



North Humberside Motor Club



MAGAZINE
December
2009



Editorial:

Can't believe I'm editing yet another Christmas magazine, it certainly doesn't seem 12 months since the last one.

In the last few weeks we have seen developments with the use of Melbourne, see the information elsewhere in this mag.

Don't forget that the 1st Thursday in the month is a night when we invite ex-members of the club together with perhaps people who don't come to club nights very often to come and join us. Not forgetting our annual Christmas Quiz on Thursday 17th December.

As we approach the end of the year it is time to renew your membership, see the renewal letter from Dennis enclosed with this magazine.

Thanks to Paul Train for the report on their adventures on the Roger Albert. Finally the Chairman and Committee wish all our members a Merry Christmas and a Happy New Year.

John Newlove

North Humberside Forest Rally

We are planning to run the North Humberside Forest Rally on the 31st January, the following info has been supplied by Clerk of the Course Ian James

"The NHFR organisers are hoping to run an event in Langdale forest of between 40 & 45 stage miles on 31 January 2010. The current plan is that the event will run two stages three times, twice in one direction and once in the other. There will be limited road mileage."

**CHRISTMAS QUIZ
THURSDAY 17TH DECEMBER
FERGY FAWSITT
WALKINGTON
8.0 FOR 8.30**



Our usual Christmas do, Beverley and Grimsby clubs are also invited. Teams of four, please bring a raffle prize if you can.

Wanted,

Used VHS recorder/player
Used DVD player
in working order.

The club's DVD player has given up the ghost and the VHS machine is not far behind it.

Would any member have a surplus machine which they could donate.

~~Please contact to Dennis Robinson.~~

Cover Photo

Dave Watkins & Paul Train on the Roger Albert Olivers Mount Stage
(Photo courtesy of Gerry Woollenden)

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Marshal News

Another busy period for our marshals. On Friday 30th October Ian Sadofsky led a team of marshals to run a Test on the "Rally of the Tests" at a venue near Darlington. The team consisted of Ian and his wife Rosemary, myself & Katheryn, Robert & Gail Newlove, John Milner, & Rob Woolley, with the first car at 09:00 and all done by 11.30 with lunch in a nearby farm shop it was quite a sociable day.

We had a good turn out on what turned out to be a very wet Malton Forest Rally, with some of our members having trouble with a competitor who threatened to lie across the stage unless they stopped the stage and recovered his car !, I hope he has been reported to the MSA.

Again another good turn out on the Roger Albert Clark, both on Friday evening and Saturday morning in Langdale. The Friday evening was the worst weather I have encountered on a rally for sometime, coupled with loosing the flying finish to stop line comms turned it in to a bit of a nightmare. Ian & David James together with Carl & Kirsty Thompson travelled to Wales for the Rally GB with Ian & David also travelling to Scotland for IRC Rally of Scotland.

Finally we had one or two people out on the Premier stages, so thanks very much to everyone for helping on all these events.

Marshals Required

As we go to press Bolton Le Moors Neil Howard stages is running on Melbourne on the 14th December, we also need marshals for the New Year Autotest at Readers Yard in Brandsburton on Sunday 3rd January.

Sunday 31st January North Humberside Forest Rally

Marshals required for stages in the North Yorkshire Forests

Riponian Stages Rally 14th February Wass

With me as stage commander and John Milner my deputy we have again been asked to run the Wass stage on this event. No details yet.

Marshals Training Day

According to the British Rally Marshals web site the next training day Askham Bryan College near York is on Sunday 31st January. However this clashes with our Forest Rally, you can register at http://www.brmc.org.uk/York_training.htm

Chief Marshal

John Newlove email:john.newlove@btinternet.com. Tel: 01904608524

COMPETITION SECRETARYS BIT

YORKSHIRE LEAGUE



It has been decided that The Malton Forest Rally was the final round of this year's league. Final Scores below we did very well to come 4th.

