

NORTH HUMBERSIDE MOTOR CLUB



OCTOBER 1996

EDITORIAL

With regard to the article on Marshals training (I declare an interest) I'm old fashioned in that I found that I gained knowledge and timekeeping experience on Road Rallies but nowadays where can novices learn.

These forums are a good idea, not necessarily for the newcomers, but also for those who think that they know it all. There is always something new, different or redefined so really these events are the way to keep up to date.

Where was the support from NHMC for this event? Where does the support go when John Newlove offers to put on a training event? Who can honestly say, hand on heart, that they know everything about Rallying and all its regulations and changes. Those who have a Blue Book? Who of those who have read it, cover to cover? Who can own up to knowing all the regulations and subsections intimately?

The response from NHMC for this training exercise was abismal.

Rallying and Marshalling isn't just about turning out on the day and doing what you think is right or doing what you have always done. The Sport, whether we want to admit it or not, is now a profession for some people and even for the rest it has to be professionally run. Some of our own Club are good but if we are honest the rest of us can always use a little extra help or knowledge.

Come and support the next training event whosoever runs it. Apart from the fact that you will probably enjoy it, you will certainly learn from it.

Whilst on my high horse - the bit between my teeth - or whatever equine quotation you can think of - consider the VOLUNTARY MARSHALS REGISTRATION SCHEME.

I know that all marshals are voluntary but please consider registering for this scheme. Our Chief Marshal, John Newlove, is doing his best to register as many of our experts as he can. It costs each of us, or the Club; nothing. There is nothing to lose. There could be everything to gain, either individually or as a Club.

Please fill in the application form which John issued on the Trackrod and return it to him as soon as you can. If you couldn't be there then ask him for a form, he will be happy to oblige.

CSW

SOCIAL DIARY

October 31st 1996 Thursday

CLUB VIDEO NIGHT

Please bring your interesting video snippets
Motoring, competitive or humorous only

November 16th 1996 Saturday

BOWLING NIGHT

At Hull Bowl, Sutton Road, Hull
Start 8.00pm prompt
Cost £4.50 each includes Footwear hire
(this is a substantial discount from normal)
Names to John Newlove tel: 01904 608524

December 19th 1996 Thursday

CHRISTMAS QUIZ NIGHT

Starts 8.00 prompt
We will be inviting other Clubs for their competitive
knowledge!
A buffet will be provided

TARGA ESPANA 1996

It started with a chance remark at Elvington in July when Roy Hatfield mentioned that whilst he had reserved an entry on the Targa Espana, his wife, who usually co-drives for him, was not too keen as it meant another week away from home.

So I said I might be interested and would ring him - that was the first problem. He was ex-directory and the number in the Lagonda Club Membership list got an elderly lady who thought I was a "heavy breather".

When I eventually made contact he sent the regs and the second problem appeared - it was a "REGULARITY" event.

The North household had no experience of this so booked a days course for two with Don Barrow who, for the uninitiated, was quite an accomplished navigator/co-driver:-

Motoring News Champion 63,64,67 & 70

BTRDA Gold Star Champion 70

" Silver " " 62,63,67

RAC Rally Champion 67

This was spent in the classroom AM and in his car PM practicing regularity. We also spent a lot of time in the London-Mexico Volvo - still fitted with Halda - wandering about Holderness at 30mph average.

A trip was taken to Sheffield to see the car - a 1953 Austin Healey 100M - 2.6litre, 4 cylinder with roll bar but no hood.

Various bits of paper arrived at home with details of the event and finally on Saturday September 14th I went over to Sheffield and we left at noon for Portsmouth.

Before departure I had put the Test Wheels in the Halda and at Trowell on the M1 put in the nearest set of wheels I had - a 131 went in but should have been 130.

The weather was hot and after a couple of hours the overdrive began playing games - just like the Volvo did in Central America - changing up and down. I said oil - he said contacts.

We arrived in Portsmouth in plenty of time and met up with other competitors. I went to talk to the crew of an Amazon, No 64, and found not only was it their first event but they didn't even have any regs. What a baptism in rallying.

That night a few beers were consumed and we signed on and received the Road Book for Legs 2,3 & 4 at 2.30pm on the Sunday afternoon. I spent four hours putting it on to maps, highlighting controls and times, working out

average speeds and putting in road section times before getting cross-eyed and going for a beer.

Next morning after an absolutely flat crossing we docked in Bilbao and were scrutineered before collecting the Roadbook for Leg 1. half an hour before the off.

