



North Humberside Motor Club



MAGAZINE
October 2012

Editorial

We held the clubs AGM last month prior to the normal Committee meeting, obviously most members are happy with the way the club is run as we had one member attend, other than the regular committee members.

Trackrod Rally Yorkshire has been and gone once more, thanks to everyone who helped in anyway and congratulations to our competitors who competed and completed the event.

I didn't have room for any photos of the NHMC Big day in the last issue so have put a couple on the back cover of this issue.

Thanks to the contributors to this months magazine, Dave Cogan and Ian North

Committee

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

John Newlove

CHRISTMAS QUIZ

Its back !,

The Gin Twin Christmas Quiz

Thursday 13th December at the Ferguson Fawsitt Arms - 8.0 for 8.30.

Thanks to Matthew Atkinson for doing last years quiz, but the Gin Twin Quiz is back with all the usual mistakes and maybe even a music round.

Cover Photo

Ian North in his 1907 Singer at Lands End before setting off to John O Groats, see Ians report later in this issue (Photo by kind permission of the MASCOT the Singer Club magazine)

Le JoG 2012

I have to start this “saga” with an explanation of the car involved. It is a circa 1907 Singer Tourer, 1907 circa because although the Veteran Car Club of GB (VCC) dated it 1907 on January 16th 1953, Kevin Atkinson in his tome “The Singer Story” casts doubt on the year. Except for a chassis and engine in Brisbane, which we believe are being built into a 1906 car, ours is at the moment the oldest 4 wheeled Singer “on the road”

In 2003 I was asked if I could rejuvenate the 1907 for the Centenary of the manufacture of the first four wheeled Singer in 1905. The car had previously been on the road in 1959, it had run since, but only on private ground. The decision was made to strip the engine and rebuild with alloy pistons.

The crankcase splits into three pieces as the engine, a “White and Poppe “ was made in 2,3, and 4 cylinder models. The four separate cylinders sit on top of the crankcase and there is no sump. Much work was done in “04 and 05” and we had the car on the road for the Centenary Celebrations.

Since then we have done a few VCC events and the car has performed well.

In May 2011, I received a letter from the Secretary of the Association of Singer Car Owners (ASCO) detailing a proposed. re-enactment of a LeJog trip in 1912 by W.H.Warn in a 1912 Singer. He asked if I was interested as 1907 was the nearest one still running. We met up with great granddaughter of W.H.Warn , Heidi and her husband David in 2011 and planning went on from there.

I managed to persuade Steve Wood that he and Gill would enjoy a few days touring GB in an open car and during the first half of 2012 he oversaw the preparation of the 1907. We planned to go to Newby Hall in July for the “park and pose” day, but it was cancelled due to the weather, so we went to Scarborough instead for a practice run.

Finally on Sunday 19th August 2012 we set off for Poole in Dorset with the 1907 in a trailer behind our Motorhome for our challenge. We spent Sunday night on a camp site near Corfe Castle and on Monday went to Poole, across the chain ferry in the car for a photo shoot at the premises that W.H.Warn had set off from in 1912. There we met the Great Great Granddaughter of George Singer, Annabel Levaux, and Barry Paine , Secretary of ASCO.

On Tuesday we carried on, 1907 in trailer to near Lands’ End. Wednesday morning we were at Lands’ End, unloaded 1907 and took lots of photographs.

On the way Steve and I decided that because of the hills we would lighten the car, so we removed the spare wheel, all the tools, the spare petrol, oil and water and also decided to run with only two passengers.

So at 10am we left, I drove, after about an hour I stopped to have a check round and found on opening the bonnet that the bearing for the fan had come apart. The bearing is the bottom bracket of a bicycle. The locking ring and cup had come off the end of the bracket and luckily had fallen onto No 1 cylinder head. I removed it and gave a couple of ball bearings to David with instructions to go to Redruth, find a cycle shop and purchase new ball bearings. We put a tie wrap on the fan to stop it flapping and carried on. At lunchtime David caught us up and Steve rebuilt the bottom bracket, so now we were back to normal.