1. Ilkley	649.1
2. Beverley	563.6
3. York	539.8
4. North Humberside	440.3
5. Trackrod	434.6
6. Huddersfield	430.2
7. Airedale & Pennine	329.9
8. Sheffield & Hallam	189.5
9. David Brown	181.5
10. Slaithwaite	128.3

AUTOTESTS

The November Autotest was well attended, with 14 entries; there are lots of pictures on the website. Next Autotest is our New Year event on Sunday 3rd January 2010. at Reader Transport, Brandesburton.

I have done a provisional calendar for next year, I have just included NHMC and other events, I thought may be of interest. Please note that these dates may change, as the year progresses.

Robert Newlove

DIARY DATE

The club's annual awards evening and dinner will be held at The Lairgate Hotel, Beverley on Saturday 6th March 2010. Details later.

2010 CALENDAR OF CLUB AND OTHER POPULAR EVENTS

January			
3rd	NHMC	New Years Autotest	Brandsburton
31st	NHMC	North Humberside Forest Rally	North York's Forests
February			
7th	NHMC	February Autotest	Brandsburton
14th	Ripon MSC	Riponian Stages Rally	North York's Forests
20th	Mablethorpe	Bill Cammack Rally	Manby
March			
6th	NHMC	Annual Dinner	Beverley
14th	NHMC	March Autotest	TBA
21st	Beverley	Armstrong Massey Wolds Historic Rally	East Yorkshire
21st	Trackrod	Lookout Stages Rally	Melbourne
28th	Eastwood	Jane Cowling Memorial Stages	Fulbeck
May			
16th	NHMC	John Overend Memorial Stages Rally	Melbourne
30th	NHMC	Autotest	TBA
June			
12th	Dukeries	Dukeries Stages Rally	Sherwood Forest
27th	Eastwood	Phoenix Stages	Manby
JULY			
4^{th*}	NHMC	Dalton Classic	Dalton Holme
24th	Slaithwaite	Opposite Lock Rally	Manby
25^{th*}	NHMC	Classic Run	
August			
22nd	Sheffield & Hallam	Centenary Rally	Barkston Heath
September			
5th	Mablethorpe	Wolds Rally	Fulbeck
25th	Trackrod	Rally Yorkshire	North York's Forests
October			
2nd	Eastwood	Harold Palin Stages	Manby
23/24	Dukeries	Premier Stages	Sherwood Forest
November			
7th	Malton	Malton Forest Rally	North York's forests
19th	Delacy	Roger Albert Clark	International
28th	Bolton Le Moors	Neil Howard Memorial Stages	Melbourne

* Provisional dates. November Autotest may be in December!!

Melbourne – The Facts.

The Committee and organisers of the John Overend Memorial Stages Rally along with Trackrod Motor Club (Lookout) and Bolton Le Moors Motor Club (Neil Howard Memorial Stages Rally) have just signed an agreement with the Landowners of Melbourne to secure the use of the airfield right up to 2015.

Here is the official announcement ■

Bolton-Le-Moors Car Club, Trackrod Motor Club & North Humberside Motor Club are delighted to announce that the clubs have reached an agreement with the land owner at Melbourne Airfield to secure the continued use of Melbourne Airfield by the three clubs for the next five years. All three clubs have invested a significant amount of money to enable this agreement to be reached and this investment together with funds from the Club Development Fund to be provided by the MSA will be spent to significantly improve the surfaces / access road around the venue. This deal will result in a new surface being laid over approx half a kilometre of the airfield immediately together with a barrier system being put in place to protect the livestock sheds and also sees the continued investment over the term of the five years to further develop / improve the airfield.

The NHMC Committee and organisers of the John Overend Memorial Stages Rally agreed that no money from 'Club' funds would be used so the Rally's reserve funds have been used instead. The initial investment from each event has been £5000 with a further investment after each event raised on a pro rata basis from the number of entries received on each event.

