



North Humberside Motor Club



Club Magazine
May 2007

Editorial

Well that's another John Overend Memorial Rally under the belt. I can honestly say that in the last five years of competing on Melbourne that is the smoothest ride I have had, both clockwise and anti-clockwise. Mind you I did have the "whoopee cushion" fully inflated. That's testament to the hard work put in by a small band of NHMC "concreting navvies". If you joined them you would see for yourself how badly the old airfield is deteriorating and just how much has been done to keep it going as a rally venue.

As to the Rally itself the weather played its part. The day dawned dry and bright but many were caught out by the odd patches of slick mud over concrete on the first runs. I have never known Pensioner Watkins spin so many times. Any mutterings of "shall we put tarmac tyres on?" were soon forgotten – at least by those in *proper* 2 wheel drive cars. But ideal conditions for the 4 wheel drive boys who were on it from the start, widening the chicanes for the later runners. The downpour in the afternoon did not seem to affect the competitors but must have been grim for those marshals standing out in the deluge. Thank you for your support.

As predicted in last months mag the duel of the day was between the two Evo 6's of Ken Sturdy and Neil Fewlass who were at it hammer and tongs all day. At the finish Ken scraped home by a mere 3 seconds, but with a dented front wing as testament as to how hard they were trying. Ken and Richard Wood are featured on this months front cover photograph, courtesy of Darren Hopwood (www.dhopwoodphotography.co.uk) .

Congratulations to Alan Kirby and Gill Robinson (Subaru Impreza) for again collecting the mixed crew award and to Garry and Allan Clark for 2nd in class 2 (Escort Mk3 FWD).

After the long journey down from Ayrshire it was sad to see Allan McDowall retire after just two stages with a propshaft failure in , I believe, the car's first outing this year. But nice to see Mrs Janet Overend out to support son Robbie with his newly rebuilt Escort Mk 2, which made it to the finish after a few teething troubles.

Special thanks to Clerk of the Course Dave Cogan, who as you will read in his rally report, is standing down next year. Dave has worked tirelessly to keep the John Overend Memorial Rally as one of the top single venue events in the North of England. If the club had to pay him for the time and effort he puts into running the rally and re-building the venue then it would be cheaper to employ Sir Alan Sugar.

ND

Marshals News

Many thanks for everyone who helped on the John Overend Memorial Stages on Melbourne airfield, another good event despite the weather. Lots more events below requiring our help.

Saturday 9th June York Motor Club Keith Pattison Memorial Sprint, in association with Robert Bowett Motor Sport' on Elvington Airfield. This is an interesting event and makes a change from Rally Marshalling.

Saturday 16th June Dukeries Rally , Lindholme Motorsports Club are running the Clipstone South stage and have asked us to help. Signing on is 08:00 till 08:30 at map reference 120/621616. The stage is run twice with the second run as a continuation with Clipstone North.

Contact the Stage Commander Len Fowkes on 01909 565458

30th June RSAC Scottish Rally

If anyone fancies going further a field this is a good event with stages in the Dumfries and Galloway area. Chief Marshal is Craig Webster, Telephone 0131 208 2061.

If you need any further information, please have a look at the website.

www.scottishrally.co.uk,

1st July North Humberside Motor Clubs Dalton Classic.

Our annual classic event based on Dalton Hall at South Dalton near Beverley, if you can spare a couple of hours on Sunday morning to run a control it would be greatly appreciated.

Saturday 21st July Slaithwaite Motor Club Opposite Lock Rally organised in conjunction with Huddersfield Motor Club and David Brown Motor Club. The event takes place at Manby Showground, near Louth, Lincolnshire

Saturday 6th October Trackrod Rally Yorkshire

A round of the British Rally Championship and British Historic Rally Championship. We are running the 13 mile Givendale stage in Dalby twice. More details later.

As usual please let me know if you can help on any of these events.

