

Feb 74

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MAGAZINE

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Editorial - February 1974

After last month's poor effort "Loosely" called a magazine this month's edition is far more like the mags of old (since yours truly took the chair anyway) with more items of news for young and old alike.

Nothing much has happened on the motoring scene since the RAC Rally in November. But all seemed not lost if the crowd at Paul Fort is anything to go by on the 20th January to attend the Auto Tests.

I was perched on top of the battlements for the start of Test 6 and even though it was a bright and sunny day, believe me I was bl—y frozen, not even the case of McLwan's Export I brought made life more tolerable.

Anyway apart from me being frozen I think everybody enjoyed themselves. Many thanks to John DeVries and the Webster clan for putting on a very good event.

One last word, please could you let me have your copy for March issue by the Thursday 28th February.

R.S.

January - Magazines

An apology for the delay to the members who receive their magazines through the post.

The reason being is that the member of the editorial staff who always posts the mags was unable to fulfil this task because he was struck down by the Flu and was unable to post them for over a week. I hope those members will bear with me and I hope this will not happen again.

R.S. Editor.

Club President

Mr. E.B. Booth, 211 Westella Road, Kirkella, Hull. Tel: 656361

Vice Presidents

Mr. T.C. Waite, Crystal of Hull.

Mr. B. Parish, Parish's of Hull.

Mr. Peter Naylor, 25 Fulcroft Road, Hessle.

Mr. Roy Sanderson, Jolly Roger, Lago Benor, Spain.

Mr. Ken Spoor, 3 The Triangle, North Ferriby.

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Harry Ahern, 33 Grafton Street, Hull. Tel. 403203

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* John Beadle, 31 Mill Rise, Skidby, Cottingham, Yorks. Tel. 845700

Hon. Competition Secretary

* Graham Oddy, Londeshore Lodge, Southgate, Hutton Cranswick, Driffield.
Tel. 037755 277

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Committee Chairman

Dave Shipley, Mount Pleasant, Leven. Tel; 04014 577

Committee

Brian Auchterlounie, 2 Beech Ave, Kingston Road, Willerby.

* Tony Carmichael, 16 The Oval, Garden Village, Hull.

* John DeVries, 20 Harley Gate, Leven.

* Alec Henderson, 7 Jefferson Drive, Brough.

* Pete Kitching, 10 Springfield Road, Hull.

+ Dave Langdon, 41 Kerry Drive, Kirkella, Nr. Hull.

- Colin Wright, 51 Wold Road, Hull.

+ Ian Sedofsky, 12 West Lea Park, Swanland,

- Bob Simpson, 136 St. Georges Road, Hull.

+ Ed Wharam 135 Prices Avenue, Hull.

Roy Webster, 46 Summergangs Drive, Thorngumbald.

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+ Peter Bullock - Social

+ Roger Stanford - Social

- Jeff Prince - Magazine

Press Reporter's Rally Sport Mags. & Motoring News Contact's

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Ron Shipp, 5 Poplar Drive, Model Farm Estate, Beverley.

Magazine Editor - Bob Simpson

Keeper of Charts - Dave Langdon

Radio Humberside Reporter - Ed Wharam

* = Comp's Sub. + = Social Sub. - = Magazine Sub.

Motoring stories you were always afraid to tell.

This story starts in the far off misty days when my aunt was only a 'slip of a girl', a flapper, when ladies were ladies and men were glad of it.

Like all good stories this one starts one bright Thursday afternoon when she and my mother decided to take the family car, a sedate 1929 maroon Morris Cowley on a trip to the seaside, to Bridlington in fact, to listen and dance to Derewski and his ensemble.

All seemed well with the outing until Auntie to reach the Spa Hall in time and in spite of being only 4'11" tall insisted on driving. Negotiating the narrow streets of Beverley, turned right at St. Mary's corner and promptly ran over the poor policeman's toes who unfortunately was on point duty that day.

