

057 74

NORTH HUMBERSIDE MOTOR CLUB



MAGAZINE

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EDITORIAL - OCTOBER 1974.

Once again the magazine has been "put to bed" as we say in the Trade. But, once again, there isn't much to read. I started a series about holiday stories last month, funny, sad or indifferent. Surely I'm not the only one in the Club with a "hair raising experience" on holiday. Come on lads and lasses, please put pen to paper and let's all have a laugh. I think it's time, what with the Election, weather and price of things in general.

On the sportingside as you may or not know we have three rallies coming up in the near future, i.e. the Crystal, Stages Rally on the 13th of October, the R.A.C. on the 20th November and the Moonraker Rally on the 30th November/1st December. We need marshals please. So let me or any committee member know as soon as possible. Also we would appreciate as much help on Tuesday, 19th November, for a working party up in Cropton Forest after lunch to set the stage up.

Also on the social side there are two outings going on. Firstly the Medieval Banquet at York 23rd November and the Fancy Dress Ball at the Duke of Cumberland at Feriby on 30th October.

Let's have some support members.

"R.S."

"BITS FROM HON SEC."

The Club Secretary welcomes the following new members on behalf of the Club:-

- No. 211 Geoffrey G. Steel, Central Garage, Kirton-in-Lindsey.
- No. 212 Stewart S. Scott, 52 Gordon Field, Market Rasen.
- No. 214 Daniel L. Gibson, Nuthill Farm, Preston, Hull.
- No. 215 Christopher J. Hogarth, 44 Hawthorn Road, Lincoln.
- No. 216 Philip G. Knights, 12 Hansards Drive, Wragby, Lincs.
- No. 220 Anthony C. Dickinson, 44 Westhall Garth, South Cave.
- No. 221 Michael Lowe, 73 High Street, Tarvin, Chester.
- No. 224 James Shann, 73 Main Road, Bilton.
- No. 225 Kevin V. Marshall, 138 Carr Lane, Willerby.

Total Membership to date = 256

NEW MEMBERS:

It was agreed at the last committee meeting that to encourage new membership, all new members joining the club after 1st September each year will only pay a £1.00. membership fee for the remaining months of that year.

Any previous members rejoining the club, will pay the normal membership fee, even if this is after 1st September each year.

R.A.C. REGISTRATION:

The Registration No. of N.H.M.C. for 1975 is No. 27.

HUDDERSFIELD MOTOR CLUB:

Shell Autocross. Sunday, 6th October 1974; any offers to marshal to:-

Mrs. S.L. France,
80 Millmoor Road,
Neltham, Huddersfield.

RALLY NAVIGATION CORRESPONDENCE COURSE:

Consists of ten lessons for the beginner, novice and semi expert. Cost £5. Further details from: Dave Otridge, 43 Pittsfield, Cricklade, Swindon, Wilts. SN6 6AW or Tel: CRICKLADE 630.

The '62' Car Club.

1974 SCARBOROUGH STAGES RALLY - SUNDAY 3rd NOVEMBER 1974.

We have undertaken to man a stage on the above rally so I hope we can rely on your help?

.. contd.

"BITS FROM HON. SEC." (contd.)

'62' C.C. ran a stage for us last year and are helping us this year with our Crystal Stages Rally.

Stage i/c Dave Shipley
" 2nd.i/c Tony Carmichael
Chief Tmk. Harry Ahern

Offers of help to any of the above will be welcome.

CO-DRIVER:

If anyone is short of a co-driver then contact:-

Peter Mundy,
1 Antholme Close,
Tweedykes, Sutton. (After 6 p.m.)

Willing to help in preparation of car etc. (Experience Overseas Only)

"H.A."

The North Humberside Motor Club is selling advertising space on their Club van. Each advert will be approximately 24" x 24" and signwritten on to contact adhesive to be supplied by the client. The cost £7.50. per side per annum or £12. for one on each side per annum. One large advert on the body above the cab £12.50. This may be signwritten on to the body.

The rates are from December 1st 1974. Any client who supplies their advert before this date may have it immediately put on the Club van. If you are quick, free advertising for two months - remember R.A.C. November !!

For full details contact Mick Beadle Tel: 659195 (Home)
" 852259 (Works)

(Copy to York M.C.)

M. Beadle.

SHELL MOTOR CLUB LEAGUE

Paul Hargreaves,
Croft Farm,
Norwood Green,
HALIFAX.

16th September, 1974.

ROUND 6. 25/8/74
SHEFFIELD & HALLAMSHIRE
CADWELL PARK HILL CLIMB.

