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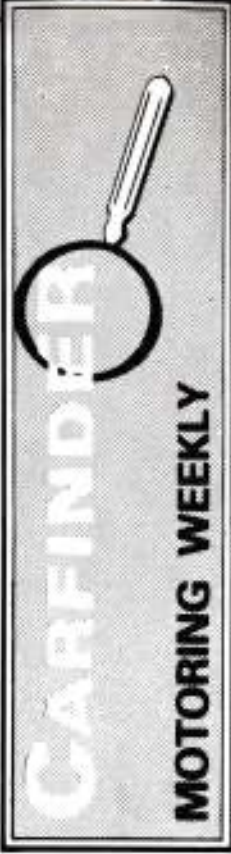
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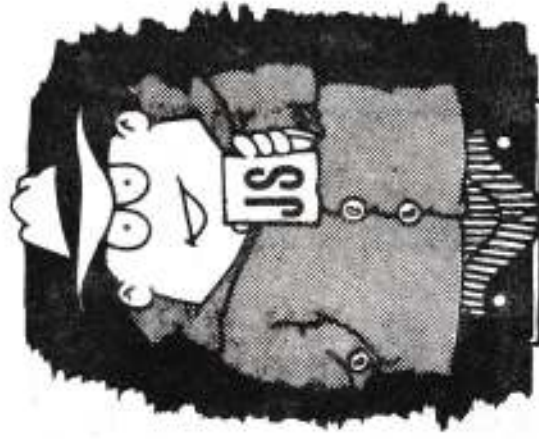


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Rick Spooner.

Mick decided to do the Manx a long time ago and started saving up at the same time. He chose me as co-driver because no one else would go and I had rallied there before. I did not however, tell him it was in 1957 on a Veteran Car Club rally with a 1912 Austin Tourer.

For the non believers, the Manx is an all tarmac event with pace notes which means the left hand seat is filled with a live "bag of spuds". I sent for my set of pace notes and with the road book put it all on 3 maps - one map for each section of the rally.

Mick and I left Hull on Tuesday morning and caught the afternoon boat from Liverpool to Douglas. After parking Barge and car in the Multi Storey, which later became our H.Q. we started the important part of the day.

Within minutes our support party entered the bar - Adrian (Howard Hughes) Hannah and Nick Pack. Adrian had conned £100 out of a bandit on the boat so we drank with him.

Next morning we set out to check the pace notes and spent all day doing this, ending up undecided whether they were any good or not. That evening (Wednesday) Webbo and Mike arrived and we all ate in our favourite Indian restaurant.

Thursday was spent fettling, tyre fitting, pace noting and scrutineering. All our work was carried out under cover in the Multi Storey car park, the only difficulty being that every hour we had to leave the park and go back in again as your first hours stay was free.

Friday dawned bright and very breezy and we drove over the start ramp at 10.50 a.m. a few minutes after Webbo.

The first Stage went well but we realised our tyres were too hard a compound and had taken a long time to warm up. We were only 10 secs. behind the crew we wanted to beat, although the class leaders were a further 10 secs. up on them - not too bad for a 7 minute stage.

Stages 2, 3 and 4 went well with a slight "off" on 3. Rounding a "K left" which is approx. 60° bend the road appeared to open up but this opening was a drive of a house. Instead of savaging a stone wall, Mick took the drive and we stopped with the N.S.F. wing touching a wooden fence.

On Stage 2 Mick had the spectators clapping on a hairpin, but he also found that using all the road was a little disconcerting as you still cannot help thinking of traffic coming the other way.

At First Service we had a quick look round and tried two extra lbs. in the front tyres before setting off for 5, 6 and 7.

5 passed and 6 was up Tholt-y-Will, starting near Five Ton Bridge and going through a village to finish on the mountain. 7 started at Greg-na-Baa and was on a newly surfaced road still covered with chippings. Mick seemed to be motoring very quickly and when we reached the only junction on the Stage, a right over crest, the car slid a little and we had a slight altercation with a bank. Luckily we hit it fair and square in reverse and got going again immediately. Damage was minimal and we reached 2nd Service after filling up with petrol.

On Stage 8 we seemd to be going well but only took 4 secs. off our previous attempt, which was Stage 1.

Stage 9 was our Waterloo. We went through a ford and slid wide on the next left hander, just touching the verge, but with our momentum we fell over into a deep ditch. Spectators switched the power off and helped us out and we surveyed the rest of the competitors over our inverted car.

