

# North Humberside Motor Club Ltd



## Magazine

May 2000

Welcome to the May magazine, I have had to rush this out in order to give 2 weeks notice of the Club's AGM, so please don't forget,  
**Thursday 1<sup>st</sup> June.**

David Shipley our Club President has recently been in hospital for major surgery, we wish him a speedy recovery.

Our club is truly going International, David James is doing the results on a Ferrari Owners Club Rally, the only problem is, it is in New York and he needed a helper or two to travel with him. So brother Ian, Gav the Nav Heseltine and Dennis Webster are to accompany him. I think David needs them to get all his computer gear in their hand luggage, although a set of traffic lights was mentioned!. Rumour has it you ring a telephone number and say GUMBALL to enter the event.. Anyway we wish them every success, we will just stay at home and run the John Overend Rally.

#### CHARITY AUCTION

A charity auction is being held in aid of Calder Rescue, it is to be held at The Jarvis International Hotel on the A19 at York on 26<sup>th</sup> June, starting at 7.30PM. All sorts of items will be on offer including motorsport memorabilia, clothing, track days etc.

#### LARKSPEED LEAGUE

The second round of this year's league was The Lookout Stages Rally on Melbourne Airfield. We had a excellent Team representing the club and our hopes were high. But disaster soon struck.

Neil Fewlass/Gavin Heseltine stopped their Sierra on the first stage with a return of the electrical problem from the forest rally. The problem was tracked down to a faulty coil, but too late to continue.

Ken Sturdy/Mike Reed were doing very well, In Ken's Peugeot 205. After lots of problems including a bent rear axle, at the end of the last but one stage, they were winning the class by 9 seconds. On the last stage Ken was determined to maintain his lead, then he hit a tyre which moved the engine causing the alternator pulley to shatter, slicing a hole in the bonnet. But they

kept going, but then at 8000 revs in top gear down the straight, a oil seal on the oil cooler sandwich plate let go and the engine seized. Rob Pattison/Rob Overend had managed to gain third in class, when a half shaft failure on the last stage ended their rally.

However there was some good news, Gavin Ruler/Dave Everard's Chevette was really flying, and gained a excellent 2<sup>nd</sup> in class against tough opposition. John Coates/William Thomas finished 8<sup>th</sup> out of a class of 26 in their Subaru to gain us nearly 80 points. Anyway we were 6<sup>th</sup> club on the day, putting us third overall in the League.

Round 3 was a Autotest somewhere near Skipton run by YSCC. On a very sunny day, (Rob White got his head burnt!), we managed a team of three Dave Short, Richard Wood and Rob White. They scored very well, Dave was 2<sup>nd</sup> in class, Richard 4<sup>th</sup> and Rob 3<sup>rd</sup>. This excellent result puts us back in 2<sup>nd</sup> place overall.

#### TOP FIVE CLUBS AFTER 3 ROUNDS

Ilkley	769.5
NHMC	694.0
Sporting Escorts	692.1
Sheffield & Hallam	490.8
A & P	418.2

Next round is a Sprint, no entries for that and then a PCT on 21<sup>st</sup> June, which I hope to have a go at. Then of course the John Overend.

#### LONDON TO SYDNEY

I must take this opportunity to wish Ian North/Derek Parling good luck and a safe journey, as they have entered the London to Sydney Rally in Ian's trusty Volvo. (its done it once !). Just think, no management cars, no service crews, some competitors can't get from Hull to Scarborough without a management car.

#### Cover Picture

Dave Watkins/ Gav Heseltine, NHMC 1999 Rally Champions

See Gavin's report in this mag.

## **NOTICE OF ANNUAL GENERAL MEETING**

The Annual General Meeting of North Humberside Motor Club Ltd will be held at **THE FERGUSON FAWCITT ARMS , WALKINGTON** on **Thursday 1<sup>ST</sup> JUNE 2000, starting at 8.00 PM prompt.** The meeting will be in the old bar, not where our club nights are normally held, only paid up club members will be admitted to the meeting.

### **AGENDA**

1. Apologies for Absence.
2. Minutes of the 1999 AGM
3. Matters arising from the 1999 AGM.
4. President's Remarks.
5. Treasurer's Report.
6. Club Officers Reports.
7. Election of Director (Companies Act).
8. Election of President.
9. Election of Vice Presidents.
10. Election of Senior Officers.
11. Elections to Committee
12. A.O.B.

**NORTH HUMBERSIDE MOTOR CLUB LTD**

**2000 NOMINATION FORM**

If you would like to nominate a member to stand for election to the Club Committee , to be a Club Official or Club President, please complete the form below, and get the Nominee to sign it,(To show willingness to stand). When completed please send it to the Club Secretary, Mrs J.Sturdy, 60 Hall Road, Sproatley, Hull HU11 4PZ to arrive no later than First Post Monday 29<sup>TH</sup> May.

**NOMINEE**

Name.....

Address.....

.....

.....

I would like to Nominate the above member for the position of

.....

Signed..... Date.....

Name.....

Address.....

.....

.....

Seconded By

Name.....

Address.....

.....

.....

Signature.....

## KEEP THE ROAM FIRES BURNING

**A**LTHOUGH we may nuzzle from time to time about this or that rule or regulation, our sport is fairly (and mercifully) free of the great dramas that affect other sporting pastimes. But our laid back approach may sometimes be dangerous, not least if we are too relaxed about things happening in the wider world that affect our sport. Like the Countryside and Rights of Way Bill that, even as I write, is probably going through Parliament.

The Right to Roam dates back to the mass trespasses of the 1930's (I remember them well) which gave birth to the Ramblers Association who have 'open access' as one of their planks ever since. The present government included the Right to Roam in their manifesto and a Bill will go through the House one way or another. Many old prejudices about sport in the countryside are being aired as certain organisations try to ensure that walkers take precedence, and it is apparent that certain MP's will use the Bill as a club with which to beat motorsport.

