



# North Humberside Motor Club



June  
MAGAZINE  
2008

## Editorial

Welcome to Junes edition of the Motor Club magazine, again edited by myself John Newlove.

Another successful John Overend Memorial stages completed, many thanks to Robert Brook for taking up the role of Clerk of the Course for the first time.

This year we had a record entry with 80 competitors starting the event but without the clubs Melbourne specialists Ken Sturdy and Neil Fewlass. It must have been one of the hottest days we have had on Melbourne. Many thanks to everyone involved in the event. We had help from many people including some competitors particularly in completing repairs the weekend prior to the event. We actually used 5 tons of ballast and 35 bags of cement but you can't see where we have been !. Further works are planned in conjunction with Trackrod and Bolton Le Moors.

A new idea this year was to ask competitors if they could help in the clearing up after the event. 5 crews offered their services in moving cones and tyres their help was much appreciated. Perhaps more crews will help next year.

Several of our club members have been on their travels. Don't know all the details if you do, perhaps you could write an article for the mag.

**Barbados Rally** Rob Brook and team details below

Andy Carter / Joanne Briggs - new engine in their Nova, but struggled with 2nd gear. Finished 1st in class Modified 5

Mike Lund - navigated for Andrew Hurley in his special Puma - good run to finish 1st in Gp B

John Hardman and Rob Brook - Problems with the Alternator on Saturday resulted in retirement from the overall results, but rejoined under Bajan rules to finish 3rd in class.

Gav Heseltine has given me the detail below

**Tour of the Sperrins Rally Magherafelt Motor Club**

**Maghera Northern Ireland** (Less than 1 Hour West of Belfast)

45 Miles Closed Road Tarmac Rallying For £310.00 Entry Fee!!

Ferry From Cairn Ryan To Larne £310.00 - Tow Car + Trailer/Rally Car & 5 Passengers

Accommodation £27.00 per night B & B (2 nights Ireland + 1 Night Scotland)

Crew:

Alan Kirby/Robert Pattison Subaru 48th O/a 9th Class

David Smith/Gavin Heseltine Ford Escort 82 O/a 10th Class

Service Crew:

Gary Clarke, John Dixon, Guy Gladwin & Steve Young

This month also sees another two club events with the Dalton Classic moving venue to the Village and Steam Fair at Little Weighton, and then a grass autotest in conjunction with MG car club at their weekend based at Sledmere House. Details of both events later on in this magazine.

The revitalised Yorkshire League continues, the John Overend being the first round, this was followed by the Lindholme Danum road Rally on which we were not represented. I think the next round which was supposed to be an Auto Solo by Airedale & Pennine did not happen. This leaves the YSCC grass autotest on the 15<sup>th</sup> June, followed by the Ilkley Car Trial on 22<sup>nd</sup> June. Finally at the end of the month is the sprint at Curborough.

The club have obtained some more promotional items; new car stickers showing the 40<sup>th</sup> anniversary are now available together with licence holder type stickers.

Graham Tabor has organised some new Marshals Tabbards with help from the Beverley based firm of Land Plan who have sponsored the purchase of 100 reflective jackets. The jackets have been screen printed with the clubs logo etc.

John Newlove

(Temporary editor)

Remember we are still looking for someone to cover this role on a permanent basis.

Cover Photo

This years winner of the John Overend (also last years) Michael Glendinning and Fiona Douglas.

Photographs reproduced by kind permission of AML Photography (the event's official photographers)

## **A few words from Rob Brook, Clerk of the Course John Overend Memorial Stages.**

To all those involved with the John Overend Memorial, my most sincere thanks for making the event such a success.

From my position, things couldn't have gone better for my first time wearing the big hat. We started a full compliment of 80 cars – those were the lucky ones who got a run, others didn't even get on the reserve list! Every stage started on time or early, and we never had to move a rescue crew. All the reactions I've heard suggested everyone enjoyed the event. If all events are like that, then life would be perfect.

I'm still working out why I seemed to miss so much of the action that appears on the DVD...