After the roads opened three young lads arrived with a S.W.B. Land Rover pick-up and Mick organised recovery. Mick then stayed with the car and I returned to Douglas, collected Webbo's barge and delivered half shaft, oil etc. to the scene of the crime.

Our Rally over, Mick went out to spectate and I went to bed. Next morning we found Webbo had succumbed during the night so a lot of spectating was done on Saturday.

The Prize giving was excellent - Frank Carson was the Cabaret and David Vine the announcer.

We sailed back on Sunday afternoon and were home by midnight.

This short account of the Manz omits all the important unprintable amusing incidents which occur when rallying - all I can say is that if you can go next year, it is worth it if only to spectate.

~~WFL BUMPS~~ • SR • FL +
+ FR + ~~KL~~ / FORD FR + KL
• TO TAN FKR OPENS SO L

We went "off" on the KL after
the Ford.
Personimo.

Competition Secretary's report

At the time of writing i have been unable to find anyone to represent North Humberside in the third round of the MCC Motorsport Championship the Road Rally organised by Grimsby Motor Club so it looks as though we have thrown the Championship away as although we were winning Grimsby who have a full team in the event were very close behind, I hope we get a strong entry in the final round of the Championship which is an Autotest organised by Beverely and District, as this is the final round we are hoping to organise some kind of social event for the award presentation.

SPEND SPEND SPEND SPEND SPEND

The club has been spending money again, we have purchased two brand new banners to promote the club name at our events.

We have also purchased another two radio's bringing the total to five sets which should give adequate cover for most of our events..

DISCOUNT DISCOUNT DISCOUNT DISCOUNT

The club have acquired some trade Discount Cards from Humber Frictions of Hull this gives a 30% discount on Brake Linings, clutch etc. They are also stockists of D511 Brake Pads. These cards are available on Loan from me on a club night.

LOMBARD R.A.C. RALLY 1980

Once again North Humberside Motor Club has been asked to run a stage on the above rally and this will be in Cropton Forest on Sunday 16th November 1st car at 22.00 hours.

Each year there are less stages on this event, the trend is towards fewer but longer stages and we as a club should be proud to be asked again to run a stage on our own, as many larger and older clubs are only assisting this year.

Obviously it is impossible to have too many marshals and as speeds increase the number of marshals is critical to run a stage efficiently and safely and this is why I must have volunteers now so that I can see whether we need help from other clubs to run this stage. A lot of people only venture out on the R.A.C. Rally to see the top cars and drivers in the world and I therefore ask you to please pass the word around and let me have as many volunteers as possible as early as possible.

Ian Sadofsky (Stage Commander Cropton)
9 Aston Hall Drive,
North Ferriby,
North Humberside.

Telephone: Hull 24379 Work

Hull 634149 Home

HELP WANTED HELP WANTED HELP WANTED HELP WANTED

There are lots of events coming up which require our members help.

- 21st September Norking stages Rally we are running a stage for Lindholme Motorsport Club please contact stage Commanders John and Robert Newlove.
- 14th September Marshalls wanted for Beverleys Autocross at Roos Grasstrack Circuit.
- 6/7th September Marshalls needed for 62 CC Sunrise Rally please contact Harry Hannah
- 5th October Crystal Stages Rally, lots of help needed here from stage co-ordinators to Results Runner, please contact Roger Stonely or any committee member.

FORTHCOMING EVENTS:

- 6/7th September 62 Car Clun Sunrise Rally
- 21st September Lindholme Motorsport Club Norking Stages Rally
- 27th September Elcar Stages Rally (postponed from April)
- 28th September Bridlington and District Motor Club Practice Special Stage Event at Ulrome.
- 5th October Crystal Stages Rally
- 12th October Beverley and District Autotest final round of H.C.C. Motorsport Championship.

- 12th October Shell League Production Car Trial organised by Ripon Motorsport Club
- 19th October Shell League Autotest organised by Wakerfield and District Motor Club
- 25th October Leeds Crest Forest Stages Rally organised by Trackrod Motor Club
- 26th October North Humberstone Annual Restricted Autotest a round of the ANCC Autotest Championship to be held on the Status Car Park, Clough Road, HULL.

Competition Secretary's Report Cont.....

Help wanted

- 25th September Leeds Crest Forest Rally marshals wanted to run a stage please contact stage commanders John Beadle or Chris Fewlass.
- 26th September Marshalls wanted for Autotest at Status, Clough Road, HULL.

