

North Humberside Motor Club Magazine



DECEMBER 2003



Front Cover

James Sparrow/Chris Omera
on this years Lookout Stages Rally on
Melbourne.

Rally championship

Please see latest results further on in
this magazine.

For 2004 Gavin Heseltine has kindly
volunteered to keep the scores. Please
send him your results to

15 STATION ROAD
GILBERDYKE
BROUGH
HU15 2ST

01430 440114

E Mail gavthenav@msn.com

Marshals Training

We hope to hold another session to
allow you to register for the MSA
Marshal's scheme in January. I have a
few names already, if you are interested
please contact Robert or John Newlove

Pictured below, Ken Sturdy/Richard
Wood, on Olivers Mount on the Forest
rally. Photo by Mike Norton

LARKSPEED LEAGUE

Thanks to everyone who helped us
finish in third place overall.
Huddersfield were just too far ahead
Top five Clubs

Ilkley	1917.3
Huddersfield	1679.9
North Humberside	1514.3
YSCC	1180.7
York	1073.5

As you can see we finished in a very
strong third place.

We have been advised that it would be
better not to give our committee
members address's out, so I have just
put telephone numbers, E mail etc.
except for our membership secretary.

Membership

You should have received a
membership renewal slip with the
magazine, please check you address
details



www.northhumbersidemotorclub.co.uk



WALES RALLY GB

So it was decided back in the summer to venture to Wales and marshal on the final round of the FIA World Rally Championship. Not knowing of course at the time that it was to be one of the closest finishes in a world championship.

MSA Rally Marshall cards in hand, emails and details were exchanged with officials and two stages emerged as the favourite to attend on this year's event; Brechfa (SS2) and Resolfen 1 (SS5). After some debate it was felt that Resolfen was the choice due to the timings of the Brechfa stage. Signing on for the latter was to be no later than 2.30am and the police would close the access road half an hour before this time! However we were not aware of the timings until after the accommodation was booked, which meant our digs were far closer to Brechfa than Resolfen some fifty minutes away. No matter though, a proper bed for the night, despite its location, was better than sleeping in a car for a night or indeed part of it. We had a pretty uneventful trip down to Wales on Thursday 6 November bar some traffic delays on the M18 due to a lorry losing its near side rear wheels and gouging out a few yards of the motorway surface. No doubt the Ministry will be wanting to have words with the driver. The weather was very good, especially for November and the trip down the A40 and A465 was quite spectacular with the changing colours of the trees.

We found our digs at a village called Llanfynydd not too far from Carmarthen. Although the Penybont Inn was in darkness when we got there we were soon made welcome and we were pleased that the two snarling dogs were kept behind closed doors. The rooms were welcoming after a long trip enabling us to freshen up and have coffee.

In the bar later, times were discussed and it was felt that we should leave the Inn by no later than 6.30 to give us plenty of time to get to Resolfen before the Police (or Heddu) closed the road. A bar meal and a couple of beers later we retired ready for the following day's events. Colin our friendly host was eager to show us how to get to Resolfen using all the back roads. Out came all the OS maps for the area with previous evidence of road rallying in the past as there was "caution" and "take care" written all over the map. It turned out that he used to co drive on the road rallies in the past so he was interesting yet perhaps slightly "over much" after a long journey.

The OS maps were duly pushed under Ian's door, during the night, with a lovely route drawn out in pink highlighter. We ignored this alternative route as it may have led us to become lost using all the white roads. Better stick to the route you know I always think. The trip to Resolfen the next morning was a lot quicker than expected due to the quiet roads at that time in the morning. Don't Welsh people commute bear in mind were we travelling on the main roads leading to Neath,

Swansea and Cardiff?. We did miss out the M4 though so perhaps that is where all the traffic probably was.

Signing on was well organized, and we half expected some familiar faces namely Robert and John Newlove and Dave Cogan to appear from the steel port cabin. We were assigned Junction 26 on the 27 mile stage. We were given an orange tabard which we took to another cabin to get our marshals goodies namely a woolly hat, a whistle and a sticker. Off we went into the stage using some of the short cuts we had been informed of to make our trip through the stage quicker. We both commented on the lack of tape and arrows, although we understand that next year there won't be any arrows other than junction numbers with radio symbols. Strange really when you think that they are trying to make things safer.

We found the junction and duly parked up. Out with the stove and kettle and a hot cup of coffee followed with the start of our sandwiches and other morsels we had brought along. Breakfast in the Inn was only a bowl of cereal left outside the room for us. Another six marshals joined us on the junction making a total of sixteen, although it was in the rally magazine as a spectator corner – oh no !!. Fortunately there were not a huge amount of spectators that wandered up to our junction. There were some colourful characters amongst them, one of them threatening to place the Sector Official's loud hailer up the Sector Official's backside (wide end first) for being too officious. We had the usual idiots who refused to keep behind the tape and had also bought some fireworks with them which were nice (not !) With about half an hour to go helicopters started appearing in the skies above. One decided to come into land to the right of us in the clearing (pretty large clearing actually). Then another and then another. In all there were five helicopters on the ground the last one arriving been Alistair McRae piloting himself and some friends or associates. The cars came through with amazing pace showing some spectacular driving skills. There were happily no incidents or accidents at our location. Of course after a relatively short period of time things quietened down, the competitors cars passed much slower (still going strong mind), the spectators drifted away, and the helicopters departed (one later crashing at Swansea airport – thankfully with no injuries) leaving all sixteen marshals alone apart from a group of foreigners who had bought a case of Becks with them. A helicopter came back in for them and then apart from one spectator we had it to ourselves with about ten competitors to go including the good old Mini. The course closer came through pretty quickly after the last car and we were able to travel to the end of the stage (36 junctions in total) and exit back on to the A465.

