



North Humberside Motor Club



February / March
MAGAZINE
2008

Editorial

We are now well into our 40th anniversary celebrations and we have already seen two autotests and the awards dinner and we are quickly heading towards our annual trip to the seaside with the Forest Rally at Whitby. This is our largest event and we could do with as much help as possible, if you can make time for this rally (Instead of just spectating) please make contact with either the Chief Marshal or any committee member. See John Newlove's Marshals page for more information.

I make no apology for the photos on the outside covers this month, it is very refreshing to see a number of young drives taking up where Dad left off and starting out on their motor sport careers with autotesting. It is only going to be a matter of time when Son will beat Dad, but not without a fight. There have already been some pretty fast times posted by these youngsters and they appear to know all the swear words when the job goes wrong.

The annual dinner and awards ceremony took place at the Beverley Arms Hotel and we had guest speakers Howard Paterson and Kevin Furber to entertain us along with the twice British Rally Champion, Jonny Milner to dish out the pots. There are a few photos in this magazine courtesy of Neil Duncan.

As part of our 40th Birthday we have invested in some new club clothing carrying the familiar club steering wheel badge with some added text. There is an order form with this magazine. If you would like one or more of these items, get your order in as quickly as possible. The best way to do this is to pop along to the Fergy Fawcett on a Thursday night and speak to Robert Newlove who will help you fill in the forms and get your order on its way. We also have some samples on show if the 'models' remember to put them on.

The committee has asked me to point out that this is the last magazine your 2007 membership entitles you to. If you wish to continue receiving these magazines, please make sure your membership fees are paid as soon as possible. See John Dixon for details.

David Cogan

Acting, stand-in, temporary, non permanent editor.

Oh - I'm not the official photographer either.

Cover Photos – all by Dave Cogan.

Front: Rob Short (in his Dad's car)

Back Cover Top: Chris Newlove (in his own car)

Back Cover bottom. Joe Sturdy (in his Dad' car)

Marshals News

Riponian Rally Sunday 10th February 2008

Thanks to everyone who helped on the Riponian Rally on which we ran the Wass Stage. Surprisingly although it was only two and a half miles long we had to enlist the help of a few clubs to run it. All went well with the exception of a big off for car 57 which took the recovery lads 90 minutes to extricate.

The photo shows Difflock 1 pulling car 57 off the tree. The crew of this car both walked away unhurt.

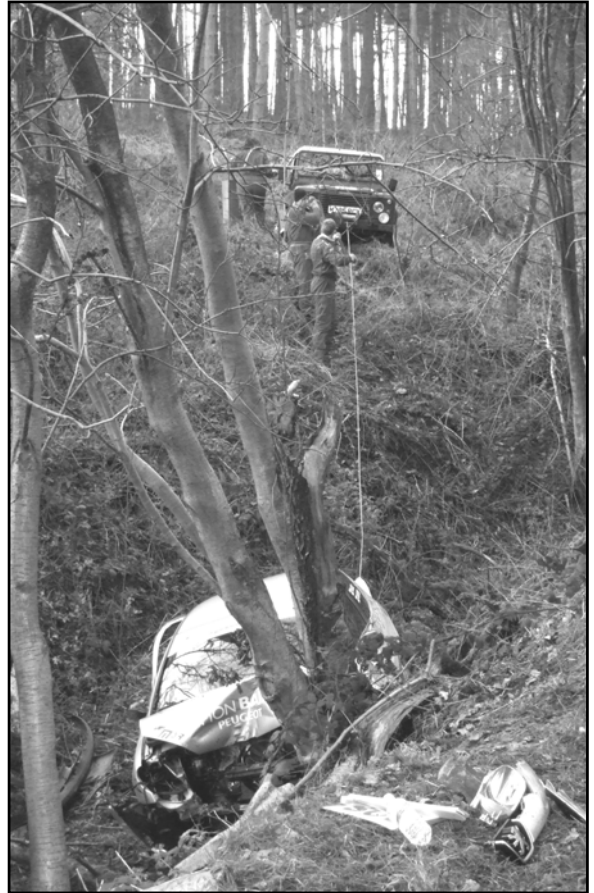


Photo by Dave Cogan

Saturday & Sunday 8/9 March 2008 Robin Hood Historic Forest Stages

Organised by Lindholme Motorsports club. (sorry for short notice)

I have had several requests for help on this event.

Dukeries Motor Club are running Clipstone North on Saturday evening in the dark and again twice on Sunday. If you can help please contact David Baugh the staffing officer for this stage.

