



# North Humberside Motor Club



**MAGAZINE**  
**December 2011**

**Editorial:** Christmas is almost upon us once again and so is our annual quiz night on Thursday evening 15<sup>th</sup> December. By the time you read this the Roger Albert Rally will have been and gone hopefully without the snow of last year.

You will all have by now received your membership subscription renewal notices. Please be aware of the request to add a little extra to your membership fee, if you feel that you can afford it. We do not wish to put the membership subscription up but we do need to generate a little more revenue to cover the club's running costs."

I understand congratulations are in order to Sarah nee Kitching and Sean on the birth of a baby boy weighing in at 9lb 5 oz and of course to Mike and Nina on becoming grandparents.

We have moved the date of the John Overend Memorial stages by one week to the 20<sup>th</sup> May, this is due to other event moves triggered by the move of the May Bank Holiday in connection with the Queens Diamond Jubilee.

We are grateful to Ken Sturdy IT@ Spectrum for sponsoring the new year autotest, we would welcome any sponsors for our other autotests.

Rumour has it that Dave Hawkins is building a Mk II Escort with 320bhp for next year's MSA Asphalt series.

## **2012 Awards Presentation**

At the last committee meeting we discussed the Awards Dinner for 2012 . I have made a proposal that we hold a low key fairly informal social evening perhaps in a local Village Hall, we could have a bar and a simple supper such as Pie and Pea;s etc. Hopefully we could keep the cost down to under a Tenner per person. The aim to get more people to attend hopefully with wives, partners etc. I would welcome your thoughts and idea's.

## **2012 MSA Seminars for non Licensed Officials**

Every year the MSA run a series of seminars for what they call non licensed officials, these can be secretary of the meetings, senior event officials or people considering getting involved in organising events. Our club can send up to 5 people on one of these events. The nearest one for us is to be held in Dartlington on Sunday 12<sup>th</sup> February. It starts at 10am and finishes at 4.30pm. Names have to be submitted in advance, they especially would welcome newcomers to organisation of events. If you are interested please contact Robert Newlove.

## **Committee**

We still have some vacancies on the committee and would welcome any volunteers. We meet in Beverley every two Months.

John Newlove

**Best wishes for Christmas and the New Year**

**Cover Photo:** Dave Short on his way to FTD on the Swift Autotest  
(Photo by Dave Cogan)

Caption Competition – just for fun  
Can you make a witty caption for this photo?  
The best ones will be printed.



# Marshal News

Many thanks to everyone who helped on the Malton Forest Rally and the Roger Albert event, John Milner and Dennis Robinson were also out on the Le Jog HERO's Land's End to John O'Groats Reliability Trial and Classic Car Tour open to cars built before 1984...

## **Marshals Training event**

The annual training event held at Askham Bryan College near York will be held on Sunday January 29<sup>th</sup>, the training is being administered by Volunteers in Motorsport, more details and booking forms can be found at

<http://www.volunteersinmotorsport.co.uk/>

Click on the training title

Marshals required on the following events

### **Monday 2nd January 2012 Spec Savers Christmas Stages Rally - Croft**

Radio marshals please contact Joy Hewson [joy.hewson@cef.co.uk](mailto:joy.hewson@cef.co.uk)

Stage Marshals please pre-register using the email address below stating your Name, Club and Preferred duties. [xmas\\_stages\\_marshal@hotmail.co.uk](mailto:xmas_stages_marshal@hotmail.co.uk)

### **Sunday 8<sup>th</sup> January New Year Autotest - Readers Yard, Brandsburton**

### **22<sup>nd</sup> Jan Jack Frost Stages Croft**

Radio marshals please contact Simon Goodwin [swiftcontrol@btinternet.com](mailto:swiftcontrol@btinternet.com) all other marshals contact Bob Wright [bob.wright1@virginmedia.com](mailto:bob.wright1@virginmedia.com)

### **19<sup>th</sup> February Riponian Stages Rally**

No details yet, but I would expect we will be running Wass again.

