

APRIL 71

NORTH HUMBERSIDE MOTOR CLUB



MAGAZINE

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NORTH HUMBERSIDE MOTOR CLUB MAGAZINE

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EDITORIAL.

When you read this issue of the Magazine some of you may find a considerable repetition of style, you may even think that the same person actually wrote a large part of this issue. You would be quite right.

One very good way in which to ensure a variety of style, opinion and subject matter would be to write an article yourself. It would be most welcome, as voluntary help always is.

We have no desire, and no intention, of becoming a one man band. Not one of you would wish to read a magazine which with the best will in the world would soon become a sort of echo of one man's opinions.

Editors edit. Writers write.

Of course, I know that some of you are building cars, or preparing them for the Holderness. So were we.

Seriously, tho', I ask you for contributions to the Magazine. If each member made one contribution every two years we should have a thicker mag. than this each month.

And if you think that you cannot write, you should see the amount of spoiled paper that we put into the wastepaper basket.

* * * * *

LETTERS TO THE EDITOR

Dear Sir,

I would like to bring to the attention of the members of the N.H.M.C. and the writer of last month's sadistic article regarding my navigator and my Cooper 'S', David Emsley has no financial connection with the car whatsoever, therefore, he has no reason whatsoever to come down and help, but contrary to the statement in the magazine, Dave has been down three nights a week and on a weekend, sacrificing his leisure time and more important, some of his exam studying time to help get the car ready for the Holderness and the comment made was completely unjustified. By the time the magazine is published the Holderness will be over. Should the car not be ready for the event it will not be through lack of manual effort but the fact that no local dealer could provide an adequate service. It was necessary to go as far afield as London and Birmingham for the engine and various parts.

Contrary to rumours, the car is not the one Will Sparrow rolled on the Tour of Mull, it is a completely new car featuring strengthened shell and subframes, revised suspension and latest type I275 S engine unit and the developments on the engine are a closely guarded secret.

I wish to extend thanks for assistance and excellent service to David Hirons and Gordon Smith Engineering of Birmingham, also to Stewart & Arden (Special Tuning London) and Chris Cammack. Bob Sawdon and Rob Wilson who have helped me throughout the production of this car.

Should anyone wish to promote their business by sponsorship, please contact me at 20, Redland Drive, Kirkella. Tel: 656039

Stephen Batch.

AN APOLOGY TO STEVE AND DAVE.

The Editor wishes to tender his personal apologies to Steve Batch and to Dave Emsley for the unfortunate item in last month's magazine.

This was published in good faith, from a source accepted as reliable, and, although the Editor himself did not fully understand the reference he believed to be some sort of 'in joke.

Sorry Steve and Dave.



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DISCOUNTS.

In the March edition of this august periodical I was foolish enough to suggest that I would publish a summary of the discounts available to club members from various sources. I really should have known better - hell, the first thing they taught me in the mob was "never Volunteer".

There are so many places from which one can obtain discounts, and these vary so widely from item to item that a comprehensive list would take weeks to compile and would consume a couple of reams of paper. So here goes with what is necessarily a mere summary - if any supplier is not mentioned, or is not fully represented in this article I apologise in advance.

It should be emphasised that prospective purchasers should shop around before buying. The particular item that they require may be cheaper at one of the sources mentioned than another, or they may get a service which seems to them to be better than elsewhere at a particular spot. Cheapness is not the only criterion when purchasing bits for the buggy; quality and service are both very important points to consider. And for god's sake don't any of you become the sort of bargain hound who uses ten bob's worth (sorry - 50 pence worth) of petrol to save 3p on a new light switch. DO remember that an item is not necessarily cheap just because it comes from a discount store or supermarket - it is always a good idea to know the recommended retail price before buying.

