

Oct/Nov 2016

STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

www.northhumbersidemotorclub.co.uk



From the committee room...

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MEETING 28th SEPT 2016

Welcome to new (returning!) Committee member Graham Tabor who is keen to get involved with the Clubs fiftieth anniversary celebrations.

Discussion around marking the occasion of the retirement of a long time club friend and Scrutineer of most of our rallies over the last 30 years, Jim Kilmartin. Jim's last event before he hangs up his licence at the end of the year will be our Cadwell Stages in November.

Following the Vale of York on Melbourne concerns were expressed about the deterioration of the surface. It was suggested that it had been "hammered to death" and extensive repairs may be required.

Turning out staff/marshals for events was becoming more difficult, the forthcoming Trackrod was used as an example with some "regulars" marshalling elsewhere on Friday night and being unavailable on Saturday as they were going spectating. The issue of licensing and a perceived problem with confrontation with spectators may be reducing volunteer numbers.

Christmas quiz and buffet was discussed with the cost of the buffet resulting in an alternative venue being likely. Beverley MC to be consulted but it is likely to be at the Golf Club at Skidby that was used for the awards presentation.

Use of social media was discussed and it was agreed we should make more use of this. Improved use of mailing lists, facebook and the cloud or dropbox as a platform to store/view archive material to be investigated.

Club merchandise/clothing. What would you like to be available? Let a committee member know.

Dates for your diary:

Wed 26th October - Conference Call

Wed 23rd November - Committee Meeting

Please do not telephone these officials after 10pm



Editors Ramblings

By Gavin Heseltine

Welcome to "STAGE TIMES",

Firstly apologies for the Magazine being a week late, a combination of a weekend away doing a recce for the Mull Rally and entries opening for the NHMC Cadwell Stages on 20th November.

Entries opened online at 2000hrs on Tuesday 27th September and by the following nights committee meeting we had received 104 (88 Adults and 16 Juniors) for the 85 [places available. We have since received a further 16 making 120 in total.

It has taken quite a while to process them all but as Entries Secretary most of my work is now done and it leaves plenty of time for seeding!

Deadline for items for inclusion in the next Magazine Thursday 24th November 2016.

The opinions expressed in STAGE TIMES are purely those of the contributors and should not be construed as the policies of either The Club or its Committee.

Cover Photo: Howard Patterson & Ian North reunited with their London to Sydney car at the SoD Classic. The car is now owned by Graham Tabor.

Chairman's Address

It is one of the strange consequences of the way that the Club is run that the position of Committee Chairman lasts from election by the Committee members at the first meeting after the AGM until the end of the next AGM. The result being a gap of a few weeks when there is no "official" committee chairman and this Magazine is compiled within that gap!

So what has our Ex Chairman spent all this "free time" doing instead?

A foreign holiday? Imagine some exotic sun drenched island, late nights embracing local

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delights! The reality, the Isle of Man and the results service for 138.com Rally Isle of Man. Late nights resolving timing issues until 4am on both nights!!.

Indulge in a new hobby – tour of distillery's in Scotland perhaps! No, sat at a computer preparing entry system for the Cadwell Stages and preparing regs for the event.

Let's hope you get re-elected David, it may be easier/less time consuming just doing Committee Chairman. But then again, as we all know, the other jobs carry on being done just the same.

A.Wellwisher

Forthcoming Events

Sun 09 Oct	Cheviot/Keith Knox Stages Whickham & Hadrian MC's www.cheviotstages.co.uk Entries Sec: Gordon Bradford (07412-107269)	Otterburn Military Ranges, Otterburn, Northumberland Nat B, MV-T, 60 Stage Miles, 12 Stages, £370
Sun 09 Oct	Adgespeed Stages Wigan MC www.wiganmotorclub.org.uk Entries Sec: Helen Fox (01942-715653)	Three Sisters Race Circuit, Ashton in Makerfield, Lancs Nat B, SV-T, 28 Stage Miles, 12 Stages, £165
Sun 09 Oct	Harold Palin Rally Eastwood MC www.eastwoodmotorclub.co.uk Entries Sec: Mrs S R Hickling (07977-834757)	Mallory Park RC, Kirkby Mallory, Leicestershire Nat B, SV-T, 40 Stage Miles, 10 Stages, £250
Fri & Sat 14 - 15 Oct	Jersey Rally Jersey MC & LCC www.jerseyrally.com Entries Sec: Angie Renouf (01534-862375)	St. Helier, Jersey, Chanell Islands MV-T, Nat B, 120 Stage Miles 30 Stages, £440
Fri to Sun 14 - 16 Oct	Mull Rally Guardians of Mull Rally www.mullrally.org Entries Sec: Cathanne Maclean (01680-300236)	Tobermory, Isle of Mull, Argylshire MV-T, Nat B, 151 Stage Miles 18 Stages, £595
Sun 23 Oct	Dukeries Tarmac Rally Dukeries MC www.dukeries-rally.co.uk Entries Sec: Joanne Smith (01623-480410)	Donington Park RC, Castle Donington, Leicestershire Nat B, SV-T, 58 Stage Miles, 8 Stages, £260
Sun 23 Oct	Peter Lloyd Rallying Stages & Junior Rally Carmarthen MC www.carmarthenmotorclub.co.uk Entries Sec: Ryland James (07773-346878)	Pembrey Circuit, Llanelli, Carmarthenshire Nat B, SV-T, 45 Stage Miles, 5 Stages, £220
Fri & Sun 28 - 30 Oct	Wales Rally GB (International) International Motor Sports Ltd www.walesrallygb.com Entries Sec:	Deeside Industrial Estate, Connah's Quay, Deeside MV-M, Int, 207 Stage Miles 22 Stages, £1,995
Fri & Sun 28 - 30 Oct	Wales Rally GB (National) International Motor Sports Ltd www.walesrallygb.com Entries Sec:	Deeside Industrial Estate, Connah's Quay, Deeside MV-M, Nat B, 107 Stage Miles 11 Stages, £1,200
Sun 30 Oct	Lynn Stages Rally Kings Lynn MC www.lynnstages.co.uk Entries Sec:	Ex RAF Sculthorpe, Kings Lynn, Norfolk Nat B, SV-T, xx Stage Miles, x Stages, £xxx
Sat 05 Nov	Neil Howard Memorial Rally Bolton-le-Moors CC www.nhstages-blmcc.co.uk Entries Sec: Jack Mather (07568-555242)	Oulton Park RC, Tarporley, Cheshire Nat B, SV-T, 57 Stage Miles, 9 Stages, £285
Sat 05 Nov	Kingdom Stages Rally Glenrothes MSC www.glenrothes-msc.com Entries Sec: Gordon Milne (?)	Crail Airfield, Crail, Fife Nat B, SV-T, 48 Stage Miles, 6 Stages, £235
Sat 05 Nov	Builth Stages Rally Herefordshire MC www.herefordshiremotorclub.co.uk Entries Sec: Caroline Wilks (07792-504549)	Royal Welsh Showground, Builth Wells, Powys Nat B, SV-M, 34 Stage Miles, 14 Stages, £215

