



North Humberside Motor Club



MAGAZINE June 2012

Editorial

Quite a while since our last magazine but I have been quite busy with holidays, Jubilee Celebrations and motorsport.

Seems a long while since our awards presentation, I have not heard any feedback for or against the new format.

Despite the weather the classic car season is upon , with our first run organised by Ian Sadofsky and Dennis Robinson on the 1st July, followed by the NHMC great day out on the 5th August organised by Dave Cogan.

On a personal note we are again organising our informal classic gathering at the Village Hall at Sutton Upon Derwent on the 12th August. More details elsewhere in this magazine.

This years John Overend Memorial stages seemed to be another successful event, report again elsewhere in the magazine.

Some of us had a very busy weekend with Tour Britannia on the Friday and Dukeries on the Saturday, both looked after by Ian James.

Committee

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

John Newlove



Dennis Robinson and Ian Sadofsky on the Flying Scotsman

Cover Photo : The Winner of the John Overend Memorial Stages

17year old Aaron Newby, in a TEG sports, ex Mark Higgins Subaru, (The photo came from TEG sport so not sure who to credit it to)

The Flying Scotsman 2012

Saturday 21st April, cold, wet and showery.

I picked John Milner up about ten twenty and we set off at a leisurely pace for Cliffe Hall near Piercebridge Co. Durham. On arrival shortly after 12.00, we had our lunch whilst waiting for Ian Sadofsky to arrive with the "Stage Furniture". The weather was very unsettled, and we had driven through several short sharp showers on the way up. Ian arrived and we started to set up the stage, which was 2.2 miles in length, and arranged in the form of earlier rallies, keeping left or right of cones arranged to tighten the driven course, with several "STOP ASTRIDES" en route, and finishing with a short slalom, before stopping astride the finishing line.

We managed to get the set up finished in the dry, and then went to see the owner of the estate, when the heavens opened. There was a huge portico over their "front door" and we were well sheltered from the violent hailstorm whilst we chatted to the owner of the estate. Going back to the start, we noted that the road was white over with hail, and several large, deep puddles had developed.

Other marshals were now beginning to arrive, so after signing on, Alan Carvell, Richard Hay and myself were despatched to the finish, me being used to operating the clocks with electronic transfer to the competitors time cards.

We met several chaps in period dress (whatever that was as the cars were aged from 97 to 70 years or so old), who proved very interesting to chat to.

This rally is entered by invitation only, and seemed to me to be a bit like the Mille Miglia, only this was with definite ATTITUDE!! I get the impression that on the Mille Miglia the competitors would be disappointed if their cars even saw a raindrop, but this lot were real Gung Ho, Balls Out, rallyists, never mind how old the car was, and they were certainly old, the oldest dating from 1915 the youngest being from 1940. One thing was clear, the competitors were all up for it, not like the Tour Britannia where some can elect for a drive round without competition, and also, many, if not most of these cars were open tourers without hoods or sidescreens.

As is the way of these things, as soon as a competitor was on the start line, the heavens opened, and stayed opened until the course closer came round. To say that we got wet was an understatement, but those of us in "period dress" need not have bothered as we were all well wrapped up in rain suits anyway. We had the usual problems of wet pens not wanting to write on wet paper, but we had the electronic timing machines to get over that and looking at the results, (<http://www.endurorally.com/fscot2012/results.html>) it all appears to have gone well

with no hiccups. There was still an appreciable amount of hail/ice on the roads for the first competitors and the roads were very slippery. Spins, Slides, and fishtailing were evident throughout the slippery course of the test, and for me, used to seeing the old RRs/Bentleys at the RREC events, all smartly polished and groomed, this was a taste of how they should be driven

I have to say this, although we marshals were getting a thorough soaking, the competitors in the wholly open cars were even worse off, but their spirits were not dampened, and we were cheered up by the demeanour of the crews. Two ladies of a certain age in a WO Bentley 4 ½ Litre were as enthusiastic and happy as the two “Tarts for Rallying” in their Mk.1 Escort, and when I told them that they were only 1 second off cleaning the stage they were even more ecstatic. The marshals were thanked on the spot by most of the competitors, especially those running at the back of the field.

