



North Humberside Motor Club



MAGAZINE June 2011

Editorial: Due to lack of time and articles its been quite a while since the last magazine. Plenty to report this month.

In April Trackrod organised their annual event on Melbourne, the Lookout Stages, which started around 48 competitors. NHMC had helped Trackrod to prepare the venue with several working parties doing repairs.

Congatulations to James Sparrow and Phil Pickard on winning the event, with Alan and George Kirby second ensuring we were top Yorkshire league scorers on the event.

In May we had our own John Overend Memorial stages rally again on Melbourne, we struggled to get enough entries to make the event viable but a decision was made to run the event . It didn't help that the organisers of the Rally Show decided to organise their event on the same date, even though it was down south two of our regular competitors travelled down. Congratulations to Alan & Lawrence Kirby on winning the event.

I would echo Dave Cogans comments on the amout of support we received from club members and supporters to make the event happen. I will not mention individuals as I may miss someone, we had a huge team setting up and more importantly a large team clearing up on Sunday evening. I remember we stopped for a cuppa around 6.30 and the portacabin was full, I counted at least 18 people. In addition we had Radio operators, Timekeepers and Marshals in total signing on over 80 people in one of these capacities.Thanks very much to everyone.

You will see later on in this magazine we have two excellent classic events coming up, both were a great success last year and hopefully will be the same this year.

The August event finish's in my village of Sutton Upon Derwent at our Village Hall - a chance to see where I spend most of my time when not involved with the Motor Club as I am the chairman.

Our Forest Rally, now known as Clelands Volvo & Jaguar Tweed Valley Stages, is to be held on the 23rd July and is gathering pace and attracting huge interest. You will see more information elsewhere in the magazine. Regulations are now available via the event website, www.tweedvalleyforeststagesrally.org.uk/.

John Newlove

Cover Photo: Alan & Lawrence Kirby winners of this years John Overend Memorial Stages Photo courtesy of Phil Andrews Rally around Photography
www.rallyaround.co.uk

Committee Chairman's Comments

The John Overend Memorial Stages Rally 2011.

Just a quick note to all concerned regarding our recent event at Melbourne, it would appear from the comments coming back to us from competitors that this was one of our best events ever. I am sure Rob Brook the Clerk of the Course will have something to say about that.

As the committee chairman, I would like to express my appreciation to everyone who was part of the event, competitors, marshals, officials and those that couldn't attend but still lent us equipment to move all those blasted tyres. Thank you.

The entries were down on what we expected; running about the same number of cars that the previous Melbourne event ran yet our event was part of more championships. I would be interested in talking to competitors as to why you think this was.

If we discount anyone who had commitments elsewhere, what is discouraging competitors to events like the John Overend.? We know the recession is taking its toll and the cost of fuel is a growing concern. Has the MSA some responsibilities here, £72 of the entry fee this year found its way to the MSA. The radio operator who supplies the safety network took £2.50 per car off us (discounted by 50% this year due to our lack of money), the land owner needed well over £ 3K for the use of the venue and the Drag Racing Club required just short of £1k for the hire of buildings, toilets and sweeping the strip once we had done. Then there are the officials such as rescue and recovery, we have their expenses to pay as well as the Scrutineers and Noise officials, although there is some back scratching going on there. By the time we have produced the minimum amount of paperwork, road books, and safety manuals there is bugger all left.

We have to rely on donations from competitors and scrounged items from employers of Club officials to be able to give out marshals 'goodies' which is becoming more and more of a requirement these day

There has been a suggestion made quite recently that the event should seek a major sponsor who would subsidise all of the above but there we have one major dilemma, we don't allow spectators to Melbourne and that would have serious conflicts with a commercial sponsor who would need to reach as wider audience as possible. So, why don't we allow spectators?

Melbourne Airfield is a private farm, nothing more, ok so it has a disused airfield in the middle of it, a drag strip, helicopters, giro-copters, a preserved world war two control tower, a rally school, a local hunt, a local shoot and thousands of pigs, but apart from all that it's still someone's private property.

If we advertise the fact that spectators are welcome, we would need to provide car parking facilities, toilets, a safe designated area on the airfield for spectators to stand, perhaps some first aid cover such as St. John Ambulance and some staff to oversee that operation. To offset that we could make a small charge at the gate for car parking but Melbourne not being the most secure venue in the world would just be overrun with spectators parking elsewhere, finding other ways in and just be a nuisance to the locals resulting in plod being called and we get shut down. No thanks.