As we had travelled a fair way it was decided to make the most of it. Off we went to the Rally show at Felindre. There were the usual merchandise stalls and of course this was where all the servicing was to be done. We paid our £10 entrance fee each and wandered around. Having enquired of one of the marshals when the next servicing was due we waited opposite the Subaru team to await Solberg and Makkinen. It was certainly worth the forty minutes wait. We were given some more

freebies by the Pirelli girls (would mind taking one of those home with us) and some Subaru flags (wow). Solberg was very jovial when he arrived coming to meet the crowd, shaking hands (Rob hasn't washed his hands since) and signing anything put in front of him. Makkinen on the other hand more or less disappeared as soon as he turned up at Service. I suppose it depends if you are winning or not at the time. The service time was approximately forty minutes and in that time, on Solberg's car, they replaced the gearbox, all four discs, exhaust, repaired rear bumper, refueled, rebuilt the front offside of the car (damage suffered from a flailing tyre), fitted the bonnet spotlights, replaced the windscreen, washed the car, and naturally changed the wheels and tyres plus doing whatever else under the bonnet with the computers. Makkinen's car didn't need that much, certainly no body work or gearbox changes. Compared to these service mechanics, the Formula 1 guys don't know what a cushy number they are on. Once the major names had left service, including Colin McRae, we ventured to other service teams seeing Gwyndaff Evans and Jimmy McRae amongst other less well known cars and their crew. The Suzuki set up looked pretty good. There were running four cars on this year's event in readiness for full time team entry next year. After mooching around a bit more we headed off for the car and headed back to our digs. We arrived just around 7.25pm in time for the Channel 4 coverage at 7.30pm. Frantically trying to find channel 4 on my telly, there came a knock at my door; Ian asking if I could get Channel 4 on my set. Nope, neither of us could. Off to the bar to find out why. "We don't get Channel 4 here was the reply" – Grrrrr. A freshen up and some more coffee we ambled down to the bar for a drink and decided to try the other pub in the village. The beer was much better and the food was nicer too. We didn't stay up late as it had been a long day. We decided however to go and spectate a stage at Halfway the following day as this was off the A40 on the way back to the M50 and M5 and home.

We left the Inn at around 9.00 getting to Halfway 2 (SS 11) about an hour before the cars were due. We parked in a farmer's field who charged us £10 for the car but gave us a lift in the back of his landrover up to the stage and I mean up. We certainly would not have got there in time if we had to walk. There were quite a few taking advantage of this service. We found a good junction to spectate at and chatted to some BRMC members from Leeds. It was like bonfire night all over again with a huge number of fireworks going up. The speed of the FIA cars was unbelievable. Again thankfully no incidents or accidents occurred. We left after about twenty five cars had gone through and headed back to the car. It was a case of make your own way back to the car as the taxi service had ceased operating, but it was a gentle downhill amble of about a mile in wonderful scenery so it wasn't a problem. Off we set homeward bound, arriving back at Ian's about 5.00pm on Saturday. Save to say we had a great time and plan a similar venture next year.

Rob Wooley, Ian Sadofsky.

Humour

The sign below is from a genuine Australian Construction site, note the ringed words on the sign



George Bush met The Queen, and he turns round and says: "I'm the President, I'm thinking of changing how the USA is referred to, and I'm thinking that it should be a Kingdom". To which the Queen replies, "I'm sorry Mr Bush, but to be a Kingdom, you have to have a King in charge and you're not a King."

George Bush thought a while and then said: "How about a Principality then?", to which the Queen replied "Again, to be a Principality you have to be a Prince and you're not a Prince", Mr Bush". Bush thought long and hard and came up with "How about an Empire then?" The Queen, getting a little P'ed off by now replied " Sorry again, Mr Bush, but to be an Empire you must have an Emperor in charge and you are not an Emperor." Before George Bush could utter another word, The Queen said: "I think you're doing quite nicely as a Country".

On the next page is a cutting from the Brighouse Echo, (Brighouse's equivalent to the Sunday Sport). Yorkshire Sports Car Club organised a Larkspeed League Autotest, Carl Davis (Pictured), the organiser was threatened with arrest by the police after a lot of complaints. His picture appeared in colour on the front page of the echo, together with a picture of a certain Rob White's autotest car creating lots of smoke! Fame at last!

Brighouse ECHO

Reports by **Jean Trotter**



The time trials in action and (inset) organiser Carl Davis

Sunday morning - and the sound of screeching tyres

A MEETING of time trial car enthusiasts who gathered in Brighouse on Sunday has led to renewed worries for people living in the area.