Leg 1 BILBAO - OVIEDO Mon. 16th Sept.

We left the harbour in Santurtzi (Bilbao) at 10.39 (Car No 52) with 14.6K to the first regularity section. We were told to check our Halda on a short section of motorway and I found it was 0.1K out in 4K's. A quick calculation was made and I had to multiply all average speeds by .975.

The first was $47.5 \times .975 = 46.31$ - nearest in John Brown's book 46.5K.P.H.

It was only 6.5K long and we got a 3 sec. penalty - this I did not find out until the results were posted but hopefully on my next event I should be able to check as I go. The rest of the leg went smoothly without drama and any wrong slots to finish in OVIEDO at just after 8pm.

The road book was good - no tulips but description, direction, trip, total and times. The regularity sections were all self started e.g. a position and a time from last control given in the roadbook with the finish undisclosed. This first day was relaxed with time to wait outside controls without rushing - but with warnings of tighter sections to come.

No results were forthcoming that night and we went to bed at midnight wondering how successful my initial efforts at regularity had been.

I got up at 6am, went down and found to my surprise that the penalties for the four sections were 3secs, 9sec, 9 secs & 16 secs. Total 37secs, making us 10th out of the 51 starters.

Leg 2 OVIEDO - OVIEDO Tuesday 17th September

Our start time was 8.25am with 15mins. to do 7.6K to the first control. The map and Road Book directions did not match with the actual town itself and we had to hurry after a wrong slot. We later found out that we were one of only a few cars not to loose time because, as the traffic got busier there were rally cars everywhere and some even got O.T.L. Time penalties were later scrubbed!

The first section was a marked map. Not easy!. The maps leave a lot to be desired and only give you an idea that you may be going the right way but we muddled through with the help of the locals and only dropped 11 minutes - the average was a 20 min loss.

Only one crew cleaned it and only 13 got all the P.C.s (ourselves included).

The next section started with a regularity and after 2.1K there was "Turn hairpin left" - "No sign post". I took the wrong one, the correct one was 200m further on and we dropped 1min 13secs on the Regularity and 1min on

the whole section. This minute was partly because we had to get the name of a bar at a P.C. - the sign was down and we had to quiz the local - "¿Qué hay nomay de barro" (my Spanish) his answer could have been "P... off" but what he said satisfied the results team.

We cleaned the next section and were told that the next regularity section was cancelled and to go to the next control via TINEO - Where do we join up with the rally route? - Don't know!

It all fell into place but it was a bit fraught till it did.

Just before the next control the Halda stopped - panic stations - but upon investigation I found that the spring holding the wheels in place had slipped - breathe again.

The rest of the day went well except that we dropped 48 secs on a regularity because there was a rough section on it and we did not wish to damage the car.

At the penultimate (learnt that from Murray W.) control I nearly assaulted the Marshall who wanted to keep my time card as I had not written in the two P.C. answers - I had recorded them in the Road Book. We disagreed about the Regulations but common sense won the day and I wrote them in under his supervision.

We had been given an extra 20 mins into OVIEDO because of the chaos in the morning and finished our day at 6.15pm.

Roy washed the car and we showered, had our cold beers and went out to eat. I returned, before Roy, to the Hotel and found we had finished the in 5th position - the days penalties 14min and 1sec.

Starting time Wednesday 07.05am, 5th on the road.

Leg 3 OVIEDO - PRADORREY Wednesday, 18th September.

There had been mutterings the night before about Leg 5, which was to run from 9.50am to 4pm on Thursday, that it was too dangerous after a day and a night and the organisers issued a bulletin cancelling it before we set off on leg 3.

We cleaned the first three sections and incurred 6secs penalty on a regularity before setting off on the fourth section with a warning of heavy lorries coming towards us - this was correct - all eight wheelers or 40ft artics. There was also 10k's of loose and these factors dropped us 3mins. The next regularity gave a 9sec penalty and then we dropped down into a village with a Cafe where the control was and we had a 15min break for coffee (at 12.45).

After this straight into another regularity and an 18sec penalty followed by a road section where we had been given an extra 10 mins for fuelling.

During the event we had always filled if under half full - in case!

The rest of the afternoon passed quickly just one more regularity - penalty 17secs and we pulled into the dinner break at 6.45pm.

Before our meal we checked the lights and Poti then ate before putting on our Wet Weather gear ready for the night section.