Therefore, as there will be 3 events on Melbourne in 2010 they all need your assistance and support. This can be as an organiser, a helper, a marshal, a stage builder or a competitor. **DOING NOTHING IS NOT AN OPTION** and spectating is not classed as helping.

The Lookout Stages Rally
The John Overend Memorial Rally
The Neil Howard Memorial Rally

Sunday 21st March 2010
Sunday 16th May 2010
Sunday 28th November 2010

Trackrod Rally Yorkshire 2009

Motor Sport News reported that the 2009 Trackrod Rally Yorkshire would include the longest stage on the event **The Dalby 'Mega' Stage.**
Bugger.....that's NHMC again.



16.60 miles of lush green forest with the birds singing, blue skies and warm autumnal sunshine..... rubbish, not at 5am on Saturday morning it wasn't.

As always the Trackrod starts back in August when we are given the stage route, John Milner and I set off at the end of the month to do our first drive through. We do this to familiarise ourselves with the route, take photos of every junction to study at home and make any notes to help us run the stage.

The weekend of the event saw the advance party of Alan Gilbert, John Milner, recently retired Robert Newlove and I (not retired !!!) heading into Dalby on Thursday morning to build spectator pens and stake the major junctions. That evening saw us off to our accommodation at the Cayley Arms which is becoming more like The Coachman at Snainton every day. Now call me a snob but red and white sheets might be all the rage in London but they don't match too well with 1" thick mould on the shower tray, televisions with no remote controls and curtains that are wafer thin, oh and water pipes that **'wake the dead'** when anyone flushes a loo.

Friday was an early start with the international recce driving through the stage before 9am with our team of 12 setting off to build the stage thereafter. The job was not far off finished by 4pm but those staying overnight had to wait until after 5pm to block the 26 cycle routes that crossed the stage.

After a very nice meal, a few beers and a couple of hours sleep in Colditz, it was back into the woods on Saturday morning at 4.50am. Not the best time of day when enduring little sleep but we were treated to some interesting morning weather. Stars shining as bright as ever, just as dawn broke (no jokes please) the mist descended on us and as the sun rose and we had a fantastic Country File Calendar Winning Moment of light flooding through the trees. Thanks to Martyn Milner for the photo.

The event itself was uneventful, Mercury Control was on a 'sponsored talk' for most of the day, Pennine Rescue caught up on their sleep and Dipstick 1 recovery managed to upset Dennis (Humber 4) Robinson and his team. Various Club members visited the stage during the day, Dave Watkins and Paul Train in Dave's recently restored Allied Polymer Escort RS1800, LAR 801P which for those that don't know is the 1975 RAC winning car of Timo Makinen and Henry Liddon. Rob Brook, called in fresh from a road rally the night before (which he won), in the hot seat of a not so hot Chrysler Sunbeam driven by Pat Anderson from Chalfont St Peter. Chris Peart and Jamie Forrest in the yellow & blue Vauxhall Astra made an appearance tackling the BRC Challenge and Chris Firth and Karen Watts appeared in the International at car 12 in their Subaru Impreza.

Due to a lack of entries in the national rally, the organisers (well our good friend Lloyd Walker really) changed the time schedule to finish the Dalby stage around 5pm. The clear up operation was swift with quite a number of marshals including Rob Brook who had just finished the event, helping clear up and for the first time in years, we escaped Dalby in daylight, just.

For the record I would like to say a big thank you to everyone who did something on our stage, those that turned up on Thursday and Friday and to everyone who dragged themselves out of bed on Saturday morning to come and marshal. We had one or two distant travellers, Essex and The Isle of Man to name but two points on the compass. I've put the Club's name down to do the Showground next year, but at 0.5 of a mile I think our expertise will be required elsewhere.

Dave Cogan
Commander Dalby.