For the general run of bits and pieces there is a very good Discount Centre run by one of our sponsors - Crystal of Hull - to be found on Anlaby Road and I daresay that most of you have been there at some time or other. Jordans (Browns of Witham) Discount Centre seems to me to carry an attractive selection of items of the sort not kept by the Anlaby Road centre, and as such may well be complementary to it.

More specialised parts, bearings, rods, pistons, brake linings etc. may be obtained from another of our advertisers - Kingston Engineering Ltd. at attractive discounts. For example, main and big end bearings list less 20%; Brake Shoes less 40%; Pads less 20%; Clutch Plates less 20%; Pistons less 20%; etc....Machining and engineering is charged for on a time basis.

Alex Carr, who is also one of our advertisers, charges all engineering work for club members at prices as to garages and the trade, with substantial discounts on any parts used in building up. These percentages cannot be easily listed, as they vary according to the type of item; they range from 20% to 40%.

Trade discounts can be obtained at practically any factor or agent on production of an order from Car Recovery Club. These orders are readily obtainable on demand by members of CRC - who also advertise with us.

It may be of interest to some members to note that CRC have two subsidiary companies - CRC Transport, who carry things hither and thither and are always ready with a competitive quote for trailering the odd car for you or with quotes for contract trailering. The other company is Steelkat Trailers, who will make any trailer to any specification you ask for, from a baby camping trailer to something to tow your 150 foot ocean racing yawl about on.

There seems to have been some rumour that CRC do not recover cars damaged on rallies. This is quite untrue as one member of B & DMC (at least) will testify.

From Humber Frictions we can obtain discounts of 25% on Monro shock absorbers and replacement cartridges; and other discounts on exhaust systems, brake pads and linings etc.

Tyres - this is the big field. As you all know there are a number of firms selling and alleging to sell, tyres at discount prices to the general public, and being a member of the motor club does not necessarily entitle one to any higher discount - but if you are buying tyres from any of these spots (especially the better established ones) always mention the club, you may well find that you can get a little more off. It is difficult to establish just what discounts many of these people do give, for some offer sample discounts in their advertising (NEVER for the tyre that you want, however) whilst others quote actual prices charged. This latter can be quite deceptive, since tyre prices from the manufacturers fluctuate and in some instances have actually been reduced since you, possibly, last bought any tyres.

One of our sponsors is Tyremen of Hull who regularly advertise tyres at reduced rates. Many people do not realise that the Motorists Discount Centre also sell discounted tyres. Palmers is a firm which was very helpful to the members of the old H & LMC and still is to any club member who visits them, as are Marsham's, and Haltemprice. John Macklin is well known to many club members and relies on personal service. His terms range from 20½% to 27½% according to tyre (much higher if any of you use remoulds) and possibly up to 30% on Semperit tyres. I understand that their new radial is becoming quite popular. I have no recent experience of these boots, but the older ones among you will remember that they used to turn out a pretty good product in the old days. Brown Bros. have recently approached the club with an offer of 25% on Dunlop, India, Michelin, Firestone and Pirelli.

Firestone sell at reasonable rates, and will give a very large discount (currently 40%, 'tho this may change as prices change) to those who can produce a competition licence and an entry in an RAC approved event. This higher discount can sometimes be obtained through your own favourite dealer if you give him advance warning. This same company, who now have a place on the corner of Beverley Road and Fountain Road, sell a range of other items at cut rates including Duckham's Q20/50 at 90p per Gallon in quarts. They are currently marketing a pretty little wheel put out by Dunlop. It is a stainless steel rim with an alloy centre having large cooling slots. The normal price is around £10 for a 5½ x 13,

The price in a soon to come promotion will be £6 - and the set includes all wheel studs and a wheel brace at this price. The stud fitting is suitable for Cortinas and Escorts and the Hillman range, Hunter and Minx. A similar wheel for Imps will run out at £4.75 - If you shop here mention NHMC, this will get you a little extra discount on some items.

If you read the small print on the advertisements in our mag. you will already know that Specialised Componets, the local Cibie agents, offer special rates for Competition Licence holders and club members.