A shaded background shows the informa-

tion is based on previous years event.



facebook.com/northhumbersidemc



www.nhmccadwellstages.org.uk

Forthcoming Events

Sun 06 Nov	Malton Forest Rally Malton & Clitheroe MC's www.maltonforestrally.co.uk Entries Sec: Kevin Bardon (07930-801459)	Adderstone Field, Dalby, North Yorkshire Nat B, MV-F, 40 Stage Miles, 6 Stages, £485
Fri & Sat 11 - 12 Nov	Pokerstars Manx AS www.manxautosport.org Entries Sec: Nikki Clayton (01624-624475)	TT Grandstand,, Douglas, Isle of Man Nat B, MV-T, 80 Stage Miles, 14 Stages, £595 incl Ferry
Sat 12 Nov	Wyedean Stages Rally Forest of Dean MC www.wyedeanstages.co.uk Entries Sec: Sally Waite (07960-220956)	Vantage Point Business Village, Mitcheldean, Gloucestershire Nat B, MV-F, 40 Stage Miles, 6 (3x2) Stages, £465
Sat 19 Nov	Track Day (Half) North Humberside MC www.nhmccadwellstages.org.uk Entries Sec: Ian Sadofsky (07842-417275)	Cadwell Park Racing Circuit, Nr Louth, Lincolnshire Open Pit Lane, Track Open 0900-1300, £xx per car with one driver
Sun 20 Nov	NHMC Cadwell Stages & Junior Rally North Humberside MC www.nhmccadwellstages.org.uk Entries Sec: Gavin Heseltine (07561-523404)	Cadwell Park Racing Circuit, Nr Louth, Lincolnshire Nat B, SV-T, 44 Stage Miles, 8 Stages, £270
Sun 20 Nov	Challenger Stages Rally Bournemouth CC www.bdcc.co.uk Entries Sec: Sarah Christopher (07841-562233)	Bovington AWDC, Wareham, Nat B, SV-T, 50 Stage Miles, 6 Stages, £195
Sat & Sun 26 - 27 Nov	Glyn Memorial Rally Caernarvonshire & Anglesey MC www.camconline.co.uk Entries Sec: Angharad Morgan (01286-678643)	Anglesey Racing Circuit, Ty Croes, Anglesey Nat B, SV-T, 60 Stage Miles, 14 Stages, £290
Sat 26 Nov	Hall Trophy Rally Clitheroe MC www.cdmconline.com Entries Sec: Katie Woodcock (01254-681350)	Blyton Park, Gainsborough, Lincolnshire Nat B, SV-T, 40 Stage Miles, 10 Stages, £225
Sat 26 Nov	Grizedale Stages Rally Furness MC www.grizedalestages.co.uk Entries Sec: Graham Parker (07778-333667)	Skelwith Fold Caravan Park, Ambleside, Lake District Nat B, MV-F, 43 Stage Miles, 6 Stages, £475
Sun 27 Nov	NHMC Autotest North Humberside MC www.northhumbersidemotorclub.co.uk Entries Sec: Robert Newlove (07710-493565)	Readers Yard, Brandesburton, East Yorkshire
Sat & Sun 03 - 04 Dec	Rockingham Stages Thame MSC & Middlesex County AC www.rockinghamstages.co.uk Entries Sec: Tony Phillips (07761-823157)	Rockingham Motor Speedway, Corby, Northamptonshire Nat B, SV-T, 97 Stage Miles, 12 (6 Sat/6 Sun) Stages, £350
Sat 03 Dec	Killarney Historic Stages Rally Killarney MC www.killarneyanddistrictmotorclub.ie Event Sec: Martin Flannery (087-64-51400)	Gleneagle Hotel, Killarney, Co Kerry, Ireland Nat B, MV-T, 75 Stage Miles, 7 Stages, Euro 500
Tue 27 Dec	Christmas Stages Rally Northallerton AC www.northallerton-ac.co.uk Event Sec: ?	Croft RC, Croft on Tees, Darlington Nat B, SV-T, xx Stage Miles, x Stages, £xxx



RANDOM NEWS

Source: [The Daily Telegraph](#)

Date: [Tuesday 30th September 2016](#)

READY FOR REPAIR: ASTON MARTIN WITH NO STRINGS (OR WHEELS) ATTACHED

By [Bonhams](#)/[BNPS](#)

A vintage Aston Martin with no front wheels, seats or engine could be worth £600,000 after refurbishment, experts believe. The classic 1959 Aston Martin DB4 Series 1 has been hidden from public view for the last three decades and is now being sold for £180,000.

It was the 78th of just 149 of the model ever to be built between 1958 and 1963. But the classic motor fell into disrepair and comes without major parts attached.

The current owner bought the car in 1986 and he had planned on returning it to its former glory. But after moving abroad for work, the car was left in dry storage. Now auctioneers Bonhams, selling the item at its Beaulieu sale on Saturday 3rd September 2016, claim the "time capsule" car could provide a unique opportunity for someone to renovate the car from scratch. Experts believe it could eventually be worth up to £600,000 but say it would need hundreds of thousands spent on it first.

John Polson, car specialist at Bonhams, said: "Whoever buys this certainly has a job on their hands but it's a fantastic opportunity. Once renovated this will be an incredibly valuable vehicle, worth somewhere between £400,000 and £600,000."

Launched in 1958, the DB4 was seen as a turning point for Aston Martin, as it was the first not to feature a Bentley engine or a chassis from the experimental Atom. Featuring a 3.7 litre six-cylinder engine, it could reach 140mph, go from 0-60mph in nine seconds and was considered a masterpiece of British engineering.

ADVERTISING WELCOMED - RATES BELOW

<u>Size</u>	<u>B&W</u>	<u>Colour</u>
Full Page	£72	£120
Half Page	£46	£70
Quarter Page	£33	£45
Eighth Page	£27	£33

All issues for 12 months, min 4 max 6.
Artwork/design cost of £50 (if required).
Contact any Committee Member.

COMMENT ON "SAILOR PATTISON"

By Dennis Robinson

Further to reports on the exploits of Robert Pattison on the Isle of Wight Round the Island yacht race in the last Club Magazine.

Having joined the ranks of the W.A.F.I.'s (Wind Assisted F*%\$ing Idiots), I would like to offer the following words of wisdom.

"If you go to sea without two big diesels under your deck, you will get what's coming to you!"



DIESEL GOOD



W.A.F.I. BAD

(Ed – as a Captain, North Sea Pilot and one of the Trinity House Brethren, I think he knows what he's talking about!).