25th Oct 1980 - LEEDS CREST
 MARSHALLS WANTED FOR THE ABOVE
 RAWY - STAGE REF 8052 952
 PEXERMB - 32 MILES 1ST CAR 12.15PM
 OPEN - 11.30
 CHGE - 1500 - CONTACT J. BEADLE
 C.W. FEWLESS OR R. STONELEY
 " GALE HILL "

RALLY CHAMPIONSHIPS

I've just managed to get the Gin Twins computer and calculate some positions,

Road rallies

Out three outstanding drivers at the moment seem to be Steve Varey, Ian Carr and Chris Green, although Steve Varey and Geoff Gill are storming ahead helped by Ian Carrs retirement on the Calderford Rally. Leading positions after the Calderford are:

DRIVERS

S. Varey 396
C. Green 302
I. Carr 213
R. Leonard 154
P. McDonald 149
J. Newlove

NAVIGATORS

G. Gill 396
G. Craven 302
N. Patterson 213
D. Jobling 159
P. Woodley 154
B. Barr 149

Stage Rallies

In order to make it more interesting we have decided to include the Cossack and the Holderness single venue rallies in the championship. After the Northalerton Ziebart stages rally, Mike Stephenson and Dave Howell still hold a commanding lead, although Terry Lucas has been having some good results in the high speed Stardrop, but the geriatrics Dennis Webster and Dennis Haynes still hold second place.

DRIVERS

M. Stephenson 311
D. Webster 206
T. Lucas 189
R. White 135
J. Walker 124
C. Green 100

NAVIGATORS

D. Howell 248
D. Haynes 206
H. Patterson 200
S. Patterson 189
N. Patterson 115
G. Gill 88

Where have all these Pattersons come from?

Next event in the road championship should be Leeds M.C. on 5/6th September but we don't think its on, so next event is the Highwayman on 25/26th October.

Stage rallies

20th September Leeds Crest
21st September Norking Stages (Lindholme)
5th October Crystal Stages.

Just a little item of interest. A colleague at work recently purchased a very original 1951 Wolsley 1500 in excellent condition. The old lady who sold it, had kept it from new and had also kept all the paperwork connected with it. The most interesting thing was a scale of charges for Wolsley dealers, issued in 1960 and remember this is only 20 years ago.

Engine complete, remove and refit £4 11s 6d
Clutch renew £4 9s 12d
Front suspension remove and refit including bleeding brakes and tracking £1 18s 2d
Steering wheel remove and refit 3s 10d
Windscreen wiper remove and refit 1s 6d

On the cover was a note saying these prices would be increased by 5% WOW !!

GIN TWIN

C L U B M A N ' SC H A M P I O N S H I P

Ken Hailstone	282
Howard Paterson	274
Neil Hartley	232
Alan Carvell	220
Steve Varey	204
John Walker	200
John Law	190
Sue Paterson	183
John Newlove	171
Roger Stonely	165
Andy Brown	134
Robert Newlove	131
Mike Peck	124
Steve Herd	116
Nick Pack	108
Adrian Hannah	91
Malcolm Mumby	91
Margaret Varey	88
Bernie Nolan	88
Phil Craven	84

The next round will be the Manx International rally 12th/13th Sept. (only kidding Mick Wood, Ray Pallier, and Roy Webster are going and there is a room for you for only £56 all in for 4 days. Contact Howard Paterson 04302 3069.

A U T O T E S TC H A M P I O N S H I P

Howard Paterson	517.0
Stan Smolen	366.9
Ken Hailstone	309.1
Neil Hartley	298.3
Rob White	295.8
Alan Carvell	274.7
John Newlove	258.0
Sue Paterson	233.5
Andy Brown	227.3
Steve Varey	211.8
Robert Newlove	202.4
Mike Wood	197.4
Dave Hawkins	194.3
Nick Thompson	191.1
John Law	183.3
Steve Herd	181.9
John Beadle	180.3
Terry Lucas	165.7
Bernie Nolan	137.8
Mike Peck	128.6

The next round will be a Shell League entrent in 19th October organised by Wakefield and District Motor Club.

CRYSTAL STAGES RALLY SUNDAY 5th OCTOBER 1980

20 Stages - Start Crystal Holderness Rd.

60+ Miles - Finish Westfield Cottingham

Regs available from:
Send large S.A.EJohn Law
12 Gadwell Close
Thimblehall Lane
Newport
0430 41277

Volunteers URGENT for Marshals and other duties.