Scores of enthusiasts met in a car park off Thornhill Beck Lane for an event organised by the Yorkshire Sports Car Club.

Residents, including those who are already experiencing problems with car cruisers who meet in Brighouse each Sunday night, are worried the time trials will become a regular event.

Mr Rupert Nevin, of Thornhill Lane, described Sunday morning's meeting as 'irresponsible'.

"For over five hours people were in the car park. It was like something from Starsky and

Hutch. Specially adapted hot rods were screeching round. We could hear the noise from 9.30am until the middle of the afternoon," he said.

He was told the gathering had been authorised by the council and he was worried the time trials would take place each week.

"We can hear the noise from Armytage Road and the meeting last Sunday morning was not acceptable," he said.

A private car park was being used by the car owners but he felt it was irresponsible for such an event to be staged near to people's homes.

Clifton residents and those in the Bradford Road and Wellholme Park area contacted Coun Colin Stout when the meeting started.

"Numerous people rang me," said Coun Stout (Ind Brighouse). "People were complaining about the noise from revving engines. This is very sensitive especially in view of the situation at Armytage Road."

He visited the event with a representative from the council's environmental health department.

"We need to monitor this very carefully," he said.

Organiser Carl Davis said everything had been done to comply with residents' wishes.

"It is a meticulously organised event enjoyed by young and old. I think most of the objections stem from the sensitivity over the Armytage Road issue. This event, unlike that, has been cleared by all the relevant authorities."

6 For over five hours on Sunday it was like a scene from Starsky and Hutch as these specially adapted hot rods screeched round the car park **2**

MARSHAL'S BIT



MEM ROLLTEK MALTON FOREST RALLY

SUNDAY 14 DECEMBER 2003

I have now received details from John Roberts who is running Pickering showground stage on the Malton event, not the most attractive of stages and not in the forest but it would be nice to give him some support as he always supports our events. I would like to try and put a finish crew together for him but am aware that some people could do with a change. Signing on is likely to be around 07:30 to 08:00, they are using the stage 3 times and should be all finished by around 3:30pm. The rally is actually centred on the showground so should be plenty going on.

If you want to help but don't fancy the showground still let me know as I will arrange for you to help on Cropton or Gale Rigg.

I have also received a thank you message from Delacy printed below, Finally if you want marshals licences signing I can do them for most events.

Hope that all makes sense

John Newlove

Delacy Forest Rally

On behalf of all at De Lacy Motor Club may I take this opportunity to thank you, your fellow club members, friends and colleagues for the assistance that you all gave in supporting our event last Saturday.

We were very fortunate with the weather on the day and had a superb entry of 85 competitors, and having spoken to most of them at the final time control, I can confirm that they thought the event was great, well organised with excellent stages.

I'd like to thank all of you that cleared your junctions of equipment and to those who took it to the finish of the stage. Your actions enabled us to have cleared all the stages and service area by 6.30pm allowing us all to be home by 9.00pm....we thank you for these efforts.

More details, including all stage times may be obtained by visiting the De Lacy MC site at www.delacymc.co.uk

Many thanks once again.

Maybe I'll see some of you out on the Malton MC event in December, if not may I take this opportunity to wish you all a Happy Christmas and a safe and prosperous New Year

Regards

Steve Cowley,

Chief Marshal, De Lacy MC.



2004 CALENDAR

A list of the more popular events, all dates are provisional

4 th January	New Year Autotest	North Humberside M.C	Brandsburton
1 st February	Riponian Stages Rally	Ripon MSC	N.Y. Forests
TBA	February Autotest	North Humberside M.C	Brandsburton
22 nd February	Kall Kwik Forest Rally	Delacy M.C	N.Y.Forests
7 th March	Robin Hood Forest Stages	Lindholm M.C	Notts Forests
14 March	Lookout Stages Rally	Trackrod M.C	Melbourne
27 March	Willingham's Recovery North Humberside Forest Rally		
2 nd May	Bloodhound Stages Rally	Grimsby/Lincoln M.C	Swinderby
16th may	John Overend Memorial Stages Rally		Melbourne
29 th May	Proflex stages Rally	Clitheroe & DMC	Leyland test track
19 th June	Dukeries Rally	Dukeries M.C	Notts Forests
4th July	Dalton Classic North Humberside M.C		
4 th July	Armstrong Massey Stages Rally		Melbourne
17 th July	Opposite Lock Stages Rally	Slaithwaite M.C.	Manby
14 th August	Phoenix Stages Rally	Eastwood D.M.C	
5 th September	Wolds Rally	Carlton & DMC	Swinderby
2/3 October	Rally Yorkshire	Trackrod M.C	N.Y.Forests
9 th October	Harold Palin	Eastwood M.C	Manby
7th November	Autotest North Humberside M.C		
27/28 November	Beaver Road rally	Beverley & DMC	

OPPORTUNITY KNOCKING

Imagine finding this in motorsport's Christmas stocking – a promise of 100,000 new participants by 2006.

Crazy? No, a confident forecast by a new focus group formed to explore 'New Look and Accessible Motorsport'. The target will be those who go cruising and enjoy multi speakers as much as multi carbs.