I do know of one event coming up soon in which there are two major benefactors who are both members of the organising club, each of which has guaranteed sufficient money to the organisers to ensure that event will run even if there are only half a dozen entries. These generous people have also provided enough cash to provide a free bar on Saturday night for anyone who is signed on for the event and a free cooked breakfast on Sunday morning too.

In summary.

If we are to sustain event such as the John Overend Memorial Stages Rally we will need to dig deep for ideas, the obvious two being either to find much higher numbers of starters or raise the entry fee considerably.

Any thoughts?

Dave Cogan
Committee Chairman

For Sale

4 off. White 15" x 10" rims. Ex Chevrolet.

Standard Japanese/American 6 stud fitting.

One rim is fitted with an almost new 31 x 10.5R 15LT Tyre.

£100 can be delivered locally

Contact Dennis Robinson Tel: 01482651069



Marshal News

Saturday 11th June Dukeries Motor Club Rainworth Skoda Dukeries Rally

We have once again been asked to run Thieves Wood on this event. Not such an early start unless you are setting up, with the first car due at 12:14. Please let me know if you can help.

Jane Cowling Memorial Rally - Twyford Wood 26th June 2011

All marshals signing on for the event will get a free breakfast / lunch voucher (1 bap + drink) from catering wagon. This is courtesy of Baz Jordan.

The event has totally new stage plans, and also keeping to the better parts of the venue. i.e. the Bomb dump area, as it is known, is not being used. The service area for this years event is in a new area of the venue.

If you are available to assist on this event, please email me on djminns@tiscali.co.uk or call 0115 9890673

MARSHALS TRAINING DAY 2011

Also planned for this weekend is another ANEMMC Marshals training day see further information in this magazine...

Saturday 23rd July North Humberside Motor Club Clelands Volvo & Jaguar Tweed Valley Stages Rally

The most southern of the stages on the event is being run by Yorkshire based Motor Clubs, Stage Commander is Andy Turnbull with his Deputy Derek Lee, the stage will be run twice. It's not as far as you think and may be travelable in a long day, Andy can be contacted on andy@theturnbulls.co.uk

Anyone wanting to stay over with a caravan, motor home or tent are welcome at the caravan site adjoining the service area in Selkirk albeit 40 miles further North. Ian James has also asked me to point out that anyone staying over to bring a bottle we are sampling the Scottish Peat Water on Saturday night after the event; he has some from the shop in Pitlochry although points out Tesco have a fair stock these days.

23rd July Opposite Lock Stages Rally Manby

If you are not going to our event, Ted Collins is wanting marshals for this event on Manby, he can be contacted on **01422 255919**

Future Dates

Trackrod Rally Yorkshire 24th September

Roger Albert Clarke Rally we are helping Ted Collins on Langdale, he is in particular need of a finish crew. The stage is used twice on Saturday 23rd September.

Chief Marshal

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

HANDS ON PRACTICAL TRAINING DAY

SATURDAY 25TH JUNE AT TWYFORD WOOD, NEAR GRANTHAM, NOTTS.

The ANEMMC in conjunction with Eastwood & District MC have organised a training day, on the Saturday before the Jane Cowling Memorial Phoenix stages Rally.

The event is open to organisers, Marshals, Radio Crews, Competitors, photographers and Spectators, if you are involved in Motorsport there is something for you

Mock Incident scenario, first on scene, radio, marshalling and basic fire training. All within a Stage just like on a real event, with real cars, see what happens in radio Control, how to handle situations

We don't know what's round the next bend or over the next brow.

Loo's and catering on site

Contact

Richard Ashton E Mail Richard@calderrescue.co.uk

John Minns 0115 9890673 E Mail djminnsrally@tiscali.co.uk

John Hickling 0115 9384601 E Mail john.hickling1@ntlworld.com

2011
Clelands Volvo and Jaguar
**TWEED VALLEY
STAGES**



www.tweedvalleyforeststagesrally.org.uk

GMSC
Glenrothes Motor Sport Club



Saturday 23rd July 2011

2011

Clelands Volvo and Jaguar
**TWEED VALLEY
STAGES**

23rd July 2011

The Tweed Valley Stages Rally, a joint promotion between North Humberside Motor Club Ltd and Glenrothes Motor Sport Club Ltd, will run on July 23rd, bringing back into commission the stunning routes of Elibank and Yair, last used in the late nineties.

