

NOV 74

NORTH HUMBERSIDE
MOTOR CLUB



MAGAZINE

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MOTOR CLUB



MAGAZINE

EDITORIAL - NOVEMBER 1974.

During the coming month the Club has a few motoring events on it's books. Firstly and most important is the R.A.C. Rally on the 16th-20th November and once again we have Cropton Forest and we intend, once again, to make it the most efficient stage of the whole Rally.

Unfortunately, the stage is on Wednesday 20th and on Tuesday 19th for a working party. I know this is going to be difficult but please try to help out.

Secondly, we have the Moonraker Rally on the 30th of November and 1st December and once again we require marshals desperately so please let me know by the 14th November.

Further on in the magazine there is a form which I hope you will fill in and return the same to me.

Also on the 24th November, a Sunday, are the Autotests which should have been held last Sunday-if you are interested contact Chris Fowliss.

Lastly, it was a very pleasant surprise to meet of all people Melanie and Roger Stanford in London (Down for the Motor Show). The odds of meeting two people in London you know must be about 2,000,000 to one against.

"R.S."

"BITS FROM NON. SEC."

The Club Secretary welcomes the following new members on behalf of the Club.

No. 229 David Ashmore, 13 Lockwood Street, DRIFFIELD.
No. 231 John Coulson, Brooklands, Waterloo, HOWDEN.
No. 232 Michael J. Walker, 6 Northolme Road, HESSLE.

Thank You.

CRYSTAL STAGES RALLY 13th OCT. '74.

A big "thank you" to the following Clubs and co-ordinators who did a great job for us:-

<u>Special Stage</u>	<u>Marshalled by:</u>	<u>N.H.M.C. Co-ordinator</u>
SS1	York M.C.	Ken Hailstone
SS2	Reckitts M.C.	Colin Wright
SS3	Beverley M.C.	Peter Woodley
SS4	N.H.M.C.	Alec Henderson
SS5	Ilkley D.M.C.	Dave Potter
SS6	'62' Car Club	Brian Auchterlounie
SS7	Auto '66' Club	The Newlove Bros.
SS8	B.M.R.M.C.	Robin Duffield
SS9	Trackrod M.C.	Bob Simpson
SS10	High Moor M.C.	Mike Hoxon & John Caldwell
SS11	De Lacy M.C.	Graham Oddy
SS12	Wakefield D.M.C.	Malcolm Roche
SS13	Ripon M.S.C.	Les Coulson
SS14	York M.C.	Ken Hailstone
SS15	Northallerton M.C.	Alec Henderson
SS16	B.M.R.M.C.	Robin Duffield
SS17	Auto '66' Club	Newlove Bros.
MTC 1-4	N.H.M.C.	Tony Carmichael
MTC 2	N.H.M.C.	Alf Harding

Many thanks to all the Club Members who turned out to support us.

Thanks also to the ladies both members and non-members who manned the refreshment van at the halfway halt.

On behalf of the club members many thanks to the rally organisers for their untiring efforts.

Graham Oddy has requested to be relieved of the office of N.H.M.C. Competitions Secretary from the 31/12/74.

Mike (the map) Thompson has volunteered to take over the Competition Secretary's job until the 1975 A.G.N.

Mike Thompson,
4 Chestnut Close, BEVERLEY.
Tel: 884060.

"BITS FROM HON. SEC." (contd. 2)

CLUB GEAR:

Will any member who has any control boards, stakes etc. please return same to either:-

The Cross Keys Hotel, BEVERLEY (Any Thursday night)

or

Chris Fewlass at Grange Farm, LECONFIELD.

or

hand to any Committee Member.

We are very short of control boards and I am sure members will appreciate the high costs of replacing gear.

R.A.C. RALLY 1974.

Most members already know that the Club is providing marshals for the Cropton Forest Stage as usual; I hope that as many members as possible will turn out to help.

Wednesday, 20th November 1974.

Special Stage No. 76 - Cropton Forest.

Entry 92/765910, Exit 797952.

Stage opens at 07-30.

All marshals must sign on by no later than 06-30 hrs.

Tuesday, 19th November, 1974.

Working party to report at the stage entry for 10.00 hrs. to help set up the stage.

Wednesday, 13th November, 1974.

Marshals Meeting at The Cross Keys Hotel, Lairgate, Beverley, commencing at 8 p.m.

Anyone who can help the working party on the Tuesday, or marshal on the Wednesday please let me know as soon as possible.

CRYSTAL STAGES RALLY REPORT.