I'd better pause here while traditionalists splutter at the thought of linking with people who express their personality mainly by dressing their cars differently. But hold on – isn't that exactly what we all do when we buy new cars today? With manufacturers producing umpteen models and makes off one basic platform, we demonstrate our taste purely by which shape we buy.

But, more splutter, cruisers actually buy stick-on Brooklands filler caps and, gasp, plastic roll cages that are purely decorative. Perhaps we've forgotten bug deflectors, black business, useless (and dangerous) roof mounted spot lamps, paint stripes (when was paint ever a speed enhancer?) and the other lunacies that have graced our sport. What was that about glass houses and throwing stones?

Anyway, the group is to try to

reach the new wave through championships for a fresh range of competition activities.

But need any of this concern us? Yes, for two reasons:

1. Whether we like it or not we already are involved because if a cruise causes public outcry, often it's 'motorsport' in general that gets blamed; don't expect lay people to tell the difference. And don't waste your breath saying cruises and the like should be banned because it's too late – the movement is too big.

2. Cruise events and the like reach youngsters, something at which trad motorsport doesn't excel. The growth of historic motorsport and nostalgia in general is splendid but if we fail to pull in youngsters, long term our sport will resemble a giant retirement home in which we all reminisce while looking forward eagerly to the weekly visit by the chiroprapist.

If you need convincing about the appeal to youngsters of cruises, take a look at magazine circulations. While 'our' enthusiast magazines stayed static or increased only slightly during the first half of this year, *Max Power* went up by 11% and *Redline* by over 22%.

But if we should be concerned,

what can we actually do? Well, start by cheering up because the new wave isn't the end of civilisation as we know it – a pilot event earlier this year attracted over 1100 cars and 6000 or so spectators and it went off remarkably amicably, just a bunch of people enjoying cars. Sure, there was a mild amount of female nudity but I can't be more specific because my glasses steamed up.

Next, recognise that we are in the minority. So any heavy handed attempt to pressgang people into motor clubs won't work. Rough research among cruisers indicates that motorclubs suggest to them 'old fogies talking about widgeits' so there may be some bridge building to be done. I have a feeling that regulations that take more than two sides of A4 are probably counter-productive too. Despite this, I believe we should recognise that the new wave offers our sport significant opportunities if we approach it properly. And I say that even though a car has just gone by with a radio booming so loudly that it dislodged the needle on my phonograph which scratched the treasured Doris Day record I was playing.

Que sera, sera.

Stuart Turner

OFF-ROAD

Mixed times as we go into 2004

Motorsport is on its way to a full recovery after the foot & mouth of 2001. Numbers show events almost back to their 2000 levels. Off-Road continues by the number of events, to be second largest sector of motorsport, only a few events behind Rallies. However in terms of numbers of competitors taking part, outside awareness and sponsorship, off-road is still lagging behind rallies and other types of motorsport especially circuit racing.

Entries for Hillrallies, Comp Safari events and trials for modified 4x4's continue to be low. Clubs running such events are just managing to attract sufficient entries to still be viable, at 'grass roots' levels there is strong interest in events suitable for road going standard vehicles, which limit the risk of damage to vehicles. Tyro trials events continue to grow, as does interest in 'JTV' junior trials vehicle events, strengthening the foundations of off-road motorsport. Trials for standard and road going 4x4's also continue to grow. Offering 4x4 owners the opportunity to drive off road competitively, without the worry of damaging their road going family 4x4.

Congratulations go to Richard Kershaw, who has successfully retained his British Off-Road Championship title, following the last round of the Goodyear sponsored championship. Richard driving his Maserati finished just 32 points ahead of second place contender Tim Dilworth driving a Simuluggini, following a close fought season.

AUTOSCENE



REVIEWS FROM



SUN, RAIN... AND EVEN SNOW

Derek Lawson. LR Publishing. Available from 07801 493345 or dereklawson@ntlworld.com £35.

The phrase labour of love could have been invented to describe this limited edition (of 1000) book, Lawson's engaging and entertaining 500-odd page personal tribute to Oulton Park and its rich racing history since 1953. As a marshal, Lawson has given up much of his time to help motor sport at the Cheshire circuit and his affection for it is obvious throughout. At first the sheer density of the book may look a little daunting, but there are almost 300 pictures from earliest days to the present. It's

not perfect – results tables would have made it a far more useful research tool – but Lawson deserves huge credit for taking on this mammoth project and bringing it to fruition.

PETROL HEAD

The Life and Times of a Classic Car Buff.

Roger Austin Learmonth. Parapress. £14.

ISBN 1 989594 78 3

Roger Austin is well known in the classic car world with an impressive collection – but he started as an impecunious enthusiast, and his passion shines through in this inventory of the cars he has and hasn't owned, from Bond Minicar to Ferrari 275. Although at first this

fast-paced softback snacks of vanity publishing, his times with old cars, and sometimes troubled life, make a damn good read.

TRANS-AM

The Pony Car Wars 1966-1972. Dave Friedman.

Motor Books International (via Haynes). £29.95.