There are five major points of concern:

- Access land not to be closed at weekends: we need to retain our right to use such land – essentially 'mountain and moorland'; forestry plantations may also be designated.
- Events that continue to use Restricted

Byways: this is a new category of Right of Way and we need to ensure that our sport can use such byways.

- Right of Way Improvement Plans. This is a new proposal where all Highway Authorities will have to make, and keep updated, local plans outlining the conditions of all rights of way – we need to ensure that all affected organisations are kept in the picture.

- Enforcement of Highway Authority Duties: although this is welcome, the provision needs stiffening up to make sure Highway Authorities carry out their duty to remove obstructions from right of way.

- Reckless Disturbance of Wildlife: in this context we need to ensure that our authorised events are not classed as 'reckless'. (Courting couples do not count under this clause, no matter how wild you make them.)

All very boring and no need for us to do anything? Wrong. You can bet that ramblers and other countryside user groups with an axe to grind are out there lobbying, either for the form in which the Bill goes through or, equally important, the way in which it is interpreted. Ministers have been contacted but individuals can be just as effective making 'polite nuisances' of themselves at MP's surgeries or public meetings. (LARA has a briefing sheet

available – tel. 01630 6576270 – for anyone wishing to lobby.)

But the threat to our sport won't stop with this Bill. Campaigns are known to be afoot to remove Permitted Development Rights. So what? So this would require every motorsport event, other than those at permanent circuits, to have planning permission. Sit down, read that last sentence again and then think just what a devastating effect it would have on our sport.

Although there is absolutely no evidence that temporary use of land by legitimate motorsport events causes other than the very occasional problem, there is a powerful lobby that regards our sport (and many other well-disciplined recreational activities) as unacceptable in their winsome and idealised vision of the countryside, witness the recent ban on waterskiing on Windermere – the last lake open to skiers in the whole Lake District.

As if all that wasn't enough. I gather that National Park Authorities are trying to introduce amendments to the Countryside Bill that will close huge tracts of traditional motorsport and recreational areas to us.

If you are still not convinced that – whatever our political persuasion – we need to be active in lobbying to protect the interests of our sport, then I give up. I'm going for a ramble. Pass me my bobble hat and knapsack.

Val de reo Val de ra

Stuart Turner

- Having been used during the war years as an air training site, the circuit held its first meeting on 7/7/50 run by Bristol MC&LCC.
- The circuit ran F1 and F2 races until the 1955 Le Mans disaster.
- Owners unable to fund required safety system so closed for car racing. Became mecca for motorcycle racing and sprints.
- In 1962, the safety work was completed, funded by the BRSCC.
- Owner AFN's application for permanent planning permission, needed to fund resurfacing, rejected. Appeal lost, restricting use to 21 days p.a. with closure by the end of 1971.
- 1968 MCD's John Webb sublets the circuit bringing it some of its best motorsport.
- Temporary permission sought again in 1971, tied in with AFN's new owners, Porsche GMBH's search for a new import centre with test track. 5 days p.a. granted, but with all other uses rejected; circuit could not survive on 5 days p.a. and was sold to Howard Strawford.
- In 1980 Castle Combe Racing School was born, initially for training and testing days; James Hunt was used as expert witness in a planning appeal.
- Adjoining land was added including Kents Bottom Farm and Old Paddock area, later developed as a Skid Pan, Kart Track and FWD course.
- Further planning battles in the 90s took usage to 250 days a year, including 12 race days.
- In 1999, four new corners were added in first configuration change. The old lap record was held by Nigel Greensall Tyrrell F1 022 at 50.59 secs 130.93 mph. The new

Contd on page 14

## AUTO SCENE

REVIEWS FROM

**Motoring News**

**FORMULA Nippon Review**, priced at £10, published by Office FX Co (ISBN 4-901248-01-4).

For a number of years the Formula Nippon series has been the breeding ground for young, up and coming racing talent, and has even provided some of the best drivers currently in F1. Names such as Ralf Schumacher and Heinz-Harald Frentzen all honed their skills in this competitive championship before being snapped up and launched into the F1 fray.

The championship, which played host to British talents Peter Dumbreck and Ralph Firman in 1999, is the highest level of single-seater racing in Asia and is run along the same lines as our very own European F3000 championship.

If you're keen to learn more about the personalities in this series, that are gaining for a life in the F1 paddock, the new Formula Nippon yearbook is an ideal tool.

The first Formula Nippon annual ever

published, this is an enticing insight into top-class racing in the land of the rising sun and provides a comprehensive overview of all the teams, drivers, and races during the 1999 season.

In addition to highlighting the present era in Formula Nippon, this book also takes you back a few years to the past championship struggles that have given Formula Nippon its reputation as being a highly competitive series. The 1996 season is a perfect example of this, when Ralf Schumacher enjoyed a terrific scrap with Hookee Hattori to take the title by a mere two points.

Accompanied by more than 230 colour photographs taken by top Asian photographer Ichiro Tsubio, this is a terrific book that is a must for fans of all types of formulae.

Formula Nippon is often neglected in Europe, but this is a first title of its kind aimed at bucking that trend.

**Grand Prix Who's Who** by Steve Small and published by Travel Publishing Ltd, priced at £19.99

Since Steve Small sowed the first seeds of his motorsport reference legacy back in the seventies, and the vast influx of drivers with more money than talent became more prevalent in the F1 world, his piles of driver information have got bigger with every season and therefore so have his books. The latest offering in the Who's Who series is the enlarged third edition that is more comprehensive and informative than any of its forerunners and is a definitive catalogue of the men and women that have written the F1 history books.