His email address is david@davidbaugh.freeserve.co.uk

Mark Dickenson from Ilkley & District is running Blidworth stage near Mansfield on Sunday 9th March 2008. Contact Mark at mhdickenson@hotmail.co.uk

Saturday 22nd March 2008 Jane Cowling Memorial Stages Rally.

This event is run by Eastwood & District Motor Club and is normally held on Fulbeck but due to military manoeuvres it has moved to Manby for this year.

Contact John Minns 0115 9890673 (evenings)

Email djminnsrally@tiscali.co.uk

Saturday 29th March 2008 North Humberside Forest Rally

This is our club's main event, we need your help.

If you can help in marshalling please contact Steve Smith by email

marshals@northhumbersideforestrally.org.uk

Or by telephone (01947) 821862

Sunday 6th April 2008 Trackrod Motor Club Lookout Stages Rally

This is Trackrod's annual single venue rally on Melbourne airfield, signing on is usually around 07:30.

Chief Marshal : Richard Goldie Tel: 01943 467602 Mob : 07875060423

Email richardg@theturnbulls.co.uk

I have been contacted by Phil Mostyn who seems to be the equivalent of Chris Worboys in the North West. He is looking for help on the Pirelli, details below Please let me know if you can help.

Saturday & Sunday 18th & 19th April 2008 Pirelli International Rally

The first round of the BRC run through classic Kielder stages with the event based in Carlisle. Radio crews are required for 'B' system (Positive Reporting) and 'C' system (81Mhz).

If you can help please contact Phil at Phil@philmostyn.orangehome.co.uk

John Newlove North Humberside Chief Marshal 01904 608524

Email: john.Newlove@btinternet.com

Marshals Licences

All registered MSA marshals should now have received their licences for 2008/2009. There have been some changes to the grading scheme, details of which were enclosed with your new licence. To keep your current grade you need to attend 4 events and attend a training event every two years.

For people who are not registered marshals but would like to see more about the scheme details can be found on the North Humberside web page at www.northhumbersidemotorclub.co.uk under marshals.

Although it looks rather complicated we must remember a few points.

1. You do not have to be a registered marshal to marshal on most events.
2. The new structure provides good building blocks for people especially young people to enter the sport and decide what they want to do.
3. Most people easily attend the number of events required to maintain their grade or gain an upgrade just got to remember to get the signatures.
4. The problem may be the training requirement but if there was a demand our club could probably arrange our own training session delivered by an MSA approved trainer.

Note there is a little confusion over the grade of "Senior Marshal" as the licences sent out recently give the title as "Senior Official."

Webbo

The acting editor suggested I put pen to paper and jot down a few memories of Roy so as this is a Motor Club magazine I will try to keep to motors.

I first met Roy in about 1970, by then he had passed through the motorcycling phase although he had kept his BSA Gold Star, and was into four wheels. He had a Lotus Elan and was building an Escort to follow his Cortina rally car. He lived with Myra in Thorngumbald and had problems with his neighbours because car building took place at night – often early morning – with accompanying hammering, welding and spraying. He entered many local road rallies and also had three goes at the Welsh International. I serviced for him on the Welsh and have many stories of his efforts – he always retired in North Wales with the trailer parked in South Wales.

During the 70's he had an idol near York called Tony Drummond – one of Tony's navigators was a young lad called David Richards – and Tony used to give Roy his cast off racers. These were all over 12" wide but to Roy they were the DB's but he never had enough power to spin them off the start line. During this time Roy and I shared an Albatross Ski-boat, which had a 100E engine – not enough power for him so it was changed for a 1500 crossflow. This was followed by a Mastercraft, which had a 5000cc V8 engine, just enough power!

In the late 70's Roy borrowed 'Benjies Banger', an ex-works Opel Cadet, from John Beadle and it was in this car that Roy had his best result finishing about 15th on the Dukeries. He also had a couple of goes on the RAC but retired both times. In 1978 Roy and I built a 2-litre Escort (ex Panda Car) for Myra to drive and in 1979 both Myra, with me co-driving. And Roy did the BTRDA championships along with many other members of the Club. That was the year when there were never less than 6 NHMC entries on any BTRDA round and often 10 or more.

In 80 – 81 Roy had the Colt dealership in Hull and used a Lancer Turbo to rally. The need to get more power was his downfall again; if he had left the engine standard he would have done better. This was the car in which Myra and Mike Whitehouse finished the RAC in 1982. In the 80's his rallying exploits tailed off but he always planned to build another car.....