So, now a few thanks. I'm not going to name everyone, there are far too many for that, but a few special thanks.

First of all Alan, the Entries Sec. This was the first time Alan had taken on this role, and what a perfect job. What a baptism of fire, having a full entry and reserves, and still people enter!

Secondly, my thanks to John Newlove, the Chief Marshal. A radio on almost every junction really takes the pressure off... 90 marshals take some coordinating, so my many thanks.

Thirdly, the results team – I think things went fairly smoothly, I think the world knew who won the event before competitors reached the stop line!

John Dixon did a splendid job as Stage Commander (Another first I think !) as well as all the other jobs he did. Must also mention a stalwart of setting up and taking down Gareth Pennall who puts a tremendous amount of hard work before and after the event.

The final, extra special mention goes to Robert Newlove, the Secretary of the meeting. Robert is the one who organises so many things behind the scenes. There's very little on the event that Robert (and his wife Gail) haven't arranged.

And for those who thought the event finished when the results were finalised, well please spare a thought for the team who were there long after that. Alan, Andy, Anne, Carl, Gail, Gareth, Ian, John (x4) Kirsty, Robert, Wayne ( it takes him over an hour to drive home in the teleporter) and the others I'm sure to have missed – a really big thankyou from me.

Well that's it for 2008, suppose we'd better do it again next year. Of course, new (and old) helpers are always welcome... Please let me know if you are.

Rob Brook  
Clerk of the Course, JOMSR

## Marshals News

Well that's another successful John Overend Memorial Stages completed, many thanks to everyone who helped on the day together with a large number of people who helped with repairs to the airfield and also in setting up prior to the event. As usual we had a marshals draw, which was supplemented by extra prizes, supplied by AML Photography and Gavin Ruler many thanks for their support. We signed on over 80 marshals on the event.

The club have some new marshals tabards, which I am issuing to regular marshals when they turn out on events.

Marshals are needed for the following events

### **North Humberside Classic Car Run Sunday 29<sup>th</sup> June**

This years event is based at Little Weighton village and steam fair.

We need a few marshals please contact me or Ian Sadofsky 01482 635202 or [rally1@rally1.karoo.co.uk](mailto:rally1@rally1.karoo.co.uk)

### **Beverley & Dist Armstrong Massey Stages Rally on Driffield 6<sup>th</sup> July**

signing on is 07:30 till 8am again please let me know if you can help.

### **Sports & Classic Car Weekend at Sledmere House, Sunday 13<sup>th</sup> July**

We are running an autotest in conjunction with MG car club on this event and could do with a few marshals please contact Ian Sadofsky 01482 635202 or [rally1@rally1.karoo.co.uk](mailto:rally1@rally1.karoo.co.uk)

### **Opposite Lock Stages on Manby Saturday 19<sup>th</sup> July**

Contact Ted Collins E-mail: [tedandpatcollins@blueyonder.co.uk](mailto:tedandpatcollins@blueyonder.co.uk)

Tel: 01422 255919

### **Sunday 2<sup>nd</sup> August - York Motor Club Sprint on Elvington Airfield.**

### **Tour of Hamsterley Stockton & Dist Motor Club Sunday 14<sup>th</sup> September**

See newsletter later in this mag.

**Trackrod Rally Yorkshire Saturday 27<sup>th</sup> September** we are running a 14 mile stage in Givendale twice. Provisional times are 1<sup>st</sup> car 09:35 and 2<sup>nd</sup> time around at 12:52, however will be a latish finish.

### **Lombard Revival this year starts in Harrogate on Thursday 6<sup>th</sup> November,**

We are running a Selectief at Harrogate Showground on Thursday 6<sup>th</sup> November, obviously being during the week restricts peoples availability but would welcome any help.

### **Roger Albert Clark Rally 14<sup>th</sup> – 17<sup>th</sup> November**

We are helping Ted Collins from Huddersfield to run a 16.5 mile stage in Langdale twice on Saturday 15<sup>th</sup> November.