John Newlove

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Competition Secretary's Bit



YORKSHIRE LEAGUE

We still haven't seen any results from the Lookout Rally, but we do have the scores from the John Overend. where we entered a team of five cars :-

- Car 8 Gavin Ruler/Dave Everard, Ford Sapphire, class 5
- Car 11 Ken Sturdy/Richard Wood, Mitsubishi Evo 6, class 5
- Car 10 Alan Kirby/Gillian Robinson, Subaru Impreza, class 5
- Car 14 Allan McDowall/Kelly McDowall, Opel Kadett, class 3
- Car 15 Neil Fewlass/Steve Varey, Mitsubishi Evo 6, class 5

Gavin retired on the first stage with Gearbox problems, Allan eventually retired with drive shaft problems. Ken and Neil finished an excellent 6th and 7th in Class respectively, and Alan finished in 12th place.

These are the scores at the moment. Round one to be added soon.

Huddersfield	242.0
Trackrod	222.1
North Humberside	221.3
YSCC	176.5
Malton	87.5
Ripon	86.7
York	71.5
Sheffield & Hallam	60.0
Wakefield	49.8
Keighley	5.0

So we are in the top 3 and it's very close.

Next rounds :-

3rd June : King Brothers Autotest organised by Ilkley MC at Rufforth.

9th June York MC sprint at Elvington.

1st July : Curborough Sprint organised by Sheffield & Hallamshire MC.

21st July Opposite Lock single venue rally at Manby organised by Slaithwaite MC.

If you are interested in entering any of these events, please let me know.

Our next club event is the Dalton Classic. A touring car assembly, for the older vehicle, and some older crews! Its on Sunday 1st July at South Dalton, it runs as part of the annual village Garden Fete. So why not come and see us on the Sunday afternoon.

Details from Ian Sadofsky 01482 635404

Robert Newlove

The 2007 John Overend Memorial Stages Rally.

It's 12 years now that our single venue event has been known as the John Overend Memorial Stages Rally and even though I say so myself, this one was probably the best yet.

A healthy entry of 68 and the highest number of NHMC members competing on any event I can recall ventured to Melbourne. The usual 55 miles of varied surfaces over 8 stages made up the traditional format for the event. Scrutineering and noise were completed on the Saturday with only the Flying Scotsman and the Stripper not getting there in time. (Alan if you are reading this, set off at 3am not 3pm next time.)

The morning greeted us with shirtsleeve sunshine, Stewards, Course Car and the Crews in on time and very little to report from there on. We knew the weather was to change (BBC said so) and sure enough just as the changeovers at lunchtime were completed the heavens opened. The practice rally at stage 5 attracted 4 entries with only one making it to the final control but since we took the decision to stick these guys back in their original start position, rather than create a gap at the back, it wasn't a problem.

We had two or three misdemeanours to deal with after stage one. Red mist had obviously descended at the split under the pylon but a friendly word in the competitor's ears did the trick. However, as we approached mid afternoon one or two people started deliberately hitting chicanes, that's the wrong thing to do, the 30-second penalties started flying. (Followed closely by the pathetic winging by the offenders). We also had a few competitors allegedly using anti-lag on parts of the stage but the noise test official couldn't detect the backfiring in time to impose the exclusion penalty. The "Stripper" and the "Lawnmower man" eventually broke car 0 leaving us with no course car on stages 7 & 8 and no closer but this demise did assist in making a huge saving on Irish Rally entry fees. (And increase the beer fund too).

As we approached the start of the last stage, the rain had become torrential so we took the decision to cancel the prize presentation and just dish out the pots as soon as results went final. This was met with approval from crews and it allowed everyone to go home early to dry off, that is except the poor stage building team who were abandoned on the airfield trying in desperation to gather up all those tyres. It meant some of us had to take Monday off work and along with a few Club pensioners we managed to clear up by 7pm.

I want to say a big thank you to everyone who helped in whatever way to make this one of our most successful events to date. To the back-room staff for getting it all underway, to all the marshals, everyone who lent us machines, trailers and time, the people who set it up, changed it on the day, Rob Brook and the team that ran it and those that suffered the rain and packed it away afterwards, thank you. We continue to be the best.

Dave Cogan
Clerk of the Course 2007.