On reading the report in Motoring News on The Crystal Stages Rally, which was supplied by one of our Club Members, my first reaction was to grab a pen and write a reply to the report. On second thoughts I decided to treat the report with the contempt it deserved.

... contd.

"BITS FROM NON. SEC." (contd. 3)

CRYSTAL STAGES RALLY REPORT (2)

I am sure that all Club Members will make up their own minds about what type of person would write such a report to a National Paper about his own Club's Rally, it would have been better if he had taken the trouble to get his facts right.

SHEFFIELD & HALLAMSHIRE MOTOR CLUB.

"RALLY OF THE DAMS" 4/5th JAN. 1975.

Status - Restricted, A.N.C.C. Invited.

Starts and finishes in Sheffield. Maps Nos. 110 and 119 Metric

Entry List now open, closes 29th December 1974.

Entry Fee £5.00.

For regs contact:-

Mike Thomson (884060)

or

Ted Woolley at 0742 305040

This event will count in N.H.M.C. Championship for 1975.

"ENDS"

Harry Ahern.
Tel: 403203.

SHELL MOTOR CLUB LEAGUE.

TOTAL SCORES TO DATE AFTER ROUND 6.

<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. 62 C.C.	15	-	63.33
17. Selby & D.M.C.	16	-	31.20
18. Ripon N.S.C.	17	-	19.10

SHELL have very kindly donated some Shellsport Rally Jackets and these will be awarded to the 10 highest individual point scorers in this years league. The current positions are as follows:-

1. A. Forrest	Y.S.C.C.	340.27
2. R. Duffield	N.H.M.C.	334.37
3. C. Leeper	HMC	323.53
4. G.D. Taylor	"	300.14
5. B. Mackinnon	Trackrod	275.84
6. R. Needham	Sheffield	276.37
7. R. Ineson	Trackrod	275.84
8. T. Wheeler	York	261.01
9. F.C. Davis	YSCC	250.2
10. S. Lloyd	Trackrod	223.2
11. P. Tindall	IIMC	219.6
12. P. Ormerod	HMC	207.8
13. G.F. Chippendale	YSCC	198.5
14. R. Beecroft	IIMC	190.9
15. T. Pulford	IIMC	176.6

.. contd.

SHELL MOTOR CLUB LEAGUE (2)

The jackets will be presented at the Prizegiving Disco at Whitcliffe Mount Sports Centre, Cleckheaton on Firday November 22nd.

TICKETS ON SALE TODAY FROM PAUL HARGREAVES OR GEORGE ASQUITH.
£1.25. CROFT FARM, BRIDGEMOUNT,
INCLUDING NORWOOD GREEN, HEADLANDS ROAD,
BUFFET SUPPER. HALIFAX. LIVERSEDGE.

HOLIDAYS '74'

It was not meant to be a Club outing but it ended that way!

Roy and Myra Webster sowed the seeds around Christmas '73 when they suggested a holiday in Italy - camping and water skiing. We, my family and I, agreed and we started planning our movements. During the coming months it was mentioned to others and in the end twenty five people decided to go although two had to cancel at the last moment because of illness.

Roy and I bought an Albatross during the summer and rebuilt it.
(Me watching and Roy working).

An Albatross is a 13ft. inboard engined boat with an aluminium hull and a 100E engine - not the fastest boat afloat but enough for our purposes. John Beadle overhauled and painted the trailer and after a few hours running in the outfit was ready.

Our party comprised of:-

John & Enid Beadle - Mex. and Caravan.
Mick & Jackie Beadle - family and friends (total 7) Capri and Caravan.
Denis and Jean Haynes - family and Marina.
Geronimo, Squaw, family and Triumph.
Roy & Myra Webster, - Marina and Boat.
Dennis, Pop, Grace Webster and Norma, - Avenger and Trailer.

The Haynes and Websters in the Avenger went South via Hovercraft whilst the rest embarked on Tor Anglia at Immingham.

The loading officer hopefully asked the Beadles if it was possible to reverse their vans into the ship - the answers were "it will be a pleasure" and he stood back amazed at the speed this manouever was carried out.

The journey to Lugano was undertaken at a steady 70 (you are left to guess mph or kph) and the camping site attacked. My family dropped off to stay with friends near Frankfurt and had a stroke of luck when only 20 miles from their home.

... contd.

HOLIDAYS '74' (contd.)

We had never been before and were wondering if we would find their house quickly when this was taken care of when our friend overtook us on his way home from work and led us the rest of the way.

