



North Humberside Motor Club



MAGAZINE
February 2012

Editorial

A new year and another magazine, happy new year to everyone. Thanks to Andrea and Matthew Atkinson for compiling and asking the questions on the Christmas quiz, a good evening was had by all although attendance was down on previous years. Wakefield being the eventual winners after a closely fought competition.

A few of us have had a busy time sorting out and manning a "Go Motorsport" stand with Dave Hawkins and his new Escort at the Autosport show, hopefully details elsewhere in this issue.

We kicked off the new year with our annual New Year Autotest at Readers yard, the event was well supported with competitors, marshals and spectators. Many thanks to Spectrum IT and Ken Sturdy for sponsoring the event and to Chris for drawing and laying out the tests

As this magazine goes to press the 2nd Autotest of the year will be taking place. Again we have been fortunate in Linda White coming forward to sponsor the event in the name of



Rob is going to design the tests. Alongside this event we are holding a Production Car Autotest (PCA), this is in response to a plea from the Formula 1000 Rally Club. Young drivers need to complete a couple of PCA's before they can join the championship. The basic idea is from age 14 upwards, using a taxed and tested road car (see variation for rally cars), you must carry a passenger and only a limited number of reverse manoeuvres. Also the best time on each test to count.

If you look at the number of Rallies in March and April I think there are far too many, this number of events is not sustainable in the present climate. Last month's caption competition received one entry from Dennis Robinson "I wish he'd move.... I'm dying for a dump"

Committee

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

John Newlove

Cover Photo: Dave Hawkins with his new Escort on the "Go Motorsport" stand at the Autosport show held at the NEC in Birmingham.

Photo by Syd Wall of www.rallygallery.com www.slowlysideways-gb.co.uk

Marshal News

Thanks to everyone who helped on the New Year Autotest at Readers yard, we almost had too many marshals! We also had a good turnout at the Marshals training day at Askham Bryan. Lots of events to go at below

19th February Riponian Stages Rally Wass NHMC are running Wass again 2.45 miles long. The stage will be used twice in the opposite direction to last year. Marshals signing on is at MR100/ 561806 09:00 till 09:40 latest, 1st car due at 10:54 and then return for the 2nd run at 14:34, if you can help and have not told me please let me know ASAP John

Sunday 11th March. Jack Neal Memorial Rally Clitheroe & District Motor Club will organise the, a National B Multi-Use Stage Rally on Blyton Airfield at Lincolnshire M.R. 112/877953.

18th March. The Flying Fortress Stages organised by Dukeries Motor Club will take place on the old WW2 American Air Force base at Grafton Underwood near Kettering.

Please contact Steve Gascoigne chiefmarshal@dukeries-motorclub.co.uk

Sunday 1st April Lookout Stages on Melbourne

Trackrod's annual single venue on Melbourne airfield, no details as yet but signing on is usually 6.30 till 7.30

Sunday 1st April North Yorkshire Classic Rally & Run

Organised by York Motor Club, a bit of a clash here as we helped on this event last year, however we should really support the Trackrod event as they are our partners on Melbourne. If you prefer to marshal on this event please contact the chief Marshal: Dave Boyes 07777654865 (m) e-mail: dave.boyes1@btinternet.com

Sunday 8th April Alan Healy Memorial Cadwell Park stages

Chief Marshal - Andy Hill 01246 241683(Home) Before 9:00 pm please chiefmarshal@bordermotorclub.co.uk

Would marshals also please register their interest at www.RallyStageTeam.co.uk

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 Tel 01482 635202

Friday 27th/Saturday 28th April Pirelli Rally

Geoff Balls and Mark Dickenson have been asked to jointly run stages on this year's event stage in Kershope on the Friday 27th April and a stage in Keilder on the Saturday 28th April, contact Geoff Balls Personal Mobile 07974373367

Work Mobile 07801092896 or email geoff.balls@btinternet.com

Chief Marshal John Newlove email: john.newlove@btinternet.com.

Tel: 01904608524

Discount Motorsport Supplies

After our visits to the Autosport Show Rob Brook has negotiated a number of discounts for club members. If you're interested, please email him (R.Brook205@btinternet.com) or phone him on 07598 294750:

Examples are:

1. TRS Seatbelts.

- I have a source of TRS Magnum seatbelts that are last year's stock. (ie. they've only got 5 years life left on them.) However, I've negotiated around 40-50% off the RSP, so definitely worth it!