RESULTS:

1. B.A.R.C.	430.50	£10.00.
2. S + H	348.80	£ 5.00.
3. M.G.C.C.	315.00	
4. Y.S.C.C.	244.00	
5. H.M.C.	239.30	
6. David Brown	134.30	
7. N.M.M.C.	95.80	
8. Trackrod	80.00	
9. Ilkley	35.00	
10. N.H.M.C.	30.00	

TOTAL SCORES TO DATE

<u>CLUB</u>	<u>PREVIOUS POSITION</u>	<u>WINNINGS SO FAR</u>	<u>TOTAL POINTS</u>
1. Y.S.C.C.	2	£20	1857.10
2. Ilkley & D.M.C.	1	£30	1770.37
3. Huddersfield M.C.	3	-	1707.40
4. Trackrod M.C.	4	£ 5	1404.74
5. York M.C.	5	£ 5	1146.59
6. B.A.R.C. (Y)	7	£15	1139.00
7. Sheffield & Hallamshire	8	£ 5	1037.65
8. N. Humberside M.C.	6	-	896.80
9. M.G.C.C. (N.E.)	11	£10	631.60
10. David Brown M.C.	10	-	468.10
11. Northallerton A.C.	9	-	425.06
12. One Eleven C.C.	12	-	315.70
13. Jowett C.C.	13	-	161.70
14. Airedale & Pennine	14	-	133.40
15. N.M.M.C.	-	-	95.80
16. 52 C.C.	15	-	63.33
17. Selby & D.M.C.	16	-	31.20
18. Ripon M.S.C.	17	-	19.10

Next Rounds: October 6th - Huddersfield Motor Club - Autocross.
October 27th - Trackrod Motor Club - P.C.T.

NB: One Eleven's contribution to the leagues events will not now take place.

STOP PRESS: End of Season Disco & League Prizegiving

FRIDAY - NOVEMBER 22nd Whitcliffe Mount Sports Centre,
CLECKHEATON. (1 mile from M62)

TICKETS: £1.25. (including supper) from Paul Hargreaves.



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STAGE RALLYING 33FT. STYLE.

That was the overall length of our Capri 3000 and A Line Caravan in which yours truly, Mick Beadle, Dave Jobling navigating and Elaine Smith as head cook and bottle washer had an outright win on The Yorkshire Caravan Road Rally. The Rally started at York racecourse Sat. afternoon with a series of special stages RAC style. SS1 Akester Selby Airfield very rough, SS2 and SS3 Bramham Park stages started on the tarmac road near the farm then up the hill and across in front of the house, left down the track over the cattle grid 90° L short straight, 90° left and on through the woods to finish near the A1. Try doing the 90° left whilst the caravan is 25ft. away going over the cattle grid. This stage claimed one caravan in a big way. They won't need to chop any firewood at the hall for years!!

SS4 Melbourne - usual route but started from the Corn Merchants and with the finish between the electric pylon. One outfit tried to finish sideways 30ft. into 18ft. across the pylon won't go! and rolled the caravan spilling cups and saucers over the stage.

SS5 Elvington - bl...y great!!! The start was on the road in and took a 90° left and right through the camp then on to the back runway, but left deviating off around buildings and the watch tower; turned right at the far end for a thrash down the main runway then right at the end to form a circuit. We had to do two laps a total of ten stage miles with outfits setting off on the nearest minute, so that five or six competitors were on the stage together. Absolutely fantastic with outfits of over 30ft. drifting into the corners. The best we could muster was 98 mph on the straight.

SS6/7 Full Sutton. We did two runs with the stage taking us around the back of the weighbridge and amongst the Mounds of Shale. Free tea, soup and food etc. was laid on for the crews by the stage sponsor A Line Caravans - unusual but very welcome.

After a steady run back to York racecourse we had a 3 hr. rest before starting the long night road section. We had a short run out to Akester Selby Airfield to SS8 which had been altered from the morning stage. The road section headed for the Pennine district using very narrow roads, hump bridges and many whites which turned out to be very rough. There were many casualties during the night one being No. 31 Toyota Celica 2TB coupled to a Minster van, it rolled upside down enblock into a very deep dike. We had three verbal, and a caution warning in the road book, about M/R 110/223 907 its a 350° bend on a hillside with "armco", to stop vehicles going over the 20ft. drop. No. 3 a Capri 2500E coupled to a 13ft. Bessacarr did the full wall of death and took off both o/s wings, the o/s front wheel and outer door facing, plus four inches off the side of his caravan. By first light we arrived at SS9 Tockwith Training Centre, once again a two lap circuit on this very loose runway.