Leg 4. PRADORREY TO ARRIGORRIAGA, Wednesday Evening, 18th September.

We set off at 8.15pm just as it was starting to get dark into a regularity and using a marked map.

All was OK for the first few junctions then in a village called Porqueros, where we had been given additional written instructions, it went wrong.

The map and the roads differed - we had been told to turn left and right after a level crossing - there were two!

By the time I sorted it out it was dark and raining so we dropped 3mins 21secs on the regularity. At the end of the regularity section we were given an additional sheet to help us where the map was not accurate - the additional sheet wasn't either and there were cars going everywhere.

I had checked ahead and found that we had 50k's of motorway in the section so knew I could spend some time before cutting. In the end I found a village that was on the map and worked out our position. We then left the area but with three cars following.

We were soon on the motorway in O/D 4th and worked out that we should get in to the next control on time - just!. 10K short of the control we came to John Davenport with a reroute - all that speeding for nothing - and were sent direct to petrol at about midnight.

It then decided to rain properly - not nice in an open car with no protection and after a short run along a main road we set off into the hills again.

In the next 50K we dropped 25min of our 30mins lateness and were overtaken by many cars. I then had to have a board meeting and decide the tactics for the rest of the event.

The terrain and the weather dictated that no way would we be able to follow rally route and keep in time so we headed North for the coast and followed the main road East before turning South again to catch up.

We started cutting at T.C. 38 at 01.40 and joined in again at T.C.45 at 07.12. We only had to wait 15mins for our due time so you can see that we would still be out there if we had not cut.

We left as the first car on the road came in and found out later that only 10 cars had been to that control. It was just getting light but still persisting down as we pressed on over the last section. There was a regularity in the middle of this and when we got to the start of it 5 cars were waiting. I instructed Roy to drive past them (it was a "self

starting" control) and wait for Wilson/Bufum Porsche which was first on the road and probably on the same minute as us.

This we did and when they came past followed them at a respectable distance to the end of the regularity - I was not going to get my tables out just for the sake of a few seconds as we had already incurred 3½ hours penalties by cutting.

The result was unbelievable. we just dropped 5secs and then we cruised to the motorway service area for the final control.

(Whilst we were there the results for leg 3 went up and we had dropped to 6th O/A).

After a cup of coffee we set off to drive via the motorway to the official finish of the event in ARRIGORRIAGA which is on the coast very close to the French border. There we found our Hotel, showered and went to bed until 6pm when we dressed and caught the bus to Rally HQ and the Prizegiving.

Results were up and we had dropped to 14th O/A. 2nd in class with the added bonus of being in the winning Marque Team - LOS(T) HEALEYS.

Only 33 cars finished with time penalties from 4mins 4secs of the winner - IGNACIA SUNSUNDEGUI/COLIN FRANCIS (Mini Cooper S) to two girls in a Bristol 400 who incurred 21hours 4mins 8secs. Our penalties were 3hours 5mins 54secs - 3hours 30mins incurred when cutting. The "if" factor would probably have placed us 5th or 6th.

After the prizegiving I retired to the bar and missed the bus back to the Hotel. When I got a taxi I didn't know the name of the hotel but found it on a Biro I had with me.

On Friday we drove to within 100K of Calais, caught the Shuttle Saturday morning and I was home for tea seven days and four hours after leaving.

P.S. Two paragraphs of John Davenports preview of the event explain the type of terrain encountered in Northern Spain.

"It is that kind of tradition that the Classic Marathon has always followed and in Northern Spain we are in an area which possesses mountains of equal magnificence to those which inspired those first rallies. The mountain roads of Spain are certainly the rival - if not actually better than - the ones which have sustained the traditional French, Austrian and Italian rallies for over seventy years.

The idea behind this rally is that you should enjoy yourself, but, at the end of it, all of you in the crew should feel that it has extended you physically and intellectually. From the driver's point of view, the first is easy to understand since he has to do all the work necessary to wrest the beast round the infernally high number of bends that the Targa Espana possesses. The old Tour of Corsica had as a sub-title the Rally of the 10,000 Corners. I would not spend your time during the rally counting if I were you, but I can assure you that we pass that total comfortably by the end of Leg 3 - and there are five legs."

Cesario

MARSHALS TRAINING DAY

It is Sunday 22nd September 1996; 7.30am. Colin, Christopher, Graham, Mike and Sarah are on their way to Robert Pattinson School, North Hykeham near Lincoln for THE RALLY MARSHALS TRAINING DAY run jointly by ANEMMC and ANCC.