This is a book that marries an abundance of easy-to-use statistics with informative and sometimes quirky biographies of every racing driver that has ever lined up on an F1 starting grid, as well as those that never managed it – although not through lack of trying.

The history of F1 is littered with stories of personalities who earned their drives with astonishing speed, those who were given their chance by being bankrolled by rich parents and those that were killed on their GP debuts.

This is a book that tells the stories of each of these protagonists and gives them a school-like report based on their performances within the F1 climate at the time.

Whether you're a massive or minor petrol head this is certainly a book you'll be interested in. If you do find yourself buying a copy you'd better be careful when you read it, because once you've picked it up you'll be hard pushed to ever put it down. It's not the type of thing you want to pick up on the morning of your wedding....

## COD FILLET QUIZ



1. Which make of British car was the first to have a steering column gearchange?
2. What was the first British production car with front wheel drive?
3. In what year was the Monte Carlo Rally and Le Mans won by the same make of car?
4. What choice of engines did the Grand Prix Formula offer for the 1966 season?

ANSWERS ON PAGE 14

# MSA NEWS

## Network Q route published

This year's Network Q Rally of Great Britain features the most compact route of its 60-year history, despite having more stage miles than the 1999 event.

Provisional details issued by MSA reveal a totally new look to the Rally, which starts on Thursday and finishes on Sunday, with four days on gravel Forestry Commission roads in Wales.

The 2000 event covers 915 miles, including 249 miles on 17 timed stages. The organisers hope that the start, finish and every special stage will start in daylight.

The Rally is based for the first time at Cardiff City Hall, where the superb venue plays host to pre-event activities, the start, finish and every overnight halt.

Each day has been designed so that spectators, media, competitors and service crews can reach their destinations with a minimum of delay.

The final stage of the event (also the final stage of the 2000 World Championship) will be in Margam Forest, with its easy access from the M4 motorway and plentiful car parking. This stage will be shown live on BBC Television.

The Network Q Rally of Great Britain is one of this country's biggest sporting events, with almost 200,000 paying spectators, a television audience of 4.7 billion in 182 countries (more than any other rally) and over 6,000 volunteer officials. The 2000 event, the 56th since the rally was first held in 1932, is the final round of the FIA World Rally Championship.

Network Q is the UK's leading used car brand, with over 460 outlets selling more than 120,000 cars of all makes each year. Network Q Retailers provide the highest possible quality and service to their customers. Every Network Q car has a

rigorous 114-point service and comes with 12 months' guarantee including Roadside Assistance and cover for six months on battery, brakes and clutch. For added peace of mind, Network Q offers a 30-day exchange pledge. To get up-to-date Rally information, or if you want to find out more about Network Q, visit their website on [www.network-q.co.uk](http://www.network-q.co.uk).

### Provisional timetable

#### LEG 1 Thursday 23 November

5 stages = 87 miles/140 kms

START	Cardiff 08.30	
	Service A: Cardiff	08.42
SS1	Rhondda 1 (16.0 miles)	10.02
SS2	Rheola 1 (19.5 miles)	11.02
	Service B: Neath	12.10
SS3	Resolven (28.8 miles)	12.57
	Service C: Neath	14.18
SS4	Argoed (5.5 miles)	15.03
SS5	Margam 1 (17.1 miles)	15.21
	Service D: Cardiff IN	16.43

#### LEG 2 Friday 24 November

7 stages = 81 miles

	Cardiff OUT	06.30
	Service E: Cardiff	06.42
SS6	St Gwynno 1 (8.5 miles)	07.43
SS7	Tyle (6.5 miles)	08.10
SS8	Rhondda 1 (16.0 miles)	08.46
	Service F: Builth Wells	10.40
SS9	Crychan (10.5 miles)	11.57
SS10	Tywi (14.0 miles)	13.12
	Service G: Builth Wells	14.35
SS11	Halren (15.5 miles)	16.12
SS12	Myherin (10.4 miles)	16.50
	Service H: Builth Wells	18.10
	Cardiff IN	20.55

#### LEG 3 Saturday 25 November

4 stages = 64 miles

	Cardiff OUT	08.30
	Service I: Pembrey	09.00
SS13	Brechfa (19.0 miles)	09.57
SS14	Trawscoed (17.0 miles)	10.46
	Service J: Pembrey	12.51
SS15	Rheola 2 (19.5 miles)	14.37
SS16	St Gwynno 2 (8.5 miles)	15.54
	Service K: Cardiff IN	17.06

#### LEG 4 Sunday 26 November

1 special stage = 17 miles

(Note: all times on Leg 4 depend on TV

requirements for SS17)

	Cardiff OUT	11.30
	Service L: Cardiff	11.42
SS17	Margam 2 (17.1 miles)	12.45
	Service M: Cardiff	14.15
	FINISH Cardiff	14.50

## Regional Committee

The first meeting of the year opened with a presentation by Nigel Hayden of Bradstocks updating members on insurance matters, writes Bob Milloy. Allan Dean-Lewis reported on the latest awards by the Club Development Fund, and progress on the 'Fit to be Champion' rally initiative.

Chief Executive John Quenby brought the meeting up to date on the proposed and changes to MSA commercial activities and the management of higher profile events. Mr Quenby also explained the circumstances surrounding the choice of Grantham as the base for a new event in the British Rally Championship.

Topics covered by reports from the Safety, Off Road and Rallies committee delegates included risk management, rescue unit assessments, speeds on competition safaris, responses to the review of rally regulations, use of route notes on multi-use stage rallies and proposed changes to technical regulations.

The inter-association events were reviewed, including a report on the inaugural off-road trial and forest stage rally, which were both highly successful. [Details of forthcoming inter-association events are available from your club or regional association delegate].

David Kersey updated his comprehensive Motorsports Facilities Unit report, including reference to the Countryside & Right of Way legislation. Copies of the sixth edition of the Heritage Motor Sports Directory were distributed.