... contd.

STAGE RALLYING 33FT STYLE (2)

SS10 Pull Sutton; starting on the rough track at the weighbridge end. The finish was one yard short of the 90° left to leave the airfield near the house, most of the competitors braked hard in order to turn up to the house, but we finished flat out and shot straight on into the stubble field this saved us 4 seconds at least.

After Pull Sutton we returned to York and immediately completed five driving tests to finish off the rally. By 1300 hrs. the results were announced. Bigheads, we were 1st 1st 1st 1st on everything and first overall. At 1500 hrs. we had the prize giving, a quick speech, and thanks to the marshalls and home to bed.

"M.B."

MOONRAKER RALLY 1974

REGULATIONS SHOULD BE AVAILABLE TOWARDS THE END OF OCTOBER 74. THEY WILL BE AVAILABLE ON THURSDAY NIGHTS AND FROM BRIAN AUCHTERLOUNIE AND MIKE THOMPSON.

CHIEF MARSHAL FOR THE EVENT IS:

BOB SIMPSON,
136 ST. GEORGES ROAD,
HULL.
TEL: 215994.

THE EVENT WILL REQUIRE 40 CREWS OF MARSHALLS WITHOUT WHOM THE EVENT WILL BE CANCELLED - PLEASE CONTACT BRIAN, MIKE OR BOB WITH OFFERS OF HELP AS SOON AS POSSIBLE.

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CODE BSM 1

Departures: Thursdays - 9.16.23.30 January

CODE BSM 2

Departures: Mondays - 13.20.27 January and 3. February

The INCLUSIVE PRICE for BSM 1 and BSM 2 is £151.30 per person.

TRACKROD MOTOR CLUB

WHARFEDALE PRODUCTION CAR TRIALS

27th OCTOBER, 1974

Event open to all member clubs of ANCC and Shell League entrants.

Venue: Stubbins Farm, Otley Chevin, 96/223447.

Scrutineering 09-30, First Test 10-30 a.m.

(Entry Fee £1.75.) Lunch interval 13.00 to 14.15.

Refreshments available.

Regs. from Graham Oddy.

Sec. of the Meeting:

Steve Lloyd,

1 Bramble Avenue, Boston Spa, WETHERBY.

Telephone: BOSTON SPA 843574.

"H.A."

CASTROL '75' STAGES RALLY 17th AUGUST

This was a round of the Castrol/Autosport Championship and included the Escort Championship but meant nothing to me until John Beadle rang me up to say he had a spare seat available.

As 18th reserve navigator and the first 17 being either on holiday or otherwise occupied I reluctantly (like hell) accepted his offer and started my paperwork. Metric maps were to be used and so I searched around for these and, of course, another romer. A list of pubs was with the acceptance of entry and after four fruitless calls in Llandridod Wells itself, a hostelry, by the name of the Severn Arms, in Penybont, was contacted and five beds reserved for the Friday night.

The service crew were appointed - Roy Webster, Martin Williams and Peter Heron with John's gaily decorated tranny as service barge. On the Friday night I picked up Martin then Pete but found Roy to be ill - he was staying with his father at the Eastern Cemetery so didn't have far to go in case of emergencies. Roy decided not to come but offered his packing up - this was taken without question as it was cheap at half the price!

We then picked up the tranny, John and set off. Tea was eaten at the Robin Hood Cafe (I have shares in the place) and we hurried on round Brum before phoning the pub from Kidderminster to say we could be late arriving.

Just before we reached there John said that he expected to be locked out and spend the night in the car but all was not lost! They were still up and being entertained by Kevin Scott and Pete Kitching who had gone there unknown to us for their night's kip. At 2 a.m. after a few drinks we retired to bed after asking for a call at 6.45 a.m. Breakfast was at 7 a.m. and after it John and I left Martin to pay the bill (crafty) whilst we went to scrutineering. There was no queue for this and we were soon on our way to Documentation before parking at the Lakeside to await our route.

We then had a walk to look at the other cars including Drumbo with his new Firestones - massive compared to other peoples Dunlops. The route was relatively easy to plot and at 9.56 a.m. we left for the first stage, a 10 minuter in Radnor Forest.

This was the longest stage of the whole rally and was no doubt the make or break for many - definitely break for some as we saw a few cars off.

Then off to 2, 3, 4, & 5 which were close together and all forests again - I am afraid I did not make many notes about the stages as I had to make doubly sure of my route and times as John was equal 1st in the Mexico part of the Escort Championship - so my description is rather patchy.

