

# STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

Jun/Jul 2018



Hulkenberg

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*INSIDE THIS ISSUE: Warcop Roundup, Marshals News, Autotest Roundup, Berwick Classic Report, Stage Rally Championship, Dixies Challenge Report*



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**Please do not telephone  
Officials/Committee Members  
after 10pm**

Future Committee Meetings (Start At 8pm)  
Wed 27th June (Conference Call)  
Wed 25th July (Tiger Inn)  
Wed 22nd August (Conference Call)



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## Editors ramblings ...

Welcome to "STAGE TIMES".

Firstly apologies for the magazine being at least a month late, a combination of competing in the BTRDA, organising a trip to and then attending the Ypres Rally and "burn-out" after all the work on the fiftieth jubilee dinner.

Hopefully normal service will now be resumed for the next issue scheduled for mid August.

Thanks are due to Kirsty Thompson, Rob Brook and Tom Hutchings for reports on events they have done - how about a few others taking up the challenge!

David James has been busy moving the Club web-site to a new provider and as a result it has had a make-over, why not check out the results. Thanks to Alan Gilbert who first established the Clubs on-line presence and has looked after the site for more than 20 years.

Congratulations to Chris and Hannah Newlove on their recent marriage, picture below supplied by a proud John Newlove. Not sure if the pride was in son Chris or the fact that the car was ready in time.



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### Cover Photo

Greetings from Shanghai. Joe Sturdy and Renault F1 Team salute NHMC.

*Photos courtesy of Nico Hulkenberg*

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

# FORTHCOMING EVENTS

## **JUNE 2018**

21-23	Ypres Stages Rally	<a href="http://www.ypresrally.com">www.ypresrally.com</a>	MV-A
23	Argyll Rally	<a href="http://www.argyllrally.co.uk">www.argyllrally.co.uk</a>	MV-F
24	Ravens Rock Stages	<a href="http://www.carrickonsuirmotorclub.com">www.carrickonsuirmotorclub.com</a>	MV-A
24	Red Kite Stages	<a href="http://www.redkitestages.co.uk">www.redkitestages.co.uk</a>	MV-F

## **JULY 2018**

01	Enville Stages	<a href="http://www.warringtondmc.co.uk">www.warringtondmc.co.uk</a>	SV-A
08	Greyskoke Stages	<a href="http://www.greystokestages.co.uk">www.greystokestages.co.uk</a>	SV-F
08	Brawdy Stages	<a href="http://www.pembrokeshiremotorclub.com">www.pembrokeshiremotorclub.com</a>	SV-A
08	Connacht Sligo Stages	<a href="http://www.connachtmotorclub.com">www.connachtmotorclub.com</a>	MV-A
14-15	Mach 1 Stages	<a href="http://www.dunfermlinecarclub.co.uk">www.dunfermlinecarclub.co.uk</a>	SV-A
14	Nicky Grist Stages	<a href="http://www.nickygriststages.co.uk">www.nickygriststages.co.uk</a>	MV-F
14	Cavan Forest Rally	<a href="http://www.cavanmotorclub.com">www.cavanmotorclub.com</a>	MV-F
20-21	Rally di Roma Capitale	<a href="http://www.rallydiroma.eu">www.rallydiroma.eu</a>	SV-A
21	Down Rally	<a href="http://www.downrally.com">www.downrally.com</a>	SV-A
22	Frank Williams Memorial	<a href="http://www.rhyldmc.co.uk">www.rhyldmc.co.uk</a>	SV-A
22	Twyford Stages	<a href="http://www.mid-derbyshiremc.co.uk">www.mid-derbyshiremc.co.uk</a>	SV-A
22	Imokilly Multi Stage Rally	<a href="http://www.imokillymotorclubcom.weebly.com">www.imokillymotorclubcom.weebly.com</a>	SV-A
26-29	Rally Finland	<a href="http://www.nesterallyfinland.fi">www.nesterallyfinland.fi</a>	MV-F
29	Harry Flatters Rally	<a href="http://www.breconmotorclub.co.uk">www.breconmotorclub.co.uk</a>	MV-A
29	Jim Walsh Cork Forestry	<a href="http://www.corkmotorclub.com">www.corkmotorclub.com</a>	SV-A



# FORTHCOMING EVENTS

## **AUGUST 2018**

04	Solway Coast Rally	<a href="http://www.solwaycarclub.co.uk">www.solwaycarclub.co.uk</a>	SV-A
04	DMC Summer Stages	<a href="http://www.dunfermlinecarclub.co.uk">www.dunfermlinecarclub.co.uk</a>	SV-A
04	Dogleap Stages	<a href="http://www.maidencitymotorclub.com">www.maidencitymotorclub.com</a>	SV-A
05	Solway Coast Junior/Historic	<a href="http://www.solwaycarclub.co.uk">www.solwaycarclub.co.uk</a>	SV-A
05	Tyneside Stages	<a href="http://www.alnwickmotorclub.co.uk">www.alnwickmotorclub.co.uk</a>	SV-A
05	Phoenix Stages	<a href="http://www.alnwickmotorclub.co.uk">www.alnwickmotorclub.co.uk</a>	SV-M
11	Grampian Forest Rally	<a href="http://www.grampianforestrally.co.uk">www.grampianforestrally.co.uk</a>	MV-F
11-12	Bovington Stages	<a href="http://www.bdcc.org.uk">www.bdcc.org.uk</a>	SV-A
12	Boconnoc Carnival	<a href="http://www.shmc.co.uk">www.shmc.co.uk</a>	SV-A
12	Gareth Hall Rally	<a href="http://www.balamotorclub.co.uk">www.balamotorclub.co.uk</a>	SV-A
12	Stonethrowers Rally	<a href="http://www.tipperarymotorclub.weebly.com">www.tipperarymotorclub.weebly.com</a>	MV-A
16-19	Rally Deutschland	<a href="http://www.adac-rallye-deutschland.de">www.adac-rallye-deutschland.de</a>	MV-A
17-18	Ulster Rally	<a href="http://www.ulsterrally.com">www.ulsterrally.com</a>	MV-A
19	Dukeries Rally	<a href="http://www.dukeries-rally.co.uk">www.dukeries-rally.co.uk</a>	SV-A
19	Galway Summer Rally	<a href="http://www.galwaymotorclub.ie">www.galwaymotorclub.ie</a>	SV-A
26	Mewla Rally	<a href="http://www.epyntmc.co.uk">www.epyntmc.co.uk</a>	SV-A
26	Pendragon Stages	<a href="http://www.pendragonstages.co.uk">www.pendragonstages.co.uk</a>	SV-A
31-02	Tour of Flanders	<a href="http://www.omloopvanvlaanderen.be">www.omloopvanvlaanderen.be</a>	MV-A

## **SEPTEMBER 2018**

01	Woodpecker Rally	<a href="http://www.woodpecker-rally.co.uk">www.woodpecker-rally.co.uk</a>	MV-F
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# 50<sup>th</sup> ANNIVERSARY DINNER

Well I think that went rather well!

Including members, ex members, friends, sponsors, guest speakers and invited guests a total of 164 gathered to celebrate the Motor Club's fiftieth anniversary with a celebratory dinner.