The 90's saw him returning to two wheels with him going on many trips on the continent with his brother Denis and other BABS (Born again Bikers). It was on one of these trips that helped a broken down friend by towing him back to the ferry at Zeebrugge. His friend said he had never been that fast even when his engine was working.

He had a period when Citroen Safaris were the best cars in the world but his two were eventually put out to grass in his garden at Skidby.

Just before one motorcycle trip he was asked to dispose of them as they made the place look untidy – Debbie stating that if he didn't... she would. He didn't and she did..... when he was away. Three weeks after he returned he realised that they had gone and went ballistic.

For the last few years all his efforts were supporting his Son Charlie in Karting. Those of us who saw him at pub nights were kept in touch with these events and he was rightfully proud of his prodigy. His competitive side was always in evidence as he co-drove for Jonathan Corker in some single venue rallies over the last couple of years. He was still going to build an Audi Quattro to rally even though he had no spare time due to Charlie's Karting.

A legacy of his interest in motor vehicles is evident on many of his friends properties as well as his own where he has left probably as many cars awaiting extermination as his elder brother Dennis did.

I have to echo again Bilko's phrase spoken at the pub the night after his demise.

“He was unique”

Geronimo

Roy Webster passed away on 1st January 2008 aged 67 years. Over 250 people attended his funeral service and in true Webbo style he was 10-minutes late getting there.

Competition Secretary's Bit

YORKSHIRE LEAGUE

I had been advised that the Yorkshire League, would not be running in 2008, However I have had a call from Henry Kitchen from Ilkley Motor Club, their club is keen for the league to continue, so watch this space!

AUTOTESTS

NEW YEAR AUTOTEST

The New Years Autotest held on Sunday 6th January 2008 was well attended, with 13 starters. Rob Whites car was not yet repaired after breaking on the December event. We now have three new starters at Autotests, Joe Sturdy, Robert Short and Chris Newlove, let's hope we can keep Club Autotests alive and kicking. (See cover photos)(New kids on the block).

As usual Ken Sturdy was leading the way, but Dave Short was never far behind, Ken had to leave early to go to a christening, leaving the way for Dave to take FTD and after Howard Everingham suffered a broken CV joint on his mini, and took maximums on the final tests. Roy Heath was back, after retiring Reggie the Renault and shared Rich Woods Nova. As was Steve Young in a very tidy mini.

RESULTS

FTD Dave Short,

Class awards Howard Everingham, Nick Connell,
2nd in class Steve Young.

FEBRUARY AUTOTEST

This event was run at Maple Garage Sproatley (by kind permission of Deg Burton) on Sunday 17th February 2008. Thanks to Dave Short, Graham Tabor and Dave Cogan for getting the event started, while I recovered from a hangover! (Again ed.) An amazing 16 starters to this event and Rob White was back too, but not for very long, as he broke a half shaft on the first test, but he managed to repair it and carry on. All the other usual suspects entered, Howard Paterson in his BMW mini, James and Michael Wood in the convertible KA! Richard Wood, cancelled, so Roy Heath shared the Nova of Dave and Robert Short (These Nova's are a glutton for punishment.) We only managed to run 12 tests, but the competitors got more stage mileage as they say. Ken was over 40 seconds quicker than anyone else with Howard Everingham chasing for second place.

RESULTS

FTD Ken Sturdy.

Class awards Rob Brook, Dave Short, Howard Everingham
2nd in Class Steve Young

Pictures of the first two events, including videos are on the Club Website. Just click on the drivers name and you will be redirected to 'You Tube'.

**Next Autotest
Sunday 16th March 2008**

Reader Transport Brandsburton

OTHER BITS

The regulations are out for our premier event, the North Humberside Forest rally, again based in Whitby. On Saturday 29th March 2008.

Due to military requirements, the Phoenix Stages rally has had to move from Fulbeck. The event now takes place on Saturday 22nd March 2008, the venue being Manby, near Louth.

Regulations are out for the Trackrod Lookout Stages, to be held on Melbourne on 6th April 2008.

Please see me for details of all these events.

Robert Newlove

Ken Sturdy on his way to FTD at Maple Garage.



Photo by Dave Cogan

2007 NHMC Awards Dinner – the winners

With another full house at the Beverley Arms hotel in Beverley, the annual awards ceremony was a huge success with the 2002 and 2003 British Rally Champion Jonny Milner handed out the awards introduced by Howard Paterson.