Auntie totally unnerved by the incident carried on down the road and my mother said to her "Didn't you see that policeman there" and she replied "No, he wasn't there last week" and carried on.

Making use of the open road, and settled down to a hair raising 45 M.P.H. onwards to poor unsuspecting Leven.

At about this point in the story funny noises and smoke came pouring out from under the bonnet and the poor car came to a sudden stop without any oil or water in the engine. My mother and aunt got out of the car and looked at it in utter bewilderment. Thinking all was lost and not looking forward to a long walk to the next garage, up came a Knight Errant in a big, bright green sports-car of true Vintage category, who turned out to be one of former boy friends and to cut a long story short bought the oil and replaced the water in the radiator for them, gave them his blessings and sent them on their way, saying "See you at the Spa".

She again settled down and reached Bridlington without any further incident. They both enjoyed the dance and finally decided to return home before dark.

But the story doesn't finish here, driving along the prom. after the dance with all intent and purpose, and a promise to my mother to be careful, took a wrong turning and collided with her Knight Errant and with practiced skill knocked off both his front and back wings on the drivers side. He got out and said "Good God, Nick it could only be you, to make the day complete"

Eventually they returned home and my grandfather said "Had a good time" to which my Auntie replied "Nothing unusual happened". Grandfather eventually saw the car. One side a nice shiny maroon and the other all twisted, bent and shiny metal colour, His only comment was "I never liked

that colour anyway"

This is a true story and happened in 1929 and if any of you are wondering if she still drives the answer is no.

A. Simpson.

N.B.N.C. HOLIDAY IN LLORET DE MAR 11.1.1974

Many thanks to David Shipley for organising the holiday and I hope he will organise another one.

Most people have holidayed abroad so I will not bore you with all the details. One or two things though may bring forth laughter, I know they did at the time.

After a heavy first night of drinking, your committee chairman (Daddy David) was seen to abandon his jacket and tie at approximately 3 a.m. prancing about on a stage of a Disco with a dolly bird shouting "heere Kitty Kitty".

Some of our members went for a swim in the outdoor pool. Nobody told them that in view of the time of year, the temperature was near to freezing. After issuing only PFFFTLANING HELL once, they never spoke for a full five minutes only shivered then used the heated indoor pool.

John Rickard had a good time although he never saw much of Lloret (he was on his honeymoon!)

The single lads on the trip weren't single long. Mike Reed's bird was heard to say in a broad cockney accent "dawn't yo tawk funny from Yorksheer.

Some of the party hired Minis and promptly got lost but asking the way proved to be hillarious. You can tell they were a good gang to be with, we all carried each other home every night!

A good do Dave. Thank you.

John and Enid Beadle.

Bits from Hon. Sec.

SUBS - SUBS - SUBS.

Subscriptions for 1974 were due on January 1st, to ensure that you receive your March issue of the club magazine subs should be paid no later than 28th Feb '74.

1974 subs can be given to any committee member, paid at any thursday club night or sent to me at :-

33 Grafton St.,
Beverley Road,
Hull. HU5 2NA.

Payment of yearly subscriptions by bankers standing order will not be accepted, we have had so much trouble in the past with standing orders that they are just not worthwhile. Motor Sport is suffering at the moment due to the fuel crisis but your committee are exploring all sorts of alternative interests until things are back to normal. I hope we won't lose out by a reduced membership in these difficult times and that we can depend on your loyalty to the club.

AUTOTESTS

John Beadle and myself are organising a 'Restricted Status Autotest' which will be part of the Shell Motor Club League Series 1974.

Date - 10th March 1974 (Sunday)

Venue - Cottam Old Airfield.

