



North Humberside Motor Club



MAGAZINE
October 2011

Editorial:

Can't believe that another Rally Yorkshire has been and gone with another successful running of an 11 mile stage in Langdale. Thanks to everyone involved in the setting up and running of the stage. Well done to our club competitors Ken and Joe sturdy as seen in our cover photo and Bernie Nolan and Caroline Hedison who both completed the event.

We had last year's AGM recently, unfortunately as usual a very poor attendance, we realise it's rather late in the year due to a number of reasons, we are trying to gradually move it back earlier in the year.

Ian Sadofsky was re-elected as Club President, with Dave Cogan and myself as Vice Presidents.

Steve Varey was re-elected to the Committee as was membership secretary Dennis Robinson. We still have two vacancies on the committee and would welcome any volunteers. The committee meet bi-monthly on a Tuesday evening in Beverley. It would be particularly nice to have some competitors join us.

One of the biggest issues being discussed was the club's finances. At present the income from membership doesn't cover the club's running costs., The biggest cost to the club being the storage of our equipment and accountancy fees. Due to the fact we are a limited company we have to have our accounts audited and submitted to company house in line with company law hence the high costs.

Several measures have been taken in this financial year to help reduce our outgoings. In the past we have relied on income from our major events The Forest Rally and the John Overend Memorial Stages Rally to subsidise some of these costs.

John Newlove

Cover Photo: Ken and Joe Sturdy competing on Rally Yorkshire well done for finishing 9th on the clubmans event on Joe's co-driving debut.
(Photograph by kind permission of SRH Motorsport Photography)

www.northhumbersidemotorclub.co.uk



Durham Dales Rally Sunday 4th September 2011

Chris Newlove/ John Crundwell - Mini 1000

After the sad news that the Ilkley Revival Rally had been cancelled Chris and myself entered the Durham Dales Rally which was held at the Nissan Car Plant at Sunderland. This was a single venue autotest run in 2 areas of the plant, the first was in one of the many car parks and the second was on the test track at the rear of the plant.

The day started early as I met up with Chris at his home to load the Mini onto the trailer and make sure we had everything including the kitchen sink, with this being our first competitive event together we wanted to be ready for anything. Once loaded we set off north to Sunderland, the trip went without a problem and we arrived at the Nissan plant in good time and got unloaded. After a few final checks we set off to scrutineering and got in the queue, the Mini got straight through without a hitch and once the correct stickers were in place we were ready for the off.

Also doing the event was Alex and Ian James in Alex's Micra and from Beverley were Andy Beaumont navigating for Dan Robinson in a Mk2 escort and Andrew Burns with Andrew Fish

As there was no time to keep to, we queued up in number order and were ready for the off. After watching a few of our fellow competitors complete the first test which was run on the car park we thought we had it sorted. There was then a stark reminder that even in autotesting things can go very wrong quickly, a 206, three cars in front of us, took a little too much speed into a 90 right and hit a large curb and took off, taking a steel post off at the base and pushing his engine through the top of his bonnet. Needless to say it was straight back to the diagram to add a note for Chris to watch his speed at that point.

We made it to the start line of the first test and we were off, reminding Chris about the 90 right we made it through then off to the test track where they were running three further tests. The first of which used the top curve of the track then turned onto the skid pan which even got the normally well planted Mini very sideways. After this we had a very tight test on the straight of the test track then onto the final test before heading back to test one, this consisted of a quick rundown the

remaining test track then a 90 left to use the handling area up the middle of the test track area.

This was run with a few changes until after lunch, and then the three tests on the test track were changed into one very large test. This was run with the cars setting off at 2 minute intervals, the idea being that we shouldn't catch the car in front. We pulled up to the start discussing the last few points on the test including when to turn the page and then we were off, we successfully navigated the skid pan minus the small run across the grass when we misjudged the exit off the pan we were going well, easily through the middle part of the test then onto the faster end section which was up the handling area, then on to the finish. As we rounded the last cone towards the finish I became very aware that we had caught the car in front, with the finish marshal laughing away as we came to a stop we got our time and set off for our final loop. The second time round we were given a bigger gap and didn't manage to catch the car in front.

Having seen the provisional result we didn't think we had been placed very high and had missed the prize giving while we loaded the car for the journey home. On returning to the Nissan sports hall thinking we would catch the prize giving, our fellow competitors were leaving, and telling us that we had got second in class which was a nice surprise to the end of a very enjoyable event and one we hope to compete in again.

John Crundwell

The Krash Autoshow Autosolo

This year I've been doing a number of Autosolo's in my 205GTi. These events have mainly been "Down South", but we were recently invited to one at the "Krash Autoshow" in Gateshead.