AUTOTESTS

NEW YEARS AUTOTEST

FTD
Class Award
Class Award
2nd in Class
2nd in Class

Howard Everingham
Steve Young
Roy Heath
Dave Short
Andy Beaumont

FEBRUARY AUTOTEST

FTD
Class Award
2nd in class

Howard Everingham
Ken Sturdy
Dave Short

MARCH AUTOTEST

FTD
Class Awards

Dave Short
Richard Wood
Howard Patterson

DECEMBER AUTOTEST

FTD
Class Awards

2nd in class

Ken Sturdy
Howard Everingham
Rob Brook
Richard Wood
Joe Sturdy

AUTOTEST CHAMPIONSHIP

1st	Macklin Trophy	<i>Dave Short</i>
2nd	Norman Jordan Cup	<i>Howard Patterson</i>
3rd	An Award	<i>Ken Sturdy</i>



RALLY CHAMPIONSHIP

1 st Driver	Thelwell trophy	<i>Chris Peart</i>
1 st Co-driver	Parish Trophy	<i>Gordon Blyth</i>
2 nd Driver	Stephenson Cup	<i>James Everard</i>
2 nd Co-Driver	98/99 Cup	<i>Richard Wood</i>
3 rd Driver		<i>Ken Sturdy</i>
3 rd Co-driver		<i>Gavin Heseltine</i>

CLUBMANS CHAMPIONSHIP

Dan Gibson Memorial Trophy	<i>Ken Sturdy</i>
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YORKSHIRE LEAGUE

Round 1	Trackrod Lookout Rally	<i>Neil Fewlass/ Steve Varey</i>
Round 2	John Overend Memorial Rally	<i>Ken Sturdy/ Richard Wood</i>
Round 3	Elvington Sprint	<i>Mark Tabor</i>
Round 4	Curborough Sprint	<i>Mark Tabor</i>
Round 5	Armstrong Massey Stages	<i>Ken Sturdy/ Richard Wood</i>
Round 8		<i>Dave Short</i>
MINSTER SHIELD		<i>Neil Fewlass/ Steve Varey</i>
(Highest point scorers on Yorkshire League)		

OTHER AWARDS

Sanderson Cup (Most improved competitor voted by the Committee)	<i>Dave Hawkins</i>
John Overend Memorial Trophy	<i>Ken Sturdy/ Richard Wood</i>
Rispin Rosebowl (lady Enthusiast)	<i>Caroline Hedison</i>
Hessle & District Enthusiast Trophy	<i>Amanda Smith</i>
Colebourne Trophy Magazine Award	<i>Ian Duncan</i>
Marshals Championship Stanford Trophy	<i>Alan Gilbert</i>
Measham Trophy	<i>Ian Sadofsky</i>
Harry Hannah Trophy	<i>Steve Smith</i>

MARSHALS AWARDS

D. Robinson, A. Brown, N. Turton, S. Bell, A. Carvell, G.Pennall, Dave Short, Ian Walker, M, Kitchen

Dinner Dance Photographs by Neil Duncan.



Rally Champions Chris Peart and Gordon Blyth with Jonny Milner.



Dave Short – Autotest Champion



Ken Sturdy – Clubmans Champion



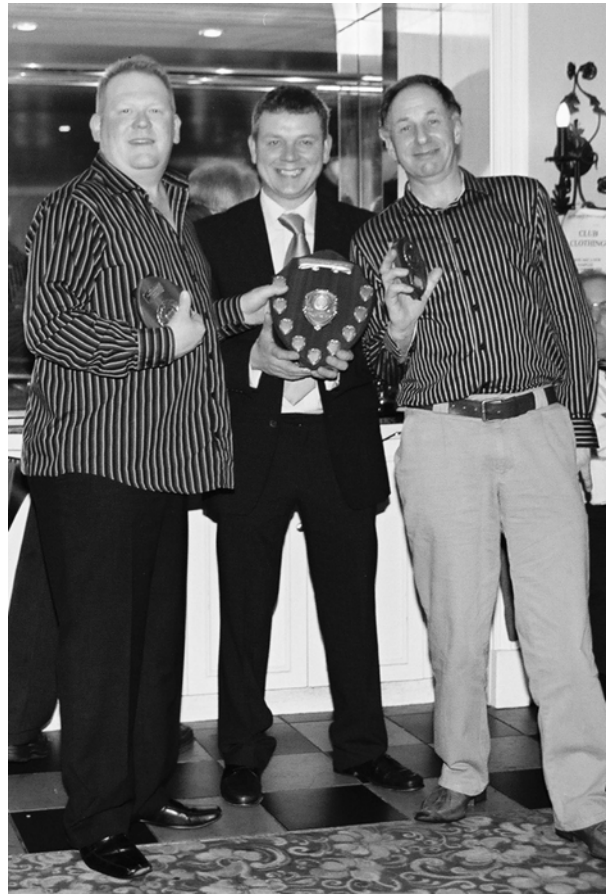
Mark Tabor – Sprint Specialist



Dave Hawkins, most improved driver



Joe Sturdy – future champion?