At the end of 5 the service crew were waiting with a story of a rolling Twin Cam which came to rest upside down in a ditch with the drivers head outside the body but saved by his helmet.

.. contd.

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CASTROL '75' STAGES RALLY (2)

Lessons to be learnt (a) keep windows shut on stages (b) have a full roll cage and (c) emergency on-off switch outside car. The crew couldn't open doors as the sides of the ditch stopped this so would have had difficulty getting out quickly as bodywork could have crushed and closed other exits. Pat Ryan came off the stage about 30 minutes late and was seen at the end of stage 7 out for good.

Stage 6 was Tarenig and we lost a little time here with a car stuck at right angles to the road and halfway across it but we circumnavigated this at speed. On this stage John got an attack of the lead foot to make up lost time but still didn't manage to scare me as much as I scared him in a speed boat the week before.

Stage 7 was Rheidol followed by the only tarmac stage with a 50 secs. bogey by Nant-y-Moch Reservoir Dam.

The stage could be seen from the approach road and John and I watched a couple of cars through so that we were prepared. We could see and hear them and wondered why they were lifting on a long curve. We soon found out—after going through a ford the road undulated and was wet so not a great deal of grip was available with chunkies. Here Kitching and Scott lost some time with a 50 at 90L.

At the start of stage 9 John could smell the sea and this proved correct as we were close to halfway at Machynlleth. This stage was bordered by steep drops mostly on the drivers side and after it a short run took us to the service area - a field at Tre'r Ddol.

The service crew were sunbathing whilst having their lunch and we had to hurry to get our share (of lunch). Then the icecream van arrived and we were given our sweet.

A short run to the halfway and we got our penalties confirmed for the first half before setting out for the remaining six stages. Ten at Pennel was followed by a trip through the logs on Pantperthog of which we had no details as tree felling was in progress.

Then after another glance at the car by the service crew we left for stage 12 and this took us across the bridge at Llanelltyd after half an hours wait in a queue.

We hurried to 12 and found that lateness had been extended by 30 mins.

After 12 we had the roughest of the lot - unlucky 13 - this must have taken more paint off the sills than any other stage. Pete Kitching nearly ripped off his exhaust and Martin welded it after we had left for the last two stages passing Lake Bala before 14 then Lake Vyrnwy before 15.

On 15 we seemed to fly and towards the end of the stage began catching up the previous car - this made us quicker still but only the results will show how we did on that one.

.. contd.

CASTROL '75' STAGES RALLY (3)

Then it was over, a long run back to Shrewsbury to get our total penalties and an even longer run back to Hull.

I hope that I didn't drop too many clangers and who knows I may now be up to 17th reserve - so watch out Tony.

"GERONIMO"

P.S. 20th overall and 1st in class.

NORTHALLERTON A.C.

AUTOCROSS - SUNDAY 20th OCT. 74.

Status - Closed Joint, promoted by Northallerton, Hexham, Tynemouth, Berwick, Ryton and Synchro 68 Clubs.

Full membership of N.A.C. for the rest of 1974 available at 50p.

Venue: 91/322967 - Mossa Grange Farm, Little Longton, Northallerton.

Scrutineering 10.00 hrs. Practising 11-00 hrs.

First timed run 14.00 hrs. Entry Fee £2.50.

Hogs. from Graham Oddy.

Any other details contact:

Mrs. Lyn Owen,
12 Station Road,
Billingham,
CLEVELAND.

Tel: STOCKTON 551402

"H.A."

CAMPING WEEKEND.

Dear All,

The camping weekend at Bubwith went down very well. Just the usual faces there, but all good company. Everybody settled in on Saturday afternoon then into the pub for drinkies. A few of the more affluent group had a gourmet meal with the rest drooling at the windows.

We all amassed in the large warm room at the back and between drinking and talking managed a few dances. The Landlord and Landlady having finished main meals then started doing basket meals for us at 12.30. which we thought very obliging. About 1.30 am we called it a day and went to pick our offspring up from the Duffield caravan. Sunday we all lounged about in the sunshine while a few of us organised games for the kids, uncle Mick Beadle M.C. After the games came the fun. A game of football with everybody joining in. The ladies got rough so we called it off. After dinner I laid out an autotest at the other end of the field. This was a laugh because it had to be done with the driver blindfold and a navigator shouting directions. (not advisable for man and wife teams) ask Eric and Pat Craven. It wasn't too good for John Wylie and Sue. They nearly went into the river and seeing as they had a six wheel drift down Market Weighton hill and rearranged the inside of the caravan, it was nearly a disastrous weekend for them.