Names to Roger Stonely (Cheif Marshal)
14 Glasgow Street,
HULL.
24743Clerk of Course - David Shipley
Dennis RobinsonSec. of Meeting Ian Sadofsky
Alan Carvell

P.R.O. Harry Hannah

Entries Sec John Law

OH FOR A CRYSTAL BALL!

Some time in June I "offered" to service for Ray Pallier and Howard Paterson on their assault on the Manx Rally.

Thankfully Raymond accepted my advice that this year he should do the National Rally and not the International. This proved to be a godsend as it saved Raymond quite a considerable amount of money - as the events about to be told will show.

I recruited (for "recruited" read "held his arm up his back") and got my boss, John Tyzack to assist with team management, organisation, servicing, times of controls, etc. and general managerial duties, of which he is very good at!

He also allowed me to leave work early and take time off to assist Ray in the fitting of the new Drummond built engine (BDA now) which of course had to be installed before the Rally.

After traumatic problems which, briefly, were engine wouldn't fit as the dry sump touched the steering rack. This meant fitting a new lowered cross member. A further problem was encountered in fitting the anti-roll bar. This was eventually overcome with the assistance of a piece of rope! Howard Paterson has volumes of copy available on the fitting of anti-roll bars! The engine and gear box unit, along with the exhaust was eventually fitted and the time came for firing up. It consistently refused to fire and the fault was traced to the magic black box. A new box was fitted but, alas, the engine still stubbornly refused to go.

At 10.00 p.m. we finally decided with the kind assistance of Mr. Alan Finney that we would revert to standard points and condenser with some assistance from a spark rite ignition pack.

Would you believe on completion of installation it fired immediately! The oil pressure went to 100+ and frightened us all to death. Finally adjustments were made **and** the engine warmed up to normal temperature.

Being quietly confident that all was well in the woods we left for home. Howard and Raymond agreed to return the following day to collect the vehicle and finish off the remaining jobs still to be done. To this end, Howard took a full day off work and he must be congratulated for his pre-events efforts.

Unfortunately, during his short occupation of the car a further ignition fault occurred - I was asked to call at 6.30 p.m. at Howard's house and much to my surprise the brand ~~new~~ heavy duty coil was found to be faulty. Work was finally completed at 10.00 p.m. and the vehicle driven to my home. There heater pipes were connected - I manufactured a temperature sender adaptor unit and fitted our 2-way radios. I loaded the vehicle on to my trailer and due to last minute problems with Raymond (work schedule), I took my car with the car and trailer attached to Raymond's house to collect his car to begin the journey to Liverpool Docks. This was not without drama as the towing bar on the Granada was falling off! I quickly attended to this problem and all the 'garbage' was loaded and we set off for Liverpool.

Now Raymond is not the best passenger in a solo vehicle. Needless to say with a car and trailer unit, he leaves a lot to be desired. We did, however, manage to get some 50 miles down the motorway before Raymond's first heart pill was needed. At approximately 60 miles per hour the nearside rear tyre of the Granada decided to part company with its wheel! Whilst the vehicle was travelling between the slow lane, the fast lane and the hard shoulder, Raymond proceeded to bury his head in the back of the front passenger seat! According to Raymond, 's wife, Jill, John and I completed the wheel change in less than 10 minutes!

We set off again - this time without a spare wheel and with still some 70 miles to cover. We decided to pull in to services and as we had missed Howard on the motorway we left the trailer with the rally car on it at the entrance to the slip-road, so that Howard and family could see what we were doing. When Howard, Sue and Nigel arrived they found us having a quick meal.

After John 'convinced' an RAC patrol man that he should bring us a tyre or a tube to repair our puncture and RAC man duly arrived but could only offer a valve. He fitted this and blew the tyre up, so at least we did have a spare wheel of sorts. We then drove at a fairly quick speed to Liverpool. Should you speak to Ray about these speeds, I assure you we did not exceed 100 miles an hour!

On arrival at Liverpool outskirts we were confronted with diversion signs to the car ferries. As the time was now 3.20 p.m. John decided to navigate "from memory" through the middle of Liverpool as the ferry sailed at 4.00 p.m. and the 8 miles detour could make us late. Going down a very steep hill in the middle of the town approaching traffic lights and a box junction cross roads, the traffic lights suddenly changed from green to red. I never saw the amber. With a fully loaded Granada

4 people, 20 gallons of petrol, 15 wheels, etc. etc., it doesn't respond to heavy braking very well. We sailed across the junction 'locked up' with the horn blowing merrily! Raymond's comments were very short at this stage and I can only print them as Ughh!!