Course closing was slightly late but given the weather conditions they did extremely well to close as near to time as they did. Packing up did not take too long and we were soon on the way home, again through many very sharp showers.

As a change from the usual rally marshalling that we do in NHMC, this was something quite spectacularly different, and I recommend anyone who has not done marshalling on this type of event to come out with us the next time.

Future events of this kind are the NHMC classic runs on July 1st and August 5th and Le-Jog in late November.

Dennis Robinson



John Overend Memorial Stages Rally 2012

There are some pundits, competitors, face bums and twitters who are claiming the 2012 event was one of our best ever and they may well be right. Quite a number of competitors have emailed us to say how much they enjoyed the event and will be coming back next year and the forums carried some health comments too.

Sunday 20th May 2012 found us all at Melbourne Airfield for our annual single venue event. We started with a full entry of 60 cars with a few held in reserve. There was talk that only running 60 cars was a bad decision but it was done for good reason. Competitors may want to take note at this point; other single venue events look like following in our footsteps with fewer numbers.

Over recent years we have made savings to the way we run events mainly due to the recession. With this cost cutting exercise we identified that we could keep entry fees low yet ask for fewer entries and the event would still make a tiny profit or just about break even.. Also there seems to be a general culture of competitors entering later and later and this wasn't helping our forward planning and budgeting. Another important reason is the preservation of the venue; fewer cars mean less damage therefore less work for the teams of concreters in the winter months and also less work for the timekeepers and marshals on the day.

There were some changes to the official line-up this year. David James stepped into the top job of Clerk of the Course as Rob Brook placed an entry in his new 205 only to be sidelined with engine trouble so he and his Dad took over as course closer and general dogs bodies for the day. Dave Cogan was the stage commander who somehow mysteriously became the stage building consultant as well as Rally Chairman (made up job or what) and the whole event was expertly choreographed by Robert Newlove as secretary of the meeting. The Marshals were gathered in by Carl Thompson this year in the absence of John Newlove who had been away in France but turned up for the afternoon stages and the whole team were fed and watered by our chef du camp , Gail Newlove, providing everyone on the Saturday with sandwiches, cakes and hot tea and coffee.

On behalf of the Club, can I say a very big thank you to everyone who did something on the event, to those that took time off work or lent us trailers and machinery and a special thanks to those who shifted all those bloody tyres again.....you all did very well.

DC.

Marshal News

Ian Sadofsky and others helped marshal a Test on the Flying Scotsman Rally back in April, see Dennis's report elsewhere.

We had a good turnout of marshals on the John Overend, thanks to Carl Thompson for sorting things out in my absence.

We had already agreed to run Thieves Wood on the Dukeries initially for only one run in the morning, however due to the loss of another venue we ended up running it twice, but very stretched on marshal numbers. To make things even worse we were asked to run Blyton on the Tour Britannia on the Friday afternoon before the Dukeries, Dennis Robinson had already committed a number of marshals to running Regularity Sections on the same afternoon so we were again very stretched. We managed to run both events very successfully. See note from Ian James below.

1. Dukeries: in addition to thanks to all of the NHMC members helping on the day; a special thanks to Carl Thompson who did most of the "stake bashing" for the stage furniture for both runs of Thieves Wood on Friday afternoon whilst the rest of us were at Blyton; and Gareth who went straight from Blyton to Thieves to join Carl.

On top of that I am also indebted to Derek Lee and his fellow Trackrod members who manned the flying finish and stop areas with a little help from NHMC, and Trevor Pollard and his colleague from Quinton who manned the arrival control. Whilst every marshal is important on a stage; without these people we would have had no timing. Many thanks all concerned.

2. Tour Britannia (TB); in addition to thanking the NHMC members here too, especially the old timers, thanks also to the non NHMC staff that helped us out here, Dave Lambourne who manned a radio for us, renewing an old acquaintance of mine, and Dave Holliday and colleague who put themselves and car at some risk to man the flying finish line. Thanks to Rob Brook for deserting his dad helping Dennis on other tasks for TB, to come and help us at Blyton including with Gareth putting in the split and merge boards; and a personal thanks to brother David James who stopped off on his way to the Dukeries results operation at Southall to help out (worrying the Dukeries organisers that he would be late setting up their results operation), and my son Alex who had his first taste of real rally marshaling running the start clock on 30s timing. A very big thanks to everyone involved at Blyton. I realise that marshaling on a working day is not easy for many.