Regs - available soon

Entry - maximum 50

A sub committee from N.H.M.C. met the equivalent from York Motor Club to discuss copromoting some Autotest in 1974, the outcome being we have agreed to copromote the following events:

3rd March	74	-	Autotest	-	Organised by York MC
15th April	74	-	"	-	" " " "
5th May	74	-	"	-	" " N.H.M.C.
7th July	74	-	"	-	" " York MC
21st July	74	-	"	-	" " N.H.M.C.
25th Aug.	74	-	"	-	" " "

8th Sept. 74 - Autotest - Organised by York MC
29th Sept. 74 - " - " " N.H.N.C.

There are some obvious advantages in copromoting, to name a few, a bigger entry, more venues available, more events and a friendly rivalry between club members.

York Motor Club will in addition be organising an event which will be their contribution to the Shell Motor Club League series.

The Club Secretary extends a sincere welcome to the following new members on the behalf of the club:

William Alfred Fisher, 24 Patrington Garth, Bransholme.

Alan Bell, 12 Albert Avenue, Hull.

Yuk Hodgson, 6 Howard St. York.

Patrick Walker, 24 Kirkgate, Huddersfield.

Phillip G. Walker, West End Farm, Garton, Drifffield.

Robert T. Gill 14 Arisaig Close, Eaglescliffe, Durham.

Gordon Trousdale, 117 Leyburn Road, Darlington,

Roy Robinson, 17 King Street, Barnard Castle.

Keith Wells, 'Southlands' Hudston Road, Burton Fleming.

Gordon Young, 25 Northholme Crescent, Hessle.

E.H. Gawthorpe, 117 Wokeby Park, Anlaby Common.

Ian Macklin, Piller Box Cottages, Sunk Island, Ottringham.

Thats it for now except to say 'don't forget your subs'

Harry Ahern

YORK SPORT



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IT'S A GAS

If you are able to read this in the gloom of your unlit/candlelit/oil-lamp lit * room in the early twilight of morning/afternoon/evening* please continue. If not; stop now, making sure you fold this paper carefully and put it in a place of safety for future use as it may save your money/life/dignity*.

The subject for those still reading, if you have not already guessed is (whisper) THE ENERGY CRISIS/CRUNCH/FOCAL LACK OF *. (One or two taps seem appropriate to help you heat Arabs/Esso/Noel/OL/NEEB/NCH/etc. First, however a laymans (or pedestrians) guide to the causes of our present dilemma.

CAUSES:-

The major cause can be summed up in one word. Arabs. An arab is a nomadic native of Arabia, travelling generally by Cadillac whilst wearing a dressing gown. There are some five hundred million Arabs, with five hundred million Cadillacs/Firebirds/ALX/Camero's * burning petrol at the rate of five m.p.g. (deduct a further 25% for wheelspin in the sand) There is a lot of Arabia with a lot of sand. Arabs generally travel with caravans; not the type we know but five or six times bigger and heavier (deduct a further 200% for caravans).

* Cross out whichever is inapplicable.

These basic facts show where the majority of the world's petrol goes; but not it's oil.

Apart from the oil consumed in the lubrication of Cadillacs, caravans, electric toothbrushes, air conditioning units, date slicers, etc. most oil is exported. The greatest proportion goes to (went) the good old U.S.A. (remember Henry Ford?) for the manufacture of after shave lotion and suntan oil. Some goes to Spain for pouring onto all meals and quite a lot comes (came) to this country for use in lamps during electricity difficulties.

OUR PROBLEM:-

Of course, small amount of both these commodities (petrol and oil) find their way into our cars. No motor club is complete without cars. Short of the club becoming the Darlington and District Cycling/Sulky-trotting/Hiking/Canoeing* club another source of power must be found if we are to survive intact. The older members of the club will remember the good old expedient of a length of small bore flexible tubing, a one or two gallon tin and a good powerful torch. This, however is just not in the spirit of the thing. In the next issue, I hope to put all minds at rest and disperse the gloom with some answers to these problems.

Watch this space for the next gripping instalment.