The belts are all the Magnum style (75mm webbing all round) and there's a choice of 4,5 or 6 point fixings.

4- point belts are £90 in Red (4 available) or Blue (3 available) (RSP is £155)

5- point belts are £92 in Blue (2 available)

6- point belts are £93 in Blue (3 available) (RSP is £174)

Or, the Rallypack (2x6 point belts, Helmet Hammock, Tow-rope, Spare Wheel Strap & Map-pocket) is £210. (3 available)

All these prices include VAT and I'll do my best to sort out delivery FOC during my travels. These are first-come, first-served - so let me know ASAP if you want your names on some let me know by Mid February

2. Tran-X

I've negotiated a 20-25% discount with Tran-X off their list prices. I'll be putting one order in with them at the end of March.

3. Rallydesign

I've arranged a discount with Rally-design for a wide range of products in their catalogue. A few examples:

Gel batteries (From £45 each),

Pull cables (£6 each),

Master switches (£10 each),

Suede Steering wheels (£40)

For a full list, please email me.

I will be putting a couple of orders in with them, but I'd prefer to know what people are interested in early so I can plan things better.

4. Radtec Racing Radiators

This is probably the smallest discount I secured. Radtec are offering 15% discount on radiators if we order 10. This will increase to 20% if we order over 20.

Again, let me know if you're interested.

COMPETITION SECRETARYS BIT YORKSHIRE LEAGUE



Beverley's Beaver Rally was the last round of the league for 2011, final positions were as below

1. Ilkley	806.0
2. Airedale & Pennine	549.7
3. North Humberside	509.9
4. York	348.5
5. Trackrod	23.6
6. Huddersfield	215.3
7. Slaithwaite	148.3
8. Beverley	47.8
9. Sheffield	105.0
10. Selby	54.1
11. Alwoodley	14.4

So third overall, not bad at all, well done to everyone who scored points.

AUTOTESTS

NEXT AUTOTEST Sunday 5th February 2012 Readers Yard Brandesburton
Thanks to Linda White for sponsoring this event



As mentioned in the last magazine, we are also running a Production Car Autotest, alongside the normal one, so far we have only got one entry, but the competitor is from just below Norwich

The March Autotest is on Sunday 18th March, at **Maple Garage** Sproatley, thanks to Deg and Phil for not only letting us use the venue, but for sponsoring it as well

CLUB CHAMPIONSHIPS

These are the top three for each championship; full results are on our website

AUTOTEST CHAMPIONSHIP

1 st Overall	Dave Short
2 nd Overall	Rob White
3 rd Overall	Stephen Short

RALLY CHAMPIONSHIP DRIVERS

1 st Overall	Allan McDowall
2 nd Overall	Alan Kirby
3 rd Overall	Dean Carter

CO DRIVERS

1 st Overall	Gavin Heseltine
2 nd Overall	Jane (Thackray) Carter
3 rd Overall	Dave Everard

Some useful dates

We seem to have rather a lot of events in the first months of 2012.

5th February	New Event at Mallory Park by Eastwood Motor Club
19 th February	Riponian
18th March	Another new event, by Dukeries Motor club, The Flying Fortress Stages, on a Ex American air base at Grafton Underwood, Near Kettering
1st April	Trackrod MC Lookout Rally on Melbourne Airfield
1st April	North Yorkshire Classic Rally & Run organised by York Motor Club
8th April	Border Motor club have a new event at Cadwell Park, called the Alan Healey Memorial Cadwell Park Stages details on www.bordermotorclub.co.uk
27th/28th April	Pirelli Rally
20th May	John Overend Memorial Rally NHMC Melbourne Airfield
9th June	Dukeries
1st July	NHMC Dalton Classic Run
29th September	Trackrod Rally Yorkshire
4th November	Malton Forest Rally
23rd - 26th November	RAC

BEAVER RALLY DATE CHANGE

Latest news; owing to a clash with the Roger Albert Clark Rally, the Beaver Rally will now take place on 20/21 October 2012.