With both of these events we really struggled to get a team together so once again a big thank you to you all for all your hard work. Apologies to any none NHMC members helping out that I have missed.

We were just about at the minimum staffing level at both events I think, so everyone at both played a key role and once again my thanks to you all.

Regards to all Ian J

I have had requests for marshals on the following events, also see other information on this year's Rally Yorkshire later in the magazine.

Saturday 30th June 2012. Huntsman Rally Carlton and District Motor Club

I'm writing on behalf of Carlton and District Motor Club and the organising committee of this years Huntsman Rally taking place We are looking for marshals to (wo)man the time controls on the road sections and marshals for the special tests. The rally starts and finishes near Donington Park Racing Circuit on the Derbyshire / Leicestershire border with the first car leaving the Start venue at 0930hrs and is due back around 1630hrs. All marshals will receive a goody bag and will be entered into a prize draw that will be drawn on the day.

If you can help on the day please call Brian Yerbury our Marshals Co-ordinator on 07702 552445 or alternatively you can email him at hrchiefmarshal@hotmail.co.uk

Saturday 21st July Opposite Lock Stages Manby organised by Slaithwaite Motor Club, Huddersfield Motor Club, David Brown Motor Club contact Chief Marshal - Ted Collins tedandpat@blueyonder.co.uk 01422 255919



Silverstone Motor Club is pleased to announce the dates for their new Silverstone Junior Rally Championship which has been born out of the success of the Silverstone Junior Youth Academy.

There will be four rounds this year and juniors will need to compete in three to count towards the championship. Next year the club is hoping to add a few more dates from amalgamating with Clubs in the East Midlands.

The four rounds this year are:-

Centenary Stages 19th August

Lincoln Green 8th September

The FM Sudafix Snetterton Stages 4th November

Car Fax Stages 18th November

The championship is open to all juniors from the age of 14 to 17 driving 1000 cc cars that can comply with the regulations these can be found at:-

www.silverstonejuniorrally.co.uk/#/junior-motor-club/4560640128

LINDHOLME MOTOR SPORTS CLUB LINCOLN GREEN Stages Rally

Sponsored by **COPCUTT TOYOTA (Workshop)**

2011 Winners
Chris Platt &
Mick Robinson



8th September 2012

At

**BLYTON PARK DRIVING CENTRE
BLYTON Nr.GAINSBOROUGH**

A Round of
EMAMC, ANEMMC

Multi-use Rally Championships

and the **Silverstone Junior Rally Championship**

For the latest news, information and entries go to

www.lincolngreenstagesrally.co.uk





GOLD AND SILVER GOBLETS EASYLARIETY RALLY 2012



Sunday 8th July

supported by Morph-Tech Software & G-Max

Easylarity Rallies are a relatively new form of motorsport, combining Autotests with Regularity Sections to give a daytime event which is both straightforward and above all fun. The Navigation and Timing are very easy. The format of our event will be based on the very successful G & S G Multi Venue Autotests with some straightforward regularity sections to join the event together and make it an entertaining day for both drivers and navigators. The event will be a Clubman's Daylight Regularity Rally with Driving Tests (Autotests) at two locations. There will be separate Classes for Historic and Modern Cars.

The route will be approximately 100 miles on smooth public roads in an area covered by Ordnance Survey Landranger Map Numbers 140 and 141. It will not be necessary for entrants to have the latest issue of this map, since it should not be required to follow the rally route.

The event will incorporate up to 100 miles of Regularity Sections on public roads, timed to the second, at average speeds of up to 30mph. There will be at least 4 tests on a smooth grass field, and 4 on tarmac. Tests will be simple in nature with no more than one manoeuvre requiring the use of reverse gear per test.

