



North Humberside Motor Club



MAGAZINE
August 2012

Editorial

Welcome to the August addition of the club magazine, rather short on copy for this issue.

Since the last magazine the club have run Two classic events.

First off was the Cave Classic organised by Dennis Robinson and Ian Sadofsky and sponsored by Robert Woolley Accountants, starting just outside South Cave the event had an interesting route never far from the Cave Area finishing at a rather damp and cold North Cave fete. The event had over 20 entries

The next event was the NHMC Big Day Out organised by Dave Cogan and with 31 entries the event started at the Triton at Brantingham finishing at Bishop Wilton Village Hall on a sunny Sunday afternoon with tea and cake,

On the classic front there was much publicity on a new idea that Pre 1960 cars were going to be exempt from a MOT from November. However I have not seen anymore on this with some commentators saying that insurance companies will still need something to tell them a vehicle is roadworthy.

Thanks to everyone involved in both events

Rally Yorkshire is fast approaching, we need some help please see information elsewhere in the magazine.

Thanks to Ken Sturdy for his photograph and article on the Rally of The Midlands.

Don Barrow Auto-Biography

Malc Skillbeck from York Motor Club has sent me this link which he received from an ex York member down under, http://www.donbarrow.co.uk/autobiography_intro.html

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 Watkins winning the "Car of the day" at Woodward Festival of Speed on the Saturday



BRM CELEBRATION DAY

SUNDAY, 7th OCTOBER 2012

A Celebration of Graham Hill's World Championship Victory

MARSHALS NEEDED

Be part of a truly unique event in **Bourne, Lincolnshire**, as racing and road cars from the era parade through the closed streets of the town.

Sign On: 7:00am to 8:30am

Your Help is Needed!

For more details and to volunteer, visit **www.brmday.co.uk**, or contact Chief Marshal Richard Bostock on **07760 171045** (evenings and weekends)

Marshal News

First priority must be for us to get enough people to run Langdale on the Rally Yorkshire. The stage runs on Saturday 29th September we get the full field of competitors just once with provisional time of 1st Car at noon. Please let me know ASAP if you can help.

September 2nd Durham Dales Classic at Nissan, Sunderland sponsored by Wilkinson Maintenance. This is a test only event and marshals are needed for the whole day. Lunch and evening meal are provided. If you can help please contact Peter Sewell the Chief Marshal on ssewell15@hotmail.com

Sunday 8th September Lincoln Green Stages organised by Lindholme Motor Sport Club at Blyton, They are promising some useful Marshal Goodies; priority in the burger van queue for all marshals in hi viz; pre order/pre pay lunch at the catering van; a cracking day's entertainment with good visibility of the stage. We will try for another early finish.

Please contact Martin Pullan (Staffing officer/Dep Stage Com) for more details on Marshalling during the event on 01422 345887 / 07714 122195 Staffing@Lincolngreenstagesrally.co.uk or contact Karen Spencer (Dep C of C & Stage Commander) on 07714 122194 DeputyCoC@Lincolngreenstagesrally.co.uk

Sunday 7th October BRM Day Bourne in Lincolnshire, see flyer elsewhere in this issue

Sunday 4th November Malton Forest Rally, we will probably be helping York again more details later.

Saturday/Sunday 21st/22nd November Beaver Road Rally

This is Beverleys annual road event more details later.

RAC Rally 23-25th November we will be helping Ted again but they are not running Langdale this year so something different.

They have put in an extra stage for two runs on Friday night, in Dalby called Newclose Rigg.

First car is currently scheduled at 1839, sign on at about 1630 / 1700 ish Friday 23rd of November.

COMPETITION SECRETARYS BIT YORKSHIRE LEAGUE



The third round of this year's league was a Car trial organised by Ilkley DMC, unfortunately only Ilkley members turned up!, this knocked North Humberside into second place

The next two rounds of a car trial and a grass Autotest have been postponed because of the English Summer. So The Opposite Lock Rally at Manby became round 4.

We had an excellent result here, Gavin Ruler/ Dave Everard ended up third in class out of 14 entries, and Joe Lea 3rd out of 24 entries, this scored us a total of 137.3 points. This has put us within 12 points of the leaders Ilkley.