Autosolo's are a mixture of Autotesting and sprinting. The courses are normally faster, longer and simpler than an autotest and should never require a reverse gear. However, they are slower than a sprint, and the course is still defined by cones. To help the drivers, the cones that define the course are usually numbered. The events are aimed so anyone can do them in their road cars.

Arriving at the venue, it became clear this was going to be a slightly different autosolo

1 - There were going to be members of the public.

2 - There were other events going on – so we'd do a test, wait for some time, then do the next. We were originally planned to have 4 layouts with 3 attempts at each (Best 2 of 3 to count), but the tight schedule meant this was reduced to 3 layouts.

3 - There were some "Specials" doing the event – eligible for class honours, but not overall.

Walking around the first test highlighted a couple of tighter sections to the course. Whilst a handbrake wasn't required for these events, the quicker line was to use it. Out came the socket to adjust it up... so onto the first course.

First test, 2nd cone – forgot the handbrake wasn't a fly-off. Lost a few seconds... Approaching one cone on the preferred line, went over a patch of mud with one wheel, hiding a big step onto the concrete. Fortunately I hit it head-on, so no damage done – just a bit of a thud.

Second attempt – poor start. “3”-“2” (Handbrake off) – “1” (Revs) – “Go” – Nothing... (I'd forgot to put it into gear!) A quick realisation and off!

Third attempt – Good clean run, setting a time 4 seconds quicker than my initial one.

It's always nice when the first results are put up and people start asking who someone is! Most of the other competitors knew each other – they were a bit surprised to see me in 3rd overall. I was trailing a Mini and an MG Midget historic rallycar, but leading my class from a Fiat Punto that was being driven well.

Unfortunately we were taking too long to run each test, so it was agreed we'd have 2 attempts at the remaining tests, both times to count. I normally don't like this, too easy to make a mistake!

Second test – and I thought it was a good first run. I was amazed when on the second attempt I was 6 seconds quicker. This proved to be the fastest time of anyone on that test, bringing me closer to the two leaders. 3 seconds now covered us!

So the final test. This was the longest of all the tests and used a new part of the site. Unfortunately gravel had been strewn on this part of the site and the two leaders were in the group after me. This gave them the advantage as the course would be cleaned by earlier competitors. Entry into one of these gates of cones was treacherous, I just had to pull the handbrake and hope for the best. Just missed the cone, but this upset the line into the next section. The second attempt was very similar, so all I could do was watch & wait.

First of all was the leader – he had a good clean run until the very last cone when he spun. There was a chance.

Second was the Midget – he had a 1 second lead on me. On his first run he spun at the flying finish – fortunately after the timing line.

Final result: (Different from winner)

1 st Archie Simmonds (MG Midget – class C)	
2 nd – Rob Brook (205GTi –Class B)	+8 seconds
3 rd – Tom Hall (Mini Autocross car – Class D)	+ 10 seconds
4 th – Tony Crisp (Autotest Special – Class D)	+ 22 seconds
5 th – Jimmy Knox (Fiat Punto – Class B)	+ 66 seconds
.....	
19 th – Steven Beatty (Class A)	+234 seconds

Very pleased to get 2nd overall and 1st in class by almost a minute. Another trophy to polish!

Very enjoyable day out, £10 entry fee – a bit of fuel for the event, shame there aren't any more local... (Anyone interested?)

Rob Brook

COMPETITION SECRETARYS BIT YORKSHIRE LEAGUE



Nothing has happened in the league since the last report, we are still awaiting an event from YSCC, if it happens. The final round will be Beverley's Maple Garage Beaver Rally on the 26/27 November.

Yorkshire League - Results after Round 7

1	Ilkley	793.5
2	Airedale & Pennine	549.7
3	North Humberside	509.9
4	York	348.5
5	Trackrod	323.6
6	Huddersfield	215.3
7	Slaithwaite	148.3
8	Sheffield	105.0
9	Beverley	62.8
10	Selby	54.1

AUTOTESTS

The next event is an Autotest organised by Howard Everingham, The Swift Autotest in Hull, on the 16th October, although it is organised under Beverley's banner, we are all mucking in to help.

The venue is the Swift Caravan site at: The Unicorn Trading Park, Somerden Road, Hull. HU9 5PE.

This will be classed as a round of our club championship.

We have also been invited to an Autotest run by York Motor club at Acaster Malbis on the 23rd October.