A number of "prominent" figures had sent their apologies as a mixture of work, prior family commitments and being out of the country prevented their attendance. Better luck in sorting space in your diaries for the centenary dinner.

Motor-sport commitments didn't stop Roger Stanford, he interrupted a two day race meeting at Croft to attend. A second place on Saturday and a sixth on Sunday indicating a celebratory dinner was perhaps not the best way to spend the night.

Also on the road early to compete on the Sunday were Allan McDowall, James Robson and Robert (Pat) Pattison - leaving the hotel at 4am to drive to Kames for a 9am start on the East Ayrshire Car Club 5 Star Rally. Allan and Jimmy managed a 2<sup>nd</sup> overall whilst Pat looked after service.

## North Humberside Motor Club

### 50<sup>th</sup> Anniversary Dinner Dance 21<sup>st</sup> April 2018

The speakers were very good and did not let the difficulties with the PA system detract from their performance.

Thanks to all the companies and individuals who contributed to the raffle - 8 hampers and tours to M-Sport and tickets to Cadwell Park were all well received.

The "live" band were very good and it was surprising to see so many "enthusiastic" participants on the dance floor. Sore feet as well as sore heads being remarked upon at breakfast.

Stuart Turner was very enthusiastic about the club and asked to be added to the mailing list for the club magazine so that he can keep up to date with the clubs members and activities.

It was decided at the next committee meeting to make him a Life Member.





# 50<sup>th</sup> ANNIVERSARY DINNER



**Stuart  
Turner  
and  
Phil  
Mills  
presenting  
some  
of  
the  
awards**



**Dennis  
Robinson  
-  
Dave  
Short**

**Stephen  
Short  
-  
Chris  
Newlove**



**Stuart  
and  
Linda  
Cariss  
  
Stage  
Rally  
Champions**



# Berwick Classic Report 1

The Berwick Classic was a bit of a strange event for me. I only agreed to do it to keep Dave Short happy (I was navigating for his son), and before the event I was more concerned with the lack of family time I was having (Had just done the Pirelli the weekend before)... Maps arrived a couple of days before the event, day 1 route plotted about 10pm the night before (After visiting the pub to say thank you to my Dad for babysitting Morgan in my absence)... What could possibly go wrong?

We set off at 6:30 the next morning, I was hoping I hadn't forgotten to pack anything. A decent run up to Berwick and we were at the digs for the weekend. These were great, on a farm with lots of space for trailers, and local to the event – but just out of the town.

Out to do the measured mile a couple of times then to Scrutineering. An hour later, we have the ticket we need to go play. After scrutineering I followed the map given by the organisers – promptly wrong slotting on the way to documentation. When you think things can't get any worse, getting locked in the loo's at the start venue have to top it off. I only just escaped! (How embarrassing would that have been?)

Eventually, we set-off. We were seeded at 68, about 3 cars from the end. (Including the closing car!). Probably worth me mentioning, I don't think I've ever done a Targa rally before, I've never sat in the car before, and I've never navigated for Stephen Short before...

Off we go to the first "Special Test". These are a hand-sketched drawing of a route, with a route to follow through the cones. We have a good run and the marshal says "That's a quick time – quickest Targa" – that's a good sign.

The second test comes quickly and again, it feels good. On the road sections are a couple of code-boards to collect. One was on a Long Way Round Triangle, I'd checked this before and was sure the plot was correct. Boom –there it is! Happy days, a lot of crews missed this one.

Then it's time for a regularity. Now, the last time I think I did one of these was with Chris Newlove in his Mini – that's a few years ago. Still, off we go. First section is relatively easy – one speed. We get it within 1 second, we'd have been spot on, but the clock in the car is 1 second out!

Unfortunately, I completely forgot what I was doing and didn't do any resets at the control. As a result, the next section which is a different speed, and a change of speed, and a few turnings to manage was a nightmare. Adding times, calculating where we were late/early and we almost had a missed slot. Just made it and onto some rough tracks. Guessing at this point, we managed to be within 10 seconds of our due time. Even more miraculous, we get the final control within a similar margin. (7&8 seconds) I was out of my depth, but this result was ok...

A few more tests then a race back to the finish for the day – we were just inside

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# Berwick Classic Report 1

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our maximum. A nervous wait and Bert/Kirsty eventually turn-up (They had started 3 cars in front of us). The results showed we'd had a fantastic run – we were quickest Targa rally, and actually 3<sup>rd</sup> in the combined results!

An evening of plotting (Thanks Roy for spotting I had completely missed plotting a test!), and off to bed. Have slept better, but thinking about my regularity technique, 1<sup>st</sup> overall in the Targa, someone snoring... aaaggghh!

So next morning, and we have a late start (10:30) – So Stephen and I went out and practiced a new technique for the regularities. Much happier. Good couple of tests (Indicating we were maintaining our lead of the class), and onto the big dreaded regularity. This was on maps of different scales, with different speeds, on road and forest tracks which could have you lost for ages – oh and codeboards to find. An easy way to throw away a lead. Really happy when we found all the codeboards, even happier to work out we'd lost less time on 5 sections over a lot longer distance than we'd lost on the previous day.

Another test, and a short regularity with minimal penalties, relief. They were the big opportunities to loose time.

Then disaster – on the way to lunch we get hit by another competitor who misjudged a bend in the road. No-one hurt, but some colourful language, and we survey the damage. The wing is

stoved in, the wheel has been hit – ballcocks... Some riving later, we manage to clear the wing from the wheel and off we set to Lunch to see what the damage is. Fortunately, the damage isn't terminal. The steering wheel indicates the tracking is way off, but we have brakes, cooling, lights – so lets see how we're doing. Amazed to discover we are actually leading the combined event! This in a quality entry – wow!

So the afternoon was basically a matter of nursing the car through the tests. Handling was slightly interesting, but we soldiered on. Times seem OK, we know we're not the quickest – but we didn't need to be.

Eventually we arrive back at the finish and wait for the results. Provisionally we're looking good for 1<sup>st</sup> in the Targa, and 3<sup>rd</sup> if you combined the 2 events. So we're happy and don't do any more checks, with congratulations from the 2<sup>nd</sup> placed crew.

All is good until the awards. They announce 1<sup>st</sup> overall, we get ready to get up, but they announce other names. Eh? What? How?

It wasn't just us, everyone is questioning the result. A quick back-track and they announce the award is for 1<sup>st</sup> in class, not 1<sup>st</sup> overall. We have done it and get some of the nicest trophies to adorn my cabinet.

To top it off, Bert & Kirsty get 1<sup>st</sup> Novice, Dave / Roy get 1<sup>st</sup> in class and Andy Beaumont gets 2<sup>nd</sup> in class. All in all, a cracking result for the Holderness crews.

Unfortunately we did see Howard & Ruth



# NHMC WARCOP STAGES - ROUNDUP

## **NHMC WARCOP STAGES**

**Sunday 1<sup>st</sup> April 2018**

Last year's winner, Greg McKnight, started this year event as he left off in May. The car (Ford Escort MkII for Mitsubishi Evo 9) and co-driver (Harry Marchbank for Laura Marshall) may have changed but his pace had not.