From Speke it Started (with apologies to Barrie Hinchcliffe & From Harrogate It Started) by Ian James. Part 2(continued from last issue)

It was now a case of finding events to do. Only events that are in the junior Championship are open to the Juniors and there were only two events left for Juniors in 2011, the Pentraeth Stages at Anglesey Race Circuit (Ty Croes), and the Hall Stages at Blyton. Both had night time stages for the juniors. John Dixon who has worked extensively to both complete and up the standard of preparation on Alex's Micra, suggested to me that Alex would need to drive on lights before doing either. So at last I did what I should have done earlier and had been threatening to do since shortly after the Micra arrived. Namely, contact Howard Paterson and ask that he give Alex some tuition. We arranged with Howard a session at Chris Birkbeck's using the Micra in the October half term week. At Silverstone, Alex had been driving a Ka and was keen now to use his own car. Howard spent the whole afternoon and early evening tutoring Alex and arriving at a conclusion. The conclusion – "Tell John Dixon he drives better on lights than in daylight."

Finding a co driver for the Juniors is very hard. The MSA have imposed a requirement that the co driver must have a Rally Drivers Nat A licence or above and also hold a current Criminal Records Bureau (CRB) check and not be a parent. The last requirement puts me out then. The Rally Nat A drivers licence is apparently the category of rally licence with the least number of holders in 2011.

Eventually after a number of false starts Melanie Holmes a friend of Simon Mauger, Major Motorsport, (Mauger, ex Ford works test driver, ex KA championship winner, ex Puma Europe championship winner) was persuaded by the Formula 1000 club to co drive. John Dixon loaned Oscar spot lights and a first aid kit on top of the seat belts already loaned so as to make the Anglesey trip possible, not to mention engineering expertise for the ongoing preparation work!

So the weekend of the Malton Forest Rally saw Alex and I setting off from home at 06:00 hrs on the Saturday for a two day single venue event at Ty Croes the Pentraeth Stages. The event started the first competitor around 14:00 on the Saturday afternoon, and we were due at scrutiny by no later than 13:00, ran competitively until about 20:00 and then re-started in general classification order on the Sunday at around 09:00 finishing about 15:00 in the afternoon and provided some 60+ stage miles.

We arrived at around 10:30 and the first problem was no Melanie. We were told by the Humpstons one of the front running Junior 1000 teams, Melanie having previously been David Humpston's co driver that she and Simon Mauger were still in the van en route, somewhere between Aylesbury and Ty Croes. Tony and Sam (Bilham) had arrived the night before complete with a motor home that belonged to the senior crew with whom they were sharing service. Tony announced that he had his overalls and helmet with him if Melanie didn't turn up! Eventually she did together with Simon who was running the Humpston's Micra. She took her overalls and helmet to see the scrutineer who then duly signed the process card. So time cards and stage diagrams now became available once signing on was completed.

At 14:16 hrs Alex started his first real stage! He completed stage 1; the times weren't startling but when he passed the point at which the parents were spectating adjacent to the service area he seemed to be going well enough. He and Mel joined the queue for stage 2 and the parents went back to spectate again. I was with Tony and Sam's service crew. Sam was seeded one above Alex and went through, followed just 26 seconds later by Alex but as Tony and I turned back for the service area we heard the screech of locked up brakes followed by the sound of breaking glass from over the hill – I knew it just had to be Alex as he was the last car through. I went to the finish control rather than back to the service area and he completed the stage shortly after with no glass in the nearside headlamp, a bent nearside wing and both spotlights minus all their glass. The dark stages had yet to come.

A somewhat subdued Alex asked what was he to do now? I straightened the nearside wing with my boot sole in the middle of the wing whilst pulling the front and back with my hands – it was all coming back to me now, I've done that before some 30 odd years ago on road rallies! Tony had come across to take a look at the car and said, "Don't take this the wrong way Alex, I have a spare headlight but you aren't having it until it's dark – just in case you do that again and take it out too". He added it's not bad just a little panel damage. Alex also complained to me that the car would not turn in, and he didn't like the championship tyres – the tyres he had done PCA's on would have turned in he said.

I tank taped up the light and sent Alex & Mel back out again for the next batch of stages minus the spotlights too. Tony suggested that I change the bulbs in the spotlights, both of which Alex had blown in the accident and send him out for the night time stages with spots and no lenses because that would be better than no auxiliary lights at all since the reflectors were still intact. There were no further incidences on Saturday. Alex and I fitted Tony's spare headlamp unit in the service before the night stages and cobbled up the spot lights with tank tape where necessary and new bulbs; two working spotlights, albeit lensless.

After the dark stages we and the Humpston team retired to a nearby pub at which we had rooms for the night.