### **Saturday 21st April Flying Scotsman Rally for Vintage and Pre War cars**

NHMC has been asked by the Endurance Rally Association to once again run a Test on this event. Marshals and info from Ian Sadofsky.

Email: [rally1@rally1.karoo.co.uk](mailto:rally1@rally1.karoo.co.uk) Tel 01482 635202

## **Obituary Les Coulson**

I have heard that Les Coulson one of the original "Green Men" has died. Les together with Colin Wright, Bob Simpson, Mike Kitching and Graham Hudson would be seen out on many events in the 60's, 70's and 80's.

## **Chief Marshal**

**John Newlove email:[john.newlove@btinternet.com](mailto:john.newlove@btinternet.com). Tel: 01904608524**

# COMPETITION SECRETARYS BIT YORKSHIRE LEAGUE



Nothing has happened in the league since the last report, the final round will be Beverley's Maple Garage Beaver Rally which took place last weekend, and so overall results will be available soon.

## AUTOTESTS

### NOVEMBER AUTOTEST

Our first club Autotest for a while, was held on Sunday 20<sup>th</sup> November at Manor Farm, Burton Pidsea. Roy Heath aided by Dave Short, arranged the venue and organized the tests, many thanks to them.

We had a good entry of 14 cars to start the event.

There were enough competitors to run 3 classes, up to 1000cc, 1000cc and over, plus sports cars and specials.

The weather stayed dry, but a bit misty and cold. The surface never really dried out, causing it to get more and more slippery as the day went on.

We had 4 retirements, Michael Wood had to go at Lunch, Andrew and Jake's very smart Midget, gave up with a slipping clutch. Howard Everingham's Mini gave up the ghost with fuel problems, despite Howard stripping the Carburettor and distributor, and lots of advice from other competitors, it wouldn't run. Howard later found a breather pipe from the carb, had become blocked with mud under the wing. Overall winner was John Taylor in the special shared by him and Dave Short, Dave ended up second. Class awards went to Stephen Short and Roy Heath.

Photos by Dave Cogan are on the club website, video's can be found on You Tube <http://youtu.be/ASipAG9gye4> [http://youtu.be/2igr-M\\_2kl](http://youtu.be/2igr-M_2kl) or just type nhmccameraman into the You Tube search box and all Dave's videos are there. (Including Audi Quattro's, MK2 Escorts and autotests)

NEXT AUTOTEST Sunday 8<sup>th</sup> January 2012 Readers Yard Brandesburton

### PCA AUTOTESTS

The Formula 1000 Rally Club, (more details in Ian James article) have asked clubs if they can run some more Production Car Autotests. The club requires young drivers, who compete in the series, to compete in at least three Production Car Autotests.

A Production car Autotest is the same as a normal Autotest, but a passenger is carried to help with navigation. Drivers can start from the age of 14, but the passenger must hold a full driving licence and be experienced in Autotesting. The car must be a touring car, and engine size is limited to 1400cc. We may run a PCA alongside the February Autotest, if anyone is interested.

## PROVISIONAL FINAL RESULTS FOR AUTOTEST CHAMPIONSHIP

	<b>New Year</b>	<b>February</b>	<b>March</b>	<b>Swift Autotest</b>	<b>November</b>	<b>Score</b>
Dave Short	39	56	57	55	50	<b>257</b>
Rob White	55	34	37	56	41	<b>223</b>
Stephen Short	32	35	52	41	55	<b>215</b>
Rob Short	36	33	47	51	45	<b>212</b>
John Taylor	45	46		40	55	<b>186</b>
Andrew Burns	60	50	50		10	<b>170</b>
Chris Newlove	33	32		55	50	<b>170</b>
Roy Heath	35	41		31	55	<b>162</b>
Michael Wood		45	55	45	10	<b>155</b>
Jake Fraser-Burns	34	40	40	30	10	<b>154</b>
Joe Sturdy	37	55	45			<b>137</b>
Corrie Doves	30	30		30	45	<b>135</b>
Lawrence Green				46	50	<b>96</b>
Charlie Knapton	38	51				<b>89</b>
Rob Brook	31		37			<b>68</b>
Ken Sturdy	50					<b>50</b>
David Garvey					36	<b>36</b>
Ian James				10		<b>10</b>
Alex James				10		<b>10</b>