Hotham Electric give club members special rates on all electrical gear - you should have a discount card somewhere in your wallet - and they supply Marchal equipment if you prefer this marque.

This article was not intended as an advertisement for anyone in particular, it is merely the expression of my personal knowledge in this field, and as such is certainly far from being a complete picture of the opportunities open to you to save money.

My sincere advice to you is, if you have a supplier who has always given you every satisfaction then stick to him. If you haven't, then try some or all of those mentioned above, and stick to the one who give you the best service. If you know all there is to know about motor cars, and your own car in particular, then you don't need any of the above information. If you don't, then you need a supplier who you can rely upon to give you good service and sound advice.

Happy Hunting,

YEZZIPAD.

* * * * *

SO YOU THINK YOUR GARAGE CHARGES TOO MUCH ?

The cost of labour in America is generally recognised to be somewhat exorbitant. But the other day I ran across a situation that left me stunned.

I went to get the hooter of my new car fixed and the mechanic cheerily informed me that "give or take a few bucks it'll cost 93 dollars. (£37)". I informed him that I didn't want the engine overhauled, but he insisted his estimate was right.

It seems that American Motors in their wisdom built the hooter of my particular car into the steering wheel, which sounds fairly reasonable.

But in what seems to be the best tradition of U.S. workmanship, they overlooked the fact that if the horn went on the blink they would have to completely remove the steering wheel and the steering column to repair it. Hence the incredible cost of the repair.

Fortunately the car is still under warranty and I'll get the job done free.

From the Daily Express 'This is America' Column.

HUMBERSIDE HAPPENINGS

an assortment of Club Chatter.

Scale Model.

Congratulations to Val and Geoff Stanton on the safe arrival of a daughter.

"S" "S" "S".

Yet another Cooper S burst into life the other day as Fred and Rod Huddleston fired up the one which they have been building. Watch out! you local rally boys!

Beadle Buys Again!

We see that the Club Captain has bought another Cooper S, we hope that it is as successful in his hands as it was in Paddy's!

That latter is a little poetic license - we don't know that Paddy ever did handle it, but it was in the hands of Abingdon for the first two years of its life. It has since been rallied by Chris Knowles-Fitton.

Clockwatching.

Who is the well known club member who worked, with his driver, on the car which they are to use on the Holderness until 4.30.a.m. and arrived home at 5.00.a.m. and crept rapidly and silently to bed. When challenged by his everloving on the morn he gave the time of arrival as "a little after 2.30". The dear lady would be none the wiser now if aforesaid driver did not have a friendly and informative little daughter.

WKCM is a registered Rally Timekeeper! 'Nuff sed!

Shock For Armstrong's.

Not very long ago our venerable club Hon. Sec. wrote an article about his beloved Mk I Cortina GT., and about what good shape it was in after something like 72,000 miles without major attention. Now, overcome by the spate of car building going on around him he has been heard to ask if perhaps the shock absorbers might be a little sad - mind you they didn't show signs of wear. Well, I suppose the car has now done some 80,000 miles much of it hard rallying; and Peter is in the process of fitting Adjustarides to the back and new Monroe cartridges to the front legs. We visited him as he had just removed the first of the rear shockers - "Look" he said, pulling and pushing breathlessly at the old unit "there's dam' all wrong with the old 'une".

Either him or Armstrongs is wrong! - - - but then they don't build things like they used to in olden times, do they Daddy?

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We will have mechanics who have been factory trained
in service and tuning of these new cars. We have full details
of all the racing and rallying options available. And we have
an Escort RS 1600 in our showrooms now.

May we suggest you hurry along? After all, if you don't
come and see it here, chances are you won't see it.

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Amusement by deduction



"Experienced Navigator required with licences (sic) and steel nerves for Holderness Rally with rocket type Escort".

The above advertisement appeared under a box number in the Personal column of the Hull Daily Mail. What a wealth of conjectures it conjures up!