The following morning Alex restarted and all went well until stage 16, the last stage. I realised that no Alex after two minutes had elapsed since Sam went through, nominally 30 seconds ahead of him spelt more than just a bad time. Scanning the circuit from where I was standing; in the distance I could see a white Micra parked up on a tyre wall. Shortly after that I heard that the air ambulance had been called in for the co driver and sought out the Clerk of the Course who could give me no further information at that time. I decided the best thing was to keep calm and go and pack the trolley jack, wheels etc. in to the Disco and hitch the trailer ready to get the Micra on, as one way or another I would have to get it and me home. Eventually the recovery unit brought the Micra out – now rather more bent than

before – nearside front (again) but to my eyes and mind still driveable so why the air ambulance and retirement? In fact Tony’s prediction had proved indecently correct, another broken nearside headlight unit.

I was surrounded by a stack of willing helpers, did the trailer have a winch on it – yes –did I want help to push the car on etc, again Tony was about and with some advice: “I’ve taken a quick look – panel damage again but a bit more severe this time – rad is intact, I would try starting it if I were you and driving it on to the trailer. I did and he was right rad not holed, no bodywork fouling, driveable – so where was Alex and why did Mel need airlifting to hospital?

The C of C arrived soon after with the answers some good news and some potentially bad. The good news, Alex was in the ambulance with the paramedic, just shaken and a little bruised, the bad news; Mel was complaining of neck and back pains, was on a spinal board and that was why the air ambulance had been called and taken her to the Royal Gwynedd Hospital. It turned out that Mel had just bruising too and she was released a couple of hours later. With hindsight the funniest thing was when the paramedic asked Alex if he wanted to go to hospital and after a short pause Alex replied “the ride in the helicopter is quite tempting”. That received the response “that will be a no then”.

The Junior 1000 guys were adamant that we should get Alex out again three weeks later at Blyton, Tony Bilham had a donor car in white an MOT failure, exhausted, and also weird electrical problems but otherwise sound. A deal was done and the car purchased and both it and Alex’s Micra delivered to John Dixon who worked wonders, thanks John, to have the car straightened so that Alex could do the Hall Stages at Blyton.

Howard Paterson had agreed to co drive at Blyton and was adamant that Alex would not bend the car with him Howard in with him! We met Howard at Blyton on the morning of the event and he and Alex went off to scrutineering and documentation whilst David (James) and I set up the caravan, which we had taken too for warmth, shelter and somewhere to cook food. Was I glad we had – it was cold at Blyton!

Despite Howard saying that Alex’s driving had got better during the day and that his first night stage was spot on, he finished last junior and once again, as in Anglesey I watched other Micras leave him for dead down the straights. I think the 4.60 final drive that the other Micra mounted Juniors nearly all have is called for over the winter break in place of his 4.05 ratio. At least doing the two events this year has given him that experience and shown us that the car needs some work to be competitive for next year. Oh yes Howard was correct no major damage just Howard’s side mirror glass knocked out against an arrow pole on the second night stage.

Now the Micra also weighed in at 818kg at Anglesey and the minimum weight is 725kg. Anybody any ideas where we lose nearly 100kg?

Dennis Robinson has sent this item below, make up your own mind !

DRIVING IN RAIN...This May Save Your Life. This is well worth a read!

SAFE-DRIVING TIPS WHEN IT IS RAINING!

GOOD VISION IN A DOWNPOUR

How to achieve good vision while driving during a heavy downpour. We are not sure why it is so effective; just try this method when it rains heavily. This method was told by a Police friend who had experienced and confirmed it. It is seful....even driving at night.

Most of the motorists would turn on HIGH or FASTEST SPEED of the wipers during heavy downpour, yet the visibility in front of the windshield is still bad..... In the event you face such a situation, just put on your SUNGLASSES (any model will do), and miracles! All of a sudden, your visibility in front of your windshield is perfectly clear, as if there is no rain.

Make sure you always have a pair of SUNGLASSES in your car. You are not only helping yourself to drive safely with good vision, but also might save your friend's life by giving him this idea.. Try it yourself and share it with your friends!!!!

Amazingly, you still see the drops on the windshield, but not the sheet of rain falling. You can see where the rain bounces off the road. It works to eliminate the "blindness" from passing cars. Or the "kickup" if you are following a car in the rain. They ought to teach this little tip in driver's training.. It really does work. This is a good warning. I wonder how many people knew about this???