## DATES FOR 2012

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

1 <sup>st</sup> April	York Motor Club North Yorkshire Classic
1 <sup>st</sup> April	Trackrod Lookout Stages Rally
20 <sup>th</sup> May	John Overend Memorial Stages Rally Note change of date
9 <sup>th</sup> June	Dukeries
1 <sup>st</sup> July	Classic Run
5 <sup>th</sup> August	Classic Run
29 <sup>th</sup> September	Trackrod Rally Yorkshire
6 <sup>th</sup> November	Malton Forest Rally
23rd - 26th November	RAC

## **Who needs to know?**

When a competing cars suffers an accident and the crew need serious medical attention and hospitalisation, who should we tell, and when?

During the Trackrod rally Yorkshire a car on our stage suffered a serious roll and the crew was taken to Scarborough General by County Ambulance for observation. The relative/ friend of one of the crew has started a thread on the British Rally Forum commenting that the organisers didn't inform him that his girlfriend was in an ambulance on her way to hospital. He found out from Service Area gossip. So what, as organisers can we do?

My view is this. There should be a clear procedure which needs to be followed by organisers in such circumstances. The entry form has a next of kin listed for both crew members with contact details; this is checked at signing on. If crews require an ambulance, radio control should report this to the secretary of the meeting as soon as possible and the secretary should then contact the next of kin, again, as soon as possible. I would like to think that happened on this occasion.

And that's where this particular incident appears to have gone south, the friend of the driver and presumably her next of kin was out on the event chaperoning sponsors to various spectator points in the forests. His comments on the British Rally Forum suggest that he wasn't informed of the incident and he obtained information 3<sup>rd</sup> hand. I don't know all the facts but I do know a mobile phone signal in the North Yorkshire area, especially in the forests is very poor and unreliable.

If these communications between organisers and N.O.K. are to work quickly there needs to be a very strict list of requirements to qualify as a N.O.K. These people, in my view, should be available throughout the event; not out shopping, visiting friends, spectating or acting as a team member on the event, but sat at home next to a phone.

A bit like 'phone a friend' on who wants' to be a millionaire, they are always in when Tarrant phones.

So, to make our sport more efficient when accidents happen should we make sure the next of kin is sat next to a landline phone throughout the event or is that a step too far?

Or is there a better way?

DISCUSS.....I just want our sport to be safe.

I am glad to report that both crew members are safe and well.

Dave Cogan. Stage Commander. Langdale Forest.

East Midland Association of Motor Clubs  
Annual Presentation Dinner and Disco  
A Scottish Themed Evening