Why 'licences'? Does the driver expect to pass out? Perhaps the plural is used as the potential navigator is required to hold, besides his rally licence, a Board of Trade navigator's ticket, or even a flight engineer's licence in view of the advertised characteristics of the car!

'Steel nerves'. This requirement is one which would not seem to induce confidence in potential applicants - the advertiser seems to have little confidence in his own ability as a driver, for a fast car does not call for high tensile nerves on the part of the hot seat man - it is the antics of the steersman that demand these.

'Rocket type Escort'. This can not surely be an accurate description of the vehicle, for with this power unit the range would be necessarily short. Of course it is possible that the proud owner has won an American RATO pack to fit to his chariot in spite of the fact that he would get only one fast get away out of it. However, it does seem that in this case he would be contravening the vehicles Construction and Use Act by the emission of excessive smoke and fumes. I don't think the scrutineers would allow it even into group 6.

I wonder who Box watsisnumber is?

Shock for Hon. Sec.

Poor Peter must think I've been reading his documents. Of course in the fifth item 'venereal' should read 'venerable'. Sorry, Peter!

MINI RALLY 25TH FEBRUARY 1971.

The Rally consisted of approximately 70 miles of tarmac surfaced roads at an average speed of 30 m.p.h. The start of the Rally was at the clubs ground, Cottingham (M/R 050348½) and it finished at the Nags Head, Routh.

The first section was a "YYY" Section approximately 12 miles long which seemed to cause a lot of trouble at the start. Even P...N..... was having difficulty. A cry was heard to come from one car of "This can't be right, my route finishes at the Corporation Pier and the ferrys aren't running tonight".

The Second section was a straight line diagram. The line started and finished with a crossroad sign, the main difficulty encountered was in deciding which end of the line to start at.

The Third section was a series of spotheights. The cars had to pass through the 17 spotheights listed and no others.

The Fourth section was finding a route which passed through one crossroad, 15 junctions and 9 spotheights totalling 254 to reach M/R 128486½.

The Final section was a headless tulip which caused little trouble to those that knew what a tulip was.

The main conclusion to draw from the Rally is that there are a lot of people in the club that are not sure of, or don't know what a "Tulip", "Straight Line", "YYY" etc. is. With the increase in new members, a lot of whom have never entered a Rally, I think it would be a good idea if a Talk on Navigation is organised. If the idea has sufficient support I'm sure the Committee will organise something. So - if you want the Talk get in touch with a Committee member.

RESULTS

<u>CAR NO.</u>	<u>DRIVER.</u>	<u>NAVIGATOR.</u>	<u>PENALTIES.</u>	<u>POSITION.</u>
I	P. WALTON	G. TABOR	6F 33	3
2	D. BURTON	M. ROCHE	3F 46	1
3	J. HOLMES	P. NAYLOR	RETIRED	
4	MRS. M. NORTH	I. NORTH	10F 56	4
5	MRS. K. POTTER	D. POTTER	14F 9	8
6	J. ATKINSON	S. PECKITT	11F 16	5
7	J. CARMICHAEL	MISS J. WILLIS	11F 44	6
8	M. LUND	C. PARSONS	4F 40	2
9	N. HARNESS	B. NEEDHAM	RETIRED	
10	K. CRUNDWELL	B. PRECIOUS	12F 23	7
11	R. ETHERINGTON	F. WARDROPPER	RETIRED	
12		NO STARTER		

Many thanks to Marshalls, Harry & Audrey, Kevin & Janet, Alec, Bart, Ian and friends, Pat and friend, Derek and Sue and to all entrants in making the Rally a success.

B.A.

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Noggin & Natter Nights



Come + meet the lads

Last month, under 'forthcoming Events' you will have (should have?) noticed an announcement that March 11th was to be the first of the new style nogg'n 'nattermites.