I am waiting for the new dates for the postponed events; meanwhile there is a York Autotest to come, and Beverley's Beaver Rally

Top Scores are

Ilkley	523.5
NHMC	511.6
Trackrod	440.9
York	324.2
Huddersfield	305.3

Things are a bit quiet on the Autotest front, our next Autotest is provisionally scheduled for the 25th November, but this may change, however Howard Everingham is planning Beverley's Autotest, hopefully in October.

CLUB NIGHTS

I know it is summer, but numbers are very low at Club nights, so why not come along

Robert

LINDHOLME MOTOR SPORTS CLUB

LINCOLN GREEN Stages Rally

Sponsored by COPCUTT TOYOTA (Worksop)



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



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.

We need your help. We are running 14 miles of classic forest with 26 junctions so it will be all hands on deck.

Email or phone

John Newlove – john.newlove@btinternet.com

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

Fancy some action in the dark.

Dalby Forest is running on the Friday evening and the organisers could do with some marshalling assistance. The first car on Friday is approximately 7:39pm. Forget the mamby pamby spectating approach, get out there and support motorsport.

Contact Geoff Balls Personal Mobile 07974373367

Work Mobile 0780109289



**Rally of the Midlands 2012,
22nd/23rd
June 2012
Ken Sturdy & Richard Wood,
Vauxhall
Nova 1400**

Having had a couple of successful outings on this event we decided to return for our third time in 2012. Compared to our usual single venue outings this event is a relative marathon for us - 24 stages (5 on Friday evening, 19 on Saturday). 90 stage miles, 170 road miles, 5 venues with central service at Mallory Park circuit.

The car was ready on the Wednesday or so we thought, Richard taking an hour off work to run it down the road for mot, then we (Rich and I and service crew Neil "Nellie" Middleton and Mike Sellers) all met in the evening to load the van and give the car a final once over.

Just before putting it on the trailer I took the car for a quick blast down the road, and got no more than a mile before it spluttered to a halt. After a minute or two it would fire up and run flat out for another mile then die again. After a tow back to the workshop and some head scratching we realised that the recently replaced fuel tank was not compatible with the pumps and so the

new tank had to come out and the old one was refitted. We packed up at midnight and Rich returned Thursday afternoon to finish the plumbing, with it ready to run by the time I got home. A quick blast up to Burstwick proved all was well again so the car was finally loaded ready for the off next morning. We had our concerns over the fuel pump so I called Mike Reed at his new home (somewhere near Wales!) and asked him to pick a pump up from Demon Tweaks next morning then come over to Mallory Park with it. Mike had planned to come servicing anyway so it wasn't too much hassle. So Friday dawned and we set off to Mallory in the rain, bad traffic on the M1 meaning Mike was already there by the time we arrived. Also waiting for us was son Joe who had taken half a day off from his new job at Force India F1 to come and join a proper pro outfit for the weekend!

We'd missed our allotted slot for scrutineering and had to wait for a motorbike track day session to end before we could cross over to the infield and get the formalities done with. Once signed on it was back to the service park and time to choose the tyres for the first loop of stages. The rain had stopped but the evening stages were short so we chose intermediates for the front and wets on the back.

We then drove across Hinckley to the start venue, a new social housing development in the middle of Camp Hill; it was like driving into the set of an episode of Shameless. The marshal at the pre start holding control told us to stay in the car and keep the doors locked! At one point some dodgy bloke

tried to open the car door, we were a bit worried till we realised it was NHMC member Martin Milner who'd come to watch what is now his local rally.

Once flagged off from the ceremonial start the first road section took us to two runs of Arbury Hall, a slippery country house estate road with 2 hump back bridges and a speed bump in the middle of a flat out straight. The tyres worked well and we got off to a good start with an immediate class B9 lead, but only by one second.

It was then over to Mallory Park for 2 runs at a lapping stage comprising of almost the full circuit plus the infield and a dash through the pits. The track was drying and with some fairly aggressive cuts over the kerbs to keep the momentum going we emerged having extended the class lead to 25 seconds.