The bracket had been checked by the “gofer” -me-a week ago, but had not been tightened up correctly.. That night Wednesday, we stopped on a camp site at Cheriton Bishop and Steve found during servicing that the OSF wooden wheel was showing gaps, so we watered it well to help it swell and fill the gaps. 109 miles completed.

On Thursday morning we set off for Exeter via minor roads and encountered two bottom gear hills before getting lost for a few miles in Exeter. During the day we were met by three Singers at various times and later that afternoon pulled into a camp site at Steeple Ashton. The owner proudly showed us his collection of 12 L.E. Velocettes before we did our servicing. Steve had purchased a couple of Araldite syringes from Halfords and this was applied to the OSF wheel filling the gaps. Mileage 107.

On Friday morning we checked the wheel and the gaps were all secure. I gave the site owners grandchildren a ride before setting off for Coventry. Our route took us up the Fosse way. Our banner on the back of the trailer warned other road users of a slow vehicle ahead and we pulled over at regular intervals to let the traffic pass. Our routine was that I drove in the mornings and Steve drove in the afternoon. He was convinced that he caught all the rain, all the steep hills and always had a male passenger. I had the opposite he said, sun, downhills and female passengers. We drove round the Coventry bypass to a campsite- basic in Meriden. The facilities were in an old out building, complete with cobwebs, smelly plastic shower curtain and loose toilet seat, it could only get better. A leak had appeared at the bottom of the radiator, so Steve took the rad off and soldered around a joint and replaced it.. The meal that night was in a Thai restaurant above a Pub where we disturbed the other customers with our raucous laughter. 98 miles.

On Saturday we drove to Counden Court, which was the house George Singer lived in and is now a school, more photographs. We were met there by two 1920 Singers and Barry Paine again in his Gazelle convertible. Heidi and I gave a telephone interview to Radio Coventry and we left at 10.30 heading north through Leicester, A46, A1, Bawtry to Snaith. The campsite at Balme was next to the main train line, but they stopped running at 11pm. The shower was in the Ladies Toilet but had to be locked to keep ladies from attacking us men as we showered. 136 miles the last few in a downpour, Steve and I got very wet. Sunday morning was so cold my leather helmet was donned. On Selby bypass we met Andy and Penny Cawley of Longstone Tyres, who had loaned us two tyres and tubes in case of punctures, and Steve's daughters and son in law. After lunch Steve stopped, complaining that the hand throttle had jammed, so we removed the steering wheel boss and tightened up a loose screw. The camp site that night was at a ruined Abbey north of Durham and as it was fine all hands cleaned the brass work. 109 miles.

On Monday morning we went up the A1 with just a slight shower as we went around Newcastle. That afternoon with Steve and Heidi in the car it rained harder but Steve pressed on into Scotland with the illuminated road sign stating “Heavy Rain Forecast”. These signs were repeated over the next two days but the “Heavy” part never appeared. Our camp site

was outside Dunbar and the wind was ferocious, we had to anchor the car cover with ratchet straps and hide the 1907 behind the Motorhome. 109 miles

Tuesday was bright and windy and the first part up to the Forth Bridge was into the wind and a battle. We had been in touch with the chairman of the Scottish Singer Owners club and met him just before the bridge. I went into a MacDonald's car park to turn round and was accosted by two men, who asked what we were doing. When I explained, they went to their car for their cameras, they were reporters for the "Scotsman" and the "Scottish Daily mail". This was a much better subject than the one they had been sent to cover. They took full details and insisted we went through the drive through part of McD's so they could take a photo. We appeared in both papers on Wednesday. While we were there Steve spoke to some traffic police who said it would be OK to go on the Motorway to Perth as it was quiet and we would not be too much of a hazard. On the Perth Bypass we met Chris, Hilary and Lawrence Green, the latter having just cycled LeJog with some friends and were returning home. In Pitlochery we had a tour of Bells Distillery before going to a camp site just to the north. 107 miles.