Saturday 21<sup>st</sup> January 2011

The Hostess Restaurant

Sookholme

Mansfield

Notts

£24 per person

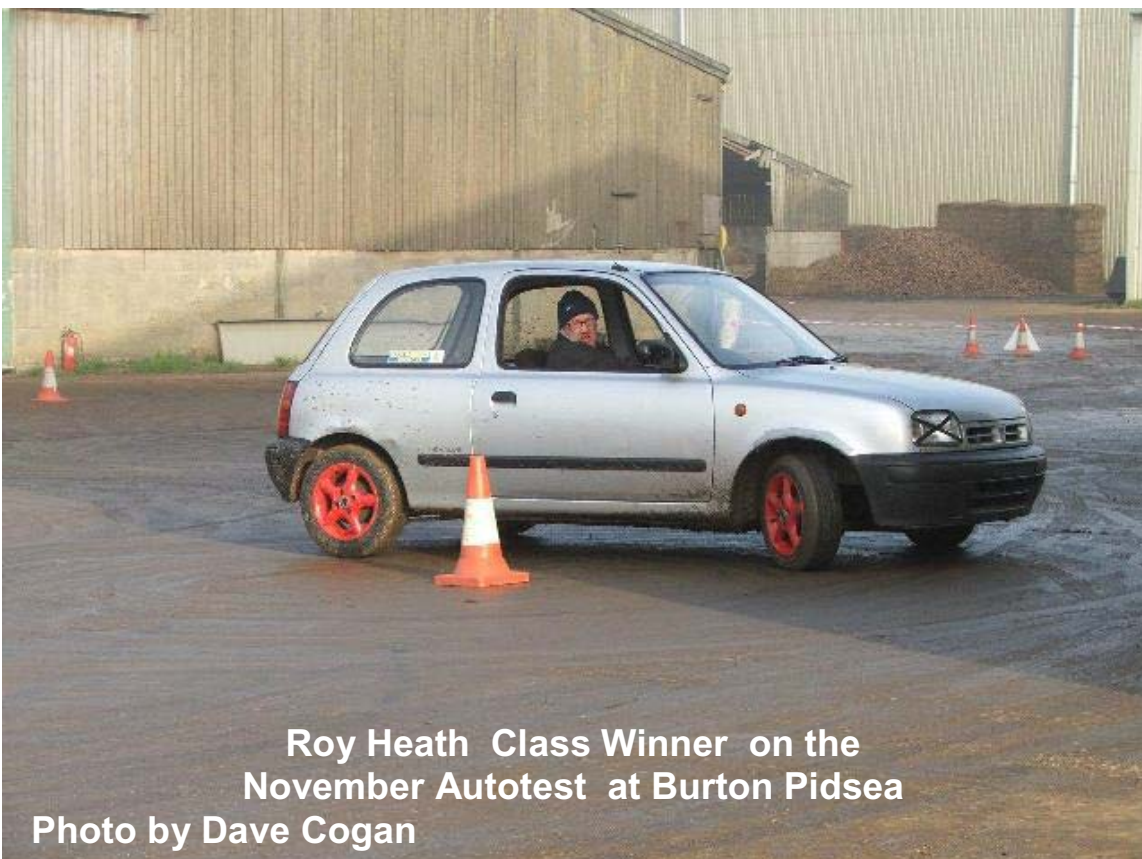
The organisers are promising something different this year

Dress Code: Black Tie/Jacket & Tie Kilts Optional !

### 2011 Stage Rally Championship

Gav the Nav has finalised the clubs stage rally championship results , they are rather two large to include everything in the magazine so I have done a summary below. Full details at [www.northhumbersidemotorclub.co.uk](http://www.northhumbersidemotorclub.co.uk) please check your scores and let Gav know of any errors.

<b>Drivers</b>	<b>Events</b>	<b>Total</b>	<b>Navigators</b>	<b>Events</b>	<b>Total</b>
Allan McDowall	7	448	Gavin Heseltine	7	448
James Sparrow	2	133	Dave Everard	3	138
Alan Kirby	2	129	Martin Whitehouse	2	123
Gavin Ruler	3	114	Phil Pickard	1	68
Phil Pickard	2	103	Lawrence Kirby	1	67
Dean Carter	2	78	Richard Wood	1	64



Roy Heath Class Winner on the  
November Autotest at Burton Pidsea

Photo by Dave Cogan

**From Speke it Started** (with apologies to Barrie Hinchcliffe & From Harrogate it started) by Ian James. Part 1

Alex (my son) first drove my Aunt's very elderly Austin 1300 in her back yard in North Pembrokeshire at 11 years of age supported by cushions and struggling hard to reach the pedals. However, that was the experience that led to what follows. Alex, 15 at the time, started driving my MG Midget in the early summer of this year now having grown substantially in height. The Midget, which at 32 years of age, and having been in my ownership for the last 25 years, complained somewhat about the potholes at off road venues he had been taken to leading to his mum, Yvonne, suggesting that perhaps our Midget wasn't the car to thrash around an airfield.

Idly looking on e bay one night, I came across a Junior 1000 spec Micra, not quite a finished product advertised for sale. The Formula 1000 forest championship runs on the BTRDA rounds so it was a concept familiar to me from the North Humberside Forest Rally.