ISBN 0 7603 0943

Yet another photo album from prolific snapper Friedman, and this is his best yet. The Californian has managed the rare feat of making the readers feel as though they're part of the action. The simply wondrous pictures are evocative, while soundbites by drivers of the era – 1966-'71 – only heighten the atmospheric feel. Parnelli Jones on racing etiquette: 'Remember I first raced in jalopies so hitting someone who was in your way was no big deal'. But it's the images that really draw you in. Dan Gurney,

dehydrated, hunched over the wheel of his Mercury Cougar after besting Jones in the closest finish in Trans-Am history at Green Valley, '67, and Kwech lifting the inside wheel of his Alfa GTA two feet off the ground at Mid-Ohio are just two remarkable shots that take your breath away. Remarkable value and deserves a special commendation for featuring a shot of 'Miss Harst Shafter' herself, the pneumatic Linda Vaughan. Excellent stuff.



COD FILLET QUIZ

1. Who won the 1968 Monte Carlo Rally?
2. Which make of rally car won 7 out of 7 rounds in the British Open Rally Championship?
3. Which F1 team of the 1960's was founded by Tony Settember?
4. Who was the last Brit to win the Targa Florio (the race not the rally)?

ANSWERS ON PAGE 11

Regional Committee Review

Bob Milloy writes: the second and final meeting of 2003 was attended in the morning by the Chief Executive, Colin Hilton, and MSA Business Development Director, Bruce Goddard. Details of various MSA actions and initiatives, including future improvements to Licensing and Permit systems, were given. These were followed by a detailed report on the Government funding proposals for the sport involving the Regional Development Agencies. Improved accessibility, competitor coaching and talent development were identified as key issues. It was noted that a liaison network to enable Regional Associations to link with their 'local' RDA should be established in due course.

Nicky Moffitt, ANICC Secretary, gave an encouraging report on the aims and recent achievements of the Motorsport Steering Group – set up this year to represent both two- and four-wheeled sport in the Province with the support and co-operation of the Northern Ireland Government.

Allan Dean-Lewis (MSA Head of External Affairs) reported on grant assistance for radios through the Club Development Fund, 'Marshal of the Year' and 'Club of the Year' award schemes, 2004 Club Officials' Seminars and the FIA International Training Working Group.

Reports from the three specialist Committees representatives were received; with a subsequent discussion on revised proposals for road rally DSOs. The Chairman, wearing his LARA Hat, gave a warning about attempts to ban 4WD off-roading and rallying in the Lake District National Park.

In the afternoon, Andrew Coe, IMS Chief Executive gave a presentation on the Wales Rally GB past, current and future developments and IMS in general. The committee was encouraged by the intention of IMS to make a financial contribution to the MSA from its on-going commercial activities.

Updated details of Inter-Association events were given and can be obtained from your Regional Association delegate.

The meeting concluded with Bill Troughear and Nicky Moffitt being re-elected as Chairman and Vice Chairman respectively.

MSA training recognised

The FIA World Council recently approved the formation of a Training Working Group as a significant step towards the creation of worldwide training standards for motor sport officials. Set up under the control of the FIA's Safety Commission, the group aims to help improve safety by establishing common

standards around the world and could ultimately assist marshals and officials who wish to operate in other countries.

The working group will be coordinated by Allan Dean-Lewis MBE, Head of External Affairs at the MSA. It is a huge endorsement of the lead taken by the MSA in this area and in particular the role that Dean-Lewis has played in driving through many training and safety initiatives in the UK in the last ten years.

Competing abroad

The FIA World Motor Sports Council has decided to prolong for one more year the status of national events with authorised foreign participation for all EU and comparable countries, and a copy of the communication from the FIA confirming this arrangement can be viewed on www.msauk.org

Stage rallying proposals

The Way Ahead for Stage Rallying Study Group (chaired by Mike Broad) has presented its report to the MSA Council for consideration. The report contains proposals which aim to provide a sustainable and stable future for stage rallying into the next decade. More details are in the Winter 2003 issue of *Motorsports Now!*. It can be viewed in full on www.msauk.org

MSA sits on FIA

John Grant, Chairman of the MSA, has been elected to a seat on the FIA World Motor Sport Council (WMSC).

by the BMMC

We talked last time about all the jobs an Event Safety Officer had to do as part of the pre-event organisation. About the need to liaise with different agencies, develop a relationship with the emergency services and get to know the Special Stages, Road Sections and Service Halts. And, about the need to check for marshals' and spectators' safety, ensure nothing will compromise safety by causing large numbers of spectators to gather in one place, and produce a risk assessment, safety manual and incident plan – the event's safety book.

Now let's look at the job once the rally begins. The Event Safety Officer should be one of the team in Control and should not be out and about. They may be responsible for coordinating the work of the safety cars which run through each stage before it is declared ready – the Timing, Course and Spectator cars usually known as Treble Zero, Double Zero and Zero. That means making sure they have the equipment they need to replace anything that is missing in stage, finding solutions for any problems the safety cars cannot resolve themselves in stage and, if necessary, instructing them to pull off mid stage if there is a risk of them being caught by a following safety car or competitor.