The inclusion of regional association details on the MSA website was discussed, and a sample of an authorised club medical kit (for the use of doctors at club events) was displayed.

The benefits of closer links between regional associations, racing clubs and

circuits were considered, and views on 12-car and scatter rally championships were aired.

The meeting concluded with an explanation of delays in processing licence applications over the Christmas and New Year period, including recognised problems with second class mail and the unusually high number of applications.

### Facts about... Cont'd from page 1

circuit record is held by Bob Light in his 86 sports car at 1.03.389 105.07 mph.

• For more information contact Graham Marshall on tel 01249 782417.

Fax 01249 782392.

E-mail [graham@rastfecombecircuit.co.uk](mailto:graham@rastfecombecircuit.co.uk)

## TECHNICAL TIPS

SUPPLIED BY  CARSA  
and CAR CONVERSIONS

## Boost balance!

A reader wants to know why ported cylinder heads and turbos do not go together. Well they can actually, but this is one of those 'how long is a piece of string' questions.

First take boost. The pressure level in the system does not have any direct bearing on the flow through the engine.

If all the inlet valves stayed closed you would have a big boost pressure and zero flow. By porting the head you can improve the flow through the inlet, but if the turbine speed remained the same the boost level would drop.

Not knowing too much about turbos I checked with a man who does. This ex-Holset engineer said that boost levels really need to be considered in conjunction with turbine speed.

If you port the head and improve the flow, the turbine speed must be increased to regain the boost level. This can be bad news because an over-speeding turbine will quickly destroy itself. If you fit a larger turbine then you can reach your required boost level too quickly and the turbine isn't spinning fast enough to be efficient.

It seems the trick is to find the right balance between boost level and turbine speed.

### QUIZ ANSWERS

1. Triumph (1946)
2. Alvis 1928
3. 1956 (Jaguar)
4. 1.5 litres supercharged or 3 litres unsupercharged



## High Performance



Southfield Road, Eynsham, Oxford OX8 1JB

Telephone: (01865) 883882 Fax: (01865) 883885

Email: [john@blencolour.com](mailto:john@blencolour.com) Website: [www.blencolour.com](http://www.blencolour.com)

**This is the second half of Ian Jame's article on the Forest Rally, continued from the last mag.**

The 1987 event was a resounding success that silenced most but not all of the critics of the forest rally from within the club. That first forest event was successfully observed by the MSA for upgrading to National status under the old grading system. National A under the current system. Curiously Gordon Forster was the MSA's observer. We had no intention of going National but felt that we needed that green light as a lever to attract more championships, particularly the BTRDA. I cannot fully remember but I think that both Gavin Heseltine and Geoff Allen had already joined the nucleus of the team before the 1987 event ran. Gavin was the Assistant Secretary, Geoff the route coordinator. As already stated David James was chief timekeeper.

But it was apparent to me that we had to chase more than regional championships to make the event viable. I had been chasing and successfully retained ANCC and ANEMMC status from the old Crystal. I had also added EMAMC championship status. This necessitated a member attending at least one of their association meetings per year. These are always in the evening, originally at Ripley. Over the years the meetings have been at Ripley, Castle Donnington, Loughborough and now Chesterfield. The club delegates have been Geoff Allen, myself, Martyn Milner and now myself again. But we needed still more championships. We had even looked at the Association of North East and Cumbrian Car Clubs (ANECC) despite the fact that they met at Corbridge and, like East Midlands had an annual attendance requirement for member clubs.

The BTRDA championships were my goals. I knew, again through David James that moves were afoot to extend them. David knew this through the fact that the TCS results service operation, of which he is 50%, attended all BTRDA organisers' meetings. We lobbied BTRDA hard but nothing was doing for 1988, they were still thinking. We had a further problem some of the organising team had doubts that this was the way to go because of the loss of control of some of the event; BTRDA would want to dictate format, class structure, entry fee parameters, mileage parameters and some other things. I thought that was a price worth paying to safeguard the event. Ian Sadofsky, Rob White and John Newlove were not so sure, with Ian having horrific memories of the year that the Crystal had been a round of the Cars and Car Conversion championship. This was the first major decision that the event organisers would have to take after becoming a Forest Rally. We had a meeting of the full organising team and my side, the pro BTRDAs just managed to persuade the others. We went BTRDA in 1989 with just the clubman championship. At that time the two BTRDA championships ran together on the same events in the first half of the season and then ran on separate events in the latter half of the season. We ran the final round of the Clubman Championship.

Looking back we had been very lucky. I believe that the club entered the organisation of forest rallies at virtually the last time in the last 20 years when a stand alone non major championship forest event was viable and transferred to a major championship just in time to safeguard the event's immediate future. I am sure in my own mind that without BTRDA the forest rally would not still be running in 1999, certainly not in its present format, the forest charge alone for 1999 was £15,000. Also being a confirmed BTRDA round now means an automatic forestry allocation, and allowed us to run with stages timed at National A bogeys before the bogeys were amended for all National B events. The latter being a major plus point, without which bogeys would have been beaten on a regular and frequent basis,