The Junior 1000 championship is a stage rally championship for competitors aged 14 to 17 run on predominantly tarmac venues. It has been running around four years now. The drivers have to be over 14 years of age and can remain competing in the championship until the 31<sup>st</sup> December in the year in which they become 17 years old.

Alex was sitting his GCSEs this last summer, 10 of them, but his 16<sup>th</sup> birthday was coming up in late August and he had wound down his rugby playing and supporting activities for the year prior to his GCSEs so as to study for them. I ran the question of a Junior 1000 car past Yvonne as a possible birthday present, and then past him. The prospect of a rally car for his birthday, particularly one offered at the beginning of the summer as an early birthday present and the opportunity to qualify for a junior grade Nat B Rally Licence clearly interested him. So a deal was done. I would bid on e bay for the car. He would work his socks off for his GCSEs, on the understanding that he would then have the car for his extended school summer holidays after finishing his GCSEs.

Eventually I was the successful winning bidder for the Micra. That's a story on its own. One Saturday morning in early June, Yvonne and I hitched up my twin axle car transporting trailer to the back of the Disco leaving Alex at home studying for remaining forthcoming exams and set off for, yes you've guessed it Speke, Merseyside.

The Micra was built by a pair of Scousers, a certain Tim Jones and his mate, for Tim's lad to use. But the lad had decided that Motor Bikes were more fun, having never rallied it. So the Micra was up for sale.

Folding money changed hands. The Micra was loaded on the trailer and we set off back for home. Not before the Scousers had discovered that I was a NHMC member and asked "How is Bilko?". They had also shown us around their unit and the historic and post historic cars that they were working on, Sunbeams, Escorts, and TR7 V8s.

On arriving home Alex looked disappointed in seeing a white M prefix Micra – I am not sure quite what he expected. Yvonne suggested that if he didn't like it then he could have an alternative (cheaper) birthday present and "your father and I will go out and play in the Micra on stage rallies"; his answer was emphatically that he did like it.

The road to an MSA Junior Nat B Rally Licence is not easy. There is a requirement that the Juniors must do at least three Production Car Autotests (PCAs) one of which must be a Formula 1000 promoted event, or a Formula 1000 observed event and collect a signature from the Clerk of the Course at all three on a record card to confirm satisfactory completion of the PCA. I soon discovered that in broad terms Yorkshire and Lincolnshire motor clubs don't do PCAs and certainly none observed by the Formula 1000 club.

Lancashire and Leicestershire clubs do, and in the former that is because the MSA development officer for the North West is Steve Johnson a big supporter of underage driving on private land both competitively and otherwise, and the latter because a similarly enthusiastic development officer for the East Midlands Richard Egger key member of Loughborough Car Club promotes PCAs for juniors too. I think and hope that I have persuaded NHMC to do a PCA offered to Junior drivers in 2012. This also follows a plea from the Junior 1000 Rally Championship organisers by letter to all clubs that are members of ANCC, ANEMMC and EMAMC to offer PCAs for Junior competitors. There are juniors out there, at least four in Yorkshire.

For Alex's first event we went to do an event at the Truck Stop (services) off the M6 at Lymm. The PCA was in a truck car park on very slippery concrete and with small concrete walls about 2 foot high round two sides holding the earth back in the banks and creating a rather hard object to hit if one got the tests wrong! Steve Johnson was heavily involved (steward for the PCA; C of C on the autotest running immediately in front of the PCA). Here we met an old sparring partner of mine on the periphery of Rally Yorkshire organisation and a former stage commander on NHFR, Tony Bilham. Tony's son Sam, 14 was also aiming for a junior licence; like Alex with a view to having a go at the junior Championship in 2012. In fact from there on in we have kept finding them as fellow competitors at many of the events in Lancashire and both the two rallies Alex has done to November 2012. Like me Tony has griped hugely that no (few?) Yorkshire clubs do PCAs for under age competitors and that he had to travel afar from Bradford for PCAs.