The first week was spent at Porlezza which is a small town at the Italian end of Lake Lugano. Unfortunately the weather was not too kind and the camp site was plagued with rather large mice (rats) one of which had the cheek to run over me one night in bed.

It was here that the Beadles Band was formed much to the detriment of Enid's saucepans which have never recovered from their battering. The notable performances on the water being Jane Beadle (7 yrs. old) Elaine Smith and Denis Haynes all skiing for the first time.

On the Saturday we were lucky to have the quarterly market along the front in Porlezza and many a bargain was struck. Laugh of the day was an Italian salesman doing up a front fastening skirt on Jackie Beadle.

Saturday night was our Waterloo so to speak. By the time it was dark nearly all the tents were afloat and whilst the children were taken into the caravans others slept in cars or on two inches of water.

Next morning we dried out in the sunshine but by lunch time the sun disappeared and after a quick discussion we broke camp and headed for Lake Garda. The Beadles with caravans left first and the remainder of us followed later on what Denis Webster said was a two hour journey. This turned out to be two Webster hours as 180 mins later having chased along the Autostrada at 85 we caught up the caravans just before our destination and parked up whilst Denis went to look for a camping site. He found an excellent place and we took over placing the vans within 20ft. of the water.

The next day, Monday, we decided to go to Monza - men only - and managed to get there on the only day that there was no activity. We had a look at the start area, paddock and pits and walked along to where men were repairing the chicane and also on to the banking where John Beadle stopped for his lunch. He had brought his flask with him and produced this out of a string bag which also held his passport and Competition Licence. The latter gained him access to a forbidden area later in the day. There was a small Competition Motor Show on and we all inspected the cars, some more closely than others. The locals were quite amused to see four English on their knees with their heads under an unusual car for Italians - A Mini!

The rest of the week was spent skiing and sunbathing with one of the more amusing incidents being Denis Haynes challenging the local Carabinieri.

... contd.

He steered the ski-boat to close to the shore and was seen by the patrol boat - the story goes that when they gabbled at him in Italian he just shook his head - "No Comprendo" then the awkward one said "we Policeman" and so Haynes said "No Denis, Now".

Anyway after producing Roy's cars log book and a few documents they went away honour satisfied.

The only other important incident at Garda was the repair of the boat trailer. The wheel bearings had destroyed themselves after constant immersion in water and continuous running at 80 on the Autostradas. So Denis Webster, John Beadle and I went tatting. The first scrap yard proved fruitless but then we were directed to another one which produced the correct parts which had to be stripped off a car and also a pair of 40 Webers and nearly a 2 litre Alfa engine and gearbox.

After a few excellent few days sun we left on the 800 mile journey to Amsterdam. We could have done all but 10 miles on Motorways but we followed the lake before joining it and heading for Austria. Our journey was uneventful except for a wire falling off my starter, quickly found by Roy, and we arrived one hour early for the boat.

The weather had been bad and the Tor Hollandis hadn't arrived so we all slept in the cars for a few hours before embarking. The trip was slightly choppy but soon passed and shortly after landing in England we found ourselves part owners of the Humber Ferry boat when we crossed back to Hull. The others returned via the South Coast and we all ended up safely looking forward to resumption of our various motoring activities.

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REPAIRS AND COMPETITION PARTS

LINDHOLME MOTOR SPORTS CLUB SPECIAL STAGES RALLY

20th OCTOBER, 1974.

As we were down for marshalling on the Crystal we decided to enter the Lindholme Stages, which was to be our first All Stages Rally of this year. The Saturday before was very hectic as the car developed starter motor problems, however with the help of our sponsors "Driffield Auto-Electrics" we got it going and set off early on Sunday morning for Doncaster.

At the start we met Roy Webster and Dave Langdon who after a bit of number reshuffling were at No. 38 and also Eric and Geoff Craven (no relation) who were at 68, also in the entry list was the Avenger of P. Adkins and A. Haines at No. 30. After a very fast scrutineering we parked up and went in search of our service crew, who turned up with the trailer minus the rear lights due to going too fast over a hump.