Quickest on the opening 12.40 mls of Booth's 1, (#1) McKnight opened up an 8 sec lead over the similar car of (#7), Rillington's Rob Snowden, partnered by Mark Fisher. Ford Escorts held the top three spots with (#11) Mark Borthwick and Phil Boyle a further 6 secs back on 13.02. Four wheel drive cars came next with the Subaru Impreza's of (#3) Ian Paterson/Dave Robson and (#2) Chris Ford/Neil Colman separated by 1 sec on 13.09 and 13.10 respectively. Rounding off the top six was (#6) Iain Wilson/ Chris Williams also on 13.10 in only the cars second outing.

Setting the pace in Class 2 and in an impressive 8<sup>th</sup> O/A (#18) Barry Lindsay/ Caroline Lodge Peugeot 106 GTi, 10<sup>th</sup> O/A and first in Class 3 the Opel Manta 400R of (#32) Gareth Hooper/ Sam Bilham with Class 1 leader and 18<sup>th</sup>= O/A (#29) Stephen Bethwaite/Ann Forster, Vauxhall Nova Sport. Our only H2 runner (#16) Ricky Wheeler/Chris Lees (Ford Escort MkII) dropped out with engine issues.

A short pre-arranged delay before Stage two whilst a 57 seater coach of Army Cadets was escorted onto site to use the rifle range at D19.

Stage two was a re-run of the first stage but the increase in pace was remarkable. The fastest six cars on Stage one were again the fastest six on Stage two but in a different order. The total improvement in time over the six cars was 187 secs (3min 7 secs!!).

The biggest improvement was (#2) Chris Ford, 42 secs quicker and 3<sup>rd</sup> fastest with 12.28, the smallest improvement was by the leader (#1) McKnight, 22 secs quicker and 2<sup>nd</sup> fastest on 12.26. Fastest with a time 32 secs quicker (#7) Rob Snowden stopping the clocks on 12.24.



In the classes (#32) Gareth Hooper Class 3 on 13.12 and (#29) Stephen Bethwaite Class 1 on 13.35 both consolidated their class lead with another fastest time. In Class 2 (#18) Barry Lindsay with a 13.07 still held the overall class lead but was beaten on Stage two by (#61) Donald Bowness/Paul Gribben (Vauxhall Nova) on 12.56 and (#20) Stevie Irwin/Ian Middleton (Vauxhall Nova) with 13.04.

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# NHMC WARCOP STAGES - ROUNDUP

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## **Top 10 after SS 2 (24.80 mls)**

**1.** McKnight 25.14; **2.** Snowden 25.20; **3.** Borthwick 25.37; **4.** Ford 25.38; **5.** Wilson 25.45; **6.** Paterson 25.49; **7.** Noble 26.09; **8.** Hastings 26.20; **9.** Lindsay 26.27; **10.** Hope 26.28:

Stage 3, Ahern's 1, at 12.98 mls the longest on the event again ran in a generally anti-clockwise direction with several changes from the first pair. Leader (#1) McKnight was now really "on-it" with a time 24 secs quicker than nearest rival and second quickest (#7) Rob Snowden's 13.29 to open up a lead of 30 secs. Third quickest and improving on his previous 14<sup>th</sup> and 19<sup>th</sup> on the first two stages was (#9) David Campling/ James Ducker in the immaculate Subaru Impreza WRC on 13.34, this moving them up to 11<sup>th</sup> o/a.

Eleven seconds covered the next five cars (#6) Wilson 13.38; (#58) Lee & Cole Hastings, Subaru Impreza 13.43; (#3) Paterson 13.44; (#61) Bowness 13.46; (#21) Marcus & Helen Noble 13.49: The top 10 fastest was rounded off by (#18) Lindsay 13.59 and equal on 14.03 (#20) Irwin with (#25) Andrew Varley/Paul Wild, Ford Escort Cosworth. Retiring from third overall (#11) Borthwick was off the road whilst fourth overall (#2) Ford dropped over six minutes to his rivals and plummeted to 29<sup>th</sup> overall.

Classes 3 and 1 continued to be dominated by (#32) Hooper and (#29) Bethwaite, both setting their third fastest class time extending their leads to 1.32 and 2.25 respectively.

Class 2 was hotting up into a real battle with top 10 positions being held by (#18) Lindsay 7<sup>th</sup> 40.26; (#61) Bowness 8<sup>th</sup> 40.27; (#20) Irwin 9<sup>th</sup> 40.37.



After another short break to allow the coach to bring the Army Cadets out Stage 4, Ahern's 2 commenced as a re-run of Stage 3.

Improvements on the second run were more modest than between SS1/2. (#1) McKnight was again fastest, improving his SS3 time by 1 sec, (#7) Snowden was best of the rest with a 17 sec improvement but falling a further 8 seconds behind the leader. Escorts continued to dominate with (#6) Wilson third quickest with a 19 sec improvement to 13.19 and (#21) Noble next on 13.32 being 17 sec better than his SS3 time.

The four wheel drive guys were coming under pressure from the Class 2 front runners with (#3) Paterson 13.37 in fifth quickest with the tying (#58) Hastings and (#61) Bowness on 13.39 joint 6<sup>th</sup> fastest. Rounding out the top 10

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# AUTOTEST ROUNDUP

## MAPLE GARAGE AUTOTEST 29th APRIL 2018 RESULTS

Driver	CS	Car	Tests 1-6	Tests 7-12	Sub Total	Tests 13-18	Total	O/A	Class
Toby Evans	1	Lupo	Ret						
Alan Williamson	1	Lupo	Ret						
Jazmin Williamson	1	Lupo	Ret						
Robert Short	2	Nova	298.7	284.8	583.5	364.9	948.4	2	2
Stephen Short	2	Nova	298.9	269.1	568	334.2	902.2	3	3
Ashley Slights	2	Mini	298.2	Ret					
Emma Slights	2	Mini	322.4	Ret					
Ken Sturdy	2	Nova	276.7	237	513.7	315.2	828.9	1	1
Malcolm Clark	5	Striker	305.4	298	603.4	357.9	961.3	4	1
Howard Patterson	3	MG	321.4	296.6	618	429	1047	5	2
Harry Smith	1	Kelisa	467.4	420.4	887.8	502.3	1390.1	6	1

## APRIL AUTOTEST

The March Autotest was cancelled due to snow/ice covering the forecourt of Maple Garage, Sproatley.

With the kind permission of the Burton family, an alternative date was arranged for Sunday 29<sup>th</sup> April with Chris Newlove and Kirsty Thompson making all the arrangements (again).



The results are shown above.