John Overend Memorial Stages Rally - A Look into the future.

After a lot of soul searching (*not something we do at work I may hasten to add*) and long before the start of this years event I took the decision to step down as the Clerk of the Course and spend more time on less time consuming elements of our sport. So the search starts to find someone to replace me before work starts on the 2008 event. It is also rumoured that the Secretary of the Meeting and the Entries Secretary are also stepping down this year. All three positions would suit people who have access to computers and are self-employed or retired.

None of us are abandoning the event, but I personally would like to take a sideways step from the responsibility of C of C. All of us will be offering our replacements as much help and advice as possible to make the 2008 John Overend Memorial Stages Rally the success it was this year.

We've all heard the sad news that Swinderby will host its last event later this year and the C of C has retired from the Bloodhound, which would have run two weeks before us next year. This could mean that pressure is placed upon Melbourne to host more events or attract higher entries, which as far as Melbourne is concerned may not necessarily be a good thing.

Someone recently posted a comment on one of the Web Forums regarding the Melbourne Improvements, he said:.....

No disrespect to NHMC who ran a very good event yesterday, with some horrible weather. But every event I've ever done at Melbourne all the regs say big improvements. Sorry but yesterday I couldn't tell any difference from the last time I was there. About 18months ago. Apart from the bottom end near the pylon was a little less rough.

Well there is the problem in a nutshell, as we have reported in this magazine and at numerous club nights; NHMC, Trackrod and John Rowbottom have ploughed over £10,000 and countless man-hours into Melbourne over the last three years repairing damage to the airfield. The reason why the web forum author hasn't noticed any changes is because the small group of us who do the repairs are working as fast as we can just to keep up.

More events and higher entries on Melbourne, in my opinion will have a detrimental effect on the long-term survival of the venue, the surfaces are in a very bad way and it's only a matter of time before some tracks will get to the point of total disintegration. When that point arrives, the landowner will remove our permission to run (at any price). We are not the only users of Melbourne; the drag racing boys have priority over us and they have a right to enjoy pothole free roads at certain locations.

I don't have the answers but maybe we should start a debate on the subject. We could consider some or all of the following: restrict the number of events, ban class 5, restrict the field to 50, increase the fees, or provide fewer stage miles. Or do we take another **complacency pill** and see what next year brings. We normally do.

DC

Two Blokes in a Mini !!



The answer to last months quiz question was - in the drivers seat Dennis Robinson, though how the hell he fitted his 6 feet 6 inch frame into a Mini no one knows, and the young lad in the navigators seat is Howard Paterson alias “splitpin”.

The “Two Blokes in a Mini” theme will continue but this month’s driver has gone and lost the photo so as a stop gap: – Which official on the John Overend Rally was spotted wearing an Irish souvenir on his bonce in the pouring rain – it was shaped as a pint of Guinness with a green brim. Caught on In-Car Video at the start of stage 7.(It’s clearer in full colour)



V.S.C.C. Northern Rally 2007

Mary and Ian North, 1932 Lagonda

A few facts and figures first. It was the car's first rally for 37 years, the driver's (Mary) first for 20 years and the navigator's (me) first for 3 years. The total ages of crew and car was 214 years.

It has been our intention to compete again together in VSCC rallies for many years but it hasn't happened until now. The car last appeared at a NHMC event back in 1970 when the club had some land on Dunswell Lane, Cottingham. The Club ran an event on it and I entered my tired 1932 Lagonda 16/80.

In 1971 I purchased a 1935 Riley Lynx 1½ litre from Peter Adamson (ex Radio Humberside) with a pre selector gearbox. Mary and I did the NHMC Mini Rally Championship and managed to win it in the Riley.

The Lagonda was retired, stripped for rebuilding over the following years but due to lack of space, after moving house, was sold in the 1980's. Late in the 1990's I bought it back again and completed the rebuild with a pre selector gearbox that I had owned for many years.

The 16/80 Lagonda had a pre selector box fitted as optional equipment in the early 1930's so I was not modifying. In 2006 it was ready and as a maiden voyage we went in September to Angouleme in mid France where round the town "races" called "Le Circuit de Ramparts" took place. A total of 1,400 miles were covered with only a few minor problems.