After documentation it was announced that stages 1 and 19 were cancelled, so at our due time we set off for SS2 and 3 which were together on Sandtoft Airfield. They consisted of loose tarmac intermingled with very slippery muddy patches where we had great difficulty in getting some grip, probably due to using second-hand tyres. SS4 started on deep loose gravel which developed into well packed gravel with a lot of hard sharp bumps. During this stage we put a sharp stone through the sidewall of one kleber chunky, which we had to change at the end of the stage. Next was SS5 which was a quick thrash over some loose tarmac where at least we found some grip. The next two stages were on Gamston Airfield just below East Retford. These were completed using one chunky and one ordinary tyre on the front which upset the handling quite a bit; luckily after this stage we found our service crew and changed them both to ordinary tyres as this was all we had left. By now we realised that the road timing was rather tight as we were running below the 30 mph average. SS8 was fantastic laps of Scofton Airfield which was later cancelled because the experts couldn't count up to 3. Here the under powered 1300 c.c. showed us up, although we did pass an Imp! After a quick check by our service crew we had a long run up the AIM and then west to Barnsley. The stage was an old disused coal mine and some allotments, we went straight on at 90° right, did a quick turn in a stubble field and back on to the course. The next stage was cancelled due to a competitor hitting a finish marshal who received a broken leg; however we are happy to report that he is recovering in hospital and hopes to be marshalling on the R.A.C.

SS11 used a quarry at Skelbrooke, we descended into the quarry on very loose muddy gravel and then had to climb steeply out of it onto a very muddy and extremely slippery road, where after about a sum of 109 cars had gone it was very difficult to keep the car moving.

... contd.

LINDHOLME SPECIAL STAGES RALLY (contd. 2)

We now proceeded to the halfway at Barnsdale Bar Service on the A1. Here our service crew secured our back silencer box which was hanging off and de-mudded our windscreen washer which had been in constant use.

After the halfway we had a long run down the A1M to be in a repeat of some of the morning stages in the reverse direction with the exception of Sandtoft which consisted of two laps - unfortunately as well as being dark there had also been a cloudburst and the whole stage was flooded.

Here Roy Webster fell foul of the poor arrowing and collected a maximum. At the end of this stage we heard a scraping from the front wheels, which after closer inspection proved to be due to the large amount of negative camber caused by bent struts. Also after hitting a rock a large bleb had developed on one front tyre. We trundled round the last stage and slowly made our way to the finish.

At the finish the car was loaded onto the trailer and thanks to our service crew of Keith and Ian Wells and Richard and Alan we got the car home.

Although we considered it a good event it was spoilt by poor arrowing, and after repairing the car we found we had had a very expensive weekend and have decided after the '62' stages rally we will stick to road rallies.

Eric and Geoff Craven finished a very creditable 17th overall, winning the first N.H.M.C. award as well as getting his name in Motoring News (watch out Roger!).

Roy and Dave finished 70th overall. P. Adkins and A. Haines 62nd, and we were 72nd. After reading the report in M. News we see the results are subject to protest which always seem to follow B.T.R.D.A. events these days.

"GIN TWINS"

CRYSTAL STAGES RALLY.

I would like to express my thanks to the non-members ladies who manned the refreshment van at the halfway halt on the above rally.

The Chief Marshal had previously "nicked" the usual happy band to do timekeeping on stages, accompany him as navigator, and Vicky taking a well earned "rest" as service crew to Chris. Barbara Oddy had offered to run the van but was "nicked" by the organisers to do results.

The "Gin Twins" came to the rescue by offering the services of their sister, then David Shipley offered his sister and young Eddie of the "Little Green Men" very generously volunteered his mother to help, and with Jenny Casmack made up a very efficient team who worked together very well and sold out of everything.

Thank you all very much, your contribution helped to make a success of the Rally.

AUDREY.

WHAT IS A MOTOR CLUB & WHY DOES ONE JOIN?

Firstly a Motor Club is for promotion and enjoyment of Motor Sport, secondly for Motor Sport loving people to meet together and enjoy talking about Motor Sport, which I would imagine is why people join.

There seems to be quite a lot of members of North Humberside Motor Club who join so that they can say they belong a Motor Club. Why I reach this conclusion is because, (a) a certain number of members enter rallies (b) a certain number marshal on rallies (c) a certain number enter Autotests and (d) those who marshal on rallies, also marshal on Autotests. But by far the larger proportion of members spectate on rallies or do nothing for the Motor Club. Then why join? one can spectate on rallies without being a member of a Motor Club.

Whilst accompanying the Chief Marshal as navigator on the Crystal Stages Rally I saw quite a few members at the various stages enjoying themselves as spectators and on the biggest event of the year in NIMC I would have thought they could have supported the Club better by marshalling.

At the Highfield, waiting for the watches to be returned by the marshals (who had spent a cold and windy day making the event possible, for without marshals one could not run a rally). I listened to complaints by certain of the competitors about this and that, in particular by one co-driver who shall be nameless. I wonder if they ever think of all the time and money spent in giving them a day's sport and enjoyment, by the organisers and marshals. It is fortunate that these people are in a minority or I for one would resign from the Club and go in for playing "Bingo".