Wednesday morning found us up the A9 to rendezvous with the BBC TV Scotland. Heidi, Steve and I all had a short interview, with Steve telling the nice young lady reporter that he had been greasing nipples. Whether or not that got onto the program or not I don't know, but there was coverage that night at 6.30pm. The camp site was in Dingwall and we all went to bed with fingers crossed for the final leg. 99 Miles.

Thursday !! Off we went along the coast road with wonderful views and a couple of very steep climbs, bottom gear again. All the ups were preceded by very steep downs and second gear was engaged for these in case of brake fade. (We have no front wheel brakes) The foot brake is on the transmission behind the gearbox and the handbrake is for the rear drums, these were metal to metal but I have put some linings in and they are excellent. By 3.30pm we were there.

Photos were shot everywhere, bubbly sprayed and that was it .109miles.

The 1907 was loaded into the trailer and we went off to the camp site for two more bottles of Champagne and a meal at the local hostelry.

On Friday we drove all day in shifts and got home at 10.30pm. 1907 averaged 22.5mpg as did the motor home and trailer

What's Next!

GERONIMO

Marshal News

Thanks to everyone who turned out to help us run Langdale on Rally Yorkshire, thankfully it was a glorious day which made the long gaps between events pass nicely. We had 87 marshals signed on.

All registered marshals should have now received their renewals for their marshals licence, although I have yet to hear of anyone who has received their new licence. Note these words from October's MSA News

Marshals' registration

In line with the revised marshals' registration process, which includes an online renewal facility for 2013, all applicants – whether first-time or renewing by post – must use the new registration form, which is available from the MSA website by clicking here:

http://www.msauk.org/uploadedfiles/msa_forms/2013_Marshal_Reg_Form.pdf

Please kindly note that any older versions of the form will not be accepted by the MSA Licensing Department and will be returned to the applicant.

The form is also available via the NHMC Website.

Saturday/Sunday 20/21st October Beaver Road Rally

This is Beverley's annual Road Rally, this year's event is based on the Dalby visitor centre, if you can help by marshalling please contact

Matthew Atkinson

01482 876400(H)

07970 264094(M)

matthew@bdmc.org.uk

Sunday 4th November Malton Forest Rally, we are helping York run Gale Rigg once again. The stage is run twice with I am told a different layout to what we have seen in the past. Provisional signing on is 09:00 till 09:30

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. We have been allocated a section of the stage to manage.

GENERAL NEWS

New Go Motorsport website

The MSA has boosted its Go Motorsport participation drive with a new GoMotorsport.net website, packed with information and contacts to help people get involved as competitors, volunteers and spectators.

The original Go Motorsport website was launched in 2008 as an information hub for people interested in getting involved in all areas of motor sport.

The new website, developed by MSO.net, expands on the original with fresh and updated content, all wrapped up in a slick new design and easy-to-navigate format.

The website features new pages about the cost of competing, how to get a competition licence, how motor sport can engage with schools and communities and the ways in which Go Motorsport can help local motor clubs. This adds to information on all of the major motor sport disciplines and volunteer roles, as well as FAQs, contacts, and the unique club and events search function.

Ben Taylor, MSA Director of Development and Communications, said: “Go Motorsport is about encouraging new people into our sport. This new site will help us to do that, by providing a much clearer message to people looking to get started for the first time. “We have tried to answer the typical questions that are frequently asked of us: how much does it cost, can I use my road car, how old do I have to be, where do I start... We also need to open a dialogue with those people who are interested in our sport, so that we can tell them when there is something suitable going on in their area.” “The site will support the valuable work of the Regional Development Officers who are spreading the word on the ground and helping our clubs to attract new members.”