**Ken Sturdy setting FTD**



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[www.nhmcwarcopstages.co.uk](http://www.nhmcwarcopstages.co.uk)

# AUTOTEST ROUNDUP



**Howard Patterson (Midget)**  
on his way to 5<sup>th</sup> overall and 2<sup>nd</sup> in class.

**Robert Short (Nova)**  
on his way to 2<sup>nd</sup> overall and 2<sup>nd</sup> in class.



## NHMC AUTOTEST CHAMPIONSHIP 2018

Pos	Name	New Year	February	April	November	Total
1	Stephen Short	45	52	50		147
2	Robert Short	40	57	45		142
3	Alan Williamson	55	55	10		120
4	Ken Sturdy	50		55		105
5	Joe Sturdy	55				55
6	Howard Patterson			50		50
7	Lawrence Green		47			47
8	Dave Garvey		37			37
9	Alastair Brown	34				34
10	Chris Newlove	33				33
11=	Toby Evans	10	10	10		30
11=	Jasmine Williamson	10	10	10		30



# RALLY REPORT - NHMC WARCOP STAGES

## Warcop Stages Report Rob Brook

A couple of years ago, Mick Pickles agreed to navigate for me on the Rockingham Stages, so when he asked me to navigate for him on the Warcop stages, it was a little difficult not to return the favour.. We're going to be in his 205 which is slightly more developed than mine (Ie. He's got a proper engine, sequential box, big brakes, Proflex) and it's prepared for him – I guess the main thing we have in common is the badge on the front!

A few phone-calls to ensure the car will meet the new regs (Of course they will, the prep guy is meticulous) and we agree to meet at the service area on the Sunday before the rally. I pack a few spares from my showroom (Harnesses, extinguishers, etc) and off I go to meet him.

First time I get into the car is in the service area and I notice how dirty the extinguisher is. A quick check indicates it is from the dark ages and has never been serviced. BUGGER!!! The only extinguisher I have with me is a zero360 one, and these are not cheap!

Off we go to noise (No, I didn't read the regs that said you have to go to the briefing first), and then off to scrutineering. The scrutineer says "Ah, it's you Rob, at least we don't need to check your extinguishers!" – , we have just got away with a massive blag!

No issues, sign-on, back to service. Then I realise, despite all the money he has spent

on the car, Mick hasn't bought a battery eliminator for the intercom. We find a battery, but it's not good... Then, on the way to the 1<sup>st</sup> stage we also realise Mick has forgotten his Hans – back to service we go!

1<sup>st</sup> stage, we do it with Mick not hearing a word I am saying. We're seeded mid-field so our first laps have the quicker cars around us. Having not sat in with Mick before, I was very surprised how well he used his mirrors to let cars pass. Minimal hold-up for them, even if it cost us a little bit of time. I guess, as Mick has won events before – this he knows the frustration if people don't let you pass.



We find another battery at service, and change the helmet for Mick for good measure. This lets him hear what I am saying and we go faster on the 2<sup>nd</sup> stage. 3<sup>rd</sup> stage, and again a good run. However, on our 3<sup>rd</sup> lap, we catch a "Train" of 4 cars going past the tower. As we come to the next complex (By the sub-station) the third car of the train (A Ford KA) lets the car-in front of us pass. We were nearly collected as they pulled back in front of us and they don't let us past until we get to junction

Continued on Page 13 ...





# RALLY REPORT - NHMC WARCOP STAGES

... continued from Page 12



13, passing 3 locations we'd used to let faster cars past. Very very frustrating. This was the problem with being seeded mid-field, we had faster cars on our early laps, slow cars to pass on the later ones.

4<sup>th</sup> stage, and on the way to the start the battery in the intercom is not good. We have to do the stage on hand signals again. 3<sup>rd</sup> lap, coming past the tower, and we are again catching the KA. We are right behind him by the substation – no movement, why can't these guy's use their mirrors? From there, there is no-where to let us past on the next section. At the hairpin it looks like he is pulling over to let us past, no – he pulls the handbrake and spins in front of us. We have nowhere to go and WHACK – head on collision.

In the heat of the moment, full lock, warm sticky tyres, Mick sets off. Bang – there goes the CV joint. Apologies to the MG we held-up we were trying to work out what was or was not working. We pull off at the next junction, rally over.

Very frustrating when cars don't let you pass, but from the reactions it is clear our presence was unknown. I might have to buy someone a new mirror for Christmas...

Thanks to Mick for the invite to play, and as ever to the organisers and Marshals.

**Rob Brook**



# MARSHALS NEWS

Fairly quiet on the Marshal front especially locally with no events on Melbourne.

The rescheduled Maple Garage Autotest ran on the new date of 29<sup>th</sup> April. Thanks to Chris and Kirsty and everyone who helped on the event.

Several of our marshals were out on the Alan Healy Memorial stages at Cadwell Park and also a lot of people joined Ian Sadofsky on the old Driffild airfield on the Flying Scotsman. We may be doing the same at the same venue on the "Rally of the Tests" later in the year

Hopefully everyone will have seen several emails on the new Data Protection regulations (GDPR). To comply with this, we have built a new marshals list to keep people informed of events etc. you need to opt in to be included. However, if you are an NHMC member and have already

opted in to receiving emails from the club you don't need to do anything as you will get the emails anyway.

Non-members who have already replied to the Marshals list GDPR email will receive a "Welcome" email and don't need to do anything more; those who haven't replied will get an invitation email and need to follow the instructions in that (either reply to it or click the link in it) to confirm they wish to be on the mailing list - that will serve as explicit consent.

Hope that makes sense.

**If you can help on any of these events or need help in registering as a marshal please contact John Newlove Chief Marshal North Humberside Motor Club**  
**[Tel:01904608524](tel:01904608524)**  
**[email:john.newlove@btinternet.com](mailto:john.newlove@btinternet.com)**

## HELP WANTED

**Something different:-**  
**Sunday 22<sup>nd</sup> July 2018**  
**Scammonden Dam Hillclimb**  
**Mid Cheshire Motor Racing Club**

Sign-on: 0900-0945  
Finish: 1700 (approx)

Marshals goodie bag as a thank you.  
The Club requires start line and course marshals.

Many thanks.  
**John MacArthur**  
**Club Chief Marshal 07854 031052**

**Sat 21 / Sun 22 July 2018**

**BEAVER RALLY**  
**Beverley & DMC**

**Maple Garage, Sproatley**

**Signing on from 19.30**

**Set of tests on private land before midnight then conventional Road Rally from midnight starting at Maple Garage finishing with more tests on private land.**

**Contact Matthew Atkinson**  
**Chief Marshall**  
**[www.bdmc.org.uk](http://www.bdmc.org.uk)**



# MARSHALS NEWS

**Sun 5<sup>th</sup> August 2018**  
**Phoenix Stages Rally**  
**Eastwood MC**

**FULBECK**  
**MR 121/909507**

For details please contact  
Chief Marshal (M) 07980-476122  
[chiefmarshal@eastwoodmotorclub.co.uk](mailto:chiefmarshal@eastwoodmotorclub.co.uk)

Signing-on 06.30 to 07.30  
Marshals food vouchers for use at the  
permanent on-site catering

**Sunday 12<sup>th</sup> August**  
**St Wilfrids Classic Rally**  
**Ripon MSC**

Start Ripon Market Place  
150 mile route  
Maps 99 & 100

HRCR Clubman's  
Road Rally Championship

Contact; David Wainwright (Chief Marshal)  
01765-640546 or 07851-976273  
[stwilfscm@riponmotorsportclub.co.uk](mailto:stwilfscm@riponmotorsportclub.co.uk)

Contact; Yvonne Wainwright  
(Deputy Chief Marshal)  
01765-640546 or 07851-313055