The Special Tests will take place at two locations, the Nightowl Truck Stop, A5, Nr Rugby (MR 140/553762) and a field near the start/finish venue. The times when competitors are at these locations to complete the tests will be considered as "rest halts".

Entrants will be supplied with a Roadbook and Timecards at Signing-on before the start. The four regularity loops will increase in severity, the first is intended for novices on their first event, the second and third for novices and the fourth for experts. Novices will be given a simplified handout for the fourth section.

Please give any of the Officials a call if you'd like to know more.

For more details, Regs & Entry Form; go to the Website:

<http://www.coalvillecc.org.uk/G&SG2012/G&SGMain.htm>



Trackrod Rally Yorkshire

28th & 29th September 2012

North Humberside Motor Club has been invited to run Langdale stage .
This will be on Saturday 29th September.

Provisional details show us getting all competitors once with the first car around 11.55 .

Please make a note in your diary now. We need your help. We are running 14 miles of classic forest with 26 junctions so it will be all hands on deck.

Fancy some action in the dark.

Dalby Forest is running on the Friday evening and the organisers could do with some marshalling assistance. Forget the mamby pamby spectating approach, get out there and support motorsport.

More details here when available.

Register your interest for Langdale now;

Email or phone

John Newlove – john.newlove@btinternet.com

Dave Cogan – davecogan@cogans.karoo.co.uk

Annual Classic Run Sunday 1st July

The Club is holding the Annual “Caves” Classic Car Run on Sunday 1st July 2012.

This event has been rerouted, normally running from the Dalton Village Fete, it will this year be focussed on North and South Cave, East Yorkshire.

The event is open to anyone with an appropriate car, we would encourage club members to promote the event, and enterthe more the merrier, as they say although entries will be limited to 35 this year in consideration of available parking spaces.

A copy of the regulations are available on the club website together with an Entry Form.

JOHN OVEREND MEMORIAL STAGES RALLY 2012

Well it looks like we got away with it again, what a excellent event it turned out to be. All the hard work, getting the venue up to scratch has finally paid off and we started with a full entry of 60 cars.

We put the good entry down to a few factors. The first event on Melbourne for this year, Trackrod's Lookout rally was also an excellent event, and this encouraged competitors to return. We managed to get the event in all three local championships and managed to invite an extra association to the rally, as well as getting the regulations out in good time. Also for this year, we managed to offer more Sunday Scrutineering, and direct bank transfers for entry fees.

But it was all down to a lot of work, by quite a lot of people. To start with, everyone who helped with concreting etc before the event.

Excellent work by Alan Gilbert as entries secretary, got the event underway. As Rob Brook our usual Clerk of the Course had decided to compete this year, we were very grateful for David James to step into the breach and take his place. John Newlove was on holiday in the week prior to the event so we are grateful to Carl Thompson for taking on and doing an excellent job as chief marshal, a key role in recruiting marshals, radios etc for the event

Then came setting up the venue and getting all the club gear delivered to the venue. On the Friday before the rally, Dave (I'm not in charge) Cogan was already on site directing the delivery of the large bales need to build the course. Then the momentous job of getting all the tyres out of the tyre dump and put into position, luckily we had lot of volunteers to whom we are very grateful. It takes two days of very hard work to setup the venue, ready for the Rally. We are very grateful to Steve Varey, Dave Smith and James Sparrow for loaning us trailers for the event.

Saturday scrutineering was soon dealt with, those of us who were not staying managed to get away for about 8.0pm. Because we had about 20 cars to scrutineer on Sunday, and we had published starting at 6.00am, it was a very early start on Sunday, for everyone including the scrutineers.

The weather had been damp before the rally, and helped greatly in reducing dust, a common hazard on Melbourne.

With Alan keeping in touch with the reserve entries, we managed to start 60 competitors, the first stage started on time, and we managed to stay on time throughout the day. We had no major incidents, but some of the chicanes took a battering, mainly from drivers, out driving themselves!.

The star of the rally was 17 year old Aaron Newby, in a TEG sports, ex Mark Higgins Subaru, but he was chased all day, by Alan and George Kirby, Aaron eventually, winning the event by just 17 seconds.