Langdale won stage of the day..... (Not our turn this year)

ROGER ALBERT CLARK RALLY 13th -16th Nov, 2009

David rang me in early June and said 'are you interested the response was yes ! Gavin Heseltine had the accommodation sorted for both John Dixon's and our team before the entry had even being acknowledged. A newly rebuilt car that was fully prepped and ready. This was a new experience for me a driver with extra attention to detail car and time to make sure the car was always ready. Support crew was sorted Gordon Blyth and Keith Turner with Turner Plant Hire transit for service and Steve Young in Mitsubishi pickup with John Dixey for management.

The Trackrod Rally was our first real experience in the car together on a very warm day, the car causing plenty of interest with the historic co competitors. The rally was over by mid afternoon a steady first outing, a set of poorly fitting ignition leads and a warped front disc the only issues to be found with the car apart from the dust.

The days gradually count down, all of a sudden it is 12 days to go, the road books and maps are collected from Dukeries Club House on Saturday 31st October as I travel to see the daughter over in Lancashire and watch Hull City robbed of a draw by a 12th man Burnley referee.

Info now here, route to review, fuel stops , chats with everybody on time schedules, contact details logged ,rally supplies acquired (it was a standing joke on how much food I brought on the event).

Day one Friday 13th

Meet at Dave's House at 10, Dave would have set off at 8 o'clock if he could. We take 15 minutes to load all our baggage and service boxes into management and van, we are off, car and trailer with diversion via Brandesburton as Keith forgot his wallet. A Rally start 45 miles from home makes for a leisurely schedule. The logistics of a photo shoot, accommodation registration and an early fish and chip tea the main activity of the afternoon.

The forecast is for rain and it duly obliges with a change in wind direction and then gradually builds a steady intensity, usual start line nerves build along with the rain. The plan is take it steady in the dark and play it safe no first day heroics. Showground stage same layout as on the Trackrod no surprises.

Run out to Langdale job under control ,Langdale in good condition and I feel we are doing ok , a couple of cars seen off ,but the surface water on one downhill after junction 17 put a big ditch in our first night plan, an open 90 left downhill , I call it right ,but the surface water and mud film on top carry us into a 8 ft ditch at a angle ,it is all slow motion and I am shouting ' no, no, no,' into the intercom , plenty of marshals and spectators with their own long web strap but we can only budge the car sideways despite several attempts , I hr plus later the closing car tow gets us out ,we are OTL . 2 lamps and a bent wing the damage. Overalls are surprisingly waterproof when stood outside for an hour .We get to bed gone midnight after stop gap repairs, new lamps found and check on the car.

Day two Saturday 14th

We are up early, breakfast with plenty of banter with John, Gavin and Rob. We get a lift down to the start with Rob in their management car early to get sorted. We are still running same time on the road the text service advising start times works well, avoids that going to bed feeling must check the notice board for start times. The number squares are hopeless we get replacement numbers affixed. This is going to be the longest day and the most stage miles 57.72 and 297.11 road, the nearside front disc has warped again, Dave can live with it but something is not in alignment. Morning schedule busy with the tyre changes due to Oliver's Mount. We are off again weather has settled and dried up.

First two runs of Oliver's very slippery down to the mere hairpin but we keep it clean and tidy, lots of spectators, tyre change before Harwood Dale only 2.74 mile but good stage, a longer Langdale with run out to enter from the north no mishaps this time. Service at Pickering 20 minutes, tarmac tyres again, the schedule is working and we are getting into a rhythm.

Back down to Oliver's we arrive as the accident had happened 2 minutes before, we and all other competitors have a clear view of all the response activity, it all goes flat and subdued we all run through non competitive and loop round for the second run but it becomes a traffic nightmare with spectators leaving as well, 1 hr plus lost in the schedule on to Harewood Dale again a good run, then we go via Middlesbrough and a TC on the A167, we 3 hrs plus travelling north the energy and concentration are starting to flag despite the food and drink consumption. We are at Shepherd shield stage for 20.15pm two stages a total of 13.5 miles 26 miles to Carlisle Airport service then back to Shepherd shield and Chiron head and then back to service for the night, they all go ok and all are in good condition, but everybody has had enough by the time we get to digs to Travelodge north of Carlisle at well gone One o'clock, it has fuel and a shop so makes jerry can filling and other resupplies easier for the morning as no breakfast available.