While everything is running smoothly, the Event Safety Officer should monitor the competitors' progress through the stages from the reports coming in to the radio controller(s).

If there is an incident in a stage, the Clerk may well leave the Event Safety Officer and Chief Medical Officer to assess the nature and seriousness and the response that is required.

When emergency vehicles are sent into a stage the Event Safety Officer should be the person in Rally Control to deal with it, through the Radio Controller, and bearing in mind that the Clerk of the Course will have to give authority if a stage needs to be stopped.

The Event Safety Officer and Chief MO will also need to keep a detailed record of what is happening and collate all the reports for the Clerk of the Course and Stewards, at the end of the event.

QUIZ ANSWERS

1. Vic Eiford/David Stone
Porsche 911
2. Opel 1978 (Brian Culcheth)
3. Stracco
4. Brian Redman (1970 Porsche
908/3 with J. Siffert)

Merry Christmas
and a
Happy New Year
to all
Motor Club Members



NORTH HUMBERSIDE MOTOR CLUB RALLY CHAMPIONSHIP 2003

DRIVERS	DELACY MC KALLIKWIK	ROBIN HOOD MOD	TRACKROD LOOKOUT	WILLINGHAM MS	SCCON OAKINGTON	ASTRA STAGES	WRC SALES SOMERSET	JOMR MELBOURNE	TUDOR GLSS TORQUE	R&M WILLIAMS	DUKERIES	MANX CONISTED	OPPOSITE LOCK	MID WALES STAGES	TRACKROD CLUBMANS	TRACKROD	TRACKROD HISTORIC	JIM CLARK	SWANSEA RAY	HAMSTERLY	HAROLD DALIN	PARK STAGES	CORK 20	MUTINY STAGES	PREMIER + HISTORIC	DELACY FOREST	TOTAL
ALLEN McDOWELL	54					65												47	68			37	10			281	
JAMES SPARROW	47	47	44				*41	45						44	*39									52	*10	279	
ROBBIE OVEREND		36	43	41				38			43				40									*36		241	
KEN STURDY			54	53				60				65			40											232	
ROBERT BROOK					48			40	47						40											225	
JOHN COATES		65		47				10			49				10									56		217	
GAVIN RULER	10	53		45				10					49		45									47	10	184	
CHRIS PEART			32					10																	51	183	
ALAN FORTEATH			65																							126	
DAVE WATKINS		44								30			31													115	
GRAHAM TABOR		10						32		35																114	
RUSSELL DYKES											10										57					109	
PHIL PICKARD	53			42				10																50		105	
JOHN DIXON		10										10														80	
STEVE BARMBY								34					39													73	
PAUL SIMPSON			52																							52	
GARY PARKER													48													48	
GRAHAM LONSDALE				31																						31	
DAVID SMITH								10														10				20	
ROB DOLMAN			10																							10	
TOYNE FOX				10																						10	
VICKI MILSOM								10																		10	

Issue 7 Nov 2003

NOTE Best six scores to count, on events where there are numerous classes for the same engine capacity, classes are merged

CO DRIVERS	DELACY MC KALLKWK	ROBIN HOOD MOD. &	TRACKROD LOOKOUT	WILLINGHAM	SCCON OAKINGTON	ASTRA STAGES	WRC SALES SOMERSET	JOMR MELBOURNE	TUDOR GLSS TORQUE	R&M WILLIAMS	DUKERIES	MANX CONISTER	OPPOSITE LOCK	MID WALES STAGES	TRACKROD CLERMANS	TRACKROD NATIONAL	TRACKROD HISTORIC	JIM CLARK	SWANSEA RAY	HAMSTERLY	HAROLD DALIN	PARK STAGES	CORK 20	MUTINY STAGES	PREMIER + HISTORIC	DELACY FOREST	TOTAL
GAV HESELTINE	54	*10				65						*10			39		*10	47	68			37	*10	*10	50		321
CHRIS O'MEARA	47	47					41								40		37								52	10	236
GRAHAM WRIDE		36	54	41				60			43		65		40										36		233
RICHARD WOOD				53				40	47						40											50	225
JOHN BROOK					48			10			49														46	217	
WILL THOMAS		65		47							*10									10	57				61	190	
LEONIE DYKES	10			10											45	42								47	10	183	
GORDON BLYTH				32									49		10										56	174	
MICK LEBETER	10	53		45				32									37										114
JOHN MILNER		10								35		31					10										114
NEIL DUNCAN			43							30																	95
COLIN BURLEY	53			42																							88
PHIL PICKARD			44																								87
ANDREW CONNOR		44		43																							75
GEOFF FLETCHER			65					10																			73
MICHEAL WOODCOCK								34					39														52
JOHN PEARSON			52										48														48
DAVE EVERARD								45																			45
MICK SCARBOROUGH																											38
ANDREA OVEREND								38																			37
KEN STURDY																											31
SIMON LEESON				31																							10
GORDON COOK			10																								10
ADAM LUGSDEN				10																							10
DEBRA RULER								10																			10
DAVE WATKINS								10																			10

NOTE: Best six scores to count, on events where there are numerous classes for the same engine capacity, classes are merged