Contact; Sam Wainwright (Clerk of Course)  
01845-400234  
[stwilfscoc@riponmotorsportclub.co.uk](mailto:stwilfscoc@riponmotorsportclub.co.uk)

**Sunday 19<sup>th</sup> August 2018**  
**from 1pm**

**CLASSICS ON THE GREEN**  
**Beacon Green,**  
**Sutton upon Derwent**  
**Near York**

Sutton Upon Derwent Village Hall

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

BBQ food and Bar,  
hopefully the WI will be doing tea  
and cakes

The SOD Classic Run  
will end at this event

Contact: John Newlove  
01904-608524  
[john.newlove@btinternet.com](mailto:john.newlove@btinternet.com)

**Sat 29<sup>th</sup> September 2018**  
**Rally Yorkshire**  
**Trackrod MC**

**Date for your diaries**

**We are running the Langdale Stage,**  
**which being the last stage of the**  
**event obviously means not too early**  
**a start.**

**Please let me know if you are**  
**available - John Newlove, Staffing**  
**Officer for Langdale**  
**01904-608524**  
**[john.newlove@btinternet.com](mailto:john.newlove@btinternet.com)**



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# Berwick Classic Report 2

## **Berwick Classic Rally 2018**

Saturday 5<sup>th</sup> May

5.15 am the alarm sounded and was quickly snoozed. We knew it was time to get on the road for our first rally of the year. Luckily Bert had loaded the rally car onto the trailer on Friday night so all I did was get up and get in the truck.

6.00 am we left ShortSport HQ. My challenge then was to stay awake for the next 3 hours, obviously it didn't happen, but I did wake up for our customary half way stop at Scotch Corner lay-by for breakfast.

After another couple of hours, we arrived at the cottages, where we stay each year, unloaded the cars and then went off to complete the measured mile where Roy lost his banana that he had left on his roof, making it feel a bit like we were playing Mario kart.

Scruitineering was our next stop at a local Mitsubishi service station where I sat in a queue in the gorgeous sunshine while Bert went for a nosey at all the new shiny pick-ups. After collecting our pass sticker, we went a bit further up the road to sign on at the Berwick speedway track. My dad had read about this location in the finals that had been sent out. Being a hardcore speedway fan, he was rather jealous.

Our start time arrived, and the nerves kicked in, off we went on our first road section to test 1. Usually our first test always goes to pot and we hit a cone or get muddled up however for the first time ever we managed to have a clean

run through. Bert listened to me and drove great. It gave us a great buzz and a positive outlook for the rest of the day, a great warm up.

The second test had a lot more content and I really had to concentrate. There were a few farm sheds that we went in and out of which disorientated us a little, going from light to dark and back again, then a flat out section at the end that Bert made full use of making the cars rear end kick out on the bends, at one point I didn't think he was going to catch it, but he was just having fun.

Test 3 included more sheds, a few walls for us to miss and a bit of loose surface for us to contend with. From there it was on to the first regularity. They're not my forte but I always give them a good go and just enjoy the route. Along each road section I'm usually fighting with my maps trying to turn them over or refold them and trying not to blind Bert in the process.

On to test 4 where we made a little mistake while in a dust cloud, we managed to find our route again and not collect a wash out thankfully. Most of the venues were in farm yards so had a great mixture of surfaces. By test 5 we were starting to get a bit tired and after getting lost on a road section I was a little flustered to say the least.

While sat on the start line we could see the car in front of us still completing their test, they had been having mechanical problems since they started. I had mentioned to Bert that I thought we

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# Berwick Classic Report 2

... continued from Page 16

might catch them up and sure enough we did. Coming hurtling around a cone and seeing another competitor wanting to use the same one was rather off putting. I had hoped that they would pull over and let us past but unfortunately after stopping for a code board they couldn't get the car moving again so Bert took it upon himself, after a lot of my shouting, to take to the grass verge and carry on. It did mean that we lost quite a bit of time on our test.

The next test was one of my favourites. It started with a long fast track down to a code board and then more fast track into the farm yard. There wasn't much navigating for me apart from spotting a few cones through the massive amount of dust and making sure Bert stopped for both code boards.

The last test of the day was around some stacks of logs in another farm yard. By this point we were getting shattered and the car was roasting due to the lovely weather and no air con, it takes too much power Bert says. We still gave it

our all and we finished the day with no penalties.

I handed our time cards in at the control and we joined ShortSport team 3 at the usual fish shop in Berwick town centre, that was once we remembered where it was. After the server had sorted out the mix up of who's sausage was who's we went back to our little cottage and enjoyed our well deserved tea.

Then came Sundays plotting. Bert gave up and went to sleep around 20.30pm and I finished plotting at 22.10pm. Thank goodness for Roy and Rob's help otherwise I would have still been sat there in the morning!



"Bert" and Kirsty on Berwick Quayside. In the interests of public decency the photo of Dave/Roy has not been used.



## Sunday 6<sup>th</sup> May

Bert's alarm went off at 6.30am Sunday morning and as you can imagine neither of us were impressed, especially because I had only managed to fall asleep at gone 2am. Off I went back to the other cottage to see Roy and Rob and double check our maps. The start was at the beautiful quayside in Berwick, no seals for us to watch though. We got some photos while we were waiting.

The day started with a small road section from Berwick out to the first continued on Page 18 ...

## Berwick Classic Report 2

... continued from Page 17

test of the day which was a cracking test to start on. We had so much fun and it set us up for the day, lots of gravel for the diff to pull us round on and tones of dust filling the car. The noise that the gravel made as it was hitting the sump guard was immense, how we didn't break anything I really don't know. I felt sorry for the marshal's being covered in the dust we had churned up.

The next few tests that followed were very fast and Bert loved them, he could really go for it and throw the car about even through some chicane bails. Then came another regularity, last year when we did one in the same place I really enjoyed it but this year it seemed a lot harder to follow and we lost a fair bit of time as it was so bumpy I couldn't keep up with my workings out. The view on the wind-farm was spectacular apart from more dust.

We had another test and then it was back to the last regularity, only a short one but I struggled to work out our time, so Bert just drove like crazy then then thankfully our next stop was lunch! We'd had a cracking morning and I was hopeful it would carry on.

Back to it and I got confused on test 12 as I couldn't see the rest of the test for a bank, but Bert had already got the second half spotted and he was on it, trying to make up for the lost few seconds, I just had to catch up still no penalties though. 13 was a test we have done a couple of times before, I used the que time to just remind Bert of the time he used too

much handbrake and clobbered the fence and that I didn't fancy doing that again. I really enjoy this one because I only have 1 cone to worry about calling, the rest is just a track that Bert follows, and I tell him when to leave so I get to look up and see what's coming, possibly not the best thing to do however. We came out unscathed, so it was all fine. I think test 14 was our most enjoyed, simply because we were on a track that ran parallel to the A1, so Bert decided he wanted to beat a car which was travelling alongside us. It was quite funny to watch him think he was in a drag race. We got disorientated again on test 15, going into farm buildings and out the other side. There was a moment where we thought something had gone wrong with the car when all we could hear was a weird screech type noise, it was a spectator's dog barking, so we breathed a sigh of relief. By test 16 my concentration was starting to fail, after coming alongside a shed wall I called finish and then had to quickly change my mind and Bert did a rather impressive slide to include the last cone and then go to the finish. Test 17, I called flat out, 90 left and code board. Bert did just that, we were flying down another farm track towards a badly placed control board. We lost a few seconds trying to figure out why there wasn't a code board there like shown, it was further up. Once we had the code Bert was back on it through the rest of the test to another flat out section, we really enjoyed the fast pace. Second to last test, Bert was eyeing up a lorry parked near the start, admiring the "bling" as he puts it. This of course meant he hadn't listened to my first

instruction and he was going the  
continued on Page 19 ...