We followed up the Lymm event with a weekday PCA that Steve Johnson was running in conjunction with Burnley Road Safety (Lancashire again) and the Under 17 Motor Club but also with an MSA issued permit, with Steve as C of C. Tony and Sam were there too. We followed that with a two day back to back PCA weekend in a similar area in Lancashire the Saturday being an under 17 years of age event, again in conjunction with Road Safety and again also with an MSA permit and the Sunday a fully blown multi permit autotest with a PCA on the back of it.

At some point in the summer we also made two trips down nearly to Leicester for evening grass autotest meetings in a field off the A46. Both these events had Richard Egger as Clerk of Course and the second of these I did too as my first event in years. That second meeting had nearly 40 competitors some of whom were raw novices driving anything up to and including a Mitsubishi Evo. It was here that we first met 14 year old George Lepley looking for a final signature for his junior licence, using his Micra and his better known father Jason competing in a VW Toureg with personalised plates. The Lepleys soon explained some of the mods we were missing from Alex's car (most still are) and how to "interpret" the championship rules. As a bet for a future star George is a good one, having proved that he can drive a Micra built from a scrap yard using parts from a scrap yard excluding seats, belts, suspension etc, to hold the overnight lead on only his 3<sup>rd</sup> rally (Pentraeth Stages 2011) as one of a field of 19 juniors; dad Jason is looking at building "a proper car" for next year.

The last PCA Alex did, his seventh, was the Durham Dales Classic at Nissan's factory at Washington Co. Durham. Despite having come last and the pair of us near to blows in the car, the venue and the idea is fantastic and I would like to go back next year, only with me driving this time. Only Alex and I, plus Chris Newlove and passenger did the event from NHMC, but the C of C has promised to have NHMC next year as an invited club. It's more like a single venue rally than a PCA!

Like any other new applicant for a rally driver's licence; a junior has to pass a BARS test but also has to pass a harder Junior 1000 test too (at an additional cost – surprise, surprise). That test comprises harder questions from the Blue Book a longer practical on stage driving test (and remember none of these applicants are old enough to legally drive on road and therefore have limited driving experience) and a requirement to prove that they can jack a rally car up on a scissors jack and change a wheel. The Monday, the day after the Durham Dales, almost the last day of the school summer holiday Alex passed his combined BARS and Junior 1000 test at Silverstone Rally School.

Only three rally schools in the country are authorised to do the junior test, Silverstone Rally School, Shropshire Rally School and Ingliston, none of which are on our doorstep. We went to Silverstone. It was Hobson's choice really. In my opinion Silverstone is also slightly unfair to the juniors because all the junior rounds are on tarmac / concrete / broken concrete, some like the three rounds at Anglesey Racing Circuit (Ty Croes) high quality tarmac, yet Silverstone test the juniors on a gravel circuit.

Shropshire Rally School had fallen out with the Formula 1000 club and in August / September this year was not doing junior tests because in their view the Formula 1000 club had allegedly encouraging Chevrolet towards manufacturer support with the Spark for the Junior Championship, when the initial intention and the championship rules are drawn in such a way that a Junior should have a competitive car for £3k. Ingliston is miles further than either Silverstone or Preece, Shropshire; so Silverstone it was. (To be continued in the next issue of the mag)

## **Trackrod - Rally Yorkshire 2011**

### **A view from the Stage Commanders chair.**

Back in the sunny days of September, NHMC ran another long stage on this year's British Rally Championship. Can I just say a big thank you to everyone who helped out on Langdale, it was a long stage and a long day with lots of gaps yet this is the only way the event can survive.

We had a good team of 12 people building the stage on the Friday and a similar number packing it all away at the end of the day on Saturday. That kind of effort makes all the difference. Well done.

I personally had a busy day with two major offs to contend with and a radio network effectively out of order due to numerous incidents on other stages. Our first incident was a car on its roof, on fire and in a ditch, with the crew trapped. The initial radio call through the Rallitrak network focuses the mind. I needed Rescue and recovery from the midpoint and they attending within 5 minutes, a county ambulance was required (first time on an NHMC stage for many years) and one casualty was extracted to hospital with suspected neck injuries but thankfully this wasn't the case and both crew members are safe and well, a bit bruised and shaken, but well.