Day Three Sunday 15th

The day starts later at 9.42 for us but we are down at service early to do all the car checks in the day light, and be ready for 41.68 stage miles and 202.30 road miles. North to Hole house Hill and are forest both in good condition service at Dumfries before Heath hall, things get a bit tense we do not have the replacement tyres with us which requires a journey back to Carlisle. We do the same loop of Stages the tyres cope without issue Dave drove very aggressive in the second Heath hall and then back to service at Dumfries. We get sorted out but the vast number of spectators keeps coming to chat and we end up rushing to get our time slot, my fault.

We head south to Grey stoke for two 7 mile runs it is getting dark and the rain sets in again, Lots of spectators who's car are having to use the same access as well as service for the Grey stoke Challenge, chaos and long delays do not help Dave's outlook for these stages they have a lot of bends in quick succession and the

warning of the large ditches due to the surface regarding and to the mix ,we get through ok, reflective clothing in the trees and having to switch to reserve fuel on the 2nd run add to the pressure felt in the car.

Meet management at cross road there are cars all over the place the area cannot cope with this number of spectators. Back to Carlisle we have the car sorted by 8 pm .We touch base with John and Gavin they are just got to a pub for food ,we head to the same with Gavin clear directions, we do not have time to change out our overalls ,some of the customers think we must be going to a fancy dress. We get proper food and get an update on John Dixons rally to date. In bed by 11 o' clock.

Day Four Monday 16th

Final day 38.92 stage and 85 road miles with two remote services out of the pickup, we are really in the wilds of Northumberland today mobiles no chance of working off A roads. The rain comes again there are a number of sections with logging we do not want an off on the last day, Hope house is very slippy. Aireselta Falstone is good, long open sections which are hard to keep reference to the stage map; major logging near the end we see stranded cars, one Belgian Escort Mk1 with a major visit to a log pile. Service in a major down pours, confusion on the road route to the next stage adds to the final day pressures we are both feeling. Three more to do they are all with open long sections Aireselta Falstone again, caution at the logging very slippery now with the heavy rain. Samuel Cragg we are done. Back to Carlisle and the finish ramp which we make despite me trying to make the route instructions more complicated than it is. Home by 8 pm

What a great event even though we only finished 32nd and 17TH in class we hope to be back for next year's rally. We are promised a full page in the programme as they managed to miss us out completely this year. A big adventure on which we met a lot of great people, have some great memories and we had a good deal of fun. Thanks to Gordon, Keith, Steve and John for all the support hard work and time given.

Dave Watkins and Paul Train

Harold Palin Memorial Rally at Manby

No sooner had I returning from the Trackrod I was off again to be a Club Steward on The Harold Palin. (Rallies appear like buses, nothing for ages and 2 all at once) John Hickling and his extended family at Eastwood and District Motor Club had invited me to join the team for the annual, all tarmac event at Manby.

The airfield hasn't changed since NHMC left it after the John Overend Rally in 2002. It remains an oval with an extra single track along its southern border; the office complex remains unchanged, just a little bit more dishevelled than last year. James Toynton still patrols his empire with his dogs in tow and the ever present smell of cooked bacon wafts across the service area. There are odd changes to the venue, driver training still takes place on site but the tanks and other military vehicles have gone.

The temptation to use the popular loose tracks is ever present, this year the ground was un-seasonally dry, so dry in fact that the famous water splash had no water in it at all and the surrounding ground was baked so hard it was impossible to grade it into a usable condition.

Like most Eastwood events, this turns into a very social occasion with most of the organising team setting up camp a few days beforehand in a plethora of motor homes, caravans and tents. Some just bring sleeping bags and they make the office their home for three days.