MSA lines up Portland for closed roads brief and calls for supportive local authorities

The MSA is set to appoint leading public affairs agency Portland to bolster its campaign to facilitate closed road motor sport in mainland Britain.

The campaign is seeking a change to the law that will empower local authorities to close a road temporarily in order to facilitate motor sport events on the public highway, without needing a costly Act of Parliament to suspend the Road Traffic Act. The Portland team will assist the MSA with a strategy of grassroots campaigning combined with a targeted Westminster and media effort to deliver a change in the law. “Portland will assist the MSA in mobilising the resources and support that we have within the motor sport community in order to demonstrate, not only to government but also to other important groups, that this would be of great benefit to local communities in terms of tourism, economic prosperity and civic pride, at no cost to the public purse,” said Colin Hilton, MSA Chief Executive.

“We are grateful to the team at Bell Pottinger Public Affairs for their valuable work on the MSA’s Public Affairs campaign over the past four years, which has resulted

in a significant raising of motor sport's profile within Westminster." Research commissioned by the MSA and conducted by the Sport Industry Research Centre at Sheffield Hallam University has shown that a closed road motor sport event could generate up to £1 million for the hosting community.

"We are working closely with the officials at the Department for Transport," continued Hilton. "They are currently undertaking the necessary pre-consultation work and we are currently hopeful that a public consultation will be held in the Spring of next year.

"We are particularly keen to identify any local authorities that have already expressed an interest in hosting an event on closed roads, so if clubs or individuals have these relationships it would be very helpful if they could pass the details to the MSA by emailing: media@msauk.org."

Motor Sports Council

Last week's meeting of the Motor Sports Council approved a number of new regulations, all of which will be detailed in full in the next edition of the *MSA* magazine and in the 2013 Year Book. In order to assist competitors further, a summary of some of the key issues is provided below, but it should be noted that the words published here are not the regulations themselves, carry no regulatory value and are intended for information purposes only.

Road Rallying R4.1.3 – It is advised that the 2m noise test should be used where it is practical to do so as it picks up more whole vehicle noise – the 0.5m test should continue to be used where the 2m test is impractical.

- R18.3.5 – Only 'H' shift pattern gearboxes are permitted in manual cars.
- R18.3.6 – The number and location of the driven wheels must remain as original to the model of car.
- R18.6.6 – For Road Rallies, Navigation Rallies and Targa Rallies held between 7am and 10pm, the regulations governing numbers and advertising are being slightly relaxed.

Following the consultation process and the extensive feedback received, a number of proposed regulations were not presented to Council and will be further considered by the relevant committees or working groups:

- Straight-cut gears
- Limiting engine capacity to that that was fitted to that model of vehicle by the manufacturer
- Consideration of forced induction engines
- Reducing noise levels
- Regulations concerning E-marking of tyres and outlawing tyres marked for Racing or Competition use. NB: The MSA reminds competitors of the legal requirement to ensure that tyres are fit for purpose under existing government legislation.

- Special Tests
- R10.6.6 – With immediate effect, passengers may not be carried in the rear seats of open cars.
- Targa Rally
- Approval was given to a new type of rallying – Targa Rally – a schedule timed rally where the principal competition comprises the competitor’s performance on Special Tests. Targa Rallies must not include any Standard Sections, but Regularity Sections may be included.
- Historics
- R19.5.4 – In exceptional circumstance, the MSA may grant written dispensation to use non-original parts, provided that their use does not confer an advantage in either reliability or performance.
- R49.4 – Council gave approval to all event organisers to permit cars running to FIA Appendix K regulations.

Pump Fuel

The MSA has withdrawn ‘Super Unleaded’ from the definition of ‘Pump Fuel’, however there is no impact on competitors as, in the realignment of MSA specifications, it is only the maximum MON and RON values that are relevant and under British Standards these figures are the same for both Unleaded and Super Unleaded.

