR RECORD PLAYERS
CONTACT SETS
CONTROL BOXES
DYNAMOS
DISTRIBUTORS
DRIVING LAMPS
FLASHER UNITS & LAMPS
FOG LAMPS
HEAD, SIDE & REAR LAMPS
SPARK PLUGS
SWITCHES
WIPER MOTORS
WIPER ARMS & BLADES

consult

HOTHAM ELECTRICAL CO. LTD.

SPRING STREET HULL
Telephone 27705-6

AUSTIN AGENTS Telephone 641364

Charles Welpton Ltd.

AUTOMOBILE ENGINEERS

IMPECUNIOUS ENTHUSIAST!
WELL - WHO ISN'T THESE DAYS?

We are not a Philanthropic Institution-
but we can assure you that we share
your enthusiasm for Club activities. We
would welcome your enquiry for
Tuning, Balancing, etc., and should you
be unfortunate enough to bend it a little,
our Body Repair Section will be pleased
to restore the model to it's original
pristine beauty!

We promise a good job at a fair price.

THE SQUARE . . . . HESSLE