So, what do I do as a club steward? Not a lot really, I join the team the day before, I sign on and the Clerk of the Course takes me for a ride around the stage just to see if there is anything they have missed. On the morning of the event, I am joined by my co-conspirators of Anthony Northcote as the other club steward and Josh Horne as the MSA Steward. We traverse the first stage when all the marshals are in, we check all the signs, access points and to generally see if the stage is safe to run, we then hand the stage over to the Club. And that's about it, as stewards we are on hand throughout the day to offer advice to the organisers and to help in all judicial matters but thankfully they are few and far between. We wait for any major changes to the stage and we drive around again ever conscious of the time restrictions on us to get out of the way and let the proceedings continue. We also spend a reasonable amount discussing rules and regulations.

Here are a couple of typical question that arises:

A driver arrives to sign on without his licence. As an official of the event you know this competitor personally and you know he has a licence but he has just forgotten to bring it with him. What course of action do you take?

a) *Let him run and trust he has the licence at home.*

- b) Refuse to let him run.
- c) Get him to complete a non production of licence declaration form and fine him £50 and let him run.
- d) Ask him to swap seats and let his navigator drive.
- e) None of the above.

The answer is C but there is a twist to this, he has no money or chequebook with him to pay the fine and no one is prepared to lend him the money, can this competitor still run?

Well, yes he can, under current (soon to be changed) blue book regulation C(d)16 any fine must be paid within seven days so as long as the declaration is signed by the competitor and counter signed by the MSA Steward.

The second question is a lot easier

The two Club Stewards demand from the organisers that all their expenses are paid in full, that the organisers provide food and drink throughout the day and each is appointed a personal assistant to cater for their every whim.

Do you tell them:

- a) To xxxxxx off
- b) To xxxxxx off
- c) To xxxxxx off

The answer is C.

Dave Cogan
NHMC Club Steward.

Gav the Nav has issued the following positions in the Club Stage Rally Championship, full details on the Club Web Site

Drivers	Events	Total
Allan McDowall	7	332
Gavin Ruler	5	293
Chris Firth	6	228
John Hedison	3	142
Chris Peart	4	131
Alan Kirby	3	124
Tim Rodgers	1	84
Dave Watkins	2	82
Ken Sturdy	1	53
Rob Brook	1	49
Paul Simpson	1	48
Robert Pattison	2	45
James Sparrow	1	43
Paul Woodford	1	34
Guy Gladwin	2	20
John Dixon	1	10

Navigators	Events	Total
Dave Everard	6	336
Gavin Heseltine	10	332
Caroline Hedison	3	142
Lawrence Kirby	2	114
Colin Burley	2	109
Ben Lawrenson	3	105
Paul Woodford	1	84
Paul Train	2	82
Martin Woodhouse	1	61
Richard Wood	1	53
John Brook	1	49
John Pearson	1	48
John Dixey	2	45
Michael Woodford	1	34
Alex Lee	1	10
Craig Gladwin	1	10



Some interesting pictures from the start line of Olivers mount on the "Tour Britannia" earlier in the year.