Signing on is 08.30 - 09.00 and when we arrive at 08.50 there are about 30/40 people in the Common Room of the School. On checking the timetable it is going to be a full day, with an element of choice as to which lecture one attends. Everything is to be theoretical today and classroom based.

1996 ANEMMC & ANCC JOINT RALLY MARSHALS TRAINING DAY - SUN 22 SEPTEMBER 1996 - ROBERT PATTINSON SCHOOL, N'TH HYKEHAM, LINCOLN

<u>TIMETABLE</u>	<u>(The Modules are aimed at different levels of experience, Novice, Semi Experienced, Experienced And Senior)</u> <u>(This relates to your level of experience in relation to that particular aspect <u>not</u> your overall marshalling experience)</u>		
08:30 - 09:00	Signing On & Arrival (Common Room) <i>Bryan Northcote</i>		
09:00 - 09:15	Introduction (Common Room) <i>Anthony Northcote - Format, Mike Jackson - School Layout etc.</i>		
09:15 - 10:15	Session One (Options) 1. Basic Principles of Marshalling (Room 4) <i>(Aimed at Novices)</i> <i>Peter Savory</i>	2. Basic Stage Setting Up (Room 5) <i>(Aimed at Novices and Semi Experienced)</i> <i>Mike Jackson & Richard Ashton</i>	3. Timing Including Event Timing (Room 6) <i>(Aimed at all Levels)</i> <i>Jan Cordery</i>
10:20 - 10:50	Session Two Judge Of Fact Procedures & The Importance Of Event Paperwork (Common Room) <i>Anthony Northcote</i>		
10:50 - 11:10	Break - Refreshments & Videos (Common Room)		
11:10 - 12:10	Session Three (Options) 1. Incident Management Seminar (Common Room) <i>(Aimed at Novices, Semi Experienced and Experienced Levels)</i> <i>Richard Ashton, Jan Cordery & Anthony Northcote</i>	2. Senior Officials Seminar (Room 4) <i>(Aimed at Senior Level)</i> <i>Mike Jackson, Peter Savory & Pete Kettle</i>	
12:10 - 13:10	Lunch - Make Own Arrangements. Videos will be showing in Common Room and Drinks are available in the Common Room		
13:10 - 14:10	Session Four (Options) 1. Radios And The Importance Of Event Comms (Room 4) <i>(Aimed at Novices and Semi Experienced)</i> <i>Jan Cordery</i>	2. Advanced Stage Setting Up (Room 5 & Outside) <i>(Aimed at Experienced and Senior)</i> <i>Mike Jackson & Peter Savory</i>	3. How To Run A Rally Inc Timing And Safety (Room 6) <i>(Aimed at all Levels)</i> <i>Pete Kettle</i>
14:15 - 15:15	Session Five Explanation of Equipment on a Rescue Unit & How Marshals Can Assist At Incidents (Common Room & Outside) <i>Richard Ashton & Mike Rescue</i>		
15:15 - 15:35	Break - Refreshments & Videos (Common Room)		
15:35 - 16:05	Session Six 1996 Network Q RAC Rally - The Role of the Sector Official / Control Procedures / Service Areas (Common Room) <i>Anthony Northcote & Mike Jackson</i>		
16:05 - 16:25	Session Seven ANEMMC's Voluntary Marshals Registration Scheme (Common Room) <i>Anthony Northcote & Peter Savory</i>		
16:20 - 16:30	Summing Up & Close (Common Room) <i>Anthony Northcote & Richard Ashton</i>		

We went to Course 3 in Session 1, Course 1 in Session 3 and Course 2 in Session 3 and it was apparent that people in general were spreading themselves about throughout all the Courses.

Even though some of us have been marshalling for a number of years it really was beneficial for someone to run through procedures again. Obviously, most of it was what some of us already knew but it made one delve into "the grey matter" at times, not necessarily a bad thing as we all can become complacent. There was an odd item which was new.

The Red Flag Procedure came up during the Advanced Stage Setting Up and, though we had come across it before, it gave one the opportunity to go into the system in depth, in fact because of our questioning, an extra session on this was slotted in just before Training finished as it was apparent that some other people on other Courses were unsure as to how it operated. Peter Savory (Chair of the Eastern Association) gave an excellent and spontaneous explanation of it all.

Anthony Northcote took the final part of the day with an explanation as to how the Network Q will probably be, a few changes, spectators in Service Areas !!!, most interesting.