However, someone has started a thread on the British Rally Forum commenting on the way in which the organizers handled the information to next of kin. It's an interesting thread which may or may not have merit. See my separate article on 'Who needs to know'.

The second incident wasn't much better with an Army Land Rover off, on a straight with both crew members wandering aimlessly down the stage. Again the safety crews attended the scene but this time it was decided that the crew would be better located somewhere less remote so we extracted them to the finish line where the marshals offered hot drinks and shelter. The cunning plan was if they took a turn for the worse, they were in close proximity to the ambulance meeting point and a trip to Scarborough hospital which wouldn't have delayed the stage. (Selfish - perhaps but the stage needs to be kept running)

Our good friend Gareth Pennell was my deputy stage commander at the midpoint and the organisers insist that he attends any incidents involving a stage stoppage or rescue and recovery. I think Gareth ended up doing more stage miles than anyone else by the time we had finished.

Removing both cars after the event required 4 recovery crews to winch both vehicle out. I didn't witness the recoveries but I recon those guys were in 7<sup>th</sup> heaven, (or pigs in sh1t depending on your views) one upside down in a deep ditch, another cart wheeled into deep undergrowth with a front wheel missing. A good time to test all the tools in the toolbox. ....Stonkin.

Now to our staffing levels.

As I have already said we had a healthy number of build and dismantle crews but we were about 30% down on actual marshals compared to last year. John Newlove did a fantastic job of recruiting as many as he did (about 80 ). Other stages suffered even worse with one stage reporting a 50% reduction in marshals, not good when it's the longest stage on the event.

### **So what's the problem with Rally Yorkshire ?**

A number of people have offered me a number of reasons:

The economy, the price of fuel, the poor quality of entry , poor communications on stage, the poor condition of the road, too many gaps during the day, early start, late finish and some just too busy to turn up.

There will come a day where, if forest rallying is allowed to continue in this country, there won't be sufficient marshals to run a classic Yorkshire forest stages. If there aren't enough marshals, the events cannot run, it's that simple.

So next time someone asks you to come and help, give some consideration to the future of our sport, once it's gone it won't come back.

Dave Cogan  
Stage Commander.

## **New Years Autotest Sponsored by**



The 2012 new year autotest will be held on Sunday 8<sup>th</sup> January at Readers Yard, Brandsburton. Readers have been doing some repairs to some of the large holes and cracks in the concrete.

This event will be organised by Chris Newlove, regulations will be available before Christmas.

Please let Chris know if you are doing the event, or can help by marshalling, he can be contacted by email at

[christophernewlove@hotmail.co.uk](mailto:christophernewlove@hotmail.co.uk)  
or Mobile 07729721937

**Items of Interest from MSA November News-** I hope somebody can make sense of it !

### **Stage Rally Competition Car Log Books**

The MSA Technical Department has received a number of enquiries as to which Stage Rally Cars require re-log booking for 2012. This is covered by regulations (R)47.1.1 and (R)47.1.2 in the Blue Book. (R)47.1.2 confirms that cars previously issued with a CCLB under (H)267 (Category 3) of the 2008 regulations must have been inspected and issued with a new CCLB before 2012; these vehicles are only those which have previously been issued with a Category 3 Stage Rally Vehicle Identity Form. (R)47.1.1 confirms that for all other vehicles issued with a CCLB under (H)265 or (H)266 of the 2008 regulations the CCLB remains valid until such time as the vehicle requires full reinspection following a rebuild. Please note that there are a number of vehicles that have previously been logbooked under (H)265 and (H)266 of the 2008 regulations that would not comply with the 2012 regulations; this includes some rear-wheel-drive and fourwheel- drive conversions and vehicles with engines larger than the current specific capacity limits. CCLBs for these vehicles remain valid until they require re-inspection following a full rebuild or the existing CCLB is lost, but at such a time they will be required to comply with the current regulations, which may mean Category 2 approval (R)46.3 for vehicles with chassis modifications, or the fitting of a compliant engine.