ARE YOU BEING TARGETED?

Article kindly submitted by Alan Carvell from Classic Car Weekly, 17th August 2016

THIEVES FIT SHOW CAR WITH HOME-MADE TRACKER By Murray Scullion

Shocking reports of thieves using home-made tracking devices have led to fresh security warnings. Tracking devices used to locate cars remotely can be manufactured by criminals from off-the-shelf parts for less than £5.

This new warning follows the discovery of one such device on a highly modified Escort RS Cosworth, which had been on display at the Ford Fair event at Silverstone.

FULL STORY PAGE 6



Flashback 1993

CLUB EVENT REPORT

SLEDMERE P.C.T. (Production Car Trial)

By Dave Cogan

Due to the M.S.A.'s wisdom, the annual P.C.T. run by the Club as Sledmere was poorly attended. Having to hold a competition licence to drive up a grass slope was too much for most. However, there were six entrants for this year's event and with the sun shining for most of the day, things didn't turn out too bad.

With the Larkspeed League P.C.T. just around the corner, it was suggested that I should have-ago at the Club's event as a practice for Ilkley. The only vehicle I have suitable was the trusty diesel van so with my money paid, there I was with Alan Gilbert sat alongside.

The first few tests for me were pathetic, scoring 10's and 11's for most of the morning. This poor show was down to a total lack of experience and wet conditions (morning dew and cow shit) and the rest of the field were collecting very similar scores.

As the day wore on and the tests became dryer, the scores suddenly got better, at lunchtime I was lying 5th ahead of a rally prepared Nova with an LSD and knobbly tyres so things didn't look too bad.

After lunch, things changed. All of a sudden the van was climbing everything and I was regularly collecting scores between 3 and 0 where others were still hanging around at 5's. The chase came too late. I finished 4th with both Nova's behind me.

Full results in the Comp Secs Pages.

Ed.

Have you any "old" articles or documents relating to Motor Club members or events? If you have let the Magazine Editor have site of them for the Club archive and future use in Flashback.

LARKSPEED LEAGUE PRODUCTION CAR TRIAL

By Dave Cogan

With a very strong team entered for this vital event, I was invited along with Dennis Robinson to give our crews some moral support. Ken, Jane and Joe Sturdy also made a visit to the grassy slopes of Ilkley Moor to cheer on our "ringers".

The team was made up of Steve Varey with Robert Newlove in the bouncing seat, Rob White with Robert Newlove bouncing and Andrew Grindrod and Lionel Fern driving and bouncing for each other. Two cars were fielded, Grindrod and Fern in the company Escort Diesel Estate and Varey/White, Newlove in a hired Vauxhall Cavalier with only 8000 miles on the clock.

The tests looked impossible and with the heavy showers kicking around, they were. Unless, of course, you happen to be driving a Skoda or an Imp. They made it look simple, however they were in a different class to our team so there was little concern.

Steve was drawn first off the line with Rob third off so after each test the drivers changed over while Ginney sat in the panic seat wondering who was going to break this car first. Andy and Lionel were at the opposite end of the entry list and they were last away from the start line way over in yonda field. (This was reversed after lunch with Andy going first and Steve last).

The battle in the Cavalier camp was hotting up, Steve and Rob had pitched themselves against each other in a friendly duel and that was to be a turning point in the event. At half way, just before lunch Steve had managed to fend off the rest of the field and was holding 2nd in class. The whole team had entered just to gain a couple of points towards Larkspeed and this was

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HOME-MADE TRACKING DEVICE THEFTS ON THE RISE

Article kindly submitted by Alan Carvell taken from Classic Car Weekly, 17th August 2016

Police are warning classic owners to be vigilant at car shows, as new reports suggest home-made tracking devices used to find your cars can be manufactured by criminals for less than £5.

The parts, as well as instructions on how to make them, can be found for free and easily on the internet. An example highlighting this activity by criminals was brought to light by insurance company, Need to Insure, after one of its clients found a device located underneath the car after attending a show. Office manager of Need to Insure Paul Bostrom says: "The device was found on a highly modified Escort RS Cosworth that had been on display at Ford Fair, Silverstone.

"Our client had heard about the devices being put onto cars so had a thorough check over his car and found the device." Various Ford forums have speculated on other devices being found at the same event, and a Ford Focus RS Mk1 being stolen, but these are yet to be confirmed by police.

The home-made tracking devices in question consist of a 9v battery, basic electronics and a sim-card from a mobile phone. These devices allow the criminal to see where your car is at any time, as well as how long it has been stationary for. Many thieves wait until a car hasn't moved for a day, the pounce. They steal the vehicle and its contents in one fell swoop.

Dr Ken German, the Association of Auto Theft Investigators' communications director says: "It's very worrying for classic owners. Crooks can easily make these devices, and attach them to your car in a hard-to

reach place where you don't regularly check, like under a wheel arch or bumper."

Bill Taylor, sales manager for tracking device manufacturer Road Angel, insists its products can only help classic owners. He says: "In order to work, our devices have to be registered. Other products on the market offer a simple GPS tracking device stick. This stick is battery operated – and you control it yourselves. These have the capacity to be used for homemade devices such as the ones mentioned."

Many have called for big events to increase security. A spokesperson for the Lancaster Insurance Classic Motorshow says: "We work closely with the NEC security and traffic team to make sure there is CCTV in place and regular patrols around the car parks throughout the event." Security experts suggest that when at shows, cars should be locked at all time, and owners be extra observant.

BEAT THE THIEVES

Transmitter scanner. These can be bought for around £50. Essentially the device will find signals the tracker emits. Plug this into your cigarette lighter and it will tell you if you have a tracking device on your car.

Garage. Even if would-be thieves locate your vehicle, if it's locked in a secure garage it adds another level of protection.

Disklok. These are so effective, new car manufacturers have started recommending them. A great visual deterrent.

Alarm systems. Loud enough to wake yourselves and the neighbours should be enough to scare off most would be thieves.

By Murray Scullion

[Source: The Daily Telegraph, 27th August 2016](#)

HIGH SPEED SWAP SHOP IS GRIPPING SPECTACLE

What happened when a motorbike ace swapped seats with a touring car supremo? By Arthur Compton

You've got to be pretty good to get away with having a nickname in motorsport, but you've got to be something really special to swap racing disciplines and immediately take to the task like a seasoned professional. This was no ordinary motoring job swap either. It involved a legend on two wheels upgrading to four, and one of the world's finest touring car drivers trading in his four-door comforts for a ride on a 200mph superbike.

The "Morecambe Missile" John McGuinness and "Flash" Gordon Shedden are no ordinary racers, but two of the biggest names in British motorsport. McGuinness is a 23-time Isle of Man TT winner, while Shedden is the reigning British Touring Car Champion, having secured his second title for Honda last season.