Fewlass & Varey – team shirts

2007 – A quiet season... By Rob Brook.

After a couple of seasons of regular competition, it was clear my bank manager wouldn't be too happy if I kept doing the same... 42 events in 2006 was seriously taking it's toll on my finances, as was my new house.

The plan was to drive a couple of stage rallies in the 205, navigate on a couple of 12 cars and endurance events – and marshal a few others. That was the plan...

December started busy – I was asked to navigate on a 12 car with Tom Brooks (No relation) the night before Rockingham – where I was effectively chief marshal and navigating the course car. (Broke first stage)

The following weekend was the Vale Classic 12 car with Simon Phillips. Unfortunately Simon struggled to make it to the start on time (work), so whilst the drivers briefing was going on, I was strapping myself into the car and getting organised. We were doing well, clean on all the sections - however, in the driver's briefing crews had been told of a detour due to flooding. I missed this and we turned into the flooded lane, almost into disaster. The road was substantially flooded. We went about 50 metres down the road, water coming over the bonnet – really not good. Simon then “reminded” me of the detour, so we slowly reversed and back to the right route. This delay cost 3 minutes and the event:..... could easily have cost an engine.

Simon's a good driver, the car very well prepared, so I agreed to do a couple of endurance rallies with him, he was going to do the 205 challenge in the same car with another navigator.

January, and the New Years Autotest – A fun blast out to shake out the cobwebs. Result was nothing to shout about, but who cares, bit of fun. Then it was the Awards dinner, followed the very next day by the “Pairs” event – navigating for Andy Greenland in his car, my Dad and his partner in my car! Great day out, again clearing the hangover - we won the event comfortably which was fantastic.

A couple of weekends later and back out with Simon, this time on the Valentine Scatter. This was Simon's first experience of a MCAC scatter, and we found the rally car a little impractical for getting in and out of. However, Simon's decent pace between the points (Even in a 1400cc 205), meant we had a good run to 2nd overall. With the event finishing at around 2.00am, not much sleep was had before out marshalling on the Emerald stages at Longcross.



A couple of weeks later and finally got behind the wheel to drive on the Lookout stages. Unfortunately, things didn't quite go to plan – I caught some tyres on the inside of a hairpin and rolled the car. Damage wasn't bad, but the master switch failed so we couldn't restart the car. Retirement - (to the pub).

This roll left the car unusable for the Brake fast auto solo. So had to use my Fabia RS. The car has so much potential, but it has to get me to work every day, so I had to take it easy. An almighty battle with Chris Keys unfortunately went to Chris by the narrowest of margins – but not without me really trying on the last couple of tests! Kwik-Fit needed the next day! (They said I'd been abusing the tyres, strange that!)

Then a big change of plans. Simon's stage navigator dropped out – so I committed to doing the first 2 rounds of the 205 challenge with him instead.

1st round was Driffield, and it wasn't the best – the organisation was shocking and we weren't on the pace. A couple of serious accidents really put a dampener on the day. One especially got to us - we were one of the first cars on scene and it was a huge accident that had peeled the side off another 205. Worse still, I regularly compete against the navigator when we're both drivers. Thankfully the good news was both were later released from hospital, no major injuries. But not a good rally.

The next weekend saw my May-Bee 12 car. Only 4 crews turned out, not really worth the hundreds of miles I drove to organise the event and the day booked off work.

I was then Stage Commander on the John Overend Memorial Stages on Melbourne. A relatively easy day, made easier because of the fantastic team behind the scenes. (I'm not just saying that despite replacing Dave Cogan as Clerk of the Course in '08)



Then another twist – I got asked to navigate in Barbados by Andy Carter. Andy regularly beats me in his 1300 Nova. That was before he completely rebuilt the car and cut loads of weight out. Another fantastic time was had on the island - we came 2nd in class. 100Bhp in the Nova, just not enough to beat 160Bhp in a Corsa.

Unfortunately Barbados conflicted with the 2nd round of the 205 championship. As I let Simon down I agreed to do the rest of the championship with him.

