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MAGAZINE

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EDITORIAL - APRIL 1974.

Well the year has come full circle once again and I think it has been a year full of events for us all. What with some member being recognised on the International Rallying scene i.e. Ian Maxey on the Cyprus Rally in the R.A.F. team, unfortunately the team didn't win but I'm sure they put up a good fight. He did remark to me afterwards that it is one of the toughest rallies in the calendar so I think he was fortunate enough to complete the course.

Coming a little nearer home with the victorious Crystal team winning the team award on the R.A.C. Rally of Great Britain 1973. The team consisted of Steve Howard/Richard Ward, Chris Cammack/Ian Maxey both in RS1600's and a fella' called Harold Morley/Bob Lindquist in a Porsche Carrera (isn't it about time they were nobbled into joining NHMC) Also Dennis Webster/Dennis Haynes who had the bad luck not to finish, but a bl...y good try anyway. Also not forgetting the club member who entered for the Clubman Trophy which included John and Jim Beadle who came home in 15th place.

Our best wishes to Paul Simpson and Ron Ship who share the top slot in our own championship tables.

Lastly our membership has been whittled down to some 150 odd fully paid members but I think this will soon be boosted by the re-start of rallying in May.

Don't forget the A.G.M. is at Darleys Arms, Boothferry Road, at 8.00 p.m. on the 23rd April 1974.

R.S.

DISCO DANCE

Friday 26th April, 1974.

COTTINGHAM CIVIC HALL

8.00 p.m. - 1.00a.m.

PRICE 60p

Tickets available from Ian Sadofsky Tel: (work) 24379
(home) 633166

or any committee member.

THE MINTEX DALES RALLY 17/18 May 1974.

Once again we have been asked to marshal two of the main stages on this rally. We shall require large numbers of marshals in order to maintain our usual high standard. This year the route is shortened considerably and the rally will start at 00.01 on Saturday. The organisers do not as yet know which way the route will run as several restrictions have been imposed on mileage and they are still sorting out the most effective way of using the mileage available.

However, we do know that we shall be marshalling Dalby Forrest for the first time. This is a very large forest which contains some of the longest and fastest straights and the most severe 90° bends etc. etc. We do not know as yet the time when this stage will be run, but we expect that these stages will be run in daylight. As I have already stated we shall require a large number of marshals to cover this forest and a large working party to lay the stages out. A sheet for marshals names will be placed on the notice board at the Cross Keys. For those of you who do not attend Club night and would like to marshal or help out in any way, please contact one of the following:-

Harry Ahern Chief Marshal Tel: 403203

Graham Oddy Stage Commander. Tel: Watton 277 (STD 037755)

Davis Shipley " " Tel: Leven 04014577

The Editor (yours truly) would like to take the opportunity of thanking all members of the club who took time out to write the articles which amused and sometimes angered us. Especially the articles which included the times, placings of members on rallies, driving tests and such, this is a time consuming job.

Also much appreciated thanks to the girls who did a wonderful job of typing my copy, usually this job was done at short notice, as alas much of the copy came in at the last minute.

And by no means last, the team of helpers who helped me print collate and envelope the magazines. Below is a list of contributors to this years magazines.

Melanie Spruit	Eddie Holland	} Collators
Ian Sadofsky	Graham Hudson	
Jeff Prince	Mrs. Holland	
A & H Ahern	Marion Ribee	
Graham Oddy	Les Coulson	
Don Pizzev	Mrs. Simpson	} Typists
John Beadle	Myra Webster	
"The Riter"	Janet Cammack	
Ian Mazey	Enid Beadie	
Geronimo		
Alex Henderson		
John Wylie		
Ed Wharam		
Frank Waslin		
Jim Beadle		
Peter Bullock		
Ann Bullock		
Robin Duffield		
Dennis Haynes		
Terry Lucas		
Peter (Chunky) M. Smith.		

And not forgetting
yours truly Robert Simpson.
Editor.