It was then back into Hinckley town centre for the final stage of the night, a sprint around the council offices, all set up as a spectator stage with crowds gathered. Our time was 39 second which gives you an idea of how long a stage it was!

We then headed back to Mallory for service, where a front ball joint needed attention, and finally the car was checked into parc ferme at just after 9pm. We left the van in service and jumped into Mike and Joe's cars and dashed off to the Premier Inn at Hinckley, dumped the bags, quick shower the out for a pint and curry down the road.

Up early next morning, we checked out of parc ferme and back into service for a quick tyre change. We opted for soft slicks on the front and intermediates on the back as a bit of a

compromise in case of rain, then we were off to Arbury again for two more runs. It was then time for the first of the big stages on Mira, a 9 miler over the same roads we'd used on the Horiba D'Isis stages a few weeks earlier. We pushed hard as we had a mission to get into the top 20 overall, and added another 20 seconds to our class lead. Helmets stayed on as we crossed to the other side of the venue for a short 2 miler on the banked circuit - bit like a scalextric track – from start line to flat in 5th, down to 4th for long banked 180 degree corner, flat straight again slowed in the middle by a chicane to a similar 180 turn at the other end, then a couple of hairpins, launching over a "Driffield" style yump into the flying finish. Helmets still on, and back around for another bash at the 9 miler, then another at the scalextric stage or so we thought, but we were held at the stage start, the second run eventually being cancelled. We learned later that this was due to a WRC Subaru launching into orbit on the yump, setting on fire on impact and breaking the co driver's vertebrae. Fortunately he was released from hospital next day and will make a full recovery. Have a look at

http://www.rallygallery.com/2012_ROM.aspx?Page=9

We then drove a few road miles to 2 runs of Merevale Hall, another parkland stage with tree lined twisty roads with regular cattle grids through solid gateposts, Richard commenting afterwards that the trees were big, close and passing by very quickly, but I didn't seem to notice.

So first part of day two was now complete, back to Mallory Park service

with a 1 minute 42 second class lead and just outside the top 20. The lads had to fit new front brake discs as one had cracked, fuel was brimmed then off to do the same loop of stages once again. Our Arbury runs were quickest yet, and with Mira being fully operational again after the early accident we really got stuck in, catching and overtaking a couple of cars in front to edge into the top 20. Maybe I was getting a bit too confident going into the first of the next pair of Merevale stages, as I lost it in a big way on a 4th gear left hander approaching a cattle grid. In split second we were heading backwards across the grass. As much by luck as skill we slid back across the tarmac which helped slow the car and after grabbing first gear and flooring it we were thankfully heading towards the cattle grid in the right direction again after the big spin. I was disappointed that Rich didn't remember to call "dear god" which all good co - drivers should do (remember Dave Richards with Ari Vatanen in his Manta 400 on the Manx?). Anyway, only a few seconds lost, and we took the corner 20 mph slower on the second run through. So that was stage 23 over and done with, one more to go before the end of the rally, a last blast round the circuit at Mallory Park. We serviced first and regrouped so the assembled spectators could see a closed up field, and completed the final stage without incident, the only issue being a couple of missed gears as the dog on second was crying enough - it only lasts 2 or 3 events but Mr Quaife has just changed

the design and the new bits are on order

Results went provisional at 19.15 showing 1st in class by 3 mins 20 secs, 19th overall, so we hit the bar to celebrate and wait for the awards presentation.

The awards were in the very smart new race control building at Mallory Park, and it was a very well put together presentation with sponsors and the Lady Mayor of Hinckley & Bosworth Borough Council doing the honours. We were pleased with our class award, but the icing on the cake was winning the REIS Get Connected MSA Asphalt Rally Championship "Star Performer" award for beating many of the cars that a 1400 shouldn't in theory beat.

So awards over, it was back to the Premier Inn for a quick change, then out for a repeat performance of the previous evening, beer and curry, the only difference being the amount of beer consumed relative to night one. We were pleased that after a week of rain the weather had been kind to us on the day of the rally but as we got up the next morning the heavens opened, and after a quick McD's finest breakfast we set off back to Hull, Joe to Oxford and Mike Reed to "somewhere near Wales" in the pouring rain.