Another good tip:

A 36 year old female had an accident several weeks ago. It was raining, though not excessively when her car suddenly began to hydro-plane and literally flew through the air. She was not seriously injured but very stunned at the sudden occurrence! When she explained to the highway patrolman what had happened, he told her something that every driver should know - NEVER DRIVE IN THE RAIN WITH YOUR CRUISE CONTROL ON. She thought she was being cautious by setting the cruise control and maintaining a safe consistent speed in the rain...

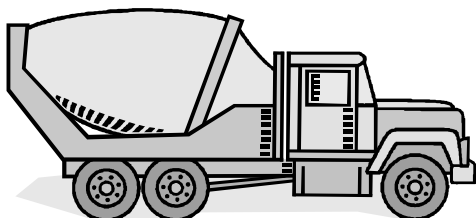
But the highway patrolman told her that if the cruise control is on, your car will begin to hydro-plane when the tyres lose contact with the road, and your car will accelerate to a higher rate of speed making you take off like an aeroplane. She told the patrolman that was exactly what had occurred. The patrolman said this warning should be listed, on the driver's seat sun-visor – NEVER USE THE CRUISE CONTROL WHEN THE ROAD IS WET OR ICY, along with the airbag warning.

We tell our teenagers to set the cruise control and drive a safe speed - but we don't tell them to use the cruise control only when the road is dry.

The only person the accident victim found who knew this, (besides the patrolman), was a man who'd had a similar accident, totalled his car and sustained severe injuries..

NOTE: Some vehicles (like the Toyota Sienna Limited XLE) will not allow you to set the cruise control when the windshield wipers are on. Even if you send this to 15 people and only one of them doesn't know about it, it's still worth it. You may have saved a life.

Its the Concreting Season!



It's the time of year again when we start getting Melbourne arena ready for the Lookout and John Overend Memorial stages.

In conjunction with Trackrod we have allocated two weekends to carry out repairs as follows

11-12 February for preparation work (shuttering etc)

25-26 February for the first lot of concrete

3-4 March for the second lot of concrete

If you can help even for just half a day please contact Robert Newlove Tel: 01377270888

Email:gin@btinternet.com

Membership

A reminder from Dennis, if you have not renewed your membership (Thank you to the many that have) please send him yours subs or see him at a club night

As we approach our Annual Awards Presentation (Details Soon) Robert would like to get all the Trophies back. Please bring them to a Club Night if you can.

NHMC at the NEC

Back in December the club was approached by Richard Egger, he is a GO MOTORSPORT development officer for the MSA, to help at the show.

Under the GO MOTORSPORT banner, the MSA had arranged for a stand at this years show in January, the idea being to introduce club level Motorsport to the uninitiated.

Dave Hawkins had been involved with Richard , regarding a promotion for disabled Autotest Competitors, Dave was to show his new Rally Car, adapted for a disabled competitor, and we were asked to man the stand, along with eight other Motor Clubs, each displaying a different discipline , listed below.

Hereford - Nova- Tarmac Rally

Loughborough Car Club - Micra Disabled Motorsport

Mercian - ST car - Sporting Trials

Owen MC - Escort Mk1- Sprint

Peterborough MC - MX5 - Sprint

Quinton – Micra - AutoSolo

North Humberside – Escort - Disabled Motorsport

Oxford - Rover 214 - Road Rally

Loughborough's Micra was adapted for doing Autotests, using hand controls, but the cost of adapting the handbrake was too high, so a passenger is carried just to pull on the handbrake!

Two club members went on each of the four days of the show, although we didn't get any new members, there was quite a bit of interest, particularly in Dave's new car.

The car was built by Dave and Gordy Blyth, it was really well turned out, the shell having been sprayed by Chris Peart, it was nearly complete but no wiring loom had been fitted yet. Dave and Gordy are hoping to compete in the MSA Asphalt Championship and hope to have the car ready for the Jim Clark Rally.

It was quite interesting to talk to members of other Motor Clubs, to find they all seem to have the same problems as us, low entries etc, they seem the way to go, is to run Auto Solo events.