# Berwick Classic Report 2

... continued from Page 18

wrong, so he got a sharp poke of my pencil! No penalties occurred. Now the last test of the weekend brought us back to the speedway track, I had been looking forward to it all day after flicking through the road book and realising we would be using the track itself. It consisted of 3 laps of the track, each being slightly different, there were other competitors and members of the public stood watching, adding to the pressure of a totally clean weekend. On the final lap I had spotted the exit, however Bert didn't seem like he had and when we got to it I shouted exit and he just locked up and slung the car through the gate. I honestly thought we were going to end up in the air fence.

That concluded our second day and we went to hand our time cards in and get our

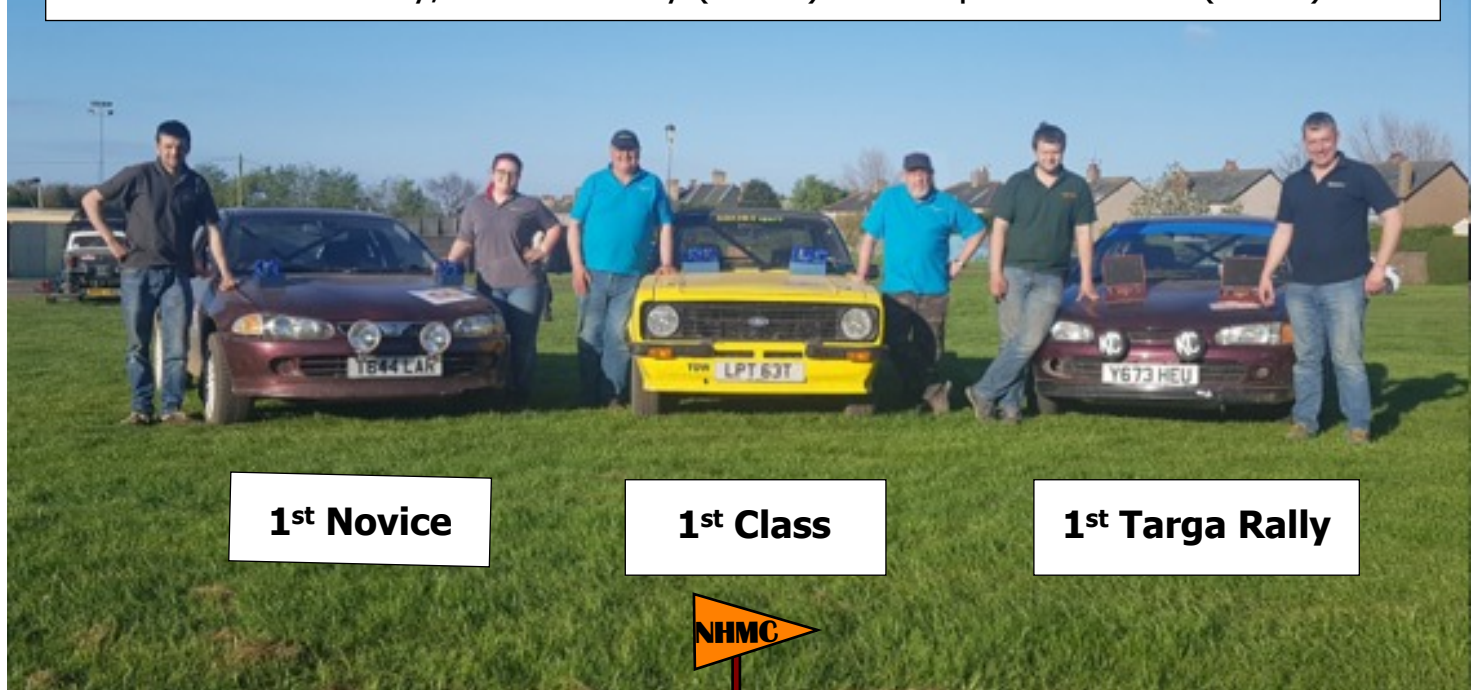
dinner where we saw the other two ShortSport teams to compare notes.

Although we had a clean weekend and no penalties we didn't think we would place anywhere but we managed to come away with 1<sup>st</sup> Novice which was a great shock, but it made all the time and effort worth it, Team 3 Stephen and Rob won the Targa and Team 1 Dave and Roy collected 1<sup>st</sup> in class. A great result for the whole team and worth the hard work and no sleep.

For a bank holiday we had the best weather that we could have wished for even if we did burn a little. Back at the cottage we loaded the cars onto the trailers and I think Bert was asleep by 21.00pm, I don't think I was far behind.

Kirsty-Jane Thompson

Team ShortSport line-up after the 2018 Berwick Classic and Targa Rally  
"Bert" and Kirsty, Dave and Roy (Heath) and Stephen and Rob (Brook)



**1<sup>st</sup> Novice**

**1<sup>st</sup> Class**

**1<sup>st</sup> Targa Rally**



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# RALLY REPORT - DIXIES CHALLENGE



## Car 62 Tom Hutchings/Tom Woods Proton Satria Gti Class 3

After doing my first event in the drivers seat on Christmas stages at Croft and a trackday at Blyton the weekend after I was happy with car and knew where I had

With a whole host on new bits on the car, the main upgrades being bigger brakes and a front anti roll bar, which the car didn't even have before. With only a quarter of a mile road test before putting it on the trailer for the trip to South Wales I was happy with how the car felt.

Saturday evening was scrutineering and we learnt quickly that to make friends in Wales you need a Proton ! I was surprised that anyone wanted to come a look at my car because its the not tidiest of things,



to improve it before the next event. I also decided I wanted more of a challenge the plan has always been to go to Epynt at some point and Dixies Challenge fitted the bill perfectly servicing on the ranges so the road mileage was low and with 11 stages of around 4 miles each I thought it was the perfect one to do first.

but there were quite a few people saying how good they are which is always nice to hear ! With scrutineering done no problem we met up with my expert navigator Tom Wood, who helping out with signing on. I know Tom from our days in the Junior 1000 championship where we were always comparing times.

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# RALLY REPORT - DIXIES CHALLENGE

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We were advised to be up bright and early on Sunday morning to get a decent spot in the small service area but realistically we could have had a bit more of a lay in as we sat for an hour and a half before it started to fill up. So that meant plenty of time to check out the competition, which if you have ever been down to Epynt you will know that means serious tarmac cars, WRCs, Escorts and Darrians all with big power.