Before I bore you with a complete rundown of every event – some quick summaries:

Swansea Bay – Long way, very wet, few stages – cracking night out!

Foto-Frolic – Thanks Andy, we won!

Photo-genic Fun Run – thanks for all those who turned out.

A couple of Oxford Motor Club scatters and a bit of marshalling (Rallies, sprints)

But a few real highlights:

Bocardo Autosolo at Culham (nr Oxford) to check the car was straight after it's roll – fantastic, spent the event getting the car as sideways as possible. (2nd in class)

Twilight Road Rally navigating for Tom – 70 miles round Caerwent, over 50 in the forests, starting at lunchtime, finishing in the pub – more like a stage rally than a road event, all for less than £100 – bargain! (Oh, and another trophy)

Otterburn – over 100 fantastic miles on pacenotes, finished 3rd of the 1400 Peugeots.

MG Navi-Scatter – Thanks Christine! What a really nice day.

The year finished off with a club autotest where I took the Road-going / Novice class. Then the Sweet Lamb stages where we were there to make up the numbers as we couldn't improve in the championship. First visit to this fantastic venue – however it seemed like everyone around us went off – some big style. Really bizarre. We finished off 3rd in the 1400cc Experts, so yet another trophy to add to the cabinet.



All in all, I competed on 22 events and marshalled / organised a further 17. Took 3rd in the “205, 1400cc challenge” and quite a few other pots. I navigated for 7 different people and competed in 3 different cars - That was supposed to be a quiet year...

2008 – well I've already done a 12 car, an Autotest, been chief marshal / navigated the course car at Rockingham, and have volunteered for a season of Endurance rallying with Simon. Oh, and volunteered to be Clerk of the Course for the John Overend Memorial Stages. Looks like another quiet year - watch this space...

Rob Brook

MOTORCLUB CLOTHING

We have managed to get the 40th Anniversary Logo embroidered on to various items. We have found that the logo is rather large for Polo shirts, but we can get some with the logo screen printed in a slightly smaller format.



40 Years of Motorsport

This is the badge but it's in colour on the clothing. You can see this on the front cover of this magazine.

Fruit of the Loom

Round Neck Sweatshirt

£12.30

Colours

White, Grey, Black, Navy, Burgundy, Bottle Green, Royal Blue, Yellow, Khaki, Red, Deep Navy, Sky Blue.

Sizes

	S	M	L	XL	2XL	3XL
Chest	35-37	36-40	41-43	44-46	47-49	50-52

Jerzees (trade spelling)

V Neck sweatshirt

£12.30

Colours

Black, French Navy, Bright Royal, Bottle Green, Grey, Purple, Light Oxford, Red, Burgundy

XS	S	M	L	XL	2XL
34-36	36-38	38-40	40-42	42-44	44-46

Fleece Jacket

Outdoor fleece, full zip and draw cord bottom.

£15.00

Colours

Navy, Red, Royal Blue, Black, Forest Green, Smoke (light grey)

Sizes

	S	M	L	XL	2XL
Chest	35-37	36-40	41-43	44-46	47-49

Portwest Fleece Jacket

This jacket is similar to the above, but heavier.

£15.00

Colours

Navy, Red, Black, Green, Smoke (light grey)

Sizes

	S	M	L	XL	2XL
Chest	35-37	36-40	41-43	44-46	47-49

MOTORCLUB CLOTHING 2

KUSTOM KIT Long Sleeved Oxford Shirt **£15.00**

Because the logo is rather large, we have had to put it on the right hand side of the shirt, you can have your name on the left at extra cost

White, Light Blue, Black, Silver Grey, Royal, Mid Blue, Bottle. Green, Lilac, Red, Lemon, Charcoal, Navy, Burgundy.

Collar sizes 14.5 to 21

Short Sleeved also available

Blue short sleeve polo shirts

Fruit of the Loom Screen stars

With 40th Anniversary logo, screen-printed. We need to order 12 of these, the price is approx £12.

For further details see Robert Newlove 01377270888 email gin@btinternet.com



Photo by Dave Cogan

Phil Craven & Mike Jackson getting ready to 'stretch the legs' on Phil's MGTD
Look closely; it looks like it could be a 'hair raising' occasion.

North Humberside Motor Club Ltd.

2008 clothing collection

Order form



Please see February / March 2008 magazine for clothing details.

ORDER FORM

Please complete this order form, or see Robert on Club Nights.

NAME.....

Address.....

.....

Tel......

Email :

ITEM.