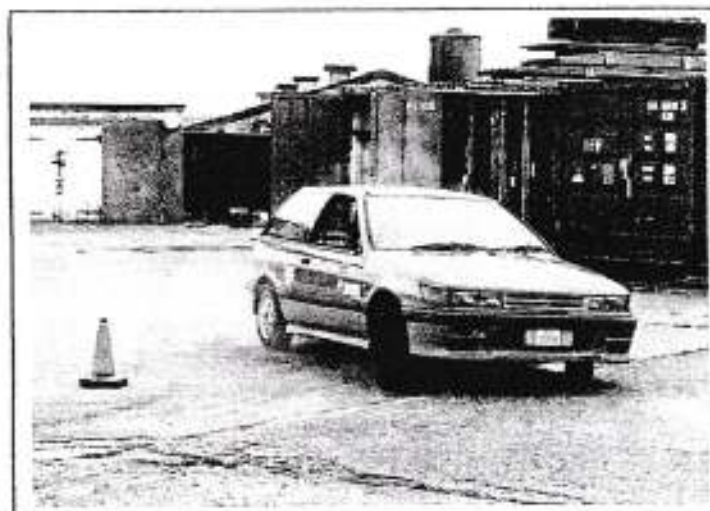
AUTOTESTS

Our Final event of the year was at Reader's Yard Brandsburton on Sunday 22nd November. Unfortunately we only had five entries due to illness etc. But a good day was had by all, although Dave Short's mini is in need of serious fettling

Below, Dave Short taking FTD



Below Rob White, creating Smoke as usual



RESULTS

DAVE SHORT	240.6	FTD
STEVE YOUNG	259.9	CLASS AWARD
ROB WHITE	274.2	
JIM REYNOLDS	296.7	
IAN SADOFSKY	360.1	

AUTOTEST CHAMPIONSHIP 2003

ISS 2 Nov 2003

NAME	JANUARY AUTOTEST	MARCH AUTOTEST	LARKSPEED ROUND 8	LARKSPEED ROUND 9	LARKSPEED ROUND 10	NOVEMBER AUTOTEST	TOTAL
Steve Young	44	45	47	32	51	50	269
Dave Short	49	50			34	55	188
Rob white	33	40		46	10	45	174
John Taylor	54	55			35		144
Ken Sturdy			57	40	37		134
Jim Reynolds				33	38	40	111
Ian Sadofsky	30					35	65
Richard Wood			31	10			41
Roy Heath	39						39
Neil Critchley	32						32
Barry Grinhaff	31						31

Above results are provisional, congratulations to Steve Young
Next Autotest Sunday 4th January at Readers Yard

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Independent Garage
of the Year Awards
3
FRYDENHALL COLLEGE
2008



XMAS QUIZ
THURSDAY
11TH
DECEMBER



AT THE FERGIE FORSITT
8.0 FOR 8.30

Come along and join us, for a light hearted quiz (but some people take it seriously). **Bring a raffle prize if you can.** Try and come earlier than usual, Beverley and Grimsby clubs will be joining us.



ANNUAL AWARDS EVENING AND
DINNER
SATURDAY 14 TH FEBRUARY
FERGIE FORSITT
CARVERY MENU
DISCO

Yes it is St Valentine's night, but we think most of us are past that sort of thing, but you can use it for a excuse for a night out. Tickets will be available in the New Year from either Robert Newlove or Dennis Webster, please support our annual do. Speaker is Lyn Jenkins from Port Talbot Motor Club, well known Rally Organiser and Co-Driver, he even partnered Mike Jackson in the good old days!!

The British Rally Championship
Best Stage of the Event. Official.



For the second year running NHMC were invited to run the Cropton Stages on the Pirelli British Rally Championship, the Trackrod Rally Yorkshire 03. This year we were asked to run Cropton twice giving us over 12 hours of rallying with 6 separate events including the Army Land Rovers, The Super 1600's the British Rally Championship with local man Jonny Milner winning the championship on home ground and also a chance to see the ex-Carlos Saints, Ford Motor Sport built Land Rover Recce Car in the guise of the Freelander Spectator Control Car driven (badly) by ex Scottish Champion David Gillanders. He wiped out the timing beams on SS1, arrows on Cropton, the flying finish boards on another as well as a number of box junctions. The C of C was going to have words.

Setting-up started back on the Thursday afternoon with all the spectator barriers put in place with Friday used to set-up the arrows, barrier tape and brushwood. I must say a massive thank you to Robert Newlove, Graham Hardwick, Garath Pennel and Robert Brook for taking valuable time off work to set everything up. Brooky came to help with brushwood for a few hours before dashing off to scrutineering ready for him and his Dad to enter the Clubman's event on Sunday. Having got the car scrutinized they both returned to Cropton to run the flying finish control for us. (Dedication or madness, answers on a postcard to the Editor)

The stage set-up team camped out at The Spiers House Caravan Site in the middle of Cropton, they asked us to keep quiet during the night as families are still on holiday on the site. The alarm on my Disco tripped off at 11.30pm, a fault Charles Douglas Land Rover can't or won't fix but worse still was Andy Brown with his own Disco. He attempted to sneak out of the site at 7am to go to his marshalling post when his alarm went off and wouldn't stop until the wires were ripped out. That just about covers Land Rovers and their faults.