K.T.O.

A year or so ago there was a series of articles on cars owned or used by members of the club but these ground to a halt for reasons unknown to most people or possibly because everybody who had a car was too busy to write a few lines.

K.T.O.. began life a good few years ago and did 96,000 miles before being purchased for the large sum of 50 notes by Martin Williams. The latter had been promising himself another go at rallying after a three year lay off and with a little prodding from yours truly decided to do a Blomquist. The car, a 1498, Saab 96, had a tired gearbox, which was replaced for £30 from a crasher, and the engine from a wrecked Taunus was dropped in. All bits and pieces were transplanted backwards and forwards until the car ran albeit without top gear and although this was partially cured with a stillsons and hammer adjustment to the linkage it is still difficult to engage.

All these jobs were done in a hurry because the Crystal Stages were drawing near and an entry had been sent in with hopes of a run to find the faults whilst being close to home. Master fabricator Brian Shaw was appointed chief rollage and sumpguard maker and these chores were completed with a minimum of delay.

By the time scrutineering came along we felt that although we had not got much performance if the weather stayed wet we could scramble through the mud as quickly as the other competitors. On the way to Crystal we found that our 165 chunkies and exchange front springs put our headlights in the treetops but this was unimportant and we passed through the inspection without any trouble.

Sunday morning found us plotting behind Crystal and by the time we climbed the ramp the commentator had gone but Nick Thompson told us which way the previous car had gone and we were off. After a wait we set off on the first stage with Martin feeling his way with F.W.D. and at the end of the stage all seemed well until the service crew disappeared after we had said we were O.K. Then I discovered the leading arms on the rear suspension had found their way through the rear floor - initial reactions - a few choice words from Martin and my thoughts that we were out.

Then we calculated that home was not far off the route and welding equipment lay idle waiting for us so I stood in the back of the car one foot on each bracket and we headed back. A chance meeting with "wondaweld" Jim Willingham on the way found us spending 40 mins in the garage welding large lumps of metal everywhere and then we carried on the SS2 where we arrived some three mins after the last car had gone through. Here we put up our best time (26th) as it was muddy and then a dash to SS3 to see the infamous brow with telephone or electricity poles going S.O. over brow and the road going slight right.

... contd.

"K.T.O." (contd. 2)

We were no doubt doing approx. half the speed of the unfortunate ones and still had a slight moment. 4 & 5 being cancelled and by the kindness of other competitors at the start of 6 (Lisset) we were well back towards our correct time. 6 was a not very successful as a stack of straw bales jumped at us and although it put us back on course it bent a door panel and mirror, the long straight took a long time to cover and we were about 58th. Cottam passed with little trouble except for me saying 90 R at a 90 L - the Mintex arrows did not reach the top of my popularity poll.

On Towthorpe (8) we nearly had the honour of wrecking a wall just rebuilt after a previous rally but only just touched it and then carried on to halfway for lunch. Cranswick was completed after passing 67 being dug out of a pile of Turkey manure in which it had rolled - these lads certainly did well as they were only delayed for some 3 mins and would have finished some 25 places further up but for their misfortunes. On the way to Churchill (10) we stopped at the little Chef at Shiptonthorpe for driver relief much to the consternation (tern not tip) of our service chief John Beadle who thought we had stopped for a meal.

After 10 and Melbourne (11) I once more sensed trouble and upon investigation we found the O.S. rear whock absorber mounting was about to part company from the bodywork so we crawled round Full Sutton (12) making 64th. A quick trip into Stamford Bridge where we found a garage prepared to lend welding gear and this time Martin fabricated a panel into the boot in 30 mins. and after removing the rear wheels to turn the shockers to soft we sped off to Greenock (13) where our service crew were just leaving to backtrack. Then we went to Thixendale where after passing the yump on the autocross course and seeing Phil Clarke's Mex. with a dinged grill forgot that the yump extends right across the field and hit the other side at speed. We must have landed well nose down as our number plate which was attached to the bumper got knocked off.

The next stage was controlled by our Highland Laddie and we were counted down in Gaelic only to venture on to a rather attractive piece of lawn near a farm - apologies to the farmer.

Only Towthorpe in reverse and Cottam remained and it was two corners from the end of Cottam that the shocker mounting gave way again but we managed to wallow to the end. The meal at Driffield with a couple of pints of beer ended an enjoyable day's sport.