I was then instructed by a very calm and controlled voice "you need to turn right now Terry"! It appeared there was only John in control of the situation as Jill had frozen and Raymond had opted for the other world.

We duly arrived at the Quayside at 3.40 p.m. I was most surprised as I could not see the loading ramp. The skipper had sailed 20 minutes early because of the tide! We were not very pleased. Arrangements were made to drive to Heysham which is a distance of 80 miles, where we were assured by the ferry terminal operators, that there was already 14 people queuing on "standby" and that there was no point in even putting our names down! There was no space to be had at all. John responded to the challenge as is his norm and persuaded a refrigerated container lorry driver - and a deal was done - to put the rally car inside this container. I hasten to add that the fridge was not switched on!

The boat was due to leave at 11.00 p.m. and by quarter past Mr. Tyzack was still "discussing the pro's and con's" of space on ferries. However, the rally car was duly driven on, would you believe, just before half past eleven - half an hour after the boat was due to sail. Space was "found" for the Estate Car, which was literally squeezed on with the waterproof rear door of the ferry touching the roof rack of the Estate Car. Unfortunately, we had to leave the trailer in Heysham and we knew this would cause future problems as our tickets were 'return to Liverpool'.

The crossing was eventful to say the least with the winds pushing to storm force 9. We arrived at about 6.30 a.m. at Douglas and drove straight to the hotel. I, in my usual navigational accurate manner informed Raymond the hotel was about 400 yards up the promenade. In actual fact it was over 1½ miles! We booked in at the hotel and was given our room number as 47 and informed that Howard and Sue's room number was 48. I promptly knocked at their door (rather loudly so as to wake them up) to let them know we had arrived on the island - as the last they had heard - there were no sailings available for 2 days. As the door opened I was confronted by a rather large sleepy eyed gentleman and was assured in no uncertain manner that Howard was not in that room. He asked me to go away but the terminology was somewhat different. To illuminate slightly, the final word was "off".

In the morning we investigated the Island, checked over the rally car and generally pace noted, practised, etc. Friday was spent watching the Headmen on the International, fitting sponsors signwriting, etc. The great day dawned. I came down early doors to finally check over the car and make right for our intrepid crew. At the last minute we ended up having to fit a new throttle linkage as the old one wouldn't return to 'tick-over' speed. This I managed without drama, apart from Howard leaning over and saying "plenty of time fella, you have got all of 2 minutes"! The engine was warmed up and off they went. On a very wet Saturday morning. We then drove to the first service point and decided to empty the barge and get everything shipshape, not knowing what would be wanted on the first service. During this time John worked out times of arrival, stage times, closures, etc. so that we were fully aware of the situation. Jill walked up to the roadside to direct the crew to us when I received a message from a marshal that our lads needed a service crew!

Needless to say, things were placed back in the barge rather untidily and we set off very quickly to stage one. As we arrived we were informed that at 6.00 revs a con-rod had ventilated the block less than a mile into stage one. We fastened a rope to the car and proceeded to tow it back to the hotel. The only real dramatic point of this journey was a young lady driving across the front of the towing car without any proper warning on a main road. Raymond, who was being towed survived this encounter but commented on the young lady's parentage!! This was quite audible as he was only about ¾" from our bumper by the time the vehicles stopped! We spent the rest of the day as spectators whilst Nigel spent part of the time 'savaging' his leg and having to have hospital treatment. During the evening we called in to an amusement arcade whereupon we decided to play bingo. For some inexplicable reason the bingo board I chose had practically every number on that the lady called out and I proceeded to win time after time after time. My spoils of the evening were a full tool kit for my son, and a pair of dressable dolls for my daughter.

We returned to the hotel and Ray, John and myself continued until nearly 4.00 in the morning playing cards. There could be further articles in this magazine of the ethics of betting £3 & £4 on a 'Jack high'. Watch this space for further details!

In the morning the crossing back was uneventful, apart from John 'persuading' the Captain that we should all sit in the Chief Engineer's cabin - which we did!

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On the journey to Heysham to collect the trailer we got another puncture. Fortunately I was able to convince a garage man that he should part with a tyre for £3 and I fitted it with a hammer and chisel.

We returned to the rally car which was on the M.6 junction.

This account is a concise description of a very eventful five days which I hope you will find amusing. I assure you that at the time it was a little less so!

Terry Lucas

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Wednesday Market, Beverley
Castle Rd, Scarborough