The rally offers around forty fast stage miles and forms part of the:

- Scottish Borders Rally Championship
- Fuchs Titan Race ANCC Stage Rally Championship
- Competition Car Insurance EMAMC Multi-Venue Championship 2011.

The cost for competitors is only £445, so entries are expected to be high for the inaugural event. The Rally HQ is at Selkirk Leisure Centre and Caravan Park, where caravanning and camping is available next to the service area for those planning to stay over. The service area is on tarmac and will be visited more than once during the event - on the day scrutineering is also on offer.

No entry fee cheques will be banked until after the first closing date and any competitors who withdraw their entries prior to first closing will have a full refund.

Event regulations and entry information is available on

www.tweedvalleyforeststagesrally.org.uk.

Please register your interest by contacting the Event Entries Secretary at:
entries@TVSR.org.uk

**Scottish Borders
Rally Championship**



COMPETITION SECRETARYS BIT YORKSHIRE LEAGUE



So Far So Good!

After the first round of the league, Trackrod's Lookout Stages, we were first in the league.

With lots of NHMC entries, it was difficult to pick a team. We are now allowed a maximum of four in a team, the best two scores to count.

I picked Gav Ruler/Dave Everard, Alan and George Kirby, James Sparrow /Phil Pickard, and Rob and John Brook. Gav and Rob didn't finish, but with James first overall, and Alan second, we couldn't have done any better.

The second round was a Sprint at Curborough, with no club entries, then came the John Overend Memorial Stages Rally.

This time I hadn't too many to pick from, but choose Chris Newlove, Co Driving for Mick Gallagher, Alan and Lawrence Kirby, Steve Barmby/ Michael Woodcock, and Rob Pattison/ John Dixey. What a disaster, with only Alan finishing the event. We ended up second team on the event, but still maintained our lead overall.

North Humberside	305.8
Ilkley	288.1
Trackrod	210.2
Airedale & Pennine	149.5
Huddersfield	128.9
YORK	106.9

As we go to press the next event is York's Sprint on 30th May at Teeside Autodrome.

Stop Press: James & Luke Sparrow and Ken Sturdy entered the event, James won his class, with son Luke second. Ken came second in class. With this fine performance we expect to be the leading Yorkshire League team but are awaiting results.

Then Airedale and Pennine car Trial at Keighley on 5th June, Chris Newlove is hoping to do the event.

Followed by another Car Trial on the 19th June is The Yorkshire Post Car Trial organised by Ilkley at Bolton Abbey, you don't need a competition licence and the entry fee is only £10

BISHOP WILTON CLASSIC CAR RUN
Sunday 3rd July 2011.
10am at Manor Farm Shop, Hutton Cranswick

Due to the cancellation of the Dalton Village Fete this year we have provided members and friends with an alternative event (on the same date as the Fete) to stretch the legs of your classic or modern sport cars.

The Bishop Wilton Classic Car run is a simple, no nonsense, 85 mile road route, split into two legs finishing at Bishop Wilton Village Hall. There is no competition involved, the route has been designed and written so it is easy to follow with mileages, descriptive diagrams and even some Sat. Nav. postcodes thrown in just in case you do get lost. There are even a few places on route where it suggests a quick stop to take in some stunning panoramic vistas.

It is a social event starting at The Manor Farm Shop, Hutton Cranswick where hot bacon sandwiches are for sale along with a vast array of farm produce, local spring water and ice creams on offer.

The first leg takes you North East from Cranswick towards Bridlington and ending up at Sledmere House Café where you can purchase lunch and use the toilet facilities. For those who wish to, there is time to visit Sledmere House and grounds but these will be at an extra cost charged by Sledmere Estates.

The second half is a slightly shorter route but a little bit more twisty and hilly than the first half, heading North West from Sledmere and ending up at Bishop Wilton Village Hall where a warm welcome from the Village Hall Committee awaits. Your entry fee includes tea or coffee and a slice of home made cake for every entrant and you are welcome to bring your own picnic to be enjoyed at the finish. If the weather is against us, the Hall is open so we can all shelter there. The later half of the route takes you past one or two quaint country pubs that you may wish to visit before going home, just keep an eye out for those, some are marked on the route instructions.