What was that all about? Those of you who went - and there were about fifty of you - now know. The only thing that is new about them is that, in response to demand, they are weekly affairs - except of course when a specific event type night is arranged instead.

The idea of weekly nights for you to forgather and swap tall/dirty stories, ask/give advice on the repair/tuning of your car/pushbike, is not really a new one but has been acted upon as so many of you seem keen for these to be laid on. The weekly nights are on for a trial period of two months, March and April. If you show by your attendance that you like the system then they will be continued; if you show by your absence that you don't like/can't afford the time/beer then they will not be continued beyond the end of April.

Re-reading this makes it all seem pretty laboured, but I had to make it fill half a page somehow.

By the way, with postage what it is now the Magazine will be made available for collection on the appropriate one of these meetings in the future (if there is a future!) so please help us to save your money by being there to collect it.

* * * * *

MELBOURNE AUTOTESTS.

The organisers would like to thank all the marshals and helpers who made it a successful event, in particular Alec, Chris & Phil on their assistance in the test layout.

Judging by the comments heard after the event it was enjoyed by most people, even the lads who bent it a little. (Of course one of the lads who bent it a little enjoyed it - - it wasn't his bloody car! Ed.) We have learned that with a potential entry of 40 to 50 we shall have to have a 1.00 p.m. start so that the organisers can go to bed on the same day.

The same team will be organising your SLALOM (Advt.) which will be held on our ground at Cottingham, using parts that have not been used before. We shall be using starting lights and will be able to have two cars on the course at a time. The course should be graded SMOOTH (with the co-operation of firm X!) and, therefore, non - damaging; although there are always a few who will always find something to hit. I think we can promise you a very good afternoons sport. Start will be at 1.00 p.m. PROMPT.

But back to Melbourne. Two boys on Sunday competed in a Mini which upon total loss cost £15. Makes you think as you tear along behind them with your gleaming hot rod which if you damaged that would put you in the receiver's hands, not to mention divorce courts. After looking at some of the times put up by these two lads, some of us have a lot to learn.

J.B. H.A.

MELBOURNE.

SUBJECT: GRASS PERIMETER.

That which some (Townies!) thought was grass and O.K. to PARK and WALK ON was in fact WINTER WHEAT.

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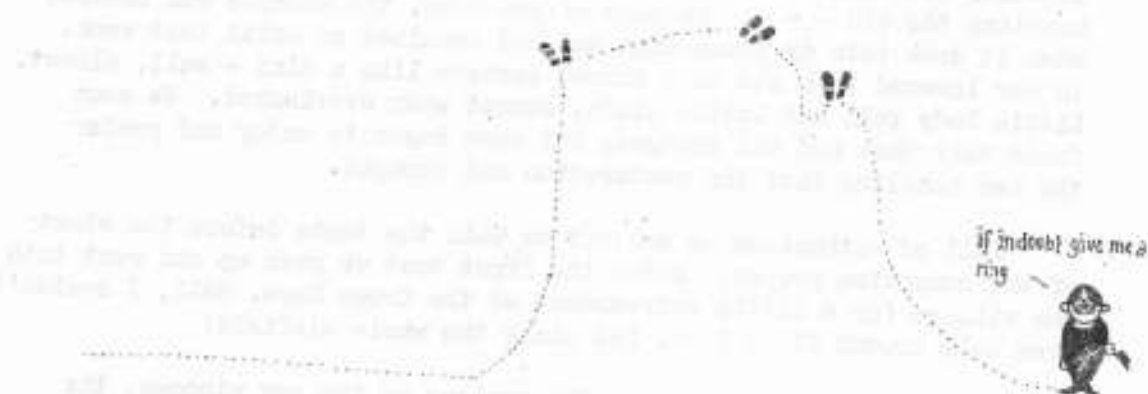
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Whoever made Sunday a Holiday?