Both jumped at the chance to swap machines at the Knockhill circuit in Scotland last week, and when the dust settled these two champions showed why they are held in such high esteem, being separated by just a whisker when the lap times eventually came in.

Continued on Page 10



Flashback . 1993 (cont ..)

.... continued from page 5

much more than anyone would have dared to guess, least of all Steve.

The afternoon run was more of the same but the weather had changed for the better, the sun had come out and it was windy. This dried the tests out and it made the whole thing more interesting.

Steve had the bit firmly between his teeth but Whitey was on a different planet, he was trying to put the fear of God up Ginney and it was working. The object of the tests was to climb as high up the slope as you could before the car came to a halt using clutch and engine control.

Whitey was doing similar but on occasion, deliberately aiming the £12,000 car straight at the wooden markers which was making Ginney sweat.

To get to the final test a bit of skill was needed. It was placed high on a plateau at the top of a field and the only way to get to it was to catapult the car from a mound near the bottom of the field and "gently" ease the car up. NOT WHITEY, backed up as far as he could go and drop the clutch rocketing the car skywards. Ginney's screams could be heard miles away, comments like "mind that hole, watch that stake" were all about Ginney could manage.

The penultimate test had been altered. The start line was moved right to the edge of the incline and getting moving was made almost impossible. Steve managed about 1 yard and scored 11 but Whitey just sat there.... wheels spinning. "Were not moving" said Ginney ... "well don't just sit there, yer daft B*****d, bounce" came Whiteys reply, with a dig in the ribs for good measure.

With all the results in, the despair on the faces of Ilkley and YSCC was evident, we had claimed 2nd overall in the points for the Lark-speed League with Steve 3rd in class, Lionel 4th, Rob 7th and Andy 10th.

It hasn't been confirmed yet but this could be the start of Steve Varey's major "come back" into motor sport.

[COMPETITION SECRETARYS PAGE](#) [LARKSPEED LEAGUE UPDATE](#)

[By Robert Newlove](#)

Round six a production Car Trial at Burley in Wharfedale. Ilkley always win this event, and we usually do not score or have just managed the odd competitor, but this was to be different.

Andy Grindrod enlisted the help of Lionel Firn (and his diesel Escort!). The rest of the team consisted of Robert Newlove as a passenger and car provider driven by Rob White and our secret weapon Steve Varey. We were also supported on the day by Dennis Robinson and Dave Cogan with a flying visit from the Sturdys, all three of them.

We were amazed after the first set of tests to find Steve was second in class, Lionel third and Rob and Andy about half way down the class. Of course Ilkley were doing very well.

We could see the West Riding lads were now getting a little P.....ed Off with our success, and now we were taking them on at their own game. We couldn't believe that on the day we were second overall, a really magnificent result, this putting us over three hundred points clear.

Scores after Six Rounds are:-

North Humberside MC	1526.3
Yorkshire Sports Car Club	1212.1
Ilkley MC	1115.2
Keighley MC	1070.3
Airedale & Pennine MC	825.1

Well done to all our competitors. There now remains three autotests and a Rally to run.

Keep up the good work.



MARSHALS NEWS

Can help on any of these events or need help registering as a marshal contact:

John Newlove

Chief Marshal

North Humberside Motor Club

Tel 01904-608524

email: john.newlove@btinternet.com

NEIL HOWARD STAGES RALLY

Saturday 5th November 2016

Oulton Park Racing Circuit
Round 1 Motorsport News Circuit Rally
Championship.

Contact Andy Long (07989-354260)
www.nhstages.blmcc.co.uk/marshals

With my other hat on as Chairman of Sutton Upon Derwent Village Hall just a quick thank you for everyone who supported our Classic Car Show in August, we had a great day and raised over £500 for Village Hall Funds.

John Newlove.



Fri 30th September & Sat 1st October

Langdale Stage Saturday 1st October

As I write this we are just getting ready for our stage. Thanks to everyone who turned out to help both with set up, clear down and running the stage. We really struggled this year to cover our 12 mile stage. Not sure why, is it the "Spectator thing" that's causing people not to turn out?

HELP NEEDED ON EVENTS

MALTON FOREST RALLY

Sunday 6th November 2016

We have offered to help run Stage3/6 Blakey Rigg (run twice), which is part of Langdale Forest, North Yorkshire.

Stage Commander
Ian Parkin & Elizabeth Klinkenberg

No times as yet
but contact John Newlove if you can help.



The NHMC Cadwell Stages Rally is once again Round 2 of the Championship.

Based at Cadwell Park, nr Louth the rally takes place on Sunday 20th Nov 2016.

As usual we will need lots of help with Marshals, Radio Operators, Timekeepers and setting up crews (Saturday and Sunday for set-up and take down).

www.nhmccadwellstages.org.uk

Contact John Newlove if you can

Thanks to the people who turned out on the Vale of York Stages on Melbourne, I would have liked to support this event more but struggled to find people to help, but can't complain as I was on holiday as well!



MARSHALS NEWS

HAROLD PALIN MEMORIAL STAGES

Sunday 9th October 2016

**Mallory Park
Race Circuit**

**Eastwood and
District Motor Club**

Please contact Martin Freeman on

chiefmarshal@eastwoodmotorclub.co.uk

Or 07977 400741.

HALL TROPHY STAGES RALLY

Saturday 26^h November 2016

**Blyton Park
Gainsborough**

**Clitheroe and
District Motor Club**

More details later

JOHN MULHOLLAND MOTORS ULSTER RALLY

Derry/Londonderry, Northern Ireland
Friday/Saturday 19th/20th August 2016

Car 75 Opel Kadett Class B7 **Allan McDowall/Gavin Heseltine**

A last minute panic over the state of our underwear! A previously un-noticed appendix in the regulations stating **all crews** must have FIA approved underwear (plus balaclava, boots and gloves) caused some last minute panic and calls prior to catching the ferry. It turned out this was for BRC crews doing the International only and the statement "You won't be sent home for having the wrong colour socks" put our minds at rest. So the M&S boxers would be ok again, they have done

The Ulster Rally was a round of FIA European Rally Trophy (Celtic Rally Trophy), MSA British Rally Championship, Clonakilty Blackpudding Irish Tarmac and McGrady Insurance NI Rally Championships.

Three separate events in one:
Int. 36 starters/28 finishers;
Nat A 15 starters/13 finishers;
Nat B 77 starters/45 finishers.

lots of rallies now but do get a wash between events, wether they need it or not.

Arrived at our digs (University halls of residence) around midnight on Wednesday and signed on for recce starting at 0900 Thursday morning. A full day (10 hours) making two passes over the 7 stages with only a 45min break for lunch. The main feature of the stages was the narrowness of the roads (almost all single track) and the amount of what the organisers referred to as Mud, but was mainly cow sh*t, over lengthy stretches of most of the stages.