Entry forms are now available on the Club's web site, click on classic run or from Dave Cogan at Club nights or ring him on 01482 631963, leave a message and he will phone you back.

We are offering this event to other Clubs and societies this year so your entry would be appreciated as soon as possible, it's only £10.

We will accept cash or cheques payable to North Humberside Motor Club Ltd.

John Overend Memorial Stages Rally 2011

As Rob Brook is on holiday, I have written this little article

Robert Newlove

As we often say, looks like we got away with it again.

Despite the low number of entries (47), the event was very successful, but it was not without the odd hiccup.

Two weeks before the rally, I normally double check that everything is in place, mainly the important things, caterer, medic, rescue, recovery, etc. I was checking with Pennine Rescue, and noticed we were not on their website, but two other events were, panic!, due to a clerical error, they were double booked, fortunately Calder Rescue came to our aid.(or Rescue?)

With just over a week to go, we were still short of enough entries to run, but on the Saturday night, we decided to go for it.

Then a urgent E mail from Alan Gilbert, the entries secretary, his computer with most of the rally info on it, had gone into meltdown, apparently, the onboard cooling fan had malfunctioned, a bit had come off it and jammed in the blades, fortunately, he managed to get it repaired, without any loss of data.

The great thing about this years event, was the number of members who turned out to help with the setup and the packing away for the event, it was a magnificent effort. I cannot name everyone, as it would take up all of the next page, but a big thank you to everyone.

On the day of the rally everything more or less went to plan. Except the caterer got lost, he didn't see the arrows, and Wayne Smith had a puncture in his JCB teleporter, that he kindly brought to help us move the bales.

We had Matthew Atkinson doing results and sending them live to the internet, so some competitors didn't even need to walk to the notice board, they were either using I phones, or ringing their mates at home to look on the web for them, amazing. On clearing up the venue, we had lots of straw to clear up, the reason can be seen in the photo on the back cover.

NHMC Classic Car Run 7th August 2011

This event has been rescheduled, normally running the Sunday 23rd July, to coincide with the Sutton Upon Derwent Classic Car Gathering

We have designed the event to be a navigational exercise for classic vehicles taking in some of the finest views that the East Yorkshire Wolds has to offer.

Navigation will be the prime focus of this event, and to this end, entrants will need maps 101, 106, and 107. Entrants not wishing to venture into the world of serious navigation may opt for an easier route description, which will be given to all entrants. Serious navigators will hand in their unopened envelopes at the end of the event. The route will be approximately 60 miles and should take about 2 ½ hours to complete. There is no timing of the run but entrants should restrict their speed to an average of 24 m.p.h. Some of the roads used will be narrow, and subject to farm traffic. If the weather is inclement, the entrants may encounter mud on the road surface.

Entrants who do not feel the need to take part in the full navigational exercise will be able to follow the route fairly easily, if not exactly.

The route will be issued as a road book, marked with "Tulip" diagrams and mileages. Mileages will be given as accurately as possible.

Not all junctions will be marked in the road book, and there will be a series of letter boards set out on the route to verify that entrants have taken the correct route. It is open to any make of classic car registered before 1984 and modern sports tourers.

It starts at Manor Farm shop, Hutton Cranswick, Hot bacon sandwiches, coffee etc. will be available at the start, and we finish at Sutton upon Derwent Village Hall at about 1.p.m. where a barbeque lunch and drinks will be available, coinciding with the village Classic Car gathering, a small event with various cars, Tractors etc

There will be a car treasure hunt in the afternoon which Dalton Classic entrants will be invited to join.

The event is open to anyone with an appropriate car, we would encourage club members to promote the event, and enter -- the more the merrier, as they say. A copy of the regulations will be available shortly - they will also be available on the club website later together with an Entry Form.

Dennis Robinson
Ian Sadofsky

Some points of interest from the May edition of MSA News

Closed roads: a brief explanation

With Parliament in recess, the government's announced consultation into closed road motor sport has yet to be enacted. As soon as it is, the MSA will ensure that the motor sport community is fully aware of any action required on its part to support the measure.