The stand was manned by the following members, Alan Gilbert, Robert Newlove, John Newlove, Rob Brook, Dennis Robinson, Ian and David James, John Brook, Ashley Oliver-Scott and Chris Newlove

Picture

Alan Gilbert on the club stand



I have nicked this article by Howard from the Beverley magazine

IT@SPECTRUM

The NHMC IT@Spectrum New Year's Autotest 8th January 2012

By Howard Everingham

As usual, Robert Newlove had a word with 'Him Upstairs' and delivered a sunny day for us to play. Not only that, but Mr Reader had kindly resurfaced a lot of the transport yard and the whole area is now virtually pristine. The usual crowd were there, with a couple of returnees. Ken Sturdy prised Richard Wood's Nova from his sweaty grasp and brought it along for a good clear-out. Ken's car is still in the final stages of its re-build. One of my old sparring partners from the 1970's, Howard Paterson, made a rare appearance in an MG Midget, which hadn't seen the light of day for about 25 years. Amazingly, it still had 'Parish's for Ley' (he'd fitted a new front end and lost some of the sign writing) on the side. It was a little tatty, but aesthetics aren't that important in motorsport – that's why my car's called Heepy. After wishing everyone a Happy New Year, it was time to get on with some serious fun. Right from the start Heepy was throwing another Benny. The engine was sounding rough and misfiring badly (it ran well at home!). Thinking the plugs might be the problem, I pulled them out and found No. 1 oiled up. Hah! Sorted, but it only improved the situation slightly. I then reverted to the age-old remedy – get on the Test and give it some welly! Chris Newlove was the Test designer for this event and the first one was a flat-out blast with no reversing. Thanks to that format, whatever was bothering Heepy was flushed out at about 7000 revs and ran faultlessly for the rest of the day – marvellous! That wasn't the end of my problems, however. Heading for the finish of the first run, I caught sight of Alan Gilbert casually walking past the finish line. He probably thought he was safe with his Hi-Viz jacket on. I lifted off a quarter throttle, hoping he'd get a move on, but as I got closer I could tell he wasn't in a hurry. I lifted off another quarter throttle and began shouting at him (like he's gonna hear me above the Heepy noise). About a nano-second from the line, he suddenly broke into a trot and a life-changing reconstruction of his lower torso (not to mention the mess it'd make of Heepy's front!) was avoided. He's a cool cookie though – never batted an eyelid. Test 1 looked simple, but a tricky section of four cones caught out the unwary - bizarrely it was Ken Sturdy. He got it right the first time, but washed-out on his second and third runs. The story I heard was that Ken was given a time for his second run, but when he got it wrong the third time, a retrospective washout was awarded for the previous one when they realised he must've got that wrong too, as his time was too quick - hmm. Just to compound his embarrassment, he then washed-out on the first run of Test 2. After a year out of the sport, I think he can be forgiven. Test 1 also saw the demise of Howard Paterson's MG. A

failed clutch slave cylinder made it impossible to continue. Also in the wars was Dave Short who briefly stopped on his second run – the exact route suddenly vacating his brain. Keeping it in the family, Stephen Short was just beginning a day of frustration by washing out on the second and third runs of Test 2 - both times going the wrong side of the same cone. He'll bounce back at the next event though. Meanwhile, John Taylor was shadowing me closely and pinched a fastest time by a tenth, on the second run of Test 2 in the Mini Special.

Ken Sturdy. No, he hadn't stolen it! Howard Paterson – early bath At the end of six Tests I held a lead of 9.3 seconds ahead of John with Shorty another 13 behind, despite his indiscretion on Test 1. Close behind was the impressive Lawrence Green in the rather large Proton, followed by Robert Short, the first of the Young Contenders. Test 3 was the one I'd not been looking forward to – slalom, followed by a 360° reverse. Due to Heepy's restricted steering lock, which prevents me from constantly breaking CV joints, long, tight reverse turns are a bit of a nightmare – and I hate slaloms! No matter, I managed to keep my nose in front aided somewhat by JT nailing his first penalty of the day. Some welcome lunch, halted proceedings before embarking on the afternoon's play. To make up for the previous slalom Test, number 4 was my favourite with much more reversing than any of the others. These are the bits where lots of time can be made or lost. The reverse-stop-astride on this Test was tackled at quite high speed from an angle and highlighted how drivers apply different techniques to achieve the end result. The shortest way (and quickest, in my book) was a left-handbrake throw across the line - this would then allow you to drive off the line without having to use reverse. My first attempt fell slightly short, having to use momentum to carry the rear wheels astride the line. For the following two runs, it was a full-blooded throw, which rewarded a near perfect result. A number of competitors tried the alternative, righthand throw, some of which made the line, many didn't. So at the end of 12 runs, all these shenanigans allowed me to extend my lead to 39 seconds over Shorty, who'd demoted JT into 3rd place by a slender 2.3 seconds. Lawrence was still hanging onto an excellent 4th and would maintain that position to the end. Robert picked up his one and only penalty of the day, letting Rob White through into 5th. A tardy run of Test 5 let JT grab his second fastest time of the day by ½ a second and, on my next attempt, he shadowed me with an exact equal time. The third run finally put some distance between us. John's relentless pace also saw him re-pass Shorty for 2nd place. The last Test of the day proved to be a sting-in-the-tail. It wasn't so much difficult as technical, and required some counting of gates and turns to ensure absolute correctness. Roy Heath was caught out twice with washouts on his 2nd and 3rd runs, whilst Corrie Doves spoiled a clean day with the same problem on his first. That, unfortunately, dropped him two places from 7th, but still gave him his best result to date. Not only was it a long and difficult final Test, but the weather suddenly changed and a brief shower mixed the coating of rubber and oil on the yard to produce an ice-like surface, just to spice things up! Ken continued his miserable day (although he did look like he was having fun), picking up penalties like they were going out of fashion (see "Quotes"). It must've been catching however, as an optimistic stop-astride saw Dennis Robinson wave