John Newlove Chief Marshal Tel:01904608524

email [john.newlove@btinternet.com](mailto:john.newlove@btinternet.com)

### **Little Weighton Classic Sunday 29th June**

Previously known as the Dalton Classic this years Classic car run will be held as part of the Little Weighton Village and Steam Fair. Open to all cars over 25years old the run over some of the most interesting roads in the Wolds and East Yorkshire area for 75 miles. Finishing at the Fair for a concours judging and display.

Regs are out and entries coming in. Camping available on the Saturday night if required. We would welcome any competition cars that can be displayed at this event. This is normally a well attended event with lots of members of the public attending so it is a chance to raise the club profile If you wish to enter or can help on the event Contact Ian Sadofsky on [rally1@rally1.karoo.co.uk](mailto:rally1@rally1.karoo.co.uk) 01482 635202 or 07842417275.

### **Sports & Classic Car Weekend at Sledmere House Friday 11<sup>th</sup> July –Sunday 13<sup>th</sup> July**

This is a new venture for the club, North Humberside together with The MG Car Club are organizing the annual Sports and Classic Car Weekend at Sledmere House from Friday 11 to Sunday 13 July.

Camping available for the weekend, Barbecues, Road run on the Saturday, Trade Displays, Brass Band, Concours judging, Car Club displays and a non-damaging! autotest run by NHMC on grass on the Sunday. A car will be available for use by members if they do not want to use their own car.

Also NHMC would like to put on a display of members competition cars on the Sunday to promote the club and hopefully get some new members.

Regulations now available.

Please any offers of help to Ian Sadofsky 01482 635202 or [rally1@rally1.karoo.co.uk](mailto:rally1@rally1.karoo.co.uk)

This is normally a well attended event with lots of members of the public attending so it is a chance to raise the club profile

# ANCC Car Trials Championship 2008

After an absence of a year the ANCC Car Trial Championship is happening once again. During our absence the MSA has made certain changes to the regulations .

The most noticeable of these is the change of name, events are now to be known as “Car Trials” and perhaps the most significant change to competitors is that MOT's are no longer required and classes for the more modern cars have been introduced.

After discussions with organizers of championship events it has been agreed that tests should, where ever possible be non car damaging while at the same time remaining competitive to everyone.

To encourage new competitors to our championship it has been decided that the entry to the Championship should be free and to help with the fuel costs all events will be in the local area.

This is a low cost, grass roots sport where everybody from the youngest driver to the oldest can compete and have fun, no matter what car they own or can borrow.

## Championship Events 2008/09

- |                          |                         |                 |
|--------------------------|-------------------------|-----------------|
| 22nd June                | Ilkley & District       | YorkshirePost   |
| 6 <sup>th</sup> July     | Ilkley & District       | Filtrate Trophy |
| 10th August              | Wakefield & District MC |                 |
| 26 <sup>th</sup> October | Airedale & Pennine MC   |                 |
| November                 | TBA                     |                 |

For championship regulations and to compete in the championship please send your email details to John Spencer at :-

[northerncartrials@hotmail.com](mailto:northerncartrials@hotmail.com)





Club member Ben Lawrenson, with Gavin Smith from Beverly & Dist, on the first stage of the John Overend Memorial Stages after which they retired.



Howard and Ruth Paterson on the John Overend Memorial stages unfortunately retiring after stage 5 Both Photos courtesy of AML Photography

# TOUR OF HAMSTERLEY RALLY

SEPTEMBER 14TH 2008

ORGANISED BY STOCKTON & DISTRICT MOTOR CLUB

PROMOTED BY THE TEES MOTORSPORT GROUP

A ROUND OF THE SG PETCH ANECCC STAGE RALLY CHAMPIONSHIP



ASSOCIATION OF  
NORTH EAST & CUMBRIA  
CAR CLUBS

## MARSHALS NEWSLETTER NO.1

### WELCOME

Welcome to the first (hopefully there will be more than one) marshals newsletter for the Tour of Hamsterley Rally. We (Stockton & District motor club) are resurrecting this fantastic event after a two year absence from the calendar. 7 stages will be run with one central service area & we are utilising about as much of the forest roads that we have at our disposal. The initial recce has already been done and I can tell you, these are fantastic stages with some really testing sections that will definitely sort the men from the boys. Hamsterley forest has always been a premium rally stage venue, 2008 will continue that tradition.