The date for the November Autotest has been changed to November 20th at Manor Farm, Burton Pidsea

DATES FOR 2012

If you are thinking of planning holidays etc in 2012, please note these dates

May 13 th	John Overend Memorial Stages Rally
1 st July	Classic Run
5 th August	Classic Run
29 th September	Trackrod Rally Yorkshire

I have redone the Autotest Championship Scores, as I had missed out Andrew and Jake from the results

	New Year	February	March	Score
Andrew Burns	60	50	50	160
Dave Short	39	56	57	152
Joe Sturdy	37	55	45	137
Rob White	55	34	37	126
Stephen Short	32	35	52	119
Rob Short	36	33	47	116
Jake Fraser-Burns	34	40	40	114
Michael Wood		45	55	100
John Taylor	45	46		91
Charlie Knapton	38	51		89
Roy Heath	35	41		76
Rob Brook	31		37	68
Chris Newlove	33	32		65
Ken Sturdy	50			50

Beaver Rally

Beverley & District Motor Club Ltd are once again running the Maple Garage Beaver Rally. It will be a round of the 701 Oils ANCC, EMAMC AB Motorsport and ANEMMC and SD34 Road Rally Championships. 2011 Beaver Rally will be the Inter-Association Event, hopefully attracting more entries from further afield.

The route will utilise roads in the more traditional Maple Garage Beaver Rally territory on OS Maps 100, 101, 106 and 107, covering approximately 150 miles, starting from the premises of our sponsor, Maple Garage, in Sproatley. The location of the Finish venue will be advised in the Regulations, where trailers may be stored. Competitors requiring hotel facilities will hopefully also be at this venue.

There will be approximately 10 to 15 miles of 'white' roads, some of which have not been used before, permission having been sought from many private landowners. These will be of mixed surfaces, mostly, but not entirely smooth tracks. These have all been traversed in a standard car, but a sump guard is still very strongly recommended.

Navigation will be a mix of the usual styles as in previous years, using grid lines and squares, spot heights, other map features and map references, tulip diagrams and simple herringbone. Most will be in plot & bash format although some sections may be pre-plotted.

Any further information will be advised in the Regulations and Final Instructions. Regulations and entry forms will become available on-line on Beverley's website

Marshal News

Thanks to everyone who helped on Langdale on this years Trackrod Rally Yorkshire, we had an easy set up day as we had plenty of volunteers on a nice sunny day. Also thanks to everyone who stayed behind to help pack up again plenty of volunteers made the task much easier. On the day of the event for an 11 mile stage we signed on around 100 marshals, radios, rescue & recovery etc. A long day due to all the various events but at least it was sunny.

If you are a registered MSA marshal you should have received details and an application form for the new marshals scheme to be introduced by the MSA.

Sunday 16th December BDMC Swift Autotest

Howard Everingham is organising an autotest at Swift Caravans The Unicorn Trading Park, Somerden Road, Hull. HU9 5PE. He would appreciate help from any marshals please contact Howard at howard@heepy.karoo.co.uk
Tel 01482 876522 or see him at Club Nights

Malton Forest Rally Sunday 6th November

York have asked if we can once again help them run Gale Rigg on this years Malton Forest Rally. Not much detail yet but it may be longer than last year and possibly run twice.

Dukeries Motor Club Premier Rally and Premier Historic Rally Sunday 20th November

This will be run as a single venue forest event within Sherwood Pines Forest Complex. Please contact Chief Marshal, David Northcote by Email: davidnorthcote1@btinternet.com or Tel: 07801 228049 (after 5pm).

Beverley Motor Club Beaver Rally Saturday 26th/Sunday 27th November Beverley's annual night event lots of marshals required.

Roger Albert Clarke Rally Saturday 3rd December we are helping Ted Collins on Langdale, The stage is used twice

Chief Marshal

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

Plea for help – Rockingham Stages Rally

Hi everyone, I'm looking for help from club members on the forthcoming Rockingham Stages Rally on the 10th/11th of December. This is one of 2 stage rallies I am Clerk of the Course for, the other being our own John Overend Memorial Stages.

I'm looking for help on all fronts – from Setup crews to timekeepers / radio crews / marshals – all help will be gratefully received.

From Melbourne, Rockingham is about 2 hours drive away – normally a good run down the M18 and A1. I suspect this is a comparable time to Croft for most club members.

The 1st stage will be starting at either 11am or 12 noon on Saturday – dependent on other circuit bookings on the previous day. There are 6 stages each day, including night stages on the Saturday that are a real spectacle. On the Sunday we start at 10am and finish for 5pm.

For marshals, we do everything we can think of to make your life comfortable – realising it is December. There's a heated marshals room, where 80% can take a break in between stages, a really great marshals draw (With prizes ranging from driving experiences to DVD's), hot water boiler in the inner paddock – and for those who are available for 2 days, simple accommodation and breakfast at a local scout activity centre. We have had help from Nigel Turton's team for a number of years; I hope this shows how well we try to look after the volunteers.