B. Alderson.

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National Indoor Rally Championship

Ford Rallye Sport Club

Table Top Rally

Round No.2 will be held on Tuesday 19th Feb. '74 at the Cross Keys Hotel
Lairgate, Beverley. Commencing at 8.15 prompt. It is
essential that all competitors attend on this night.

B.F. Motorinc Table Top Rally

(the easy one)

'Up to Press' I have not received any further details so a new date
will be notified in the March mag.

H.A.

WANTED - To rent lock-up garage in Beverley.
Contact - Dave Davies Tel. work 881174.

Driving Tests at Paull Fort 20.1.74

Having assisted (I flattened the vegetation in the spectators car park) in the preparation of the tests, competed in them, helped clear up afterwards, spent a few days forgetting them - I was told to scribble a few notes about them.

As my Bic was decaying through lack of use because of the absence of rallying I agreed to this chore and here goes.

These driving tests were the first competitive event on the 1974 calendar and because of the fuel crisis were also the first time an engine had turned in anger since the R.A.C Rally. Seventeen entries in '73 and twenty in '72 were overshadowed by fifty this year. Forty eight of these handed in cards after the first run and fortyfive were classified as finishers.

A few competitors admitted on their entry forms that their vehicles were modified whereas others decided not to disclose their demon tweaks.

GERVLAS owned up to a Chrome gear lever on his Minivan whilst Pete Bamford forgot to mention the absence of the rear doors on his van but did advise the organisers of his ladder rack (without ladders).

T. Raylor Esq. said his Sprite had "The Lot" - must have been a very light lot because it was very spritely even with uprated suspension on the offside.

Nike Walmsley (half of the infamous Dixon-Walmsley 970S crew) in his Anglia bent over backwards to assist the organisers place him in the correct class by stating he had - quote "Bent rear wing and padded seat covers".

This year the management committee altered slightly instead of being Webster, Webster, Webster, Webster and Webster it was Webster, Webster, DeVries, Webster and Webster.

Pop, Roy, Myra and Gary were deserted by Denis, who was busy with another project, and joined by John DeVries.

The tests were held as usual in Paull Fort, a somewhat cramped and hostile venue on the Humber bank. Maximum use was made of the fort with a total of seven tests four of which were on concrete, two completely on grass and the remaining one on a mixture of concrete, grass, earth and Tony Carmichaels left foot.

None of these tests were mind benders if you studied the diagrams although a lot of washouts appeared on the time cards. The two best times out of three runs were to count so any bloomers could be corrected on later attempts.

The first test was on grass with six gates in a circle, one as start, one as finish, the other four requiring one to enter and depart in forward motion in numerical order. Various techniques were employed such as the full blooded hand brake turn, the power slide type, the full lock gentle circle and the stop, reverse and have another bite type. Bamford was seen with his O/S wheels in the air and George Blades in his fibreglass winged Alfa Romeo chucked large lumps of earth at the spectators with his chunkies.

George was fastest here with 42.4 secs. Timekeeper here, if my memory is correct, was Colin Wright complete with intended - start as you mean to go on Colin and show that not everybody disappears when wedding bells ring.

Test two was strictly observed, marshalled and timekept by that Tam O'Shanter las, enthusiast A. Henderson. Four gates to be transgressed in both directions in any order. Paul Swift, Beetle mounted from Darlington was fastest in 30.8 secs. To digress for a moment and mention that two competitors came from Darlington, one from Pontefract, one from Bridlington as well as the four from York - just shows that there is something going on somewhere all the time if you are prepared to look for it as these Ken lads did!

A quick tour of the fort brought you to Test 3. This was a quick dash along a road, over the kerb (slight), mud plug 360° round a marker and off to a garage, reverse around the marker to finish up in the garage again before heading for Carmichael A. at the finish. Tony had a lookout perchd on top of the battlements to observe the garage, poor fellow must have been froz.

This test, for me was like rallycross and I finished it "rigged for silent running" with engine off as the fan was nudging the radiator. Again the Beetle was quickest with 47.0 secs.