There are many ways of passing a Sunday. As one grows older the choice of methods does become more restricted in some directions; although if one is married the little woman (White Tornado?) is never slow to offer such unprofitable suggestions as lawn mowing, hedge cutting, garden digging, house painting, wallpaper sticking.

With a little tact it is possible to leave these as mere suggestions, whilst giving the impression that one is deeply immersed in planning some fantastic improvements to the family rabbit hutch. If really pushed too far it is still possible to pointedly glance at the latest bank statement clutch the forehead and retire to bed with a loud groan and a concealed copy of Motoring News and a packet of crisps.

If one has the duty of fetching out an issue of the club mag. on time, and is also supposed to be preparing a car for the Holderness it can readily be seen that it would be with a considerable burden of guilt that one would set out for a Sunday drive.

Well, I must admit that it was with a considerable feeling of guilt that Jim T and yours truly set out for a drive last Sunday morning. By the strangest of coincidences we drove across Melbourne Airfield and found that we had become involved in another club autotest meeting! It was at this point that we remembered that we had completed entry forms for this event some time previously; but of course the matter had been far from our minds when we arranged for our spice (that IS the plural of spouse, isn't it?) to take a Sunday afternoon drive along the same route in the other car.

In the week preceding the event we had fitted a set of new GT rear springs and the spare GT coils to the front struts of BTU 910 B, together with new GT carvings, so this was to be a new experience handling the old - - -. As many of you know, the machine was lowered when it came into my possession and had remained so until last week. In her lowered form she went around corners like a Mini - well, almost. Little body roll and little slide, except when overlooked. We soon found that that had all changed, but soon began to enjoy and prefer the new handling that the restoration had brought.

Full of enthusiasm we set out to walk the tests before the start of the competition proper. After the first test we gave up and went into the village for a little refreshment at the Cross Keys. Hell, I couldn't even walk around first test, let along the whole airfield!

Returning promptly, we put the numbers on the car windows, the rear ones of course, and socialised a little in the paddock. Soon it was our turn for Test One. This was one on which I never did do any good, although it was great fun. I even forgot myself so far as to try to climb up the far heap of sand and gravel or whatever it was. Jim, however, had soon picked up the handling of my car and obviously liked this type of test, for he put up some fair times on this one.

At this point in the compilation of this narrative I forsook the typewriter for the spanner, and that for the pencil and roamer. Returning from our travels in Holderness and elsewhere I tackled some of the chores at home and the office that had accumulated during the period of rally fever.

Seated once more at the organ .. oops, sorry, - the typewriter, it is to discover that the crystal clear image of these driving tests has vanished with my copy of the results. (I KNEW I shouldn't have bought Etra that vacuum cleaner!) Forgive me if my recollections of the event are rather less than photographic.

Test Two proved to be another bundle of fun. A gyratory perambulation might be the phrase to describe it, simple to remember, rather more difficult to perform but enjoyable even if one was tempted to enjoy 'giving it a bootful' to the detriment of a good score.

Test Three was certainly NOT yours truly's most successful item. If the organisers could have been persuaded to have added all my times and divided by three the result would have been more favourable and quite fair, since on the first run I failed to completely circumnavigate the dung heap and scored a washout. Run Two saw me drive twice around the aforesaid midden, thereby evening the score but still incurring a washout. Run Three was much better, but I forgot to stop in time and put three wheels over the line. C'est la vie!

Test Four would have been better if the bloody car had gone straight backwards (not the driver's fault, of COURSE!) but I did manage to beat Dad Tunnard at any rate. By this time we had seen so little of anyone else that we were running a private competition between ourselves. Since we were using the same car we were leaping in and out like Jacks in the Box, taking off our jackets to drive and putting them on to watch. Before halftime something seemed to have gone wrong with this system for I found myself a shivering spectator on two tests before I realised that I was also an extremely hot competitor. It was at about this time that the truth dawned on me and I did a quick changestop to regain the old on - off rhythm.