When a car goes through a radar speed-trap at 200 m.p.h. it can only be -

"THE RATHER SPECIAL ROLLS"

John Dodd's Rolls-Royce is in danger of causing a diplomatic incident between Britain and West Germany. So far it has sped through 27 radar traps so fast that the electronic camera could neither record the speed nor photograph the number plates. The German Police telephoned Rolls Royce "Please don't try out your new models on our autobahns. We're introducing a 60 m.p.h. limit here" they pleaded. Rolls Royce explained that they were not testing. It must be a private individual they said. The West German police were still furious - they greaved that the regal red Rolls Royce was wrecking their radar and German motorists in hotted up cars were none too pleased either - it passed them at speeds of up to 217 m.p.h. faster than Jackie Stewart ever reached in his Formula I grand prix car. The German Police having got to know the rather special Rolls, was on its way, once waited for it on one stretch of the autobahn. They couldn't catch it.

Last night "The Beast" as 39 year old John Dodd calls it, rested silently in a garage at Epsom, Surrey. Being limited to 50 m.p.h. in Britain meant that it wasn't worth his time taking the car out for a trial run. It can do 70 m.p.h. in reverse.

John Dodd laughed as he recalled a few recent past runs. Madrid-Calais (1,000 miles in 10 hrs 10 mins) Stuttgart - Ostend (451 miles in 3 hrs 10 mins) - while carrying out his business as an automatic transmission expert.

He has exhibited the car in Essex and Stuttgart and raced it round the track at Nurburgring, getting to within a mile or two of the track record at his first attempt.

The Beast is all Rolls Royce except for its glass fibre body, its hand made chassis and its front and rear screens. It is powered by a Merlin Aero engine - Henry Royce's brain child - which went into the Spitfires, Lancasters and N.T.8's during world war II. It was planned several years ago when another brilliant engineer Paul Jameson of Brockham near Dorking, Surrey, found the engine amongst "surplus to requirements" spares at Portsmouth Aerodrome. He bought it and in his spare time, built a chassis around it. He was looking back to the days when the wealthy bought their Rolls Royce's as rolling chassis and had the body built to their own specifications.... and forward to the days when a motor car - his car could travel as slowly as 10 m.p.h. in top gear, roar up to 170 or 180 m.p.h. in six seconds, run on two star petrol and any engine oil, cover 14 miles on a gallon and be able to be driven round a race track at 250 or 300 m.p.h. and sedately driven home again.



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All of which the Beast does. For the technically minded, it has a 27 litre V12 engine which develops 700 brake horse power at the flywheel, has a three speed turbo 400 transmission, three weber carburettors, 24 spark plugs, 48 valves and a double system of lockheed brakes.

It has already broken the world's record for cars above 8 litres - the flying quarter mile which it did in 6.3 seconds. It can zoom up to 160 mph from a standing start in just less than half a mile. Already it has covered 35,000 miles. Like one of my other Rolls Royces I hope it will do 250,000 smiled John Dodd. Final word from Rolls Royce. A short while ago we did have a letter from a very anxious Ferrari owner in Germany who said he had been driving between 150-160 mph when he was passed by a Rolls Royce. Could he have one please?

We are very grateful to the Daily Mail for permission to reproduce the above which was published in the Mail on February 26th.

Other items of note are: Front axle from Austin Westminster with Rolls standard tyres. John Wold racing rear wheels fitted with Mickey Thompson street and track tyres, 10 gallon oil tank, 37 gallon fuel tank. Perhaps suitable extras for this hairy monster might be:- computerised auto-pilot, and air speed indicator and a flying manual. Just in case it does.

Sit in dear - you won't feel a thing!!

Frank.

(Reprint with permission from the Daily Mail, February 26th, 1974.)

'UMBERSIDE 'APPENINGS by The 'RITER

An Occasional Observation or "I never 'eard about that"

IS our friend Alec Henderson getting laxy after being out of motor sport for a short while?

At the York Motor Club driving tests at Full Sutton, he was actually seen to be sitting in his Cortina making drivers take their results cards to him for suitable Gaillic remarks to be inscribed.

AT the same event, did Harry Ahern have a bottle of the hard stuff in his car? (Was this the reason he left Audrey in the refreshment van) He was seen to nip back into his car as each car stopped at the finish line. Mind you, it was a very cold wet day!!

HOW did the ginger haired Nowlove manage on his own without the other half of the partnership who had been struck down by flu?

Was he seen, on the more exposed and windy sections of Full Sutton, sheltering behind Tony Raylor several times as he checked the tests.

HOW come Ken Hailstone managed to keep his Lotus Cortina on it's wheels this time? Was it ballast in the boot or was it anything to do with Yuk Hodgson asking him if he knew of anyone wanting to buy a Mark 1 Lotus Cortina?