The Voluntary Marshals Registration Scheme was explained in some depth and it genuinely seems to be a good idea. Marshals will be encouraged to go onto training courses such as we did and will receive certification of attending certain courses. As you will have seen from the prospectus in our last Mag, they will then progress upwards.

Yes, I know !

Seriously though, it did seem a good thing and it could be the way that this side of the Sport is progressing. As has been said before, the more established marshals don't have to qualify, just apply.

CSW

MARSHALS NEWS



Welcome to this edition of marshal news with some events for October / November.

Many thanks to the few club members who have turned out to marshal other clubs events, most recently events on Manby and at Swinderby, if we don't help our fellow clubs we cannot expect them to help us.

Most importantly we have a new event for our club, thanks to the help from Howard Patterson we are organising a low key, low cost single venue rally on Blyton Airfield just across the bridge. As usual we will need lots of help.

EASTWOOD & DIST. MC . OCTOBER STAGES SAT 5TH OCT

This event will be held on Manby Airfield on the above date, I would

expect signing on to be between 7.30am and 8.0am, names to John Newlove Please.



DELACY MOTOR CLUB SEVEN DALES ROAD RALLY. SAT/SUN 19/20 OCTOBER.

How about marshalling on a road event for a change, this long standing event starts at the Delacy Motor Club Club House at Brotherton and use maps 105/106 -please contact the chief marshal Steve Walshaw on 01132870120



NORTH HUMBERSIDE RALLYDRIVE STAGES RALLY

SAT 2ND NOV

Just 20 mins from the Humber Bridge on the A 15,

MR. 112. 877953, details are still being finalised but as usual we will need lots of help, I would expect signing on to be around 7.30am, please contact John Newlove.

TRACKROD MOTOR CLUB LOOKOUT STAGES RALLY SAT 9TH NOV.

As usual this event is held on Melbourne airfield, I would expect signing on to be between 7.30 and 8.0, more details from John Newlove.



**NETWORK Q
RAC RALLY
SUN 24TH
NOVEMBER**

As usual we will be helping on the Clumber stage on the Sunday both on the stage and also with the passage control.

It will probably be an all day event with early morning signing on.

Names for the passage control to John Newlove , or for the stage to Dave Cogan.



**MARSHALS
TRAINING**

Some of our members attended a training day in Lincoln during September, we can extend this training but unfortunately we always seem to be preaching to the converted, I can only put on some training events if I get people wanting to be trained, anybody interested





COMPETITION SECRETARY'S BIT AUTOTESTS

Because of other commitments and general lack of interest, I have not organised any further Autotests this year, if you are interested and can find a venue please let me know.



RALLYDRIVE STAGES RALLY

Howard Patterson of Rallydrive has offered the club ,the use of his venue at Blyton in Lincolnshire, the milage available is small, but we have decided to run a Single Venue Rally on Saturday 2nd November, . The idea is to have a low cost Club Level event with a entry fee not exceeding £75. We shall need lots of help, any marshals should contact John Newlove, regulations are available from myself or Gavin Heseltine.

In Howard's words "**Probably the best value for money Rally in the World**".

1997 DATES

We have submitted the following dates to the RACMSA for next year, it is possible some of them may change.

1ST JANUARY	NEW YEARS AUTOTEST BRANDESBURTON
2ND FEBRUARY	AUTOTEST
5TH APRIL	NORTH HUMBERSIDE FOREST RALLY
7TH JUNE	JOHN OVEREND MEMORIAL STAGES RALLY
13TH JULY	SLEDMERE PCT
9 TH AUGUST	SINGLE VENUE RALLY BLYTON???
31 ST AUGUST	AUTOTEST
10TH NOVEMBER	AUTOTEST

THINKING OF CHRISTMAS ?

Why not treat someone to some Club clothing. I have listed some of the choices below, various colours are available, items are embroidered with the club badge.

Also any name can be embroidered below the badge at a cost of £1.50 per garment.



Long Sleeved Sweaters

100% Acrylic, V neck	£13.50
Classic Lambswool, V neck, medium weight	£23.50
100 % Botany Wool V Neck	£19.25
50% Wool / 50% Acrylic Crew Neck	£17.50

Sweatshirts

Long sleeved , crew neck	£13.25
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Sports shirt

Cotton, short sleeved	£14.50
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Further details from Robert Newlove, **order early for Christmas !**

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Please do not phone these Officials after 9.30pm. Thank You