Met up with Guy Gladwin and Jimmy Robson back at Rally HQ/Service Park, they caught the 1030 ferry and arrived in Derry/Londonderry about 1500. Whilst waiting for us to finish the recce they had watched BRC crews scrutineer and allegedly also discovered the on-site Micro Brewery and attached pub (see what you missed Robert Pattison).

The rally car arrived at the digs 0400 Friday having been brought across by John McDowall on the midnight ferry. Only change to the Opel Kadett since May's Manx National, was the gearbox changing from the trusty Hewland sequential to a Tractive sequential unit. All set for our 0830 scrutineering slot (Nat B Rally) which was passed without incident or underwear inspection!

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COMPETITION SECRETARY'S BIT

NEW AUTOTEST AND NEW VENUE

Clubman Permit Autotest.

Full Sutton Industrial Estate,
Full Sutton, Nr York.

Sunday 23rd October 2016.

Event Secretary: Chris Newlove
01904-608524

TWO LOCAL BUSINESS MEN LAUNCH TAXI SERVICE

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See front cover for details!!
Ring 442255

I have realised that's it time to submit next year's event dates to regional associations, it doesn't seem long since I did this years.

Our next club Autotest is on 23rd October at Full Sutton Industrial estate near Pocklington. Chris Newlove is organising it. If you can help, please contact **Chris** on **07729721937**

Our second major event is Cadwell Stages on 20th November at Cadwell Park, entries were due to open on 27th September. Details elsewhere in this magazine.

The November Autotest is scheduled for Sunday 27th November, so I will have to get around to sorting it out.

HIGH SPEED SWAP SHOP IS A GRIPPING SPECTACLE (Continued)

.... continued from page 6

"I am hugely excited but also a little nervous to be honest," McGuinness said on the eve of the event. "I've never really been strapped into a racing car before. You always want to do a good job. I need to do the opportunity justice."

BTCC champ Shedden said: "We both love each other's respective disciplines and we both race for Honda on Dunlop tyres. From there the plan was hatched and I can't believe we've made it happen. I'm sure I'll ride every lap with a smile on my face. It's a once-in-a-lifetime opportunity, but there's that racing instinct in both of us, so we won't be taking it lightly. You don't get any second chances on a bike, though, so I suppose I'd better ease myself in a little. You have to respect the machine, so I'll likely err on the side of caution to begin with."

An initial run of 10 laps for McGuinness followed on a bright and breezy morning in Fife, as he began acclimatising himself to the BTCC-winning Honda Civic Type R.

He said: "To be able to drive Gordon's amazing BTCC car is a real privilege, but the pressure is really ramped up now the stopwatch has come out. If I'd have crashed, I think I'd have just got out of the

car and run over the field and away from here. Gordon is going to get a play on my TT bike now. He'd better be careful because that's my baby."

So McGuinness looked on as Shedden completed his maiden stint on the ultra-quick Honda CBR1000RR Fireblade SP, which McGuinness has piloted around the daunting 37-mile Isle of Man TT lap at an average speed of more than 130mph.

After 10 laps, Shedden was beaming. "It's insane how quick it is – mind-blowingly quick," he said. "It's so powerful and responsive, but it's an absolute beast to hang on to. It feels like it's trying to rip my arms off. Wow, what an experience. I can't wait to get back out there."

Scot Shedden returned to the pits to find McGuinness poring over data from his first run in the Type R. "You can really tell John isn't taking it that seriously," he joked.

A champion is always looking to improve, of course, and any signs of Shedden's suggested "caution" on the bike had also evaporated by this point. Lap times tumbled again as both took to the tight and twisty track for a second time, before a final 10-lap stint.

Continued on Page 11



HIGH SPEED SWAP SHOP IS A GRIPPING SPECTACLE (Continued)

.... continued from page 10

Twenty laps in (or on) totally unfamiliar machinery is not exactly what you would call prime preparation for a flat-out-run, and it should be noted that neither bike nor car were in all-out qualifying set-up.

A fascinating duel followed, although in truth both McGuinness and Shedden were taking it in their respective strides. It was a bit of fun in the main, of course, but neither can deny that they were at least searching for the limits.

Shedden said: "I often jump in and out of different racing cars, but this is completely different. I was able to push a bit but I was improving with every lap, and naturally you always want more track time. It'd be great to have another go and see how close I can get to some of the regulars."

With respect to Shedden, there have been far fewer racing drivers who have successfully switched to two wheels. There is some serious history the other way around – John Surtees and Mike Hailwood spring to mind – although it was hardly a walk in the park for McGuinness.

He said: "It was actually a lot more physical than I imagined, really tough. Just an unbelievable experience – so exiting. I've driven cars on the road, of course, but the power, grip and braking in the touring car are like nothing I have experienced before. It responds brilliantly and despite the challenge I was soon trying to push the boundaries. It's a different world. It's hot in there and there are a lot of noises and things to think about. One little mistake and it's gone. I felt like the car was actually shouting at me to go faster. I am absolutely buzzing. I didn't want to get out. We've both loved the experience and I'll never forget it,"

So on to the result...

A 54.1-second lap for Flash on the Fireblade while the Morecambe Missile pipped him by 0.1 of a second. His lap of 54.0 seconds would have placed him among the regular BTCC runners during practice just 48 hours earlier.

"It was close," said Shedden. "I did say it was a once-in-a-lifetime opportunity, but in truth I'm hoping it's the first of many."

What cannot be denied is that these two champions possess adaptability in abundance, not to mention their undoubted skill and speed on both two wheels and

The facts, a comparison:

2016 Honda Civic Type R
2016 Honda CBR1000RR Fireblade SP
Engine 2.0-litre turbo, 4-cylinder, 4-stroke
Engine 999cc, 4-cylinder, 4-stroke
Power 350bhp
Power 220bhp
Power-to-weight 280bhp per tonne
Power-to-weight 1,212bhp per tonne
Torque 295lb ft
Torque 92lb ft
Top Speed 160mph-plus
Top Speed 204mph
0-60mph 4.0sec
0-60mph 2.0sec
Gearbox six-speed sequential
Gearbox six-speed
Weight 1,220kg
Weight 175kg



SPECTRUM

CONGRATULATIONS

to long standing Club member Ken Sturdy and his staff at, **it@ spectrum** who have recently been named as

Canon Europe Solutions Partner of the Year 2016

In addition to printing this Magazine we have enjoyed the benefit of the support of it@spectrum in production of much of our event paperwork for many years.

Next a move to the new premises to look forward to!

FIVE GO MAD (FOUR GET MAD) IN GALLOWAY

Five NHMC club members took their rally cars and assorted navigators to compete in the final round of the Scottish Rally Championship.

The Armstrong Galloway Hills Rally took place on Saturday 10th September 2016, based at Castle Douglas west of Dumfries.