In 1992 competitor numbers fell through the floor. BTRDA let it be known that they could not continue with championships with the number of rounds they then had. The BTRDA rallies committee made it clear that they saw the way forward to retreat to only one set of events. They accepted that might cause event casualties but believed drastic measures were required to safeguard at least some BTRDA type events. They thought that such a move would by reducing choice lead to an increase of competitors on a smaller number of rounds. The plan was to run the Gold Star championship and rethink the Clubman Championship. Eventually that led to the Clubman Championship ceasing to exist and the Formula 2 championship being born. However, that left BTRDA with around five events that had been promoting BTRDA championships more than needed. It also became clear that they did not see any cull as simply being a dropping of the Clubman events or a last in first out exercise. The first surprise casualty was Peter Griffiths' Bridgend Motor Club JC Van Hire Stages, a South Wales Gold Star event that non ran through lack of entries. (Peter has stewarded our forest event for the last four years and also run the awards presentation.) This casualty was even before the BTRDA had started to cull the events. Ultimately BTRDA's decisions spelt the end of the Centurion (Kielder) and Border Counties (Scottish borders) for many years, and the downsizing of the ATS Coracle (mid Wales). Furthermore, it was clear that there was no room for two BTRDA events in Yorkshire and that either we or the York National had to go. The York National had been the major championship event and ourselves the newcomer clubman event. It was also clear that neither event had a long term future without BTRDA support. This could have meant the end of our event. I had a depressing few weeks thinking of all the work that I, and others had already done to move the rally from what we had inherited to what it had become. The BTRDA suggested that we might talk to the York National organisers, with a view to promoting a joint event. They had also made the same suggestion to York MC, and Craig Thorley then Clerk of Course on the York National was anxious for a meeting. Ian North and I attended, and took some proposals made by York MC back to our organising team for a joint event. However it was obvious from the response of colleagues that a merger was not acceptable. We would have lost too many of our organisers, who were of the view that they would not stand in the way of a merged event but that they wanted no part of it. Furthermore, it was clear that both we, and the York National organisers believed our strength was the people in our organising team and the fact that the team was undergoing very few personnel changes from year to year. Without those personnel we had nothing to take to a jointly promoted event. On that basis we felt such an event was doomed to fail. We declined the offer. We were lucky the BTRDA subsequently chose us to run their Yorkshire championship round. The York National ran once more in the forests on the back of the Charringtons RAC Historic using their stages. Ultimately it was another victim of the BTRDA reorganisation. I believe the decision not to merge was the correct decision. We have had few new organisers come forward in our club in recent years. One of York MC's problems was a shortage of organisers. With the loss of NHMC organisers that the merger was going to cause I don't think a jointly promoted event would still be running.

About this time another problem came along to haunt us. At a MSA tribunal one motor club had been banned from organising any event for one year because of irregularities on a rally it ran. The Clerk and Deputy Clerk had been banned from being named officials for all events for ten years. At that time Rob White and I were joint clerks on both the club's multi venue events, the Crystal (North Humberside Forest Rally) and the Holderness. I had deserted the

Moonraker by now which had fallen into the hands of Ken Hailstone as Clerk of the Course. Two events seemed like too much work without the Moonraker too. Obviously a big blunder could lead to problems where both Rob and I, and possibly David too, who was by now back living and working in the area and Assistant Clerk Operations, could all be banned from organising. If so, the club would have no reigning multi venue stages rally clerk of the course. After a brief discussion we decided for the good of the events and the club we must stop being joint clerks so I left the Holderness team and Rob down graded on the Forest Rally team. The Holderness stopped running shortly after that, due to lack of venues, Rob became Clerk on the Manby single venue event and troubleshooter for the Forest Rally, an on the day responsibility. With the gap created by Rob's role change, David James who was still Chief Timekeeper and Assistant Clerk of Course Operations became Deputy Clerk. Now that Rob is no longer running the John Overend Memorial we have been able to formally appoint him as an Assistant Clerk of Course, as the possible disqualification problem no longer affects the other rally.

In 1994, I received a phone call from the BTRDA coordinator, Howard Wilcock, who sat on the MSA Rally Dates Steering Committee to tell me that as the RAC wanted to move the Rally of Great Britain forward in the calendar there was no longer a slot for the NHMC forest rally at the back of the year. The MSA Rally Dates Steering Committee sorts the dates for rallies in the major championships. As far as those events are concerned, the regional association date's meetings are just a rubber-stamping meeting. The Committee first checks the dates for the World Championship Rallies and then the Formula 1 Grand Prix. Then it fixes the dates for the BRC rounds around those dates, then the ANCRO, then BTRDA, then Motoring News Tarmac championship, then Scottish championship and Welsh Championships.

This news seemed like 1992 all over again and the possible demise of the event once again. In fact I told Howard that this meant the end of our forest event. He said that he hoped not and there were other options available that they would like us to consider. Once again BTRDA, supported by Rod Parkin who by now was the FLO for North Yorkshire and at that time a member of the Rally Dates Steering Committee as the chairman of the ANCRO organisers, helped us and we had a date change to the old York National date in March. I think some members of York Motor Club have never forgiven us for retaining the BTRDA championship when they did not, and also subsequently obtaining their historical date. Whilst on the subject, my personal opinion is, that some of the criticism about road mileage and starting and finishing in Hull from former, or current York Motor Club members has a lot to do with the demise of their forest event. I am sure that a start and finish in York were just as objectionable in many ways to our club's forest rally competitors in the 70s and 80s. The distance between Hull and York has not changed.

Also, we seem to have had a love hate relationship with Howard Wilcock over the years. He is a Hull boy and an ex NHMC member. Whilst we have never had the award for the best event in the BTRDA championship and at times he seems to have been very critical of our event, it is also true that when the going has got tough, to date he has always supported our event.

Moving to the front of the year brought us the possibilities of new wealth, because of more entries and therefore more income. The date change also meant moving the rally HQ to Hull.