his red penalty bat after spotting Heepy had only one wheel over the final gate, handing John his 4th fastest time of the day. And that's how it ended apart from Robert wrestling 5th back from Whitey after putting in some good times over the last six runs. David Garvey, sharing the Proton with Lawrence, steadily improved his day from an earlier 9th to finish 7th overall. Shorty – getting to grips with the dual controls Robert Short had a good drive to 5th place Corrie Doves, putting in a good performance So with the packing up done, it was just down to Gail Newlove to finish off the results and head for home before dark. CRASH! What the... As I looked round I saw the accident still happening in slow-motion. The JT/Shorty Mini Special was still folding up its fibre-glass front end on the rear of the Short siblings' Nova. At the wheel of the Special was young Ben Taylor with John sat on the floor on the passenger side. Apparently John had been giving the young lad a quick driving lesson, (crashcourse?) which suddenly went wrong. All this would've been, sort of okay, had it not been for the fact that John is a fully qualified Driving Instructor. And yes, the young Taylor was unharmed (see "Quotes"), which is more than can be said for John's reputation! There were some black faces for a little while, especially as the Mini now couldn't be driven onto the trailer due to a smashed dizzy cap – oh dear After confirming the results (see below) I arrived home as dusk was falling. Whilst unloading Heepy I noticed something wet on the inside of the left rear tyre. Suspecting a leaking wheel cylinder and considering myself lucky it didn't let go earlier in the day, it was left 'til later in the week. Sure enough, a half-empty master cylinder confirmed I was very lucky to have finished the event. Stripping down the rear brake, I went to unscrew the brake pipe and found it already loose. Now the rear wheel cylinders have been on since about 2007, so how could that have happened? Dem Dukes! Dem Dukes!

Many thanks to Chris Newlove for some interesting Tests and to the many Marshals and Officials for a cracking (in more ways than one!) days sport.

FINAL RESULTS

POSITION	DRIVER	Penalties
1	Howard Everingham	753.4
2	John Taylor	798.8
3	Dave Short	819.2
4	Lawrence Green	861.5
5	Robert Short	855.4
6	Rob White	887.9
7	David Garvey	901.3
8	Ken Sturdy	915.6
9	Corrie Doves	929.6
10	Stephen Short	934.5
11	Roy Heath	975.7
12	Howard Paterson Retd.	

F.T.D. - Howard Everingham

Class Award - 1st - John Taylor

Class Award - 2nd - Dave Short

Class Award - 3rd - Lawrence Green

Border Motor Club Ltd
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CADWELL PARK STAGES



On Sunday 8th April 2012



NOTE: REVISED DATE

Border Motor Club with assistance from former members of South Bank Motor Club, who successfully ran events at Cadwell for numerous years, have secured the use of the 'Mini Nürburgring' for a single venue stage rally.