The championship is being televised again this year on Motors TV, with the Rally of the Midlands due to be shown at 9.30pm on Friday 13th July, and it usually appears on you tube shortly after.

Ken Sturdy

Thanks to Mark Sims at www.rallygallery.com for use of the pictures in the club magazine.

This report on the flying Scotsman was given to me by Ian a while ago but hand written so has taken a while for me to type it up ! Ed

Flying Scotsman Rally 2012

It was some 3 months before the event that I was approached by Bob Redhead who I had worked with before as he was Chief Marshal for many years on The Rally of the Tests, a recreation of the old format RAC Rally before it went in to the forests.

The Flying Scotsman is an International FIA unique Rally for Vintage and Pre-War cars running 20-22nd April 2012. Bob asked if NHMC would run a test on this event at Cliff Hall near Darlington on Saturday 21st April. We had previously run a test at this venue a couple of years ago on The Rally of the Tests. So was happy to accept the invitation.

We would need Start and Finish crews of 2/3 each plus 12 observers in the test. However with the venue 100 miles from Hull would mean I would struggle to attract enough people from our own club alone. Despite John Newlove's best efforts we did need outside assistance which Bob Redhead managed to supply so that on the day the test was adequately manned.

A couple of weeks before the event I collected stakes, cones, tape etc. from the secret location in East Yorkshire where Robert Newlove stores the club equipment. A week before the event the signs, arrows, code boards and official paperwork arrived.

On the day of the Test Saturday 21st April I arrived at the start to be met by Dennis Robinson & John Milner, we managed to set up the 2.1 mile Test which consisted of an all tarmac. Just as we finished and went to see Mr Wilson the land owner who lives at Cliff Hall the heavens opened, it did not stop raining ,hailing and blowing all afternoon. The first car was due at 16.16 hours and the Course Car, Chief Marshal and stewards all arrived as arranged. The Clerk of the Course was concerned that even in these conditions and with cars worth an average of £250000 that some were cleaning the tests, he arranged for cars to be held at each stop astride point for 5 seconds by the marshals.

The competing cars began to arrive, the majority being without hoods or roofs and the crews were in most cases wetter than the marshals. As the afternoon wore on everything got wetter especially after a hailstone deluge with golf ball size hailstones it was almost impossible to keep the paperwork dry enough to write on.

In all we had 78 cars through our test from a start the previous morning of 108. This event is the only place to see such a large number of cars from 1915 to 1938. The winner was a 1931 Alfa 8c Zagato worth an estimated £4 million, in total I reckon there were over £35 million worth of cars, without exception the crews were

very friendly, courteous and appreciative of our efforts to set up and run a test in appalling conditions.

My thanks to all NHMC members who marshalled especially Dennis Robinson and Alan Carvell who ran the finish together with John Milner who helped me run the start.

Ian Sadofsky

NHMC BIG DAY OUT SUNDAY 5th August



Dave Cogan, ably assisted by John Milner organised this event. Traditionally it's our second classic run of the year, but Dave was hoping to make it open to everyone, classic car or not.

Eventually he received 32 entries, but entries from the club were a little disappointing. The full entry list is printed below.

Sunday morning was bright and sunny, and the Triton Inn at Brantingham , provided an excellent start venue.

The gathered cars provided a real mix of years gone by and present. The oldest entry was a 1923 Crossley 19.6 Sports.

The 1940's were represented by John Newlove and Chris Soanes's Morris 8's (series E) ,and John Wylie's MG TC from 1949. Just creeping into the fifties was Phil Craven and his dad in their MG TD., accompanied by Rob and Allison Pattison in their borrowed Riley RMF.

Then into the sixties, we had so many, Mini's, an Austin Healey, MGB,s, TVR, not forgetting Ken Hailstone's E type, and more especially Ian Sadofsky's fabled MGCGT, it really does exist!.

The seventies were also well represented, Phil Cherry's Lotus Elan Sprint, Rob and Linda White in their Colt Lancer, not forgetting Bernie Nolan's Mark 1 Escort. Plus a Porche 911, a couple of Midgets, and Graham Tabor's MGBGT and also a Triumph Spitfire. Special mention must go to Howard Patterson's Midget, which has been stored for many a year, Howard brought it back to life for Autotesting, and now got it through a MOT.