COLOUR.....

SIZE

Please send your order, with a cheque payable to:

North Humberside Motor Club Ltd.

Robert Newlove

Nans Cottage

Orchard lane

Hutton

Driffield

YO25 9PZ

01377 270888

North West Stages Rally – Saturday 16th February 2008

Car 40 - Ford Escort Cosworth - Guy Gladwin/Gavin Heseltine

Stages 1 & 2 – Promenade 1 & 2 (3.25 Miles each)

10th and 9th Quickest; 9th Overall

Spectator Stage on the main promenade Blackpool seafront. Very fast with lots of chicanes, quite slippery as most of stage in shade at 9am. Kept it tidy through the chicanes, big tank slapper approaching flying finish on first run.

Stages 3 & 4 – Hillhouse 1 & 2 (3.80 Miles each)

7th and 35th Quickest; 9th Overall

New stage for this year on site of chemical works. Real mixture of good tarmac, broken concrete and loose sections. Lots of things to hit, kerbs, Armco, fences, Portakabins and various heavy machinery. The fastest parts were also the narrowest. Split junction was very poorly defined and we nearly went wrong on our first run. Caught and passed car 36 both times (held us up second run), slowed on second run as car 34 off partially blocking the stage. Spun and stalled at hairpin on second run. Held up starting our second run as fire engine had gone into the stage to deal with an incident!

Stages 5 & 6 – Weeton Camp 1 & 2 (5.20 Miles each)

47th and 30th Quickest; 21st Overall

Old Army Camp with a mix of narrow and wide roads. Surface a mixture of good and broken tarmac with some loose areas. Suffered from a slipping clutch and a fuel starvation problem with the engine cutting out on fast right-handers. Dropped over a minute on the two runs.

SERVICE.

Stages 7 & 8 – Promenade 3 & 4 (3.25 Miles each)

17th and 17th Quickest; 15th Overall

Re run of Stages 1 & 2. Despite our times being quicker on both runs we were further back down the leader board as either more people had woken-up or were being braver. We hit a couple of the chicanes (water filled plastic barrels) and had to be wary of oil left in a couple of places from earlier runs.

Stages 9 & 10 – Hillhouse 3 & 4 (3.80 Miles each)

20th and 23rd Quickest; 15th Overall

As stages 3 & 4 but with small changes to the route. Much rougher in places and quite a lot of dust hanging in the air as a result of 30second starts on a lapping stage. Judging by our times it would appear that most people were more cautious than us on the first runs and had now speeded up.

Stages 11 & 12 – Weeton Camp 3 & 4 (5.20 Miles each)

24th and 27th Quickest; 13th Overall .

In an effort to reduce the fuel problem we topped the tank-up at Management service on the way to the stage. The route for the stage had been changed slightly but at least 80% of it was the same. Fuel surge problem was still evident but not as bad as on first runs.

SERVICE.

Stages 13 & 14 – Pontins 1 & 2 (1.50 Miles each)

21st and 52nd Quickest; 14th Overall

Short stage around the Chalets and narrow tarmac roads of the holiday camp. We had walked the stage in the morning before the rally started. Lots of large boulders to stop you cutting the corners and a very badly marked split junction (21 out of 72 crews got a maximum on the first run). On our first run we got caught out at the first corner with cold tyres and spun as well as an overshoot on a corner we had identified as deceptive on our walk of the stage. On the second run we just seemed to be to wild having a couple of spins.

Stages 15 & 16 – Lytham Hall 1 & 2 (1.50 Miles each)

10th and 4th Quickest; 13th Overall

This stage was very similar to Dalton Park with a fast narrow tarmac road at the beginning and end with a trip through some farm buildings in the middle and a section on very slippery tarmac through a wood before passing the Hall itself. No problems at all and our favourite stage on the rally.

Stages 17 & 18 – Clifton 1 & 2 (3.20 Miles each)

7th and 15th Quickest; 13th Overall

Stage around a water treatment (sewage) works. Good quality wide fast tarmac approach with sweeping bends before entering the works. A split junction used three times featured on this stage allowing a double lap of the works before taking a narrow slippery road out past a farm to the finish. The roads within the works took you around and under various obstacles, including a concrete contraption, (ask Guy!).

SERVICE

Stages 19 & 20 – Pontins 3 & 4 (1.70 Miles each)

18th and 21st Quickest; 13th Overall

Reverse of the earlier stage with an easier split junction (only two crews got it wrong this time). We clipped the chicane before the merge but otherwise no problems. This was our first stage run in the dark.