### MARSHALS REQUIRED

Of course a premium event needs premium staff. So we are looking for volunteers to help us make the Tour of Hamsterley an efficient and memorable one. We are still looking for a group or club to take the running of one stage. But every person counts so if you're a club that could bring a posse, or just on yer todd, you will be a great asset to the team. As well as safety marshals, we will also be requiring radio crews, service area marshals, time control crews etc. Give me a bell or a text or email if you can help out.

### CONTACT

Chief Marshal David Brownridge  
email [Hamsterleymarshal@hotmail.co.uk](mailto:Hamsterleymarshal@hotmail.co.uk)  
mobile 07887 707006 (not after 9.30pm)  
text 07887 707006  
Website [www.tourofhamsterley.co.uk](http://www.tourofhamsterley.co.uk)

### THE RALLY

The event is a round of the SG Petch & Association of North East & Cumbria Car Clubs (ANECCC) stage rally championship. Held two weeks before the Trackrod International Rally, we hope to attract entries from the BRC who may use this event as a shakedown event. But we are confident we will have a good entry list. Hey if I had a car, I would enter it.

### THE TEAM

The Tour of Hamsterley 2008 is being organised by Stockton & District Motor Club, promoted by the Tees MotorSport Group and supported by ANECCC. The organising group also comprised of members from other local clubs, i.e. Durham, Whitby, Northallerton, Hartlepool to name a few. I'm sure that most of the North East clubs will be represented on the rally.

### OTHER STUFF

The event has a website.....

[www.tourofhamsterley.co.uk](http://www.tourofhamsterley.co.uk) .

At the moment it is under development so not a lot on there yet, but hopefully the next couple of weeks will see it start to blossom. Gavin Taylor, our event media guy has produced a promo video which can be viewed on 'you tube' and he plans more episodes leading up to the rally.

Deputy chief marshal Stephen Allan  
email [steaallan@hotmail.com](mailto:steaallan@hotmail.com)  
mobile 07789 642956 (not after 9.30pm)  
text 07789 642956

## **And then there was one !**

### **The John Overend Memorial Rally 2008**

The John Overend for me started in late April. Our house is still not fully sorted after the June floods so after sitting in all week looking at bare concrete floors – what does one do for a change – get some fresh air and go and lay some concrete on an old dis-used airfield!

Arriving early I got teamed up with John Dixie and the infamous “Doctor Death” to patch up the crevasses in the Ti Rally School section. The latecomers were enlisted into “Cogan’s Chain Gang” and were hard at work patching the potholes on the back straight. The Doc was soon in full flow with his concrete mixer, splattering anyone in range with a 3-2-1 mix. We soon realised that 4 tons of concrete, plus all that scraped off the Doc’s boilersuit and adjacent cars, was not going to be enough to fix all the damaged areas so it was a case of priorities. It makes you realise just what a hell of a job it must have been back in 1941 to build the airfield at Melbourne so quickly, where did they get the materials and labour from.... respect.

A good turnout for the Friday Set up day, even including my driver Dave Watkins excused from his perennial decorating duties but no doubt enticed by the traditional fish and chip lunch. For my sins I get teamed up with Doctor Death again – for an old sod he don’t half get through some hard graft. Set up is a useful exercise for any competitor – you get to build the chicanes you are going to smash into on the event. (Very true in our case!) But more help from the young guns would be appreciated, there’s too many old pensioners tripping over their trusses.

Good news from Alan Gilbert, the new Entries Secretary, a full 80 car entry with reserves and still turning late entries away. He’s even had to say no, politely, to Yuk Hodgson -!!! However some of the NHMC “big hitters” are missing. Neil Fewlass is seeded at 3 but has to withdraw, as his Evo’s suspension is not sorted. Ken Sturdy’s similar car is also awaiting suspension bits plus he is away on a company outing – I seem to recall the last one involved some Brazilian Samba Dancers! Alan Kirby has opted to run as course car, saving the car for the Sperrins Rally the following weekend as is Dave Smith, if the Escort is ready in time as usual! The “Lada Louts” are also non-runners after their exploits on the previous Melbourne event.