Torrential rain and strong winds greeted competitors as they unloaded for Noise and Scrutineering and made for a miserable start as everyone sought shelter and huddled in assorted cars and vans – no chance for any pre-event banter.

Saturday morning and the weather could not have been different with clear skies set for the day.

The first potential casualty among our crews was **Mike Reed**/Jim Goodman when at the Saturday morning drivers briefing Mike advised me that he may not be starting as Jim Goodman had done his back in at the hotel the night before and was unable to get in the rally car. Jim was distraught and Mike was trying to find a last minute stand in navigator.

Stage 1 Craigencallie and the first casualty with **Rob Root**/Miles Cartwright failing to complete the stage with a failed clutch cable. Also retiring on the road section after the stage was **Mike Reed**/Julie Stephenson as Julie who had bravely stepped in at the final hour to navigate was suffering with a bad migraine. It was 15 years since Julie had last competed on a forest rally and she was using borrowed overalls, helmet and HANS (for the first time) with notes she had not seen/used before and all with less than an hours notice – a valiant effort and 50th quickest out of 88 on Stage 1 showed they were not taking it easy.

Stage 2 Cairn Edward 1 claimed the first retirement from the McDowall Motors team, **William Pollock**/Chris Robertson in the MkI slid into a ditch but with no spectators about that is where they stayed until pulled out after the stage closed. 48th quickest on Stage 1 was the result of their efforts. With no damage they drove back to the finish and an early bath.

Service after Stage 3 (Glengap 1) and only two of our crews still running.

Allan McDowall/Gavin Heseltine in the Escort RS1800 lying 33rd overall and 2nd in class with **John McDowall**/David McLeod in a recently purchased

Talbot Sunbeam 1.6 at 67th overall and 2nd in class. This was a rally of firsts for the crew being John's first forest rally, first time on pace-notes, first time in the car, first time with the navigator for whom it was his first ever event!

Stage 5 Cairn Edward 2 and another retirement. The encouraging run from **John McDowall**/David McLeod came to an end when the near side front strut failed leaving them parked-up at the side of the road with only three wheels on their wagon (but not still rolling along!).

With the final stage completed (Stage 6 Black Loch 2) **Allan McDowall/Gavin Heseltine** finished 29th O/A and 2nd Class.

Final Score Galloway Hills 4 NHMC Drivers 1

GavtheNav

JUNIOR RALLY CHAMPIONSHIP



Having hosted the third round of the **Kickstart Formula 1000 Junior Rally Championship** on the JOMR in May we are due to see them again for round 8 at Cadwell on 20th November.

So how have things been going for them since we saw them last. After two more rounds Peter Bennett leads with 147 points, with Ewan Tindall 108 points and Adam Ripper third 96 points.

Round 6 results (Patriot 25 Sept) are pending the outcome of a technical check.

Round 7, Peter Lloyd Rallying Stages, takes place on Sunday 28th October.



JOHN MULHOLLAND MOTORS ULSTER RALLY (continued ..)

continued from Page 9

Leg 1 1230-2150 Friday 19th August 2016 (6 stages, 3 run twice each, total 48.62 miles)

SS1 Holly Hill 11.58 miles – We had our start time and were third from the line when the stage was stopped and the doctor/rescue services went into the stage. Car 65 had gone off in a big accident and broken bones were being reported. Sixteen minutes later we were issued with re-route instructions/time and sent to SS2. I was impressed with the speed and efficiency of the decision making.

SS2 Mary Gray 8.03 miles – Already lots of additional mud/gravel on the stage as a result of cuts being taken, heavy rain overnight meant a wet surface. Came to a halt just before half-way through as we had no gears. Stationery for about 30-40 seconds when Allan realised the rod connecting the bottom of the gearstick to the rest of the linkage was no longer connected. He was able to push/pull this to select gears but it meant steering with one hand! We got to the end of the stage without being caught by the Mitsubishi Evo behind us but it was only because he had been off. Dropped over a minute.

SS3 Butterlope 4.70 miles – Completed one handed again with no opportunity to repair the gear linkage and dropped another 20 seconds or so, not being able to take the bumpy fast stuff at 100%. Fortunately this was the shortest stage of the rally.

Service for an hour saw the gear linkage fixed, lights fitted and tyres swapped before repeating the first three stages. Weather was proving a challenge as bright sunshine turned to short heavy showers making tyre choice a bit of a compromise (or a gamble for the brave!).

Starter motor failed in queue for SS5 with a push start needed (pressure on not to stall in stage!). Back to service for 45 minutes, lights off, starter motor replaced (thanks to Seamus O'Connell for offer of a replacement unit). Into parc-ferme at 2237, digs via takeaway and bed for 0015.

Position: 35th O/a, 6th Class (Nat B)

Leg 2 0700-1224 Saturday 20th August 2016 (4 stages, total 42.62 miles)

Parc-ferme out 0801 via a 10 minute service. Left the start in dry weather but raining again on the way to the first stage of the day.

SS7 Slievkirk 8.76 miles – Amendment issued at the start advising "Very slippery and bad mud between Jct13 and Jct 16 (1.34 miles)" Bearing in mind the state of the earlier stages this must be bad to warrant warning us!



Service 20 mins – Usual checks, straighten a slightly "bashed" rear rim and back out for the longest loop of stages. This was a total of 95 miles and our range on a full tank is around 80 so we had to arrange a rendezvous with our spectating service crew and a jerry can of fuel. No management cars allowed, although the word was a blind eye would be turned if we were discreet!

SS8 Drumahoe 8.91 miles – Weather fine and with the strong wind stages drying but still mud/gravel on lots of exits. Three miles in at note **DC 5R Lg/Br IMED 6L** we ran over something hard at the **6L** with the NSF wheel. Two miles later and it was obvious we had a puncture with four miles to go. We pressed on with the handling deteriorating and lots of smoke but made it to the end without stopping. The Mitsubishi behind us just coming into view as we crossed the flying finish, another minute dropped. The spare we had was a rear and so we now had to run with a mixture on the front for the next two stages. Dropped a minute into the ATC and picked-up a 10 second penalty.

SS9 Barnes Gap 9.07 miles – Really nice stage, very quick, during both recce runs we had overshoot Jct 4 and so had the note amended to read **80 4R< Lg BACK RIGHT OFF !C IMED Turn Tyt SqL** (the blue is our additions). We missed it again and went straight on through the box junction doing about 50 and covered a hundred yards or so before finding room to hand brake round and go back! Another 20/30 seconds dropped! Quick fuel top up at the road side and onto what we thought was the best stage of the rally, climbing up and over the mountain (no cow sh*t up there) to a very fast finish.



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NHMC STAGE RALLY CHAMPIONSHIP

Positions As At 20th September 2016

- All subject to confirmation that membership was current at date of the event.