Memorial to Dennis & Paul Webster



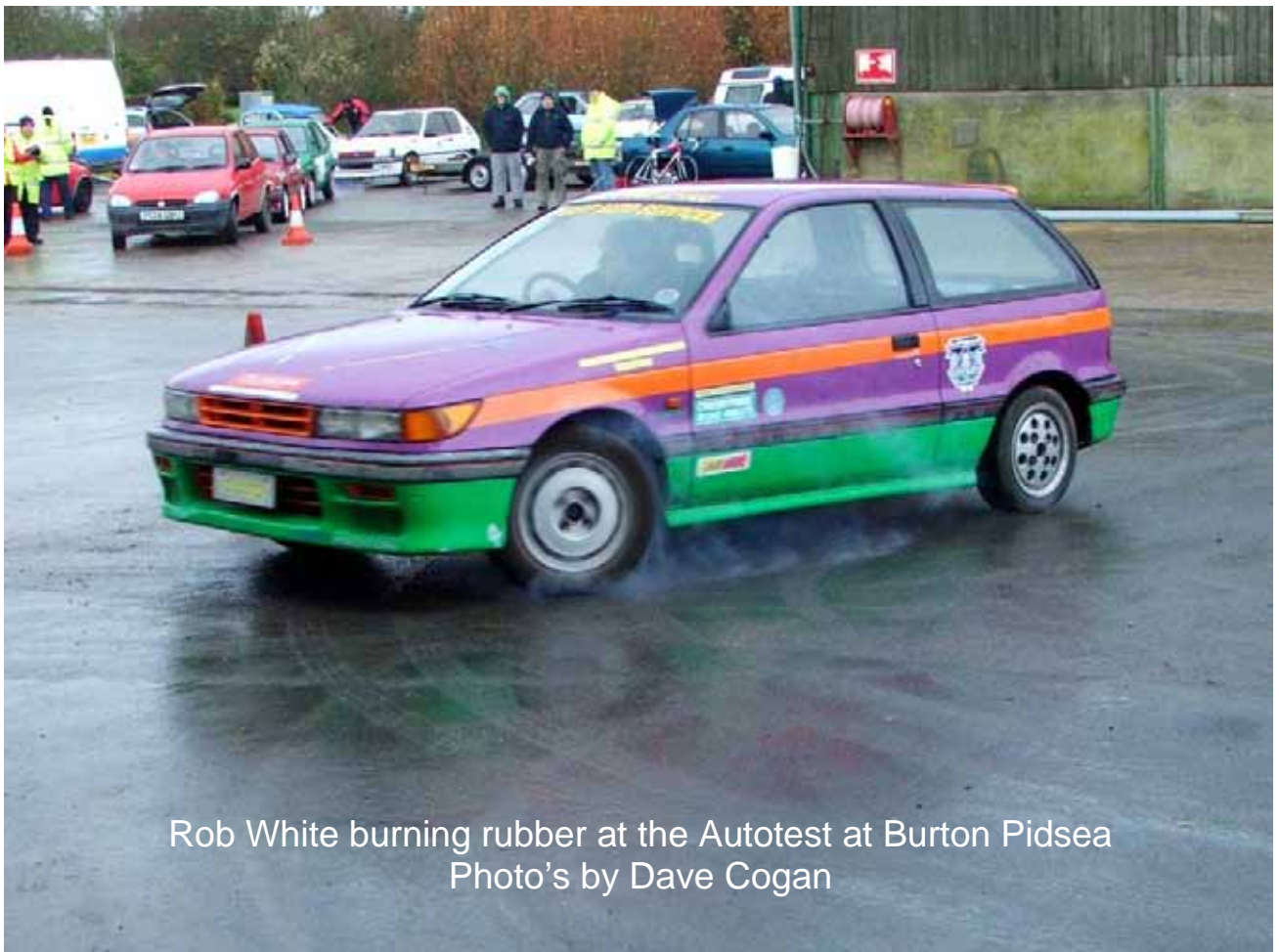
Back in the summer of 2009, the family of Dennis and Paul Webster erected a memorial bench in the middle of Dalby Forest in their memory. The bench is well worth a visit as it's situated on the banks of Staindale Lake alongside the forest drive. The reference to dub-life is to a magazine which Paul edited which is aimed at Volkswagen and Audi enthusiasts. www.dub-life.co.uk



The Bench is located alongside the northern shore of Staindale Lake. Approach along the forest drive and park at either parking area and walk to the bench. OS Maps 94 SE 880 903



Howard Everingham in deep concentration as he completes one of the tests at the November Autotest



Rob White burning rubber at the Autotest at Burton Pidsea
Photo's by Dave Cogan