In the meantime, the MSA has received a number of enquiries regarding the current legislation governing road closure orders. For the sake of clarity, the following explanation may be useful.

Clearly, local authorities already have the power to close a road temporarily; they frequently do so for road works and utility services, as well as for community activities such as carnivals or fetes.

However, despite a road being closed, the actual process only removes the public's right to pass and repass, or in layman's terms, to use the road. The Road Traffic Act, for example, remains fully active. This affects both motor sport and other sporting activities such as cycle racing.

The more specific issue facing motor sport is that under Section 12 of the Road Traffic Act it is illegal to organise a motor race or a trial of speed on the public highway. The legislation states that it is not possible on mainland Britain to suspend the Road Traffic Act except by another Act of Parliament.

Consequently, while it is currently possible for the local authority to 'close' a road, the Road Traffic Act would still be in force – meaning that all vehicles would have to be road-legal, taxed and insured and would have to comply with existing legislation including speed limits and road markings, thus making many competitive events impossible.

The legislation being proposed by the MSA's campaign, will provide local authorities with the power to suspend the Road Traffic Act and associated Rights of Way in order that properly organised and permitted events could take place on the public highway on mainland Britain.

NATIONAL MOTORSPORT WEEK

Teams, clubs and venues pledge support for celebration of motor sport

With less than two months remaining before National Motorsport Week (25 June – 3 July), a large number of nationwide events and activities are being lined up and more will be announced over the coming weeks.

All eight UK-based Formula One teams have pledged their support, as have a large number of others determined to use the prominent National Motorsport Week platform to promote their own involvement in the sport. A full list of those participating will be compiled on the revamped www.NationalMotorsportWeek.co.uk website, which also has various toolkits and guides available for download.

"With the MSA and MIA now working together on this important programme, we are predicting a large number of activities to be confirmed for National Motorsport Week," reported Jonathan Gill, who is helping to co-ordinate the project from the Go Motorsport office. "In recent weeks we have had extremely positive meetings

with all the UK's F1 teams and most of the country's circuit owners, plus a host of other key players from the industry and media.

"We are confident that we'll see a wide variety of events being announced – most of these being aimed at attracting more people into motor sport whether it's as a competitor, fan, volunteer or employee. Motor sport is one area in which this country excels – it's vital that we get this message out to as wide an audience as possible and use it to get more people involved."

Special support for motor clubs

While the higher profile activities being scheduled during the revamped National Motorsport Week are likely to grab the headlines, it's even more important that grass roots motor sport maximises this opportunity to engage with the public and generate more participation.

For most clubs, confirmation of this year's date has come too late to enable new activity to be included in the calendar, but Richard Egger – Go Motorsport's experienced Regional Development Officer in the East Midlands – is working with a small selection of MSA-registered clubs to explore what can be done in a very short timescale. The MSA is hopeful of announcing the 2012 date as soon as possible and it is hoped that these 'pilot' activities will be used by clubs as case studies for next year's event.

To date Richard has contacted more than 20 clubs and received positive feedback from all quarters. "One already had an activity planned for NMW; three have existing events which they will now run as NMW activities and do some extra marketing to attract new faces while 15 have agreed to have a look at putting something together even if it will be low key," reported Egger. Other clubs keen to use the National Motorsport Week platform to promote their own activities are urged to contact info@GoMotorsport.net.

CHAMPIONSHIPS UPDATE

SWISHER MSA English Rally Championship

Darren Pinchin and Ashley Slights are tied atop the championship standings following round three, the Somerset Stages Rally Championship positions (provisional) after Round 3

- 1 Darren Pinchin – 75 points
- = Ashley Slights – 75
- 3 Allan McDowall – 71

Dulux Trade MSA British Rally Championship

David Bogie extended his championship lead with his second win of the year on the Pirelli International Rally. Team UK crew Elfyn Evans and Andrew Edwards remain in second place overall.

Championship positions (provisional) after Round 3

- 1 David Bogie – 58 points
- 2 Elfyn Evans – 51
- 3 Jonny Greer – 44



James Sparrow/Phil Pickard winners of the Lookout Stages
Photo courtesy of Phil Andrews Rally around Photography



Chicane demolition on the John Overend
Photo courtesy of Kim Barnes