DRIVERS	1	2	3	4	5	6	Total
01 Allan McDowall	50 (7)	54 (13)	51 (15)	77 (19)	50 (26)	56 (30)	338
02 Stuart Cariss	60 (4)	55 (9)	54 (12)	44 (18)	46 (27)		259
03 Mike Reed	40 (7)	10 (9)	39 (12)	51 (18)	52 (19)	10 (30)	192
04 Phil Pickard	10 (19)	67 (23)	54 (29)				131
05 Robert Rook	42 (12)	50 (18)	10 (30)				102
06 Craig Pennington	46 (1)	55 (11)					101
07 James Sparrow	73 (17)	10 (20)	10 (31)				93
08 Luke Sparrow	36 (17)	10 (24)	36 (25)	10 (31)			92
09 Paul Baile	45 (16)	44 (28)					89
10 Stuart Mead	40 (2)	32 (3)	10 (28)				82
11 Peter Gunson	41 (3)	10 (6)	10 (16)	10 (24)			71
12 Chris Newlove	32 (25)	35 (31)					67
13 William Pollock	48 (11)	10 (30)					58
14 John McDowall	43 (11)	10 (30)					53
15 David Watkins	38 (33)						38
16 Philip Megginson	35 (1)						35
17 Rob Brook	34 (10)						34
18 Mike Percival	10 (17)	10 (25)					20
19 John Dixon	10 (10)						10
20 Ken Sturdy	10 (11)						10
21 Craig McIntosh	10 (17)						10
22 Stephen Barmby	10 (17)						10

NAVIGATORS	1	2	3	4	5	6	Total
01 Tom Hutchings	75 (1)	72 (2)	79 (8)	66 (11)	69 (16)	35 (21)	396
02 Gavin Heseltine	50 (7)	54 (14)	51 (15)	77 (19)	50 (26)	56 (30)	338
03 Linda Cariss	60 (4)	55 (9)	54 (12)	44 (18)	46 (27)		259
04 Joe Sturdy	10 (5)	42 (13)	33 (22)	10 (32)			95
05 Loic Ditchburn	45 (16)	44 (28)					89
06 Phil Pickard	73 (17)	10 (31)					83
07 Robert Pattison	43 (11)						43
08 Linda White	35 (31)						35
09 Guy Gladwin	34 (7)						34
10 Rob Brook	32 (25)						32
11 David Teasdale	10 (10)	10 (25)					20
12 David Watkins	10 (10)						10

Figures in brackets () indicate the event the score



was achieved on. List of events on page 15.



NHMC STAGE RALLY CHAMPIONSHIP

NAVIGATORS (continued)	1	2	3	4	5	6	Total
13 Richard Wood	10 (11)						10
14 Paul Vasey	10 (17)						10
15 Jim Ducker	10 (17)						10
16 Michael Woodcock	10 (17)						10

Events Since Last Magazine	Club	Date	Type	Location/Venue
33 138.com Rally Isle of Man	Manx Auto Sport	15-17/09/2016	MV-T	Isle of Man
32 Pendragon Stages	Kirkby Lonsdale MC	11/09/2016	MV-T	Warcop Ranges
31 Vale of York Stages Rally	Lindholme MC	11/09/2016	SV-M	Melbourne
30 Galloway Hills Rally	Solway & Machars MC	10/09/2016	MV-F	Castle Douglas
29 Lakeland Stages Rally	Enniskillen MC	03/09/2016	MV-F	Fermanagh, NI
28 Old Forge Garage Mewla	Epynt MC	28/08/2016	MV-T	Epynt Ranges
27 Red Dragon Historic/Open	Port Talbot MC	20/08/2016	MV-F	Walters Arena
26 Mulholland Motors Ulster	Northern Ireland MC	19-20/08/2016	MV-A	Londonderry, NI
25 J Cowling Phoenix Stages	Eastwood MC	07/08/16	SV-A	Fulbeck Airfield

Events Previously Covered	Club	Date	Type	Location/Venue
24 Twyford Stages Rally	Mid Derbyshire MC	17/07/16	SV-M	Twyford Woods
23 Greystoke Stages	West Cumbria MSC	10/07/16	SV-F	Greystoke
22 Nicky Grist (Nat A)	Quinton MC	09-10/07/16	MV-M	Builth Wells
21 Nicky Grist (Nat B)	Quinton MC	09/07/16	MV-F	Builth Wells
20 Autosoft Vechtdal Rally	RO Vechtdal	18/06/16	MV-T	Netherlands
19 DMACK Carlisle Stages	RAC Rally MC	11/06/16	MV-F	Carlisle
18 Severn Valley Stages	Midland Manor MC	04/06/16	MV-F	Builth Wells
17 John Overend Memorial	North Humberside MC	15/05/16	SV-M	Melbourne
16 Plains Rally	Knutsford MC	14/05/16	MV-F	Welshpool
15 Bolton Midnight Rally	Bolton-le-Moors CC	14/05/16	SV-T	Snetterton RC
14 Manx National Rally	Manx Auto Sport	06-07/05/16	MV-T	Isle of Man
13 Pirelli Carlisle Rally - BRC	Cumberland SCC	30/04-01/05/16	MV-F	Carlisle
12 Pirelli Carlisle Rally - Historic	Cumberland SCC	30/04/16	MV-F	Carlisle
11 Alan Healey Memorial Rally	Border MC (Lincs)	10/04/16	SV-T	Cadwell Park RC
10 Lookout Stages Rally	Trackrod MC	03/04/16	SV-M	Melbourne
09 North Wales Stages (Nat A)	W&SS MC	02/04/16	MV-F	Dolgellau
08 Lee Holland Memorial Rally	Pendle MC	20/03/16	SV-T	Anglesey RC
07 Malcolm Wilson Rally	Kirkby Lonsdale MC	12/03/16	MV-F	Cockermouth
06 Imperial VW Donington Rally	Dukeries MC	06/03/16	SV-T	Donington Park RC
05 Mid Wales Stages Rally	Newtown MC	05-06/03/16	MV-F	Newtown
04 Red Kite Stages (His & Mod)	Amman MC	21/02/16	MV-F	Llandovery
03 Jack Neal Memorial Rally	Clitheroe MC	20/02/16	SV-T	Blyton Park
02 MGJ Brands Hatch Winter	Chelmsford MC	31/01/16	SV-T	Brands Hatch RC
01 Jack Frost Stages Rally	Darlington MC	17/01/16	SV-T	Croft RC

If I am not at the event or don't see you as I am competing myself, then please email or telephone brief details of your exploits to the contacts for Magazine Editor inside the front cover for inclusion in Stage Rally Roundup.