COMPETITORS

Further details are available on the club website.

www.bordermotorclub.co.uk

Regulations out / entries open 1st Feb

To register your interest in competing please email

the Entries Secretary – John Cope

cadwellentries@bordermotorclub.co.uk

MARSHALS

A large number of marshals will be required, to offer your assistance please contact the Chief Marshal -

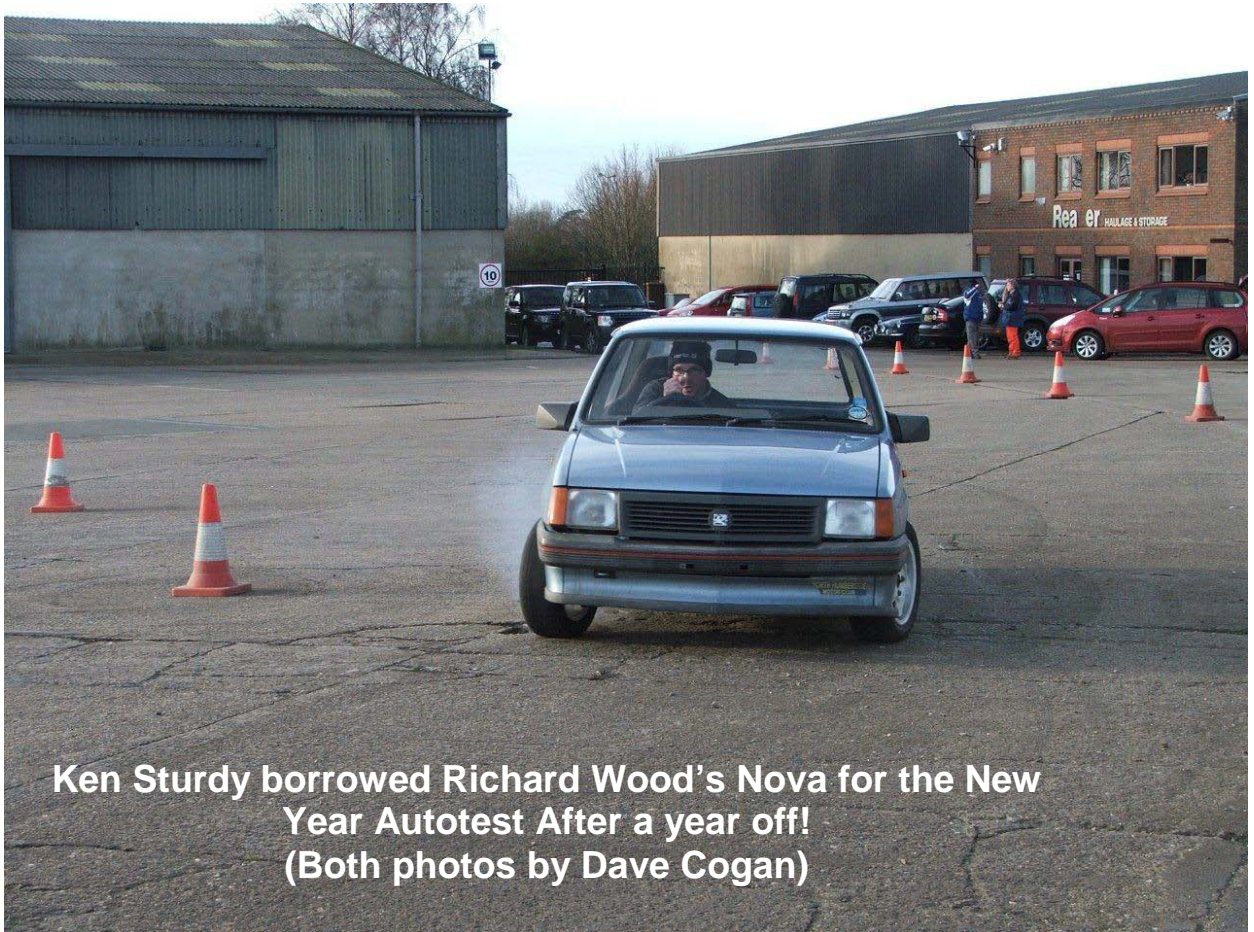
Andy Hill 01246 241683(Home) Before 9:00 pm please

chiefmarshal@bordermotorclub.co.uk

Would marshals also please register their interest at

www.RallyStageTeam.co.uk

www.cadwellpark.co.uk



Ken Sturdy borrowed Richard Wood's Nova for the New Year Autotest After a year off!
(Both photos by Dave Cogan)



Howard Paterson, made a rare appearance in an MG Midget, which hadn't seen the light of day for about 25 years