IS John Beadle really superstitious? Fancy changing to a Red Escort just because his usual one is Green. Was he expecting some of the "Little People" to be there?

TALKING about little people, was Tony Carmichael fortunate to avoid catching the flu? He was observed on two separate occasions driving with his window down and once he even got out of his Mini GT.

WAS the Mini the cause of him having his foot in a plaster cast at the Cross Keys social on the following Thursday? Is it right that he leaned back expecting his Volvo to be there, and fell beard over wallet (if you will pardon the expression) over the min?

WAS Nick Thompson embarrassed by his young offspring (no offence intended, but at that age it is difficult to tell their sex) walking him round? Was it really to show him the Tests, and if so, did it prove fruitful?

'HUMBERSIDE 'APPENINGS (Continued)

WHO should be making a stand against Women's Lib?

The other Thursday at Beverley was Harry Ahern spotted selling raffle tickets for a home made cake whilst the Ladies Section were having a Tuppaware Party? The mind boggles as to how the the Ladies manages to get their go-between (Dave Shipley) to persuade Harry!

HAS our Editor a "thing" about hillocks?

At Paull he was marshalling, standing on the high embankment overlooking the river, and again at Cottam he managed to find a mound to support his weight. Or, was it to prevent Pip Dale from attacking him after a disputed run? Perhaps he knows what he is about as even Tony Raylor nearly burst with appoplexy (he apparently couldn't squeeze out of his car) and our bearded Editor had only waved as he passed!

INCIDENTALLY, how many of our readers spotted a mention in the March edition of "Motor Sport" (page 212, 3rd column, line 51) of our own, our very own Geronimo? Was this, I quote "a smart Lancia Apprilia" the same one which we saw in such a sorry mechanical state at Paull following a breakdown? Good work Ian!!

If North Humberside Members can get a mention in such an august publication as this, then The Old Country can't be such a bad place after all, or can it?

LETTERS TO THE EDITOR

Dear Editor,

After seeing the film shpw on Thursday, would it not be a good idea to obtain more films on Motor Sport etc. as there is always a large number circulating around. I think this would make Thursday night more a social night. It would also bring more of the members of the club together.

The Castrol Quiz with Beverley & D.M.C. was very enjoyable. I think it would be a good idea to have quizzes within the club itself, with competitors competing for prizes such as:- Spotlamps, rally equipment, money vouchers for spare parts etc. I know the club has always had the reputation of being a competitive club and run on competitive lines, but it would make the social nights more interesting. It would also encourage more motor enthusiasts to join the club who cannot afford the costs of rallying themselves, but could become involved in rallying such as marshalling etc.

P.M. Smith.

DICTION FRICTION!

Have you ever gone into a Motor Club and been baffled by the discussions involving such terms as Konis, opposite lock, slicks, Cibies, rolling starts, wrong slotting etc.? Have you felt left out, inadequate and unable to meet these knowledgeable men at their own level? Well - worry no more! If you utilize this glossary of racing terms, you will amaze your friends, confuse your enemies and be treated with new respect by that huddle at the corner of the bar. To begin with.....

TOO MUCH WELLY An over heavy application of the right foot (the one usually nearest the car door) on the accelerator pedal (ditto). This can result in....

STUFFING IT INTO THE BANK Not, as you might think, saving hard for rainy days, but propelling the vehicle forcefully off the road into any intervening object at an angle of between 45 and 90 degrees. This can sometimes be qualified and expanded by the addition of.....

IN A BIG WAY which means it's very lucky you did save for a rainy day!

The car is now.....

BENT which should be self-explanatory, but does not necessarily mean "like a banana" but can be anything between "a corner knocked off" (dealt with later) or.....

A TOTAL WRITE OFF This, as you probably know, puts the Insurance Company "right off". Back to.....

A CORNER KNOCKED OFF Although car wheels are generally round, the wheel and its suspension assembly is known, rather confusingly, as a "corner". A corner on a racing circuit is known as a "bend" or in the U.S.A. as a "turn". A turn in this country has a number of meanings, which it is perhaps better not to go into in a

MOTOR CLUB NEWSLETTER which is what you are now reading, and if you have got this far, you are now a qualified enthusiast and can give yourself a chequered flag, rub off your "X" and elbow your way into any discussion!