Lifing

Motor Sports Council considered the issue of lifing of seats in Stage Rallying and has agreed to extend for a further 12 months (to the end of 2013) Regulation 48.10.6.1 in the current 2012 Blue Book. This means that, for any vehicle issued with an MSA Competition Car Log Book prior to 1st January 2009, all seats must have previously been FIA Homologated (even if that homologation has subsequently been withdrawn for whatever reason), and must have the appropriate seat mountings in accordance with R48.10.6. This extension has been allowed to allow for further testing and research which Council feels is required to make an informed decision, and in recognition of competitors’ requirements to make plans for 2013.



Since guidance on mud flaps was issued in the last issue of *MSA News*, the example pictured has been encountered on an event.

Competitors are again kindly reminded that (R)48.1.12 requires mud flaps to extend to a minimum of 40mm each side of the tyre tread, which is clearly not the case in this example.

It is unclear what advantage the competitor expected to gain by modifying the mud flaps in this way.

MANBY SHOWGROUND

Has the end finally arrived?

At the end of August 2012 Manby Showground was sold, subject to contract, potentially ending Rallying and other motor sport events on this former RAF base.

Estate Agents, Brown & Co offered this former RAF and Motor sport complex of 444.38 acres for the sum of £3.5 million in a final offer bid

process. It has been widely published that the previous owner of Manby Showground, Mr James Toynton, was selling the airfield to settle a divorce yet he tried to sell it off in 5 separate lots in an attempt to secure it's motor sport heritage.



On 6th October 2012 the Harold Palin Memorial Rally was probably the last rally to run here. The new owners, who remain nameless, are reported has having no interest in motor sport and the locals are hearing rumours that the majority of the 25 acres of tarmac and concrete will be dug up and returned to agriculture.



The service area, as we know it, has seen some dramatic changes in recent times. Over half of it has been fenced off and is on lease to Anglian Water and holds plant and machinery for the new 61 km water pipe line running from the Covenham reservoir near Louth to Boston . (seen here on the left of the picture) Roadways and speed

limits have been posted and as you can see from the photo, only a smaller skid pan is left. This depot has effectively made the remaining part of the 'rally service area' unsafe to use for rallying by not leaving enough space to provide a lapping stage layout.

For the Harold Palin Memorial Rally, with only 45 entries, the organisers moved the service area to the large roadway on the southern side of the airfield, down near the disused and badly vandalised control tower.

The original service area was coned off



and offered the competitor a slalom of tyres and cones where once service barges would have parked, or as seen here, Russ Swift showing off his skills.

North Humberside Motor Club has enjoyed many years of rallying on Manby with the running of the Everquip Stages Rally from the mid 80's and latterly the John Overend Memorial Stages Rally from 1996 to 2002.



As with most of these airfields , they were built out of necessity for various reasons and I thought it would be a poignant moment to look back at the reason RAF Manby came into existence.

RAF Manby was opened in 1938 as home to the Empire Air Armament School. Many bomb disposal techniques were invented at Manby, often a trial by fire. By June 1940, RAF Manby housed the Joint Services Bomb Disposal School. Royal Engineers and Royal Navy demolition parties being trained alongside their RAF counterparts. In August 1940, the bomb disposal workload, generated by ever-increasing enemy activity, led to the establishment of 25 mobile Bomb Disposal squads, increased in manpower strength from three to 25 personnel each.

Manby became a Flying College from VJ Day until closure in 1974. The nucleus of the staff of the Empire Central Flying School was transferred to RAF Manby to open the Flying College in 1946. Manby later became the home of the College of Air Warfare, part of which was the School of Refresher Flying.



In Oct 1954 a Canberra bomber belonging to the RAF Flying College at Manby makes the first jet flight over the North Pole. In 1963 the Navigation Wing of the Central Navigation and Control School moved to RAF Manby from RAF Shawbury, leaving Shawbury the task of all aspects of ATC training as the Central Air Traffic Control School.