North Humberside members appearing in the awards list were
Alan and George Kirby 2nd Overall, and the John Overend Memorial Trophy
Chris Newlove navigating for Mick Gallagher 2nd in class. 4
Rob Pattison and John Dixey 3rd in class 5

Whilst we were presenting the awards, the task of removing all the tyres etc had begun, we are very grateful to everyone who stayed and helped. Wayne Smith with his Teleporter giving great help as possible I have listed all the helpers below, I hope I have not missed anyone.

John Dixon	Carl Thompson	Phil Craven	Dave Watkins
Ken Hailstone	Dave Smith	John Milner	Dave Cogan
Derek Lee	Chris and Alison Church	Dennis Robinson	Gareth Pennell
Steve Varey	Steve Young	Chris Newlove	Wayne Smith

Sutton Upon Derwent Village Hall
Sunday 12th August 2012 from 1pm

On Beacon Green, Sutton on Derwent

(By kind permission of Sutton on Derwent Parish Council)

Classics on the Green

**An Informal Gathering of Classic Cars, Motorcycles,
Tractors and other interesting Vehicles.**

Including a display by the Viking Enactment group the



We invite owners of Classic cars, Motorcycles, Tractors and other interesting vehicles to join us. - No entry forms - No entry Fee

BBQ food and Bar available

If you fancy Sunday Lunch Beacon Green is just across the road from the St Vincent Arms, tel. 01904 608349

**Widely acclaimed for its excellent cuisine and range of top class beers.
(Booking Essential)**

Contacts

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

Please let us know in advance if you are bringing an exhibit so that we can reserve a space for you

The NHMC BIG DAY

out

SUNDAY 5th

AUGUST 2012



A classic and modern touring assembly for All Club members families and friends to enjoy.



Open to all makes and models with Classic and Modern Sports Tourers being the main feature of the event.

A Social Event re-living an old NHMC tradition.

- Family day out with picnic site at the finish venue. (indoors if raining).
- Easy navigation everyone can understand.
- Scenic country vistas using mostly B and C roads.
- Finishing at Bishop Wilton Village Hall.

Entry forms and further details will be available soon.

Register your interest now

Email : davecogan@cogans.karoo.co.uk.

COMPETITION SECRETARYS BIT YORKSHIRE LEAGUE



After the first two rounds, we are now leading the league

The first event was Trackrod's Lookout on Melbourne, the best scoring club members were, James Sparrow/Phil Pickard, and Gavin Ruler/Dave Everard. James and Phil actually won the event for the second year in a row. Well done to them.

The second round was our own John Overend Memorial Stages Rally. This time our top scorers were the crews of Alan and George Kirby, plus Rob Pattison John Dixey. An excellent result

Top Scores are

NHMC	374.3
Trackrod	285.2
Ilkley	270.2
Huddersfield	247.5
York	237.3

The next rounds are as follows

Round 3 Regs are now available at www.ilkleymotorclub.org.uk for their Yorkshire Post Car Trial at Bolton Abbey on 17th June, entry fee is just £10.

Round 4 Regs are now available at www.apmcc.co.uk for their Car Trial at Laycock near Keighley on 24th June, again entry fee is just £10.

Round 5 will hopefully be a YSCC Production Car Autotest and Autosolo at Bob Beans on grass on July 15th, details to follow. (I have sent regs out for this event)

Round 6 Regs are now available at www.slaithwaitemc.co.uk for their Opposite Lock Rally at Manby near Louth on 21 July, entry fee is £215.