The first navigation rally of the VSCC year was the Northern Rally based in Thirsk. The entry list showed 55 entries varying from a 1921 Fiat 501s Biposto to a 1938 Ac Sports. Over the years the VSCC has had difficulties trying to arrange an "even playing field" so that the experts were challenged but novices were not discouraged. This year there were all sorts of changes with varying average speeds and an easier route for the novices.

We were in the expert class with 15 minutes plotting time in each half and speeds between 20 and 26 mph. The start was the Agricultural Centre south of Thirsk and after scrutineering I got my route at 9.20am.

TC1 to TC2 was a herringbone and I could not work it out – it went right to left. Plug Pulleyn, of modern rally fame, on his first VSCC event put me right and at 9.35 away we went.

The first hurdle was Boltby Bank. I warned Mary to get up speed but at the bottom were two horses and a dog – the latter got in the way and we lost all momentum but climbed well in bottom. On to Caydale Mill where the ford was shallow and the bottom smooth – different to the 1970's. We went past Riveaux Abbey and down to Helmsley before heading north around the Cockayne Loop – better in daylight.

Then I got it wrong. I joined up some spot heights the wrong way, we missed a code board and dropped 8 minutes at the next control before arriving at the Lion Inn at the top of Blakey Ridge for lunch.

During the morning we had dropped on to five cylinders so I took out the plugs and found No 5 had oiled up. After cleaning it the engine ran well but needed the carbs evening up. The rear was much too rich and the front too weak.

We had been warned that the afternoon would be a little more tricky and so it proved.

First section :- 418 367 >> ><><>< ph < 145

Second section :- Cross the River Esk twice, pass a pub, encounter several gradients, pass once over a railway, pass once under a railway, pass between two places of worship.

I managed to plot it and we progressed through Westerdale, Castleton, Ainthorpe and Lealholm before heading south to Cropton.

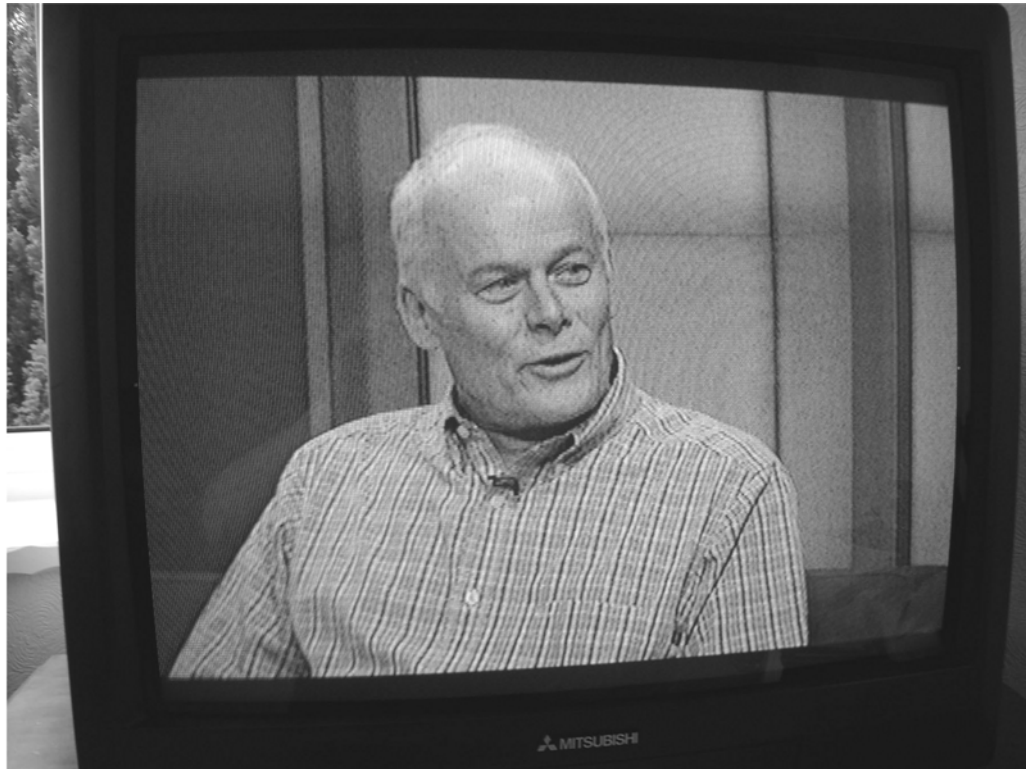
The fourth section was a mixture of gridlines, spot heights and GR's before we went through Helmsley again with time to put a few litres of petrol in. The last section which was a list of GR's, not in order, given to us as we left the control. The order was obvious as we were heading west so we plotted in decreasing "eastings". So to the finish back at Thirsk. The results showed we were 17th overall and 12th in the expert class.