Onto the first loop of two stages our start time was 10.30 the road section was only short and half of that was gravel up to the start, I knew the first section from spectating on previous events and all the youtube I had watched in the lead up to the event. The first stage I was pretty steady to be honest as I was just getting a feel for the ranges, the brakes, michelin tyres and the general handling of the car. It also was my first time driving on pacenotes I had gone for the 1 to 6 system with 1 as fastest which wasn't a system I had even read when navigating but they worked really well and with Toms superb knowledge of the ranges he was pushing me on and holding me back as required on as we passed the red boards at the end of the stage the mini in front was still on the stop line which was encouraging so going into the second stage I felt happy to start to push on a bit. The second stage of the loop was a real power stage with some really fast sections to stretch the cars legs and test how long you could keep your foot in for !

Quick Service and back out for the next



pair of stages the only issue being with the incar camera ! The second loop was the same as the first and I was finding a pace I was happy with so I kept my head and down listened to Toms and tried to do what he told me too the second stage really was awesome keeping it flat totally blind crest at 90mph before breaking hard for a chicane in the next junction was a real buzz. The times were good as well taking 10 and 13 seconds of my first runs through the stages moving us up from 52nd after the first loop to 39th after four stages which I was over the moon with.



Stage 5 was a reverse run of stages 1 and 3 another good run through there and onto stage 6 unfortunately that was cancelled after some oil was dropped on the fastest section of the stage deeming continued on Page 27 ...





# NHMC WARCOP STAGES - ROUNDUP

... continued from Page 9

quickest were (#21) Irwin 13.41; (#18) Lindsay 13.54; (#10) Keith Robathan/Steven Brown BMW M3 13.57. Having increased his pace on SS3 (#9) Campling came unstuck when heavy contact with a post removed a front wheel and caused his retirement.

## **Top 10 after SS 4 (50.76 mls)**

**1.** McKnight 51.23; **2.** Snowden 52.01; **3.** Wilson 52.42; **4.** Paterson 53.10; **5.** Noble 53.30; **6.** Hastings 53.42; **7.** Bowness 54.06; **8.** Irwin 54.18 **9.** Lindsay 54.20; **10.** Hope 54.37:

A short delay whilst the stage was changed for the final pair, now generally in a clock-wise direction. The first run at the 9.92 mls of Saddington's 1 being Stage 5.

At the head of the field (#7) Snowden 10.02 and (#1) McKnight 10.05 continued to set the pace with (#3) Paterson 10.07 hard on their heels. The top 6 o/a all held position with (#21) Noble 10.18, (#6) Wilson 10.25 and (#58) Hastings fourth, fifth equal and eighth quickest on the stage.

The pace of the Class Two battle had brought them into the top ten overall. Joint 5<sup>th</sup> fastest on the stage had moved (#20) Irwin 10.25 to 7<sup>th</sup> overall and a share of the class lead with (#61) Bowness 10.37 and equal 10<sup>th</sup> quickest on stage. A further 3 secs back in 9<sup>th</sup> o/a and 3<sup>rd</sup> in class (#18) Lindsay 10.27 was 7<sup>th</sup> fastest on the stage. Rounding off the top 10 o/a (#15) Stephen Hope/Shona Hale Ford Escort MkII 10.37 with 9<sup>th</sup> fastest.

Stage 6, the final stage, was a re-run of Stage 5 and the monopoly on the fastest two times was maintained by (#1) McKnight 9.51 and (#7) Snowden 9.54. Eight seconds separated the next three fastest, (#3) Paterson 9.57, (#6) Wilson 10.00 and (#21) Noble 10.05. The class two battle continued with joint sixth fastest (#18) Lindsay and (#20) Irwin 10.17 two seconds clear of (#15) Hope and (#58) Hastings, both on 10.19 and tenth fastest (#25) Varley achieving 10.24.



## **Top 10 after SS 6 (70.60 mls)**

**1.** McKnight 71.19; **2.** Snowden 71.57; **3.** Wilson 73.07; **4.** Paterson 73.14; **5.** Noble 73.53; **6.** Hastings 74.29; **7.** Irwin 75.00 **8.** Lindsay 75.04; **9.** Hope 75.29; **10.** Bowness 75.32.

## **Class winners after SS6**

<b>4.</b> Paterson/Robson	Class 5
<b>5.</b> Noble/Noble	Class 4
<b>7.</b> Irwin/Middleton	Class 2
<b>11.</b> Hooper/Bilham	Class 3
<b>16.</b> Bethwaite/Forster	Class 1

**Gavthenav**



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# MEMBERSHIP SECRETARY

Joined/re-joined since **29th March 2018**

**Single Membership (71):** Ashley Curtis, Tom Hutchings, David Smith and Robert Wooley.

**Joint Membership (54):** Dan & xxxx Hart.

**Family Membership (21\*):** Mark, Alison and Izzy Dickinson plus Ian, Yvonne and Alex James.

**Life Membership (2):** Stuart Turner.

Single Membership: £12.00

Joint Membership: £15.00

Family Membership: £17.50

Joint/Family Membership is only available if all are resident at the same address and only one Magazine is supplied. Additional club membership cards can be supplied if more than one member competes.

Any one joining in November/December will get Membership that expires 31<sup>st</sup> December of the following year (ie 13/14 months for the price of 12 months).

**Dennis Robinson**



**North Humberside Motor Club Ltd**

**Caves Classic Run 2018**

**Sunday 15th July**

Route approx. 90 miles by Tulip diagrams and mileage

Start : Drewton's South Cave

Midway Halt : William's Den

Finish : North Cave Village Show





£15

Full Regs and entry form will be available on the club website  
[www.northhumbersidemotorclub.co.uk](http://www.northhumbersidemotorclub.co.uk)

Entries Secretary and Secretary of the Meeting :  
Ian Sadofsky : [iansadofsky@gmail.com](mailto:iansadofsky@gmail.com)

[www.northhumbersidemotortorclub.co.uk](http://www.northhumbersidemotortorclub.co.uk)

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# NHMC STAGE RALLY CHAMPIONSHIP

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

<b>DRIVERS</b>	1	2	3	4	5	6	Total
01 Allan McDowall	54 (1)	60 (5)	55 (6)	58 (9)	10 (12)		237
02 Ian Bainbridge	67 (4)	61 (5)	10 (10)	58 (12)			196
03 Stuart Carris	46 (2)	57 (7)	52 (11)				155
04 Neil Fewlass	43 (5)	38 (9)	40 (12)				121
05 John McDowall	50 (5)	43(10)					93
06 Ken Sturdy	56 (4)						56
07 Dave Watkins	54 (2)						54
08 Scott Sloan	10 (3)	32 (9)	10 (10)				52
09 Philip Megginson	45 (4)						45
10 Tom Hutchings	38 (8)						38
11 Christopher Marlow	35 (3)						35
12 Paul Thompson	10 (10)						10

<b>NAVIGATORS</b>	1	2	3	4	5	6	Total
01 Gavin Heseltine	54 (1)	60 (5)	58 (9)	10 (12)			182
02 Linda Carris	46 (2)	57 (7)	52 (11)				155
03 Steve Varey	43 (5)	38 (9)	40 (12)				121
04 Paul Wild	45 (3)	38(7)					83
05 Alistair Hutchinson	58 (3)						58
06 Richard Wood	56 (4)						56
07 James Robson	55 (6)						55
08 David Sloan	10 (3)	32 (9)	10 (10)				52
09 Miles Cartwright	42 (7)	10 (12)					52
10 Nigel Wetton	41 (3)	10 (4)					51
11 Rob Brook	10 (3)	39 (7)					49