We had nothing from the Eighties, but the Nineties were represented by Porsche, Jaguar and Mazda, plus Trevor Davis's Saab 900i.

This century was covered by a TVR Tuscan, Mercedes and a Porsche Boxter.

Unfortunately Chris and Hilary green were not able to attend.

1	Alan & Sue Gilbert	TVR Vixen Series 2	1968
2	Stephen & Gillian Wood	Austin Healey 3000	1965
3	Ian & Lynne Parkin	Porsche 993 Cabriolet 3.6 tiptronic	1996
4	Richard & Sheila Curtis	MGB GT	1974
5	Rob & Linda White	Colt Lancer	1978
6	Jon Seth	TVR Tuscan	2001
7	Bernard Nolan & Pauline Murray	Ford Escort	1973
8	Robert & Gail Newlove	MGB Roadster	1968
9	Ken Hailstone & Chloe Hardey	Jaguar E Type	1967
10	Phil Burton & Kate Wood	Porsche 911T	1971
11	Phil & Anne Cherry	Lotus Elan	1972
12	John & Sue Wylie	MG TC	1949
13	Phillip & Don Craven	MG TD	1952
14	G. A. Barber & J. A. Barber	Jaguar XK8	1997
15	Mike & Sue Barwick	Mazda MX5	1999
16	George & Jill Cross	Mercedes CLK 200K	2001
17	Chris Newlove & TBA	Austin Mini	1968
18	John & Katheryn Newlove	Morris 8 Series E	1946
19	John Dixon & TBA	Mini	TBA
20	Trevor Davis & TBA	Saab 900i	1992
21	Chris Green & TBA	Austin Healy 3000	1966
22	Hilary Green & TBA	Porsche 911	1994
23	Michael & Christine Brown	BMW Z3	1998
24	Ian & Rosemary Sadofsky	MGC GT	1968
25	Chris & Jodie Soanes	Morris 8 Series E	1946
26	Martin Metcalf & Juliet Smith	MG Midget	1977
27	Rob & Alison Pattison	Riley RMF	1952
28	Chris & Sam Berridge	Crossley 19.6 Sports	1923
29	Andy Barr & Beverley Langford- Hardy	Triumph Spitfire 1500	1977
30	Sarah & Rich Caley	Porsche Boxster	2000
31	Graham & Denise Tabor	MGB GT	1972
32	Howard & Ruth Paterson	13 MG Midget	1971

Dave's Route took us sort of north taking in, North Newbald and Hotham, towards Sancton, we had a very close up view of the new wind turbines above Sancton, they are very large close up. The route also gave us some very good views of the East Yorkshire Landscape, we took in South Dalton, Lund etc and onto Kiplingcotes, and into Goodmanham, where we encountered Dave in his classic Landrover, flying the Union Jack (I thought it was advertising a Burger Bar). Half way was at Langlands Garden centre, Shiptonthorpe. After Lunch, Northwards again, Nunburnholme, Middleton on the Wolds, and eventually Wetwang and Sledmere. Then onto Duggleby, Wharram le Street and onwards to Thixendale and Bugthorpe, passing some stunning countryside. The weather stayed mainly fine, but a few sharp showers caught out, those of us who had gone topless. (The cars I mean). The route eventually took us to Bishop Wilton Village Hall, where we were provided with cups of tea and homemade cakes. Most of us also took a picnic to finish off the afternoon.

An excellent day out and a very good route.

Robert

Hat Trick for Chris !

Chris Newlove pictured in his mini on the rear cover had a good run of luck during the 1st Weekend in July.

Saturday 30th June with Navigator Rob Brook he won the Huntsman Rally organised by Carlton & District Motor Club in Derbyshire. On Sunday 1st July with navigator Danny Hedges he won the Cave Classic. Then on the following Sunday won the York Motor Club, Clubday autotest.



Ken Sturdy / Richard Wood on the Rally of Midlands
Photo Courtesy of Mark Sims at www.rallygallery.com



© Phill Andrews

Chris Newlove / John Crundle on the York Classic earlier in the year. July was a very successful month for the mini see note inside this page