The timing was to the minute which is a lot more difficult than to the second. There were 13 changes of average speed on the route! Except for my "blob" when we were 8 minutes late our maximum loss at any control was 2 minutes. Putting the "If only" factor in we would have dropped 14 minutes – the winner dropped 4.

Our next event in the Lagonda will be down in the South of England, later in the year. Before then we have two jobs to do :-

- 1) Sharpen up our time keeping.
- 2) Wake up the navigator !!!

Ian North (Geronimo)



Ed: Unable to get a photo of the Lagonda before deadline but spotted "Geronimo" appearing on housewives TV – BBC Look North, plugging the Hull - Scarborough Vintage Run.

From the Archives:

Taken from some newspaper cuttings courtesy of Ken Sturdy, but what year is it ?

Big onslaught on two weekend rallies

North Humberside Motor Club members will lead the onslaught on two rallies tomorrow and on Sunday – the Elcar trophy and the Parish's Moonraker.

The Elcar rally has a maximum entry of 120 for its course through Wykeham Forest with Hull duo Terry Lucas and John Tyzack, in the Car-finder Estate Agency Toyota celica ST, seeded at 21 and leading the North Humberside challenge.

Following them away will be Bilton pair Dennis Webster and Dennis Haynes in their RS 1600, sponsored by the Myson Group, which has finished every rally they have entered in the last 4 months.

Preston's Alan Finney and Beeford's John Robinson will be in their rebuilt Vauxhall Chevette with a specially designed exhaust system, while Gilberdykes Al Hird and Laurie Towse, in their three litre Capri, sponsored by C and C Racing, hope to emulate last years success when they finished in the first 20.

Driffield's Towse brothers will be in their Escort Mk II 1600 and Ken Hailstone and John Dixon from Hull will have their first outing, having spent six months rebuilding their Gateways Motors Escort.

Two other Hull crews, Bernie Nolan-Ian Russell and Roger Bloom-David Smith, will be in their Escorts in what is the first round of North Humberside MC stages rally championship. The Moonraker rally starting tomorrow night, has North Humberside's John Beadle and Dave Jobling at No 2 seed with Lucas and Tyzack set to go third.

At four are Mappleton's Graham Burton and Alan Hill in an HS Chevette and two behind them are Pete McDonald and Bill Barr in the Crystal RS2000 MkII.

Beverley and District MC are fielding 19 crews in the 180 mile rally, their top seeded pair being John Fearnley and Jane Clappison in an Escort RS1600, it is Jane's first rally.

Two Beverley pairs in Viva GT's will be hoping to put recent mechanical failures behind them. They are Steve Harvey-Brian Silvey and Graham Twiddle-John Williams.

The rally, won last year by Peter Smith and Jeremy Matthews, has a halfway stop at Bridlington and comprises rounds of the North Humberside MC road rally championship.

Granite Rally attracts 120

Mike Jackson and Steve Howard in the Crystal Esso Escort RS 1800 will represent Humberside in the 270 mile Granite City rally comprising 20 stages from Aberdeen.

The event which has attracted an entry of 120 cars, counts as round 3 of the National Castrol Autosport rally championship and towards the Scottish rally title.