Test 4 was slightly complicated - follow this - from the start a 90° right and astride a line, reverse into a garage, forward into another reverse to astride the afore mentioned line and forward via a slalom to finish. Incidents of note here were Mayloy T. gyrating on the 90 right by mistake, but he continued without lifting, and a yellow Escort which attacked a doorway.

Dennis W. Had been press ganged into marshalling here with Dave Langdon wielding the clock. Nick Thompson complete with clockwork engine or knackered C.V. joints was fastest 35.4 secs.

Test 5 started by Ken Brown and timed by Mike Blackburn was simple to some but must not have been quite so easy as there were a considerable number of washouts here. On my first attempt I made a right charles of it to the amusement of Gervlas (Lucas to those who don't know) who proceeded to make the same mistake - serves him right.

Started by rounding a marker and straddling a line next to the start, reversing around the marker to astride the finish then forward round the marker again and back to the finish. The fastest time was by Tom Wheeler in his Scamp.

Test 6 was a handbrake turn experts benefit, there were only two to be performed but if you didn't you'd had it. The start was overlooked by our Hon. Ed. stood upon the bank with a case of Newcastle Brown and the finish by a smaller edition e.g. with a short fat hairy chin Roy Risetury. This person either had no teeth on his timepiece or was too bloody cold to read them as all his times were to the second. He was seen to invade the privacy of Bamfords van to mark his card. - obviously never having seen inside a tuned competition vehicle before.

With a good lock (steering) and a touch of the Tensings you could just complete the test without reverse or handbrake - fastest was Dave Jobling by a clear 2 secs. (Is Roy after a towbar)?

Then came the finale which I am unable to describe for it seemed to be a touch of the Ki-Ki bird - ever decreasing circles etc. I only know that the first time I did it my rear view periscope was directly into the sun and the starter was in the line of fire until someone switched the light off.

This test ended with our 'Arry on the clock and rumour has it that his dulcet tones were heard above the roar of engines as he asked some young lads politely to move out of the way. This was Yuk Hodgsons Triumph 38.8 secs.

The results will no doubt be recorded elsewhere but these were a few notable performances - in my view anyway.

Class 1	T. Lucas in his van 4th Myra Webster only lady driver 5th & 19th overall.
Class 3	R. Shipp only beaten by a Sprite. C. Fewlass 4th Viva Estate.
Class 4	G. Blades 2nd Alfa Romeo N. Jackson 4th Cortina Estate.

I seemed to have made a meal of this report but with a bit of luck you will have all fallen asleep by now so I won't be asked again.

GERONIMO

SHELL LEAGUE 1974

From : Paul Harveyreaves:

I enclose the regulations for the 1974 League giving details of the forthcoming fixtures. At the meeting on December 6th, very few changes were deemed necessary and it was the unanimous decision that any further money available should be used to swell the prize fund rather than provide operating expenses for the organising clubs. In view of the current difficult conditions under which oil companies are operating, I regret that the awards shown in the regulations must only be regarded as provisional, as it is more than likely that Shell's budget for 1974 will not provide us with as much money as we had originally hoped.

The first event is an Auto Test meeting to be held in the Hull area on the 10th March, to be organised by the North Humberside Motor Club. This is the first event which our friends have put on for the League, and I hope you will all make an extra special effort to send a full team to get the 1974 League off to a flying start. The Organiser and Secretary of the meeting is Harry Ahern, 33 Grafton Street, Beverley Road, Hull HU6 2NR, Tel no. 403203 and regulations should be available about now. They will be sent automatically to all 1973 registered team captains and to any other registrations received during February.

The British Automobile Racing Club (Yorkshire) opted not to run an event for the 1974 season and their place has been taken by N.G.Car Club (North Eastern Centre), who finished in eleventh position last year.