Because of the time of day, signing on was made easier with some home made signs requesting that all marshals stay in their vehicles at signing on. Everything went according to plan unless you are called White or Webster. Rob and Linda arrived at the start on foot claiming not to have seen any signs and Roy Webster managed to find the stage finish, drive all the way through the stage, in the wrong direction, only to be told he was marshalling the last junction on the stage some 8 miles away in the direction he had just come from.

The day looked as it was going to go from bad to worse, the jump start beam broke after the first car and the fancy printer clock on the start line got so contaminated with dust that it only worked for every 4th car, but apart from a couple of other things, the stage didn't go too badly. There were a few cars that went wayward including Gwindaf who lost all gears at junction 22 on his second run through,

Calder Rescue and Martyn Milner both suffered damage to their vehicles due to flying stones and we had to stop the stage once due to a big off at J20 which resolved itself with an army of spectators physically removing the problem.

The team packed everything away and Robert Newlove and I left Cropton forest at 9.00pm. I returned to the comfort of my caravan at Spiers House and Robert returned all the gear to Robbie's farm. What a day.

The story should end there but it doesn't. About 10 days after the event, a letter arrived on my doorstep. It was a cheque for £100 with a compliment slip from Trackrod Motor Club. We had managed to win best stage of the event. I know £100 isn't much in this day and age especially when you consider each member of the set up team would spend about £50 and the Russ Dykes Hire Van cost £150, but the recognition from the organisers does help. We signed 78 people onto Cropton this year and the effort of everyone won us the stage of the event award.

The next big outing for the team will be the Kall Kwik Rally in February when we do it all again. Please see the dates pages in future Club magazines.

Dave Cogan
Stage Commander

Humour

A duck walks into a bar and orders a beer and a sandwich. The bartender looks at him and says, "But you're a duck." "I see your eyes are working," replies the duck. "And you talk!" exclaims the bartender.

"I see your ears are working," says the duck, "Now can I have my beer and my sandwich, please?" "Certainly," says the bartender, "sorry about that, it's just we don't get many ducks in this pub".

"What are you doing round this way?" "I'm working on the building site across the road," explains the duck. So the duck drinks his beer, eats his sandwich, pays and leaves, this continues for 2 weeks.

Then one day the circus comes to town. The ringmaster of the circus comes into the pub and the bartender tells him about the incredible talking duck. "Marvellous!" says the ringmaster, "get him to come see me." So the next day, the duck comes into the pub. The bartender says, "Hey, Mr Duck, I lined you up with a top job, paying really good money!" "Yeah?" says the duck, "Sounds great, where is it?" "At the circus" says the bartender. "The circus?" the duck enquires. "That's right," replies the bartender. "The circus? That place with the big tent? With all the animals?, with the big canvas roof with the hole in the middle?" asks the duck. "That's right!" says the bartender. The duck looks confused and asks: "What the hell do they want with a plasterer?"

ANNOUNCEMENT

2004 ANCC NORTHERN STAGE RALLY CHAMPIONSHIP

The Association of Northern Car Clubs (ANCC) is pleased to announce the provisional calendar for it's 2004 stage rally championship.

The Championship will consist of 14 rounds in total, a combination of 7 multi-venue events and 7 multi-use (single venue) events.

17 Jan	Jack Frost Stages SV Croft Circuit Darlington & DMC
1 Feb	Riponian Stages Rally MV Ripon / North Yorks Forests Ripon MSC
21 Feb	North West Stages MV Various venues, Lancashire Motorsport NW
7 Mar	Robin Hood Forest Stages MV Nottinghamshire Forests Lindholme MSC
27 Mar	North Humberside Forest Stages MV North Yorks Forests North Humberside MC
2 May	Bloodhound Stages SV Swinderby Grimsby MC/ Lincoln CC
29 May	Proflex Stages SV Leyland Test Track Clitheroe & DMC
19 Jun	Dukeries Rally MV Nottinghamshire Forests Dukeries MC
4 Jul	Armstrong Massey Rally SV Melbourne Beverley & DMC
17 Jul	Opposite Lock Rally SV Manby Showground Slaithwaite MC
5 Sep	Wolds Rally SV Swinderby Carlton & DMC
2/3 Oct	Trackrod Clubman's Forest Rally MV North Yorks Forests Trackrod MC
9 Oct	Harold Palin Memorial Rally SV Manby Eastwood & DMC
4 Dec	Grizedale Stages MV Grizedale Forest Furness & DMC

I am also pleased to confirm the backing once again from Kent Cams.

I hope that the Championship will appeal to a wide range of ANCC club members. Regs will be issued towards the end of the year. Please contact me, if you would like to receive a set.

Mike Yates

Championship Coordinator

4 Royd Wells, Mirfield,

West Yorkshire,

WF14 9TP

Tel. 01924 489491 (7-9pm ONLY PLEASE!)

mike.yates@smith-nephew.com

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PLEASE DO NOT PHONE THESE OFFICIALS AFTER 10 PM THANK YOU