The move to Hull was for two reasons. Firstly, because at the time BTRDA wanted city centre starts to "up" the profile of the championship as a whole, because this was a championship sponsor requirement. Secondly, because round three of the championship in March might well have a full entry as opposed to round eight in October, the penultimate or final round scratching around for entries because championship classes were finalised etc. For example one make championships are much easier to acquire for an event that runs in March than one that runs in October. This meant that we might not be able to find a start /finish /presentation venue that would be big enough on the day. Why do you think the Trackrod runs from Leeds or York now, and the DeLacy is returning to York for 2000? There were further minor reasons too. Hull is NHMC's largest city, a start venue where we should be able to obtain more NHMC staff on the day due to its location, and more facilities due members' knowledge of the city. That first year from Hull was hard work though and all credit to the team for putting on two events in six months and in particular to Gavin Heseltine who was hard at work on the 1995 event whilst the rest of us worked on the 1994 event. Gavin was the obvious choice for that job because he was competing in 1994 and therefore off the organising team for that year. Furthermore, it had to be someone who was or had been, a senior organiser that planned the 1995 event.

That just about brings us up to date and to the end of another chapter of the North Humberside Forest Rally, the event having run successfully from the Royal Hotel at the centre of Hull for five years now.

It also brings me to the second reason for writing this article now. That reason is what can we do now to move the event forward? In the past our strength has been in the depth and wealth of organisers from within our club. But few new organisers are coming forward at a senior level. The paradox is that at the "on the day " event level we are probably attracting more help from within the club each year. However, we need more senior organisers, the appeal for volunteers for the position of Secretary of the Meeting in 1998 for last year's event brought very few enquiries. We have to consider that the time has been reached when we must recruit help from outside the club. Currently, other BTRDA rounds appear to be tapping new sources of organisers. NHMC must now be about the only BTRDA event that is run predominantly by one club and running non sponsored too. The Welsh and Welsh borders BTRDA events Wydean, Plains, Quinton, Red Dragon, Woodpecker and Cambrian help one other. We in the North of England Malcolm Wilson, North Humberside and Dukeries don't. In reality the Wilson and ourselves are only three weeks apart and helping each other would not be easy for that reason. The Malcolm Wilson is promoted by three clubs, ours just one. Our organising team has been more fluid in the past three years than in the previous ten. This may be because the event has not had any clear ambitions since moving to Hull, other than remaining in the BTRDA championships. There has been no common goal for the organisers to achieve. Perhaps we need to state new goals for the event. This is partly due to the movements on the organising team, the event's success and its growth. In the past I have had a chance to step back from the event and think about where it should be going. I have then bounced ideas off other organisers on the team. This has been how the strategic decisions have been made. Now with the loss of the like of Gavin Heseltine & others I have to become more involved in the day to day running of the event and have less time to think about driving the event forward.

My personal goal for the event is to be able to run 55 stage miles whilst still charging competitors approximately the rate for 45 stage miles. Some BTRDA events are already doing that. However, to look in terms of doing that we need a major sponsor, a change in the MSA's and their insurance broker's view of insurance premiums or another major championship. The Peugeots or the Ford KAs would do nicely. Despite our efforts however, we have neither. We cannot move through the glass ceiling of 45 stage miles without one of the above happening. Under the present system the extra cost for running a 46th competitive mile is £2520 based on 120 starters. The huge jump is because we not only have to pay Forest Enterprise rates for the extra mile but we have to pay £18 per crew more in insurance fees to the MSA for events that run more than 45 miles. To run 55 competitive miles would similarly cost an extra £5760 and to run 60 stage miles an extra £7560. Obviously one can see that the cost per extra stage mile reduces as the miles increase. These figures show that a £500 sponsorship deal is just a waste of time. This is because sponsors want adverts and often do not provide decent artwork. The artwork costs are then picked up by the event. Sponsors usually want guest passes and rally plates too. Also they normally decide what quantity they need two or three days before the event when it is too late to think about ordering extra rally plates for instance. They normally tie up a member of the organising team for the full day of the event too, not to mention the liaison with them beforehand. The aggravation is simply not worthwhile for that amount of money. Most of £500 is simply swallowed up in the razzamatazz the sponsor wants. Our information is that other sponsored BTRDA events are in the £4000 - £5000 sponsorship area. In the main part it is these events that have broken through the 45 stage mile barrier. This is the sum that we would need to break through that glass ceiling, all other things being equal. The event simply does not generate the amount of money needed to increase the competitive mileage. All events running at the level that we are currently running at, are market driven. Entry fees can only vary by about £20 before competitors start voting with their feet and going elsewhere and 120 competitors each paying £20 more is £2400, less than we need to run that 46<sup>th</sup> stage mile.

Whilst we must look at new challenges, we must never forget our core supporters are the BTRDA and EMAMC multi venue championships. These are our customers and we have to try and provide what they want, trimmings and all at the price they want. If we lose either of these championships it will hurt financially, destroy the balance of the event and the effect will be obvious. The loss of the former would almost certainly spell the end for the event. Records of the entries over the years show that we have very few people competing on the event for reasons other than it being a championship round. Around 12 entries a year to be exact, this works out at just under or just over 10% of the entry.

The senior organisers must continue analysing the event cost base so that they know what is the cost to the organisers of each entry. That way we can amend our additional costs to spend relatively more in the years when there are more entries.

If some of the last couple of pages or so, sounds to you to be a little like running a business, it is. How else would you describe managing an operation that turns over £35000 in 2 months? It is my hope and intention that the event will still be running for many years to come, but that may depend on our adaptability to change.

Ian James.

I have seen this article recently and have reprinted it below, however, remember I have only copied it, I didn't write it !!