RESULTS OF BLIND TEST

1st	2.47 mins.	Mick Beadle & John Wylie
2nd	3.00 mins.	John Beadle & Mick Beadle
2nd =	3.00 mins.	Chris Cammack & Jan Cammack
4th	3.45 mins.	Pete Naylor and Jan Cammack
5th	4.28 mins.	Jan Cammack and Chris Cammack
6th	4.35 mins.	Enid Beadle & Jacky Beadle
7th	5.15 mins.	Ann Duffield & Ken Hailstone
7th =	5.15 mins.	Ken Hailstone & A young Duff.
9th	5.25 mins.	Jan Cammack & Pete Naylor
10th	6.00 mins.	Eric Craven & Pat Craven

DRIVER.

NAVIGATOR.

If there were any special awards Enid and Jacky would get one because they were the only ones to go round without knocking any stakes down. Many thanks to Jan Cammack and Ann Duffield for organising the event.

"KEN HAILSTONE"

N.A.C. AUTUMN STAGES

With Brian's Escort still off the road after Costa Di Plenti I partnered Alan Carvell in the Mk. 1 Cortina on Northallerton Auto Club's first ever stage rally on 22nd October.

Sixty cars in all left Skippers of Northallerton for the first of fourteen special stages. SS1, the only airfield of the day, was a thrash round the perimeter track. This stage was far too fast for the limited power of a 1500 G.T. Cortina. SS2 was in the grounds of Catterick Camp on the tank testing grounds, a very twisty route on some very smooth tarmac. SS3, the second tank ground according to the map and start marshal, a straight road with tank traps and on the marshal's advice we booted the Cortina down the stage as fast as the poor old thing would go. Needless to say, with blind brows and eighteen inch deep tank traps, we were airborne nearly all the way. The next two stages only three miles away found us in a slate quarry. SS4 was already cancelled due to poor arrowing. SS5, the same quarry, was more like an autotest with cones and even a diagram. SS6 was an army firing range across the moors with only one arrow to be seen, although we had to negotiate three 90° bends and two hairpins. SS7 and 8 were the tank testing grounds of the morning but in reverse and on the second of these we had a straight on at a ninety left due to a wet road and too much speed, the only damage being a bent steering arm which we managed to straighten to carry on. SS9 and 10 were back in the slate quarry. SS11, back across the firing range, this time a little faster. SS12 took us in Tilcons gravel quarry at Catterick, a good stage but quite rough. SS13 and the only farm of the day with tarmac, loose and stubble to liven things up. SS14 back to a quarry, but sand this time complete with washing and crushing machinery. A long white but a good stage all the same.

The finish was at the Bridge Hotel opposite Catterick Race Course where a welcome tea was laid on free of charge for competitors. With a poor result to come we left for home as I had to drive up to Glasgow in the early hours of the following day.

Five N.H.M.C. crews braved the event. The only criticism I have was the poor arrowing of most of the stages, but a good event all the same.

"MIKE THE MAP"

FANCY DRESS DANCE

WEDNESDAY, OCTOBER 30th 1974.

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EVENTS CALENDAR 1974.

RALLIES:

12/13th September	Lurgan Lough Rally	Club Championship
28/29th September	Emott Digites Rally	" "
5/6th October	Illuminations Rally	" "
13th October	N.H.M.C. Stages Rally	
19/20th October	Alwoodley M.C. Pennine Rally Club Championship (Regs. Comp. Sec.)	
20th October	Lindholme M.C. Stages Rally - B.T.R.D.A. & C.C.C.	Championship
26/27th October	Cytax Rally - High Moor Motor Club - Club	Championship
3rd November	Bullough Trophy Rally - Club Championship. (Regs. from Comp. Sec.)	
15th/20th November	R.A.C. Rally - <u>MARSHALS REQUIRED</u>	
30th/1st December	N.H.M.C. Moonraker Rally - Club Championship & A.N.C.C. Championship.	

OFF THE ROAD EVENTS:

6th October	Huddersfield M.C. Autocross - Shell League Champ. & Club Championship.
10th October	Mini Rally No. 4
27th October	Trackrod Production Car Trial - Club Championship.
3rd November	Autotests - N.H.M.C.
5th November	Fireworks Rally
10th November	Autotests - Y.S.C.C. - Shell League & Club Champ.
24th November	Autotests - N.H.M.C. - Club Championship.

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