Rear Cover Photo

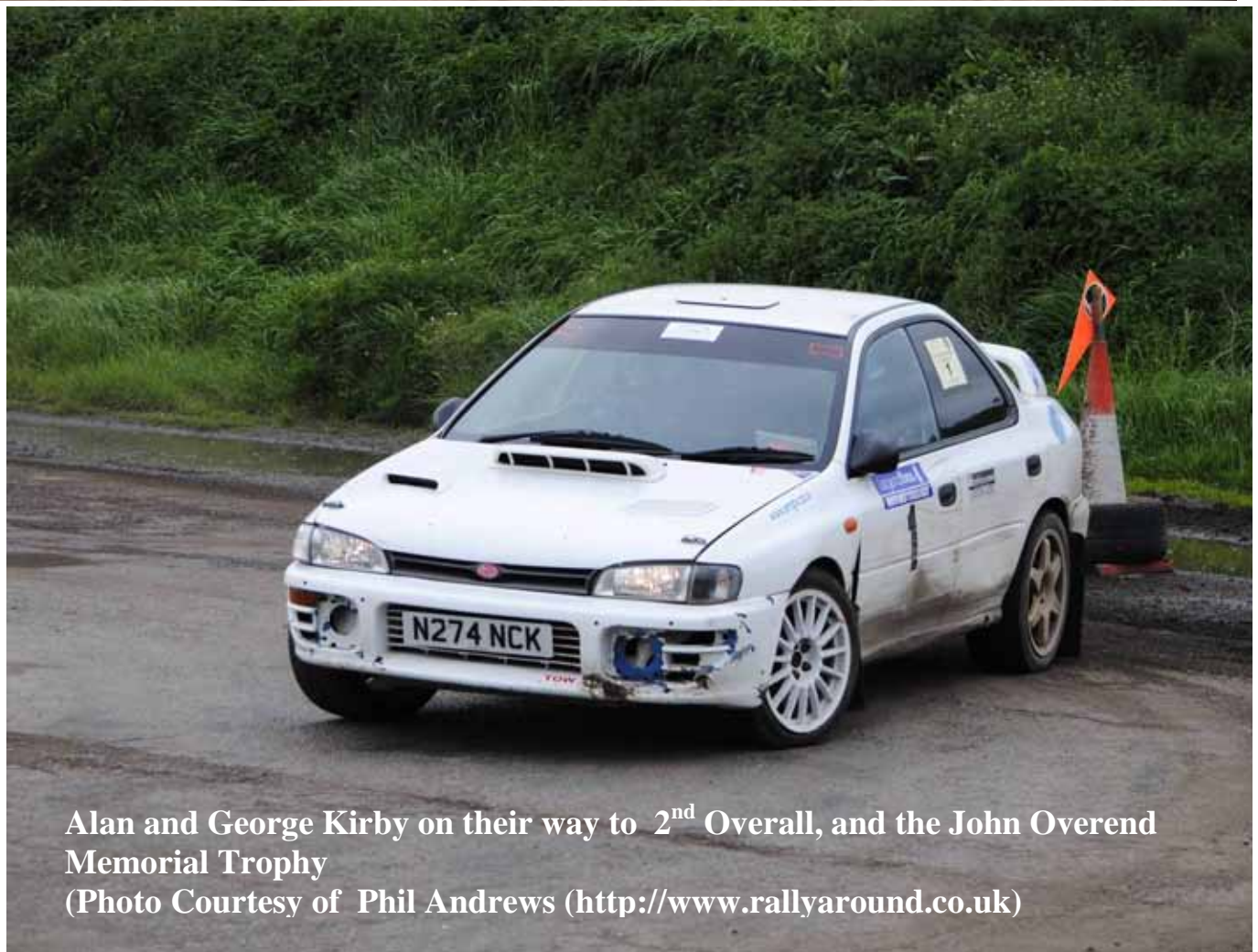
Ken Sturdy and Rich Wood competed in April's Horiba D'Isis Stages Rally at the Motor Industry Research Association's (MIRA) proving ground near Nuneaton. They led the 1400cc class in the Nova from start to finish and beat all of the 1600's as well. The 60 miles of fast tarmac stages included airfield type perimeter tracks, a banked circuit, adverse camber cornering test and an armco'd hill road. For an in-car view of a stage see you-tube at this link:

<http://www.youtube.com/watch?v=laheMRoNG1M>



Ken Sturdy and Rich Wood competed in April's Horiba D'Isis Stages Rally at the Motor Industry Research Association's (MIRA) proving ground near Nuneaton.

Photo Courtesy of Mark Sims at: www.rallygallery.com



Alan and George Kirby on their way to 2nd Overall, and the John Overend Memorial Trophy

(Photo Courtesy of Phil Andrews (<http://www.rallyaround.co.uk>))