### **Instructions for using new Drive in cash machines**

#### **MALE PROCEDURE**

- Drive up to cash machine
- Lower car window
- Insert card into machine and enter Pin
- Enter amount required and withdraw
- Retrieve card, cash & receipt
- Raise Window
- Drive off

#### **FEMALE PROCEDURE**

- Drive up to cash machine
- Reverse back to align car to window
- Re-start stalled engine
- Lower Window
- Find handbag, empty contents onto passenger seat and locate card
- Locate make up bag and check make up in mirror
- Replace contents in handbag
- Attempt to insert card in machine
- Open car door to reach machine due to excessive distance from car
- Insert card
- Reinsert card right way up
- Re-enter handbag to locate diary with PIN on inside back page Enter PIN
- Press cancel and re-enter correct PIN
- Enter amount of cash required, retrieve cash
- Empty handbag again and find purse, place cash & receipt inside
- Drive forward two metres
- Reverse back to cash machine
- Retrieve card
- Re-enter handbag and place card in holder
- Re-start stalled engine and drive away
- Drive for three to four miles
- Release handbrake

**THE ASTRA STAGES HISTORIC RALLY – SATURDAY 8<sup>TH</sup> APRIL 2000**  
**The MSA British Historic Rally Championship 2000 (Round 2)**

Car 221 Dave Watkins/Gavin Heseltine Escort RS 1600 Class C3

Having missed the first round of the championship due to Dave's work commitments (his tanker was still in the Gulf) we were both looking forward to getting our season underway. We had done the event in 1999 when it was only 30 stage miles, finishing 3<sup>rd</sup> post-historic, 1<sup>st</sup> class and 6<sup>th</sup> O/A out of 35 starters.

This year the mileage had been almost doubled to 58 stage miles of which 19 miles was second usage and this had attracted a much stronger entry, with 69 historic & post-historic cars at the Llangollen start. Pre-event conversations concentrated on stories of bravado/bad luck from the previous round (Robin Hood) and the actual location of the very dodgy bend on Stage 2 which featured heavily in last years event video!! The organisers had marked it on the stage plan this year but had in fact marked the wrong one – the deceptive one looking nothing on the map but in fact being two bends further into the stage than the one marked.

A 09.20 start and a 55 minute run out with snow in evidence behind walls and in sheltered places only built up the apprehension with Dave only having been back on the road for two weeks having been at sea for the previous three months.

SS1 Alwen North 1 5.55 miles FTD Dessie Nutt Porsche 911 6.55

Sat on the Start line of the first stage we watched the dust fly from Pete O'Neils RS2000 as he covered the first half mile of open ground before disappearing into the tree line. Dust!! after all the rain/snow of the previous two weeks.

Once into the stage dust gave way to a slippery surface that was quite wet in places, what we felt was a steady run turned out to be good enough to tie for 2<sup>nd</sup> in class tying with three others all one second behind the class leader, local crew Peter's O'Neil/White.

No	Driver	Navigator	Car	Stage	Total	Class	P/Historic	Overall
220	O'Neil	White	RS 2000	7.17		1	4	13=
214	Calvert	Cookson	RS 1600	7.18		2=	5=	15=
221	Watkins	Heseltine	RS 1600	7.18		2=	5=	15=
224	Brown	Oldham	RS 1600	7.18		2=	5=	15=
226	Rudd	Rudd	Escort	7.18		2=	5=	15=
236	Street	Gaden	Saab 96	7.20		6	9	19=
238	Harrison	Hartley	Saab 99	7.41		7	11	30
252	Maclean	Farely	Mexico	8.30		8	16	55

Service 1 – Ruthin Farmers Mart – 30 Minutes Allowed

No problems to rectify – Service/Management crew of John Dixon & Rob Overend changed wheels/tyres, checked fluid levels and gave the car a quick spanner check whilst we caught up on what was happening to the others. Mike Brown/Jonnie Oldham had had a puncture but had driven out of the stage on it, changing it in Management Service and Neil Calvert had a gearbox problem.

SS6 Penmachno South 6.61 miles FTD Russell Brookes Porsche 911 7.44

Dave liked the two Penmachno stages best of all, describing them as "fast and flowing" – no problems but checking times in Management service after the stage Mike Brown had reduced our lead by 4 to 17 secs with 25 miles to go.

No	Driver	Navigator	Car	Stage	Total	Class	P/Historic	Overall
224	Brown	Oldham	RS 1600	8.14	40.47	2	4	13
221	Watkins	Heseltine	RS 1600	8.18	40.30	1	3	10
226	Rudd	Rudd	Escort	8.34	41.41	3	5	16
236	Street	Gaden	Saab 96	8.34	41.53	4	6	17
238	Harrison	Hartley	Saab 99	8.48	42.36	5	7	19
214	Calvert	Cookson	RS 1600	8.48	42.41	6	9	22
252	Maclean	Farely	Mexico	9.14	47.15	7	13	41
257	Clews	Holmes	Saab 96	10.37	53.51	8	17	53

SS7 Penmacno North 6.33 miles FTD Nick Whale Porsche 911 7.20

We had a go on this one regaining 3 secs from Mike Brown & establishing a 20 second class lead with 19 miles to go, all on second usage/re-run stages.

No	Driver	Navigator	Car	Stage	Total	Class	P/Historic	Overall
221	Watkins	Heseltine	RS 1600	7.48	48.18	1	3	10
224	Brown	Oldham	RS 1600	7.51	48.38	2	4	14
226	Rudd	Rudd	Escort	8.01	49.42	3	5	16
238	Harrison	Hartley	Saab 99	8.05	50.41	5	7	19
236	Street	Gaden	Saab 96	8.08	50.01	4	6	17
214	Calvert	Cookson	RS 1600	8.23	51.04	6	9	24
252	Maclean	Farely	Mexico	8.37	55.52	7	12	39
257	Clews	Holmes	Saab 96	9.57	63.48	8	16	52

SS8 Alwen North 2 5.55 miles FTD Nick Whale Porsche 911 6.39

Apart from a spin we felt we had a reasonable time being 10 seconds quicker than our first run at the stage (SS1). After the stage stop line was the sickening sight of Car 210 Steve Hall/Howard Wilcock TR4 in flames, having ignited whilst about to be refueled in Management Service. The car was a total loss and all anyone could do was stand and watch. Neil Calvert/Arlene Cookson (RS 1600) retired from the gearbox problem which had plagued them from SS4.