# Christmas Quiz

## Thursday

# 15<sup>th</sup> December

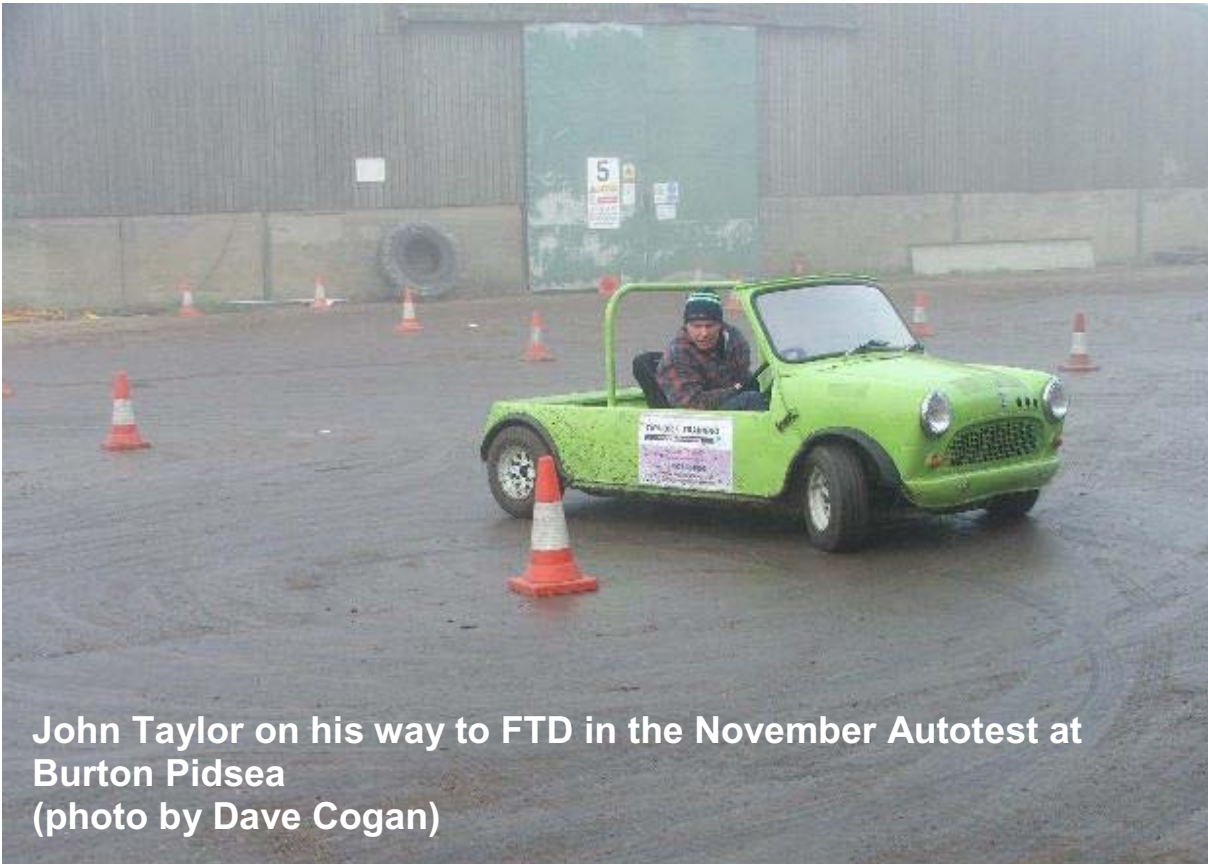
## Fergy Fawcitt from 8.30pm

### Raffle Prizes Gratefully Received

Matthew and Andrea Atkinson have volunteered to write the questions.



Rob White on the Swift Autotest on his way to a Class Win  
New Car same technique !  
Photo by Dave Cogan



John Taylor on his way to FTD in the November Autotest at  
Burton Pidsea  
(photo by Dave Cogan)