The base closed in 1974. The site returned to agriculture and the main runways

were dug up. As well as rallies, the perimeter tracks have been used for a variety of activities over the years including gliders, driver training, sponsored walks, cycle events, skydiving , motor cycle training military vehicle driving experiences and TV filming for programmes such as Top Gear. The 'off road' sections have been used for various off road events and championships. There have also been some National Events held here with most of the infield covered with marquees and trade stands.

There was a planning application submitted a few years ago to turn the whole site into a 5000 house eco village but after numerous objections from the locals , the plans were dropped.

The large hangers to the East of the site where turned into grain stores and in more recent times the grain has be replaced by the storage of Military Surplus Equipment , including training Yachts, large generators, mobile satellite receivers , lorries and busses. In the summer of 2012, one such bus was being welded in one of the hangers, some loose material was set alight and the bus, hanger and it's contents all went up in smoke and made the national headlines.



So what to the future. It may have an 11th hour reprieve but I know where from, if you wanted to hire the venue you could pick up the phone and speak to James Toynton and a deal could be done quickly over the phone. That has all changed, everyone will have left by the end of November, the driving school first followed by the model aeroplane club and the new owners remain anonymous.

Last one out , close the gate.

Editorial by Dave Cogan

COMPETITION SECRETARYS BIT YORKSHIRE LEAGUE



No events since the last magazine, but I am awaiting results from last Sundays York Motor Club Autotest. We had six members entered. It is now looking like the final round will be Beverley's Maple Garage Beaver Rally on 20/21st October.

Top Scores are

Ilkley	523.5
NHMC	511.6
Trackrod	440.9
York	324.2
Huddersfield	305.3

Robert

Rally Championship

Gavin Heseltine computes the results etc for the club Rally Championship, he has recently retired, so hopefully we can get the website updated. If you have any results, please E mail them to Gav.

E Mail address haggarr@hotmail.co.uk

AUTOTESTS

The next club Autotest will be on Sunday 30th November at Manor Farm, Burton Pidsea, regulations will be issued shortly. If anyone can marshal, there assistance would be appreciated.

Please ring Robert Newlove

Next Autotest dates

6th January 2013

New Year Autotest, probably at Readers Yard Brandsburton

3rd February 2013 Venue to be advised.

Trackrod 2012

Once again NHMC bagged the 13.60 mile stage of Langdale on the final round of the British Rally Championship, an event that ended up pushing just 11 international drivers through the stage.

That has to be one of the poorest entries ever on an international event, it was bolstered by a reasonable entry from the Hysterical and clubman fraternity and an odd splattering from the army boys in the Land Rovers.

I won't bore you with chapter and verse but I would like to say a huge thank you to everyone who helped out on Langdale, to the team who took a day off work to come and set the stage up and to all those who turned out to marshal on the day. Special thanks, as always to John Newlove for twisting everyone's arms. You all received a mug and a pen supplied by the event but the drinks, crisps and chocolate came out of the **NHMC coffers** as a small way of showing our appreciation for giving up your day. Everything went to plan, no one was injured, and we got away with it for another year.

HOWEVER, IT NEARLY DIDN'T HAPPEN.