Reflections in the mud (with apologies to D.S.J. of Motor Sport)

We now have a vehicle which with a little more work and a few extra lights will be a good clubmans rally car. The total cost, with sufficient spares and tyres for a few rallies, being under £200.

.. contd.

"K.T.O?" (contd. 3)

It is appreciated that it is not an outright winner but after Martin's comment on the way home from the stages rally that he hadn't laughed as much for years no doubt finishing will be enough reward for his labours.

Power out of corners is low but a glance into the innards of the engine, untouched as yet, should help. We now hope to try a road rally possibly the Moonraker and with a few demon tweaks such as polished cam covers and removal of chrome strips we may finish higher than our 45 on the stages rally.

"GERONIMO"

RALLY PHOTOGRAPHS

If you would like any Rally Photos of the listed rallies please contact Alan Carvell at the telephone number below:-

ARMSTRONG STAGES:

1 3 6 7 10 11 19 20 28 41 44 2 x 50 57 2 x 59 2 x 60
2 x 62 65 68 2 x 72 75 83.

CRYSTAL:

12 13 16 31 33 34 42 48 50 52 57 65 2 x 66 67 68
2 x 70 74 79 96 97

CONTACT: Alan Carvell Telephone No. 844595.

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please quote ref NHMC-M

The Advertising Manager.
N.H.M.C. Magazine.

N.H.M.C. Safari,
Motor Show Bound.

23rd October, 1974.

Dear Sir,

Having had recent dealings with one of the advertisers in your Magazine we felt that we should put on record for other Club Members the excellent service which we received.

Whilst the advertiser was one of our Club Members and we all expect nothing but the best from John, it was a real pleasure to deal with the rest of his Staff at The Royal Garage when we hired a Caravanette for a weekend. Not only did his young lady receptionist offer to come and wash up and make early morning tea for Half-a-Crown but John offered us 'Five Bob' to take her.

In thanking the Royal Garage we cannot praise it too highly and would certainly recommend it to all N.H.M.C. Members who require a clean, modern, well equipped, reliable motor caravan at a moderate cost.

Signed:- Les Coulson
Colin Wright
Bob Simpson
Graham Hudson.

MEDIEVAL BANQUET.

Final instructions for Medieval Banquet on Saturday, 23rd November.

All Money must be paid to Ann Duffield by Saturday 16th November 1974.

Coach pickup points will be:-

SKIDBY 6.00 p.m.

WILLERBY SQ. 6.05 p.m.

SPRINGHEAD GOLF CLUB, WILLERBY ROAD, 6.10 p.m.

CALVERT LANE, SPRINGBANK WEST, 6.15 p.m.

ELECTRICITY SHOWROOMS, PERENSWAY, 6.30 p.m.

Along Beverley Road to Sew Hill Bus Station, BEVERLEY at 7.00 p.m.

Please be at your nearest pick-up point in good time to avoid any delay.

Would you please contact Ann Duffield (885436) and let me know where and how many will be boarding the coach. So that I know how many will be getting on at each point, and don't leave anyone behind.

For those who are making their own way to York.

Please be at the BLACK SWAN, PEASHOLMS GREEN, YORK, by 7.45 p.m.

"ANN DUFFIELD"

Footnote:

The coach to watch for is McMaster's !!

DID YOU HEAR ABOUT THE IRISH MAN WHO ENTERED FOR "THE GOLDEN SHOT"?

Bob Monkhouse lifted his receiver and asked who was calling and the reply was "Paddy in Dublin". Asking which apple he would like, Paddy replied, "No. 2 please".

Bob then proceeded to tell Bernie to load the bolt. Paddy shouted down the telephone "right, right, stop, up, stop, down a little, stop FIRE and was told that he'd missed by 3 ft.

Paddy replied "Sure, it wasn't a bad shot really, not from a telephone box anyway"!

"R.S."

CONGRATULATIONS TO:-

Ian Sadofsky and Rosemary Wareing on their engagement.

RADIO HUMBERSIDE:

Organisers and Competitors please note:-

Any news - reports and comments for "Radio Humberside"

CONTACT:- Ian Jarvis, Hull 26961.

FORTHCOMING EVENTS - ALTERATIONS:

SUNDAY

24th November 1974

Autotests date altered from Sunday,
3rd November. See Chris Fewlass.

THURSDAY

5th December 1974

Mini Rally. See Kevin Scott.



DON'T WORRY **IT MAY NOT HAPPEN!**

It pays to
know young
Colin O



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