So despite a full entry NHMC was struggling to put a team together for Yorkshire League points with just four entries. Team leader Dave Hawkins with “Gonzo” Train in the Subaru at 10, ourselves at 21 in the historic Escort, Rob Pattison and John Dixie in the Sierra, and Mr and Mrs Howard Paterson in the Skoda at 59.

For us the rally is a shakedown for the Goodwood Festival of Speed in July. The car is still painted as it won the 1000 Lakes Rally in 1970 but Dave has changed the 1800 cc twin cam engine for a newly built 2 litre BDA motor churning out approx 245 BHP compared to the 170 something from the old engine. Dave has also acquired a Hymer motor home, so the plan was to camp out over Saturday night and to see how it towed the car on its trailer.

As many of you will know Dave likes to arrive early, so at 12.30 on the Saturday there were reports on Radio Humberside of traffic delays on Swinemoor Lane, Beverley as Dave manoeuvred the “rig” out of his driveway! The new tow vehicle excelled itself and we were setting up camp on Melbourne by 1.30. Scrutineering was cleared without difficulty albeit the exhaust was right on the noise limit. Rob Pattinson also passed scrutineering but discovered he had lost top gear in the Sierra. After whipping the gearbox out at home the gear was minus teeth so that was the Sierra out ..... and then there were three in the team!

It's hell when you are camping rough ..... out came the built in barbeque, fillet steak etc, ice cold beer from the fridge and a double bed each to sleep it off. Ooohhh...6.15am Sunday and we are awakened by some pratt running around the service area in a truck .....”Fuzznag Rally Spares” ....b\*\*\*\* Ruler, does he not compete anymore?

It's going to be a hot day, but will dust be a problem? Tyre choice has always been a bit of a conundrum on Melbourne. Some say use tarmac tyres but others like Melbourne specialist John Haygarth in the Opel used to use knobblies all day. The Historic regulations also restrict us to 6.5 rims and we cannot use low profile tyres so we are at a disadvantage with modern cars. Looking at the first stage with the gravel track and loose around the barn area Dave opted for safety and decided to use worn forest tyres.

We were seeded first in the historics but we had a 3 litre Porsche 911 behind us. Bear in mind this was Dave's first time out this year whereas all the others had been competing in the Northern Historic Championship. Main opposition was from Robin Shuttleworth in the Escort RS200 and David Marshall in the Escort RS1600 2 litre.

Off the start line and we were straight into a cloud of dust on the loose but it clears as we hit the tarmac beyond, through the first chicane and cautiously into the hammerhead with not a lot of room. A lot of wheelspin and Dave is not happy with the brake balance. A steady run gives us 7 min 34 secs and second place in the historics but Shuttleworth on tarmac tyres has beaten us by 10 seconds. Drinkall in the Porsche is 5 seconds behind and Marshall on a mix of tarmac front and knobblies rear is 9 seconds behind.

Stage 2 is a repeat of 1 so decision time ... our only set of knobblies are looking very second hand with the extra power from the BDA, but Dave opts to stick with them.

Off the start and approaching the first chicane ..... whoaaa..... we are all locked up, lots of blue smoke and heading for the bale, but Dave fighting off the natural instinct to press harder lifts of the pedal and is able to steer through the chicane. I open my eyes and we are into the hammerhead, again struggling to stop and wheelspin on the exit. Onto the tarmac straight flat in fifth and approaching the chicane by the service area .....no way is it going to stop, Dave opts out to the left side of the bales and we leap into the field. To avoid a time penalty we stop and then re-join the tarmac. I timed the period off from the in car video later and we were 16 seconds tarmac to tarmac plus being ultra cautious for the remainder of the stage so you could estimate a 30 second loss.