Test Five was my favourite, I do enjoy slip-slime-ice driving and I was quite happy to have beaten my chauffeur twice on this one - three times if you count the last one, about which we shall say nowt except to say that the wing was rotten anyway and the new one that he's put on is much stronger than the ones that Ford make.

Test Six, the final one, was a good hard thrash around the pylons, up and down the lanes. Pylons nicely spaced to allow the big cars to get round without shunting.

And so back to the finish, only to find that the ladies had already stripped right down. No, Trubshaw, you misunderstand me and to tell the truth I rather thought that you would. Having sold their whole stock of refreshments they had doused the campfires and struck camp. Whilst awaiting the results which were available with commendable promptitude, I was gratified to see how quickly the marshals cleared the whole site and returned the gear to Harry in the van. A very stout effort, the more so since most of the said marshals had been standing around in a distinctly cool breeze since before two o'clock - - the time now being almost six p.m. A most commendable afternoons work from these often least remembered helpers, thank you all of you.

To close on a happy note, or unhappy - depending on which way you look at things (as the fly said as he walked on the mirror) I spent some considerable time trying to find some small point on which to criticise, and could find nary a one! Thank you organisers, I cannot recall when I enjoyed a driving - sorry - autotest better, or even as well. The nearest was back in the old Cranswick days and then I don't think the venue was as good as Melbourne. Many others appeared to share this view.

The only fly in the ointment was the fact that when I parked in Jim's drive, my offside headlight lit up the centre of his lawn; but we can hardly blame the organisers for that!

YEZZIPAD.

FORTHCOMING EVENTS.

- April 1st Thursday SOCIAL. Nogg'n'natter at the Cross Keys, Lairgate, Beverley.
- April 2nd Friday ANNUAL DINNER DANCE AND AWARDS PRESENTATION. The Grange Park Hotel, Willerby; 7.30 for 8.00 Dress Optional.
- April 4th Sunday HILLCLIMB. Wharfedale Trophy at Castle Howard by YSCC. We are invited, regs. obtainable from Robin Duffield.
- April 8th Thursday SOCIAL. Nogg'n'natter nite at the Cross Keys, see April 1st.
- April 15th Thursday ANNUAL GENERAL MEETING. Darley's Hotel, Boothferry Road, Hessle. All details have been circulated separately - just be there, that's all!
- April 22nd Thursday SOCIAL. Weekly nogg'n'natter nite. As for the 1st and 8th.
- April 25th Sunday AUTOTESTS. Grass field autotests. South Cave 98/917309. Scrutineering 11.30, event commences 1300 hrs. SHARP. For details and entries contact Alec Henderson, 7 Jefferson Drive, Brough. Phone 667550.
- April 28th Wednesday LADIES EVENING. A beauty consultant from Revlon will attempt to gild the lily. (Gild, NOT gold, Trubshaw, you can stand up now!) Once again Jan Sanderson will be kind enough to act the part of hostess at her home at 245, Northgate, Cottingham. Time is 8.00 p.m. and all lady members, wives and girl friends of club members, and their friends are most welcome.
- April 29th Thursday SOCIAL. Weekly N & N Nite. 8.00 p.m. Cross Keys, Beverley.
- May 2nd Sunday AUTOCROSS. 62CC organises we copromote. Regs. for the Stockhill Autocross available from Robin Duffield, whose address is to be found on page two.
- May 16th Sunday AUTOTEST. Walton Street Fairground. Organisers are Tony Carmichael and Ian Sedofsky. Details later.
- May 22/23 Sat/Sun. SEMPERIT RALLY. In co-operation with WHITEBY & DMC. An award for the first NHMC entrant, subject to there being a minimum of five entries from the club. Regs. from Robin Duffield.

Weekly socials for May are the 6th, 13th, 20th and 27th. All are N & N nites, that on the 13th being a Darts & Dominoes fest. All at the Cross Keys, Lairgate, Beverley.

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