Out on the circuit, there's usually great entertainment as we do vary the stages tremendously and normally have a great entry (90-100 crews)

For setup crews, there is a unique opportunity to watch the night stages from the warmth of the grandstand. (But of course, there are longer hours involved in the setup/changeovers/strip-down) This is normally action packed – with around 85% of the stage visible!

It would be great if we can have some of the experienced setup crews to help, this is one area that our club really excels and where we can show my Southern club members a thing or two!

If anyone wants more information, or would like to volunteer, please don't hesitate to get in touch.

Rob Brook
Tel 07598 294750
Email: Clerk@rockinghamstages.co.uk

Items of Interest from the August and September issues of MSA News

TECHNICAL / REGULATIONS

Window film

Window film has prevented a vehicle's occupants from being showered with broken glass during an incident. The film has also prevented the glass from creating an environmental hazard, reduced the possibility of foreign objects entering the car, and ensured that as the car rolled the occupants' upper limbs remained safely inside. Because of these benefits the MSA advises competitors to use window film whenever possible.

Towing points

The MSA has received reports of towing points failing. Competitors who use webbing straps as towing points are advised that a 4mm cut in the strap's edge reduces its tensile strength by around 50 per cent. The requirements for towing points are set out in MSA Regulations (R) 48.1.13 and (Q) 19.1.3.

Fraudulent homologation and standard labels

The MSA understands that FIA homologation and standard labels may be being forged. Competitors are advised to check labels carefully before purchasing items such as seats, harnesses, helmets and overalls. Forgeries can usually be identified by careful examination of details such as colour, shape, size and font. If in doubt, contact the original manufacturer, a UK-based agent or the MSA Technical Department.

MSA announces 2012 stage rally seat regulations

Following approval by the Motor Sports Council, the MSA has confirmed a new regulation that means stage rally competitors will not be required to replace FIA homologated seats for the 2012 season.

The new regulation (to be read in conjunction with R48.10.6) is as follows:

R48.10.6.1

For any vehicle issued with an MSA Competition Car Log Book prior to 1st January 2009, the requirements of R48.10.6. are satisfied until 31st December 2012. This is provided that the seat(s) have previously been FIA Homologated and in addition the seats have the appropriate seat mountings in accordance with R48.10.6.

Date of Implementation: 1/1/12

“This issue has generated substantial correspondence from competitors and a considerable amount of debate at Regional Association meetings in recent months,” said MSA Chief Executive Colin Hilton. “The MSA makes no apology for its commitment to improving safety within motor sport and there is complete agreement that standard production car seats have no place within stage rally cars. This new regulation will achieve that and will allow a further 12 months to consider how best we move forward in the future which, being mindful of the current economic climate and the interests of existing competitors, seems entirely sensible.

“I would like to reiterate that the responsibility for the safety of a competitor lies exclusively with that competitor. The MSA reminds everyone that just because items are within their ‘life’, does not automatically make them safe. The MSA continues to advise competitors to take all possible precautions to keep themselves and others safe in the course of their motor sport activity.”

In case you need a laugh: Remember, it takes a college degree to fly a plane but only a high school diploma to fix one, but never let it be said that ground crews lack a sense of humour. After every flight, Qantas pilots fill out a form, called a 'Gripe Sheet' which tells mechanics about problems with the aircraft. The mechanics correct the problems; document their repairs on the form and then pilots review the Gripe Sheets before the next flight.

Here are some actual maintenance complaints submitted by Qantas' pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers. By the way, Qantas is the only major airline that has never, ever, had an accident.

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute Descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what friction locks are for.

P: IFF inoperative in OFF mode.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right, and be serious..

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

And the best one for last...

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget.

And some more Haynes Manual funnies.

Haynes: This is a snug fit.

Translation: You will skin your knuckles! Clamp with adjustable wrench then beat repeatedly with hammer.

Haynes: This is a tight fit.

Translation: Not a hope in hell matey! ... Clamp with adjustable wrench then beat repeatedly with hammer.

Haynes: As described in Chapter 7...

Translation: That'll teach you not to read through before you start; now you are looking at scarey photos of the inside of a gearbox.

Haynes: Pry...

Translation: Hammer a screwdriver into...

Haynes: Undo...

Translation: Go buy a tin of WD40 (catering size).

Haynes: Ease ...

Translation: Apply superhuman strength to ...

Haynes: Retain tiny spring...

Translation: "Jeez what was that, it nearly had my eye out"!



Chris Newlove/ John Crundwell on the Durham Dales Rally



Bernie Nolan/Caroline Hedison on the Trackrod Historic Cup part of Rally Yorkshire
Photo Courtesy of Phil Andrews from Rally Around Photography

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