With thanks.

Reprint from Darlington & District Motor Club.

THE DINNER DANCE

After worries about the 3 day week at the brewery, supplies came through so that the 1974 N.H.M.C. annual knees up could take place on 9th March at the Hotel Eden.

The clans gathered at 7.30 p.m. for 8.00 p.m. nosh-up, but an extra half hour was given for lubrication and for a chance to have a go at the worlds most crooked tombola run by Ann and Peter Bullock (there should be no subs next year). At 8.30 prompt feeding began.

After an excellent meal with Entracote Chasseur (steak to you lot) Monsieur Eddie Wharam introduced Ted Booth and chief guest Mr. Brian Parish. All the speeches were of the ideal length - short, with Mrs. Parish ably doing the prize presentation which turned out to be more of a Ron Ship benefit.

The warmest round of applause was reserved for Paul Simpson who shared champion driver with Von Tripp, who was also declared by popular acclaim "streaker of the year" although the long promised streak was only actually witnessed by a few. About 1 a.m. a very good night out was wound up. Most people seemed to prefer the Grange Park for the dinner but, with the usual convivial company and those gorgeous NHMC birds who didn't go missed one of the best events of the year.

Jeff. Prince.

ODDS AND ENDS ABOUT NOTHING IN PARTICULAR.

I have managed to elude the Hon. Ed. for the last few weeks but he finally caught up with me and threatened me with extinction if I didn't cough up a few words this time.

Since my epistle on the Paul Driving Tests, I have done very little in the way of Motor Sport but am now in the middle of a mammoth rebuild - having a pre-war Tandem on the stocks.

Early in February I entered the V.S.C.C. Driving Tests at Donnington in the Lancia and as it p...d down most of the day, had a distinct advantage being one of the few saloons taking part. Luckily I ended up in the right class and the results were satisfying after such a long journey.

G. Hill Esq., appeared on the box in mid February and everybody I have spoken to agreed that it was an excellent programme with very little of the views of country houses etc. that usually take up half the T.V. programmes.

Early in March after the York M.C. Autotests, which I did not go to, we were all invited to Tiffany's for Crystal's film show and forum. This was, as usual, a very enjoyable evening and I only hope that Fords and Crystal get their moneys worth because I am sure everybody else does.

Later that week we had our annual bean feast at the Eden - a quiet evening as usual - spoilt only by the lack of fulfillment of Ron Shipps 11 p.m. streak.

Next days driving tests, it has been told, were excellent value and saw the turnout of a few old stalwarts who marshalled without complaint throughout a very cold day.

I was paying by monthly visit to the Cross Keys on the next Thursday when Dave Shipley announced that all the rounds except the National Final of the Castrol Quiz had to be held during the next week. Evidently a slight cobblers had been made of the Yorks Area arrangements and everything had to be done quickly.

Our first round was on the Monday against Beverley and D.M.C. and their team consisted of three keen spectators who had turned up to watch and were conscripted instead. Next Thursday we went to DeLacy at Pontefract and reached the semi-final of the Yorkshire Area to be beaten, as last year, by B.A.R.C. Yorks. Centre. They went on to the final to beat V.S.C.C. after a very exciting contest. We are now looking for an expert on racing for next years competition as this is the section we fell down on.

Now to Motor Sport - Regs. have just been received for this years Dales and it appears to be a Restricted Rally in more ways than one. Not only of that status but also restricted to bearers of National Licences - this leads me to my chipped shoulder. How do navigators get a National or International licence without spending a lot of money? Unless you got your licence before the change of regulations or have a forger friend good at signatures you have to drive in a few rallies yourself. If the regulations are not changed we will end up a dying breed us poor navvies.

Many rumours are flying around about pairings for the coming season - rallying not mating, but until we actually start in April I think that the less said the better, as costs seems to be climbing a little quicker than usual. Let's hope that too many people are not put off and that we will get full entry list of competitive cars in what few rallies we are lucky enough to have put on for us by those clubs clever enough to surmount all the latest restrictions.

GERONIMO.

B.P. TABLE TOP RALLY

Crew	Fails	Points	O/ALL Pos.
No. 1 Peter Woodly/Kieth Wilson	10	74	3rd
No. 2 Craven Brothers	0	65	2nd
No. 3 Keith Wells/Mike Carrol	11	72	4th
No. 4 Dave Jobling	0	42	1st

LADIES! LADIES! LADIES! LADIES!