Stages 21 & 22 – Lytham Hall 3 & 4 (1.50 Miles each)

6th and 9th Quickest; 13th Overall

Second visit this time in the dark. Slight change to the route through the farmyard with the addition of a hairpin. We had a big moment on the second run arriving too fast at a 90 right in the wooded section. Guy spun the car to go off backward and hopefully minimise the damage. We hit a bank with the back-end as the sky lit up with camera flashes going off. Luckily later inspection showed only a cracked rear skirt. We must have been going too quick as despite this off we were still 9th quickest.

Stages 23 & 24 – Clifton 3 & 4 (3.30 Miles each)

39th and 24th Quickest; 13th Overall

Re-run of earlier stage with small changes, this time in the dark. Whilst queuing to start on our first run the first seeds pulled up alongside for their second run. We slotted in behind Tony Bardy (Car 2) with Peter Stojanov in his 6R4 (Car 7) behind us on 30 second starts. Near disaster on the first run as we arrived at the entrance to the waterworks at the end of some flat out tarmac. The main steel gates were closed and we were supposed to take a narrow slot to the side of them before a hairpin right through a gap in the fence to the other side of the gates. This had been fine in daylight but in the dark Guy could not pick out where the road went. He spun the car and as we hurtled backwards in the dark all we could think of was the gates and the expected impact. Fortunately we came to a halt before contact was made but stalled in the process. Whilst trying to re-start facing back down the stage Guy was watching lights heading into the stage. We got started and as we came through the split for the second time were aware of very bright lights right behind us. Thinking this was the 6R4 Guy pulled over to let him pass. Several seconds passed before Car 55, a Peugeot 205, overtook us! He was on his first lap and had just joined at the merge. We rejoined and chased the Peugeot to the split and then had a clear run to the stop line. As for Stojanov, he had taken 37 seconds out of us but hadn't caught us! The reason being that although he was queued to come into the stage after us his nominated start time was more than 1 minute behind Car 2 who had gone into the stage 30 seconds before us (I hope you can follow that). Consequently we had been worrying about something that we only assumed was going to happen. On the second run we improved our time by 18 seconds despite being delayed behind Car 73 an Imp Sport. We backed off and followed him to the finish, as it was the last stage.

Stages 25 & 26 – Weeton Camp 5 & 6 (4.90 Miles each)

Cancelled due to the event running late.

Finish back at Pontins, we were running approximately 20th on the road by this time and it was 2000 Hrs (8pm) when we booked in with at least another 40 crews behind us. It had been a long day, 11 hours 21 minutes from start to finish, 3 services totalling 80 minutes, 24 Stages, 74.40 stage miles and 121 road miles. Our total elapsed time was 98 minutes 56 seconds.

Many thanks to the Service and Management crew, Bill Steels, Dave Haynes and Craig Gladwin for keeping us going on what was a long day for them, and also from me thank you Gavin, hope you enjoyed the event. Guy.

Other North Humberside MC participants were: -

Car 48 - Dave Hawkins/Paul Train (Subaru) 29th Overall 14th Class

Car16 - Alan Kirby/Colin Burley (Subaru) Retired Stage 4
(but won the Trophy Rally)

Car 28 - Chris Peart/Gordon Blyth (Proton Satria) Retired Stage 6 (Gearbox)

Car 96 – Gavin Smith (Beverley MC)/Ben Lawrenson Retired Stage 8
(Gearbox?).

Celebrations went on long into the night, as it was also Gavin Smith's 51st birthday and his retirement meant he got into the pub early.

STOP PRESS

Dalton Classic Touring Assembly.

The NHMC Classic Run, which normally ran from Dalton will take place on Sunday 29th June 2008 starting at the Little Weighton Steam Fair.

The Sledmere Sports and Classic Car Weekend

The Sledmere Sports and Classic Car Weekend takes place at Sledmere House from 11/13 July 2008 and is organized by the MG Car Club and NHMC. Friday night camping, Saturday car run camping and BBQ on Saturday Night. Sunday is the main day with Classic car concourse judging, trade stands, Musical Entertainment, Pride of Ownership judging and grass Autotest run by NHMC from 10.30am. Nothing too difficult and a car will be available to borrow if required.

I would like to put a display on of some NHMC Rally/ Competition cars if we can get some volunteers.

The event is being widely advertised and I hope we can get some new members signed up. Any info from Ian Sadofsky

Telephone 01482 635202

Email: rally1@rally1.karoo.co.uk

More details of these two events in next month's magazine



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