Awards

The awards will be as follows:

To the winning club:	Shell Motor Club League Trophy and £75.00
To the runner up:	£50.00
To the third placed club:	£25.00
To the fourth placed club:	£15.00
To the fifth placed club:	£10.00
To the winning club at each round:	Equipment to the value of £10.00
To the second placed club at each round	£5.00

The awards will be presented immediately after the finish of the Final on November 10th 1974.

Qualifying Events

The Qualifying events for the 1974 competition will be:

Date	Event	Organising club	Date	Event	Organising club
Mar 10	Autotests	NHMC			
April 28	PCT(Yorks,Dales)	ILkley&L&C	Aug 25	Hill Cl. Sheffield & Hallamshire MC	
May 26	Autocross	York MC			
June 30	Autotests (Huddersfield)	David Brown S&SC	Sept.	Rally/Autotest (Prov.)	One Eleven MC
July 14	Sprint(Topcliffe)	MGCC	Oct.27	PCT(Leeds) Trackrod MC	
			Oct 6	Autocross	Huddersfield MC
			Nov10	Autotests (Brighouse)	YSCC



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Letter received

30.1.73

259 Kingston Road,
Willerby.

Dear Harry,

If you would be kind enough to let me know the current subscription, I will forward my cheque by return.

I feel that the club is becoming disastrously out of touch with the member - especially in the current situation of no rallies.

I am not the only member who has not received any magazine since before Christmas (and that one bloody late!) It is not reasonable to expect all the members to attend the Thursday Social - the room wouldn't hold 'em all! Remember that many good supporters never attend the socials, since they don't car for (a) the pub, (b) the company (c) social events; or (d) can't afford it (e) don't drink. Whatever their reasons, the club cannot afford to lose them, and I feel that the magazine MUST come out regularly and on time.

Having seen mention of the Ford Table Top competition in Motoring News, I asked you if we were arranging to enter, and asked that Jim Tunnard be listed as an entrant. I was told that details would be published in the mag.

The next word I had was on the night of the competition, when Audrey phoned and asked for the loan of a map. Neither Jim Tunnard nor I have YET received a magazine.

Did the bars get yto you OK?

Yours

Don Pizzey

P.S. If it will help to fill the mag, try publishing this!

DP

P.P.S.

I apologise for the January issue being late, but the reason is explained elsewhere in the magazine. The December issue was posted well before Christmas and unfortunately I am not responsible for the Christmas post delay. As you know from being past editor, it is very difficult to obtain copy when there is a break in Motor sport and I thank you and all the other contributors for the copy received. We appreciate all letters even critical ones at least they show interest.

R.S.

Forthcoming Events

- 17th February - SPOKE WHEEL RALLY. Open to all non-petrol vehicles. Organised by the York MC at the Chequers Inn signing on commencing at 12.30 pm. Tel 97/454515. The organisers hope that this event will be televised.
- 21st February - Film Show club night 8.30 Cross Keys, Beverley.
- 3rd March - Co-promoted DRIVING TESTS. Organised by York MC. Venue and regs available at a later date.
- 10th March - COTTAN - Driving Tests. This is a Shell League event 12.00 Start. Competition Licences required. Regs. Available from John Beadle and Harry Ahern.
- Also John Beadle and Chris Cammack are running a series Driving test school. This is to help the less experienced member of the club to be more efficient and help the others brush up. Thursday nights at the Cross Keys - Theory
Sundays at Paull Fort - Practical.
See John or Chris for further details.

- DISCO - End of March. Date to be announced.
- 31st March - Yorkshire Sports CC. Castle Howard - Hill Climb (R)
- 28th April - Ilkley & L&C Shell League. Production Car Trials (CJ)
- 12th May - N.G.C.C.(NE) Topcliffe - Sprint (R)
- 12th May - South Shore (B) MC Autotests (R)
- 26th May - York MC Shell League Autocross (R)
- 2nd June - '62 CC Autocross (R)
- 30th June - David Brown SLSC(NS) Shell League Autotests (R)

ANNUAL DINNER AND DANCE

9th MARCH 1974

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