Make a date for 18th April, Thursday in the front room at the Cross Keys. We are holding a LADIES & CHILDRENS WEAR evening. We hope to start between 8.30 and 9.00 p.m. Please try to come and bring a friend if you like. The more the merrier!

SHELL MOTOR CLUB LEAGUE

Bulletin No. 2

The 1974 League got under way and despite a bitterly cold day high up on Cottam Airfield, a record league entry for an autotest event produced some close competition. Results are below; remember that the prize money indicated is only provisional at the moment.

The next event is on April 28th and is a Production Car Trial at Bolton Abbey organised by Ilkley & D.M.C. Regulations will be posted to all clubs shortly.

Please note in your diaries that the Autocross scheduled for May 16th is replaced by an Autotest meeting on June 16th to be organised by York M.C.

(1)	Ilkley & D.M.C.	376.67	(Millington 43.33, Tindall 76.67, Beecroft 90, Pulford 90)
(2)	York M.C.	351.09	(Williams 54.44, P.Dale 98.88, Grever 83.33, Raylor 43.33, Wheeler 71.11)
(3)	N.H.M.C.	307.78	(Beadle 70, Thompson 98.89, Clark 10, Duffield 96.67, Swift 32.22)
(4)	Northallerton A.C.	307.76	(Ellerby 80, Smith 43.33, Goodrun 70, Owen 48.88, Morton 65.55)
(5)	Trackrod M.C.	294.44	(Taylor 10, Lloyd 30, Ineson 104.44, Mackinnon 100, Goodall 50)
(6)	Huddersfield M.C.	281.10	(Leeper 93.33, Shaw 50, Asquith 60, Taylor 54.44, Earnshaw 23.33)
(7)	Sheffield H.M.C.	255.55	(Bailey 30, Needham 87.77, Screaton 21.11, P.Screaton 60, Wooley 56.67.)
(8)	Y.S.C.C.	247.50	(Davies 82.22, Forrest 76.67, Richardson 21.11, Hargreaves 10.00, Chippindale 65.5)
(9)	One Eleven M.C.	87.7	(D. Roberts 87.7)
(10)	62 C.C.	63.33	(D. Brown 63.33)
(11)	David Brown M.C.	10.00	(P. Wimpenny)

N.B. These scores are altered from NHMC results sheets as obvious wrong times were given in Test 3 (1st run) for Cars No. 49 and 50 and Test 3 (2nd run) for Car No. 52. This affected the scores for S. Smith, B. Shaw, T. Wooley, C. Brown and A. Forrest.

Awards so far: Ilkley & D.M.C. £10.00 York M.C. £5.00



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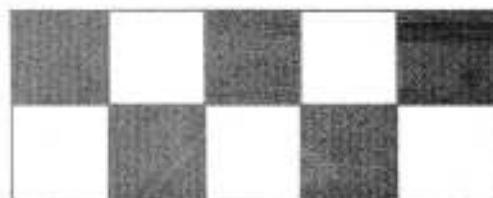


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FORTHCOMING EVENTS

11th April Mini Rally - Regs etc., from M. Thompson
4 Chestnut Close, Beverley, Tel: 884060
Thursday Night - Marshals wanted.

23rd April A.G.M. Darleys Arms, Boothferry Road,
Tuesday Night. 8.00 p.m. prompt.

26th April Disco Dance at Cottingham Civic Hall
Tickets 60p each. Refreshments.

28th April Ilkley & D.M.C. Shell League
Production Car Trials (CJ)

2nd May Mini Beetle Drive. Cross Keys 8.30 p.m.
No maps required. Bring pencil & map Board.
See Dave Shipley. No Entry fee. Prizes given.

12th May M.G.C.C. (NE) Topcliffe; Spring (R)

12th May South Shore (B) M.C. Autotests (R)

17/18th May Seven Dales - De Lacy M.C.
Marshalling 2 new stages in Dalby Forest.
No time available as yet. Rally starts
12.01 a.m. Saturday morning. Marshalls requ'd.

26th May 62 C.C. Autotests (R)

30th June David Brown S & SC (MS) Shell League
Autotests (R)

**** LADIES EVENING. CROSS KEYS (Front Room) 8.30 - 9.00 p.m.

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