Jackson and Howard, who have done well recently in the Mintex International and York National rallies this season, will be hoping for better luck in the event, having finished only twice in the last three years.



John Overend Memorial Rally – Allan and Kelly McDowall (ND)



John Overend Memorial Rally – the “Pensioners”, 1st Historic (AML Photography)

RESULTS					
Driver	Navigator	Car	Event	O/a Posn.	Class Posn.
April					
Ken Sturdy	Richard Wood	Lancer Evo 6	Nunn's Mitsubishi Bloodhound Stages	8	6
Dave Hawkins	Paul Train	Subaru Impreza	Nunn's Mitsubishi Bloodhound Stages	19	13
	Ben Lawrenson	Peugeot 205	Spring Stages Rally	65	10
Andrew Smith	Mike Smith	Fiat Uno	Spring Stages Rally	Retired	
Gavin Ruler	Dave Everard	Escort Cosworth	Nunn's Mitsubishi Bloodhound Stages	Retired	
James Sparrow	Phil Pickard	Escort RS WRC	Nunn's Mitsubishi Bloodhound Stages	Retired	
	Andy Townend	Peugeot 106	Nunn's Mitsubishi Bloodhound Stages	Retired	
May					
Ken Sturdy	Richard Wood	Lancer Evo 6	John Overend Memorial Rally	6	6
Neil Fewlass	Steve Varey	Mitsubishi Evo	John Overend Memorial Rally	7	7
Dave Hawkins	Paul Train	Subaru Impreza	John Overend Memorial Rally	11	11
Alan Kirby	Gillian Robinson	Subaru Impreza	John Overend Memorial Rally	12	12
Dave Watkins	Neil Duncan	Escort Twin Cam	John Overend Memorial Rally	18	1
Robert Pattison	John Dixey	Ford Sierra 4x4	John Overend Memorial Rally	26	16
Robert Overend	Andrea Overend	Escort Mk II	John Overend Memorial Rally	29	6
Garry Clark	Allan Clark	Escort Mk III	John Overend Memorial Rally	31	2
Jon Hedison	Caroline Hedison	Hillman Avenger	John Overend Memorial Rally	33	8
Paul Simpson	John Pearson	Lada Riva	John Overend Memorial Rally	35	3
Gavin Ruler	Dave Everard	Escort Cosworth	John Overend Memorial Rally	Retired	
Allan McDowall	Kelly McDowall	Opel Kadett	John Overend Memorial Rally	Retired	

KEY				
Event	Club	Date	Location/Area	
10	John Overend Memorial Rally	NHMC	13/05/2007	Melbourne
9	Nunn's Mitsubishi Bloodhound Stages	Grimsby	29/04/2007	Swinderby
8	Spring Stages Rally	De Lacy	15/04/2007	Driffield
7	North Humberside Forest Rally	NHMC	31/03/2007	North Yorkshire
6	Tank S Rally		17/03/2007	Holland
5	Robin Hood Modern Rally	Lindholme	11/03/2007	Dukeries
4	Robin Hood Historic Rally	Lindholme	10-11/03/07	Dukeries
3	Speedy Hire Stages	Cambridge	04/03/2007	Rockingham
2	Lookout Stages Rally	Trackrod	04/03/2007	Melbourne
1	Legend Fires North West Stages	Blackpool SS	16-17/02/07	Blackpool

News from the Race Circuits :

After a bright start to his Mini Challenge season with 13 points from the first meeting Jack Stanford is finding it difficult to score podium finishes in a very competitive championship. Despite qualifying well in the third round at Snetterton his highest finish was 4th with a few visits to the grass on the way. Jack is currently lying 7th in the Cooper "S" category.

Meanwhile Stanford Senior picked up a second place in the second of two Classic and Historic races at Mallory Park driving his Lotus Cortina Mk1. Roger's earlier race in the BMW 2002 went "pear shaped" when the heavens opened and his wipers gave up the ghost !



Bloodhound Rally, Swinderby – Dave Hawkins/Paul Train in their pristine Subaru



John Overend Memorial Rally – Robbie and Andrea Overend (AML Photography)