No	Driver	Navigator	Car	Stage	Total	Class	P/Historic	Overall
224	Brown	Oldham	RS 1600	6.48	55.26	1	3	9
221	Watkins	Heseltine	RS 1600	7.08	55.26	2	4	10
236	Street	Gaden	Saab 96	7.14	57.15	4	6	16
226	Rudd	Rudd	Escort	7.18	57.00	3	5	15
238	Harrison	Hartley	Saab 99	7.18	57.59	5	7	19
252	Maclean	Farely	Mexico	8.01	63.53	6	10	33
257	Clews	Holmes	Saab 96	8.57	72.45	7	15	47
214	Calvert	Cookson	RS 1600	Retire d	Retire d			

A quick check with Jonnie for their times showed Mike Brown had taken a staggering 20 seconds out of us on the last stage. Our times were now tied and with us being equal on Stage 1 they were now leading the class by virtue of a quicker time than us on Stage 2.

SS9 Clocaenog Main 8.97 miles FTD Nick Whale Porsche 911 10.21

The re-run of the longest stage of the event, the one with sections re-graded with large rocks. We backed off on the rough bits to avoid punctures once again but aware of Mike Brown now being level pressed on in the good bits. A half spin at a hairpin being the result of the increased pressure.

No	Driver	Navigator	Car	Stage	Total	Class	P/Historic	Overall
221	Watkins	Heseltine	RS 1600	11.00	66.26	1	3	9
236	Street	Gaden	Saab 96	11.17	68.32	3	5	15
226	Rudd	Rudd	Escort	11.20	68.20	2	4	14
238	Harrison	Hartley	Saab 99	11.24	69.23	4	6	17
257	Clews	Holmes	Saab 96	13.34	86.19	6	15	46
252	Maclean	Farely	Mexico	13.54	77.47	5	10	35
224	Brown	Oldham	RS 1600	Retire d	Retire d			

We had an excellent days sport, the stages were superb, the organisation very good and we finished 1<sup>st</sup> Class C3, 2<sup>nd</sup> Post-Historic and 8<sup>th</sup> Overall, giving us one short of a maximum score in the Championship.

We hope to contest the next two rounds, Tour of Cornwall (6<sup>th</sup>/7<sup>th</sup> May) and Milbrook Stages (29<sup>th</sup> May) before Dave goes back to sea for three months. Hopefully we should also be out on the last round, the Bulldog in October.

**Gav the Nav.**

**NORTH HUMBERSIDE MOTOR CLUB**

# MARSHAL NEWS

Lots of events coming up that all need help in marshalling,

I am on Holiday during most of June so if you want details of events please contact me before the end of May. Graham Hardwick is looking after the John Overend Rally and Nick Stephenson the MSA Rally see details below.

**Badges for Forest Stages Rally.** Due to the large number of marshals who turned out for the event we have had to order some more badges, please be patient I will make sure you all get a badge.

## Marshals Championship

We are trying to have another go at organising things a bit better to that end Nick Stephenson has made up some record cards for recording attendance at events, if you would like one please give him a ring on 01430441739

## Sunday 21st May Marshals Training Day

Marshals Training day in Dalby Forest .Map Ref 100/8708741/2 (In the Quarry) Signing on between 07.45 and 08.15. Just turn up.

More details from Liz Young 01759 372895

## Sun 28th May Bloodhound Stages Rally

Organised by Grimsby Motor Club and Lincoln Motor Cycle and Car Club at RAF Swinderby . Signing on is between 07:00 and 07:45, entry map ref: 121 886614

## Sat 3rd June Elvington Stages Rally

Organised by York Motor Club on Elvington airfield near York, contact me for details before the end of May.

## Sat 10th June John Overend Memorial Stages Rally on Manby

North Humberside's next event, we will want setting up crews on the Friday , marshals for the Saturday and helpers to pack up on the Sunday, accommodation can be arranged, helpers please contact Robert newlove, 01377270888 gin@btinternet.com marshals contact Graham Hardwick 01759 306706 graham.hardwick@tinyworld.co.uk

John Newlove 01904608524 john.newlove@btinternet.com

John Newlove 01904608524 john.newlove@btinternet.com

**NORTH HUMBERSIDE MOTOR CLUB**

**MARSHAL NEWS**

**THE COTTINGHAM MOTORSPORT AND AIRCONDITIONING  
THREE SWANS ROAD RALLY  
17/18TH JUNE**

This Road rally starts from the Selby M.C Clubhouse at Brighton, near Selby. Marshals are asked to contact Alastair Crosby on 01757 618196 or E Mail either [ralph.jackson@bigfoot.com](mailto:ralph.jackson@bigfoot.com) or [neil.carman@bigfoot.com](mailto:neil.carman@bigfoot.com)

**Sat 1st July Delacy Motor Club Binbrook**

Delacy Motor Club are hoping to run a single venue stage event on RAF Binbrook in Lincolnshire, starting around 08:00 and finishing around 17:00

**Sun 9th July Armstrong Massey**

Beverley and District are holding their annual Stages Rally at various locations, we are running a stage called Beacon at Holme on Spalding Moor, 1.5 miles long first car around lunch time, and a second run through with the stage reversed later in the afternoon.. Stage commander is Ken Hailstone, deputy Robert Newlove.

**Sun 2nd July The Dalton Classic**

Our annual historic gathering at Dalton park, we will need some marshals for the classic run to man passage checks etc.

**The MSA Rally Saturday 15th July**

We are hoping to help on one of the stages of this round of the Mobil 1 British Rally Championship, probably Stoke Park near Grantham , more details later, Nick Stephenson is organising the marshals for this one he can be contacted on 01430 441739