JOHN MULHOLLAND MOTORS ULSTER RALLY (continued ..)

continued from Page 13

SS10 Rousky 15.88 miles – Mixed weather again with a heavy shower during part of our run leaving a stream running down the road at one point. After the stage Allan advised me of his concern that we might have a problem with the engine as towards the end of the stage it was not pulling full revs and felt like fuel surge (I hadn't noticed). He demonstrated the phenomenon to me on the road section and I now understood what he meant. He thought it was related to the swirl pot!?!

Service 20 mins – A phone call to someone confirmed his thoughts and John made the necessary adjustments whilst Jimmy/Guy sorted the tyres. Whatever they did cured the problem and we set-off for the final leg with the car in full-health.

Position: 28th O/a, 3rd Class (Nat B)

FIRST ON SCENE BRIEFING.

First time I have seen this, **all** crews had to attend a mandatory one on two briefing covering Clearance of Airways, Breathing and Circulation.

Lasting about 10 minutes and carried out by Eamon, one of the event paramedics. Making "Motorsport is Dangerous" real, it was very informative and focused the mind somewhat.

Leg 3 1247-1805 Saturday 20th August 2016 (Repeat of Leg 1, 4 stages, total 42.62 miles)

Our best run of the rally as we had no issues. We hit the same place on SS12 (was SS8) as I had it happening at the **SqR/Mud 40 SqL** > 200 yards further on, but no puncture this time. We managed to get slowed down in time on SS13 (was SS9) for the **Turn Tyt SqL** we had overshot previously. Backed off a little in the last couple of miles of the final stage having seen the car that started on the minute before us off at a **Tyt 6L** with only 2.25 miles to go to get a finish.

Surprised to be told to go via the Finish Ramp on the way to the final control (parc-ferme) as we had won an award. First in our class was Camillus Bradley/Crawford Henderson who had finished second overall and so we all moved up one in class.

Final Position: 21st O/a, 2nd Class (Nat B)

Thanks to the Organisers, Marshals for a brilliant event and to McDowall Motors & Aldosport for preparation and servicing (John, Jimmy and Guy).

Next event for Aldosport is the Galloway Hills in the Escort and then Mull in the Kadett.

Gav The Nav.



STAGE RALLY ROUNDUP

Jane Cowling Memorial Phoenix Stages Eastwood MC - Fulbeck Airfield

Luke Sparrow/Robert Ginn had a steady run setting times in the mid teens to finish 14th overall and 8th in class. The highlight was 9th quickest on Stage 7.

Chris Newlove/Rob Brook had a trying day with stage maximums on Stages 2 and 3 but managed to get the car home in 46th overall and 10th in class.

Mike Percival/David Teasdale had a very short event, showing as a starter on the entry list but not appearing in the results (even as a retirement) suggests not completing SS1 and no cause for retirement is known.

Vale of York Stages - Melbourne Lindholme MSC & Slaithwaite MC

Winners of the John Overend Memorial Rally in May, **James Sparrow/Phil Pickard** lined up at Car 5 at the same venue as their previous triumph.

It was not to be a similar outcome though as the pair retired with a dead battery, the car refusing to start after a spin/stall on Stage 3. Having set 2nd and 1st fastest times over the opening two stages they were lying 2nd overall just 5 seconds behind the leader, Car 1 David Welch.

Luke Sparrow/Robert Ginn made it further, unfortunately retiring after Stage 3 after issues with Turbo/Driveshaft whilst lying in a strong 8th overall position.

Chris Newlove/Linda White in their Peugeot 205, claimed NHMC's only finish coming home 26th overall and 8th in class.

Ferry Across The Irish Sea

Club members travelled over water to compete on three events recently - see the Ulster rally report for one but what about the other two?

A stag weekend with a difference for grooms father **Phil Pickard** and groom Simon Pickard involving an entry on Enniskillen MC's forest rally, the Lakeland Stages Rally. First time competing in the Irish forests saw the pair come home a fantastic 10th overall. The antics of the 70 year old, 70 stone Service Crew are best explained by Phil or Simon when you see them. Congratulations to Simon and Claire on the wedding, which was the same day as the Galloway Hills Rally. Just think Simon either you or the old man could have been sat next to Willie Pollock in a Scottish ditch instead!!

The third event was the 138.com Rally Isle of Man with **Dave Watkins**/Brian Hodgson competing in the 3 day Historic Rally in the Ford Escort MkI Twin Cam.

A broken steering wheel on the Friday night stages causing a few scary moments but after three days rallying a finish was achieved, 80th overall and 5th in class.

MEANWHILE ELSEWHERE

Stuart & Linda Carriss competed on the Red Dragon Historic Rally based at Walters Arena finishing 20th overall and 1st in class.

Paul Baile/Loic Ditchburn finished 25th overall and 4th in class whilst **Stuart Mead** /Tom Bishop had a DNF both on the Mewla Rally.

Finally **Joe Sturdy** sat in with New Zealander Nik Prieston in the fabulous Fiat 131 Abarth on the Pendragon at Warcop ranges but the rally ended in a ditch on Stage 1.

Sutton upon Derwent Classic (Scenic Run)
Sunday 21st August 2016
Promoted by: North Humberside Motor Club

By Robert Newlove

After the disappointment of cancelling the Cave Classic, we were surprised by the number of entries that flooded in for our second classic event, 41 vehicles started the event.

We keep referring to it as the SOD run, some people thought we were being derogatory to the event, but it is because we finish at Sutton up on Derwent, but maybe it should be the SUD run.

The entry was a good mix of modern and classic, star of the entry list was Ian and Mary North's 1933 Lagonda. We did think of having a prize for the oldest total of age of car and crew added together, but no one would come close to Ian and Mary (Sorry Ian).



The excellent MG's of John Wylie and Phil Craven added to the list, which also included two mini's, lots of MGB's, Dave Cogan's Landrover and Alan Gilberts Viva HC, which made the entry so interesting, plus Bernie Nolan's MK1 Escort and an excellent MGA. Not forgetting Ken Hailstones E Type.

Anyway we must have done something right, as the weather was perfect, after bacon butties at the new farm shop (nearly finished) at Hutton Cranswick, the cars headed westwards to Wansford and Foston,

then via Burton Agnes, Rudston, heading North toward Scarborough. Then turned off via Seamer and up to Forge valley and Hackness. Then a pleasant drive through the woods to Snainton, bear left towards Rillington, past the Coachman Inn, well known to our Forest Rally organisers. The route continued to Thorpe Basset and Settrington, Birdsall, towards various villages and finally Sutton on Derwent village hall, a total of 80 miles.



Unfortunately the WI were on holiday so no tea and cakes, but the bar was open, bit slow on the burgers, but they have the same trouble as us, shortage of volunteers! Everyone made it to the finish except Bernie's Escort did a famous Escort trick, when the gear lever fell off, and he had to head for home.

Many thanks to John Milner for putting out the letter boards, and John Newlove and Mike Kitching for running the finish.

If anyone would like a copy of the route, please let me know.