Which all seemed a little strange when we were given a time 4 seconds quicker than the 1<sup>st</sup> stage !! But everyone else was quicker that stage so the upshot is we are down to 4<sup>th</sup> in the historics, 24 seconds adrift of the leader Shuttleworth, but quickest was Marshall in the RS1600. That man Dave Hawkins is on a mission and is the fastest car on stage 2, putting him 3<sup>rd</sup> overall ...nice one team leader.

Tyre choice for stage 3 is a no brainer .. all tarmac stage, the forest tyres are completely shot so its on to Avon tarmac tyres but are they going to last ? On lap 1 Dave brakes for the first chicane only to discover someone has walloped the bale out of the way and it's now open. However second lap the efficient marshals have rebuilt it .. b\*\*\*\*. Through the flying finish I notice we are doing 96 mph to find car 20, an MG ZR, just chugging away from the stop line. We are given 7:27 which is the fastest of the historics and reduces the deficit to 19 seconds. Worryingly we are also quicker than Dave Hawkins who has picked up a misfire.



No way can we stop.... into the field

Meanwhile Howard Paterson seemed to be struggling in the Skoda Felicia fresh from the Peruvian Rally, perhaps it does not like the low altitude. Not looking too good for Team NHMC.

Stage 4 is reasonably uneventful, but again as we shoot the flying finish at 101 mph the MG is there again on the stop line with bonnet up. We are given the exact same time, 7:27, as the previous stage. The opposition have now woken up as Marshall also records 7:27 so it could be an interesting afternoon with the gap to 1<sup>st</sup> being 17 seconds. We are still 3<sup>rd</sup> historic and 16<sup>th</sup> overall.

Single venue rallies are very relaxed events so the 2 hour lunch break gave us time to roll out the barbeque again, whilst Dave Hawkins's service crew tried desperately to cure his misfire but to no avail as they ran out of time and could only continue in the Trophy Rally.... And then there were two!!

Queuing for the arrival control for stage 5 we passed Howard Paterson under the front left wheel arch of the Skoda knocking seven bells out of the suspension with a large hammer .... yes, he went OTL as well ..... and then there was one ..... !!!

Stage 5 caught a few cars out with the inclusion of a hairpin left at the hammerhead. The Porsche 911 behind us scattered the marshals at the hammerhead and then stuffed it into a bank and retirement. We tied again for time with the RS1600 but pulled back another 8 seconds on the RS2000. The tarmac tyres were wearing quickly and we had to put new rears on.

Stage 6 was critical time wise. We caught the ailing MG ZR on the first lap and then had to slow for a Nova, which had embedded itself into the deep chicane. We dropped 3 seconds to the RS1600 of Marshall who took the historic lead but gained 18 seconds on the RS2000, which dropped to 3<sup>rd</sup> place.

On stage 7 there were a number of dead cars around the circuit but we managed to pull 4 seconds back on the RS1600 and a further 17 seconds out of the RS2000. Dave Hawkins's rally had come to an abrupt end when the right rear wheel went AWOL, luckily on a slower part of the lap.

So going into the final stage we were just 1 second behind the leading historic ... and the only NHMC car still running! The lad Watkins certainly went for it but we were tied yet again with the RS1600 of David Marshall on 6:44. On last years JOMR we actually beat Marshall by 3 minutes and 31 seconds to win the event, but c'est la vie, we were happy with 2nd historic, 13<sup>th</sup> overall but highly delighted to win the NHMC Trophy as this is something we don't normally have a cat in hell's chance of competing for with the modern cars. But to win a rally you have to finish ..... Incidentally the combined age of the car and crew is 157 years!

Our thanks to the new Clerk of the Course Rob Brook (aka "Choccybob") and Entries Secretary Alan Gilbert for a well organised event and to all concreting navies, set up crew, results team, officials and marshals for their contribution.

Neil Duncan





Dave Hawkins & Paul Train on the John Overend unfortunately retiring after stage 5 Photograph courtesy of AML Photography



Dave Watkins and Neil Duncan on their way to 13<sup>th</sup> Overall on the John Overend Photograph courtesy of AML Photography