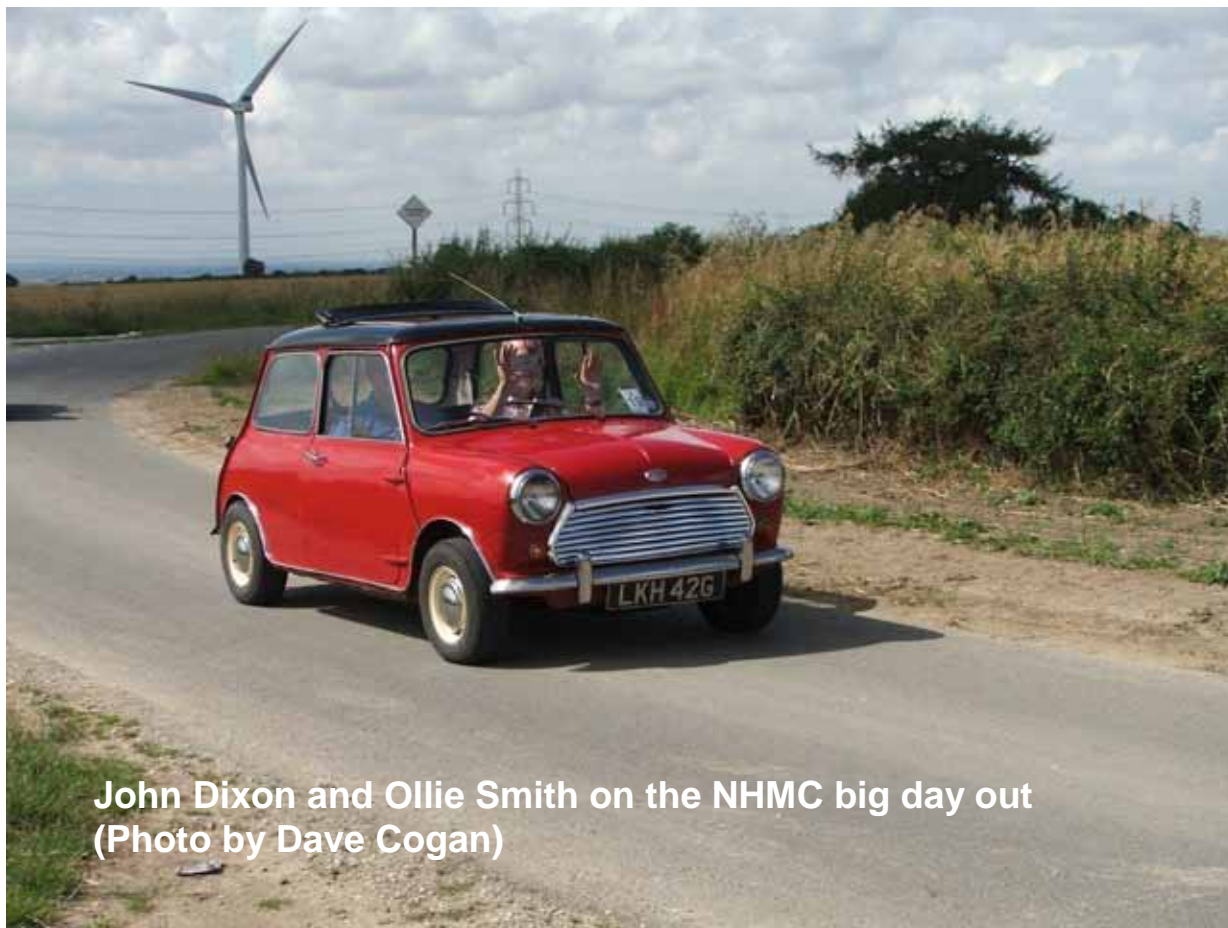


This was taken at Junction 24 looking up the stage towards Junction 23 at 4pm on Thursday afternoon, just after all the foresters had gone home.

You are looking at 6 or 7 very large trees lying across our stage, the Recce, which is part of the requirements of the BRC was due to traverse our stage the following morning at 9am. That didn't happen, it was almost 2 hours late coming through and these trees could have seriously delayed or even cancelled the stage. It appears that a disgruntled Forester who lost a day's work because of the rally, decided to fell this lot across the stage just before he went home.

The FC eventually turned up with a large grab and moved them just in time.

Thanks again. DC



John Dixon and Ollie Smith on the NHMC big day out
(Photo by Dave Cogan)



Ian and Rosemary Sadofsky on the NHMC Big day out
(Photo Dave Cogan)