# NHMC STAGE RALLY CHAMPIONSHIP

<b>NAVIGATORS</b>	1	2	3	4	5	6	Total
12 Mike Reed	43 (10)						43
13 Guy Gladwin	36 (3)						36
14 Adam Evans	35 (3)						35
15 James Ducker	10 (3)						10
16 Phil Boyle	10 (3)						10
17 Tom Hutchings	10 (4)						10
18 Phil Morley	10 (10)						10

<b>Events Since Last Magazine</b>				
12	Carlisle Stages (BTRDA/Open)	09/06/2018	MV-F	Carlisle
11	Carlisle Stages (2WD)	08-09/06/2018	MV-F	Carlisle
10	Scottish Rally	19/05/2018	MV-F	Dumfries
9	Plains Rally	12/05/2018	MV-F	Welshpool
8	Dixies Challenge Rally	29/04/2018	MV-A	Epynt Ranges
7	Pirelli International Historic	28/04/2018	MV-F	Carlisle
6	5 Star Stages	22/04/2018	SV-A	Kames
5	Rallynuts Severn Valley Stages	14/04/2018	MV-F	Builth Wells
<b>Events Previously Covered</b>				
4	Alan Healey Memorial Rally	08/04/2018	SV-A	Cadwell Park RC
3	NHMC Warcop Stages	01/04/2018	SV-A	Warcop Ranges
2	Rally Services Rally North Wales	24/03/2018	MV-F	Dolgellau
1	Visit Conwy Cambrian Rally	17/02/2018	MV-F	Llandudno



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## STAGE RALLY ROUNDUP

**Rallynuts Severn Valley Stages** - This new edition to the BTRDA Championship saw the debut, in the Fiesta ST, of **Neil Fewlass / Steve Varey**, first rally for a long long while, first time in the car and Steve's first time reading route notes saw a fine finish with 87<sup>th</sup> o/a and 6<sup>th</sup> in class for what was easily the oldest Fiesta crew in town! **Ian Bainbridge**/Daniel May (Subaru) and **Allan McDowall/Gavin Heseltine** (Escort) were separated by 4 seconds in 28<sup>th</sup> (8<sup>th</sup> class) and 29<sup>th</sup> (2<sup>nd</sup> class) respectively. **John McDowall**/Davey McLeod (Sunbeam) enjoyed their first visit to the Welsh forests coming home 60<sup>th</sup> o/a 7<sup>th</sup> in class.

**5 Star Stages** - A 244 mile dash to the event at Kames Motorsport Complex on the Sunday morning after the Clubs 50<sup>th</sup> Anniversary Dinner proved worthwhile for **Allan McDowall/James Robson** (Escort), although not necessarily the best preparation, as a 15 second margin saw them finish 2<sup>nd</sup> o/a.

**Pirelli Historic** - Reigning NHMC champions **Stuart Cariss/Linda Cariss** (Escort Sport) posted a fine 28<sup>th</sup> o/a and 3<sup>rd</sup> class to lead home the other NHMC members, all in the Navigators seat. Bob Bean/**Miles Cartwright** (Lotus Cortina) 32o/a and 1<sup>st</sup> class, Jim Stephenson/**Rob Brook** (Sunbeam) 37 o/a and 1<sup>st</sup> Class and Paul Rawson/**Paul Wild** (Escort) 41<sup>st</sup> o/a and 5<sup>th</sup> class.

**Dixies Challenge Rally** - Read about **Tom Hutchings** exploits in his own report.

**Plains Rally** - A difficult rally for the Organisers with last minute re-routes

and loss of a stage and pre-start venue. A reduced mileage (and partial refund!) And more double usage resulted. **Allan McDowall/Gavin Heseltine** (Escort) had a steady run to 26<sup>th</sup> o/a and 3<sup>rd</sup> class, suffering from less mileage after being convoyed through two stages **Neil Fewlass/Steve Varey** (Fiesta ST) claimed 84<sup>th</sup> o/a 7<sup>th</sup> class whilst **Scott Sloan/David Sloan** (Nova) were last finisher with 101<sup>st</sup> o/a 8<sup>th</sup> class.

**Scottish Rally** - Dust was the order of the day and with 5 crews having NHMC representation only 2 made it to the end. Jim Stephenson/**Mike Reed** (Sunbeam) 22<sup>nd</sup> o/a 4<sup>th</sup> class finishing 22 seconds ahead of fellow Sunbeam crew **John McDowall**/Davey McLeod 23<sup>rd</sup> o/a 2<sup>nd</sup> class. DNF's for **Scott Sloan/David Sloan** (Corsa), **Paul Thompson/Phil Morley** (Escort) and **Ian Bainbridge**/Daniel May (Subaru).

**Carlisle Stages** - Two events with Historics doing Friday night and Saturday morning and BTRDA doing all day Saturday. The consistent husband/wife duo of **Stuart/Linda Cariss** (Escort Sport) with 23<sup>rd</sup> o/a 2<sup>nd</sup> class and Bob Bean/**Miles Cartwright** (Lotus Cortina) having a DNF in the Historics. On the BTRDA event a brilliant 10<sup>th</sup> o/a 4<sup>th</sup> class for **Ian Bainbridge**/Daniel May (Subaru) whilst **Neil Fewlass /Steve Varey** showed they were getting to grips with the Fiesta ST with a fine 40<sup>th</sup> o/a 5<sup>th</sup> class. A trip into the undergrowth for **Allan McDowall/Gavin Heseltine** led to a DNF after broken steering ended what had been a difficult day.

**Gavthenav**



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## RALLY REPORT - DIXIES CHALLENGE

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in unusable for the rest of the day. This left the organizers with only one stage to use and credit to them they quickly decided we could run stage 5 / 7 again which they called 7a. I chipped 12 second off on the second run through and another 1 on the third which included some cracking airtime over the jump near the finish. We were laughing like hell for the last bit of the stage which was also the closest we had been to the car in front all day finishing only a few car lengths behind him.

car however is slow enough so I could give them the thumbs up !

At the end of the final stage I was absolutely buzzing and feeling like a real tarmac expert a Bugalski or Panizzi !! Ok maybe that's a bit rich but I had a mint day pushed hard but comfortably throughout the day, the car was perfect not having to put a spanner on it all day. Tom was amazing on the notes, his knowledge of the venue is incredible knowing every crest, dip and most importantly where to push and where not to !



The last pair of stages included the infamous Burma road its possibly one of the fastest and yet most technical sections of road anywhere with the steering wheel almost constantly and adjusted whilst taking in the pacenotes Tom was reeling off to me. We even had two people waving us on much to my surprise, the

Thanks go to Nik Artley for towing the car down there, servicing and convincing me Epynt is THE place to go ! Tom Wood for his pacenote prep and delivery which was superb all day. Well Happy with 34th Overall and 7th 2ltr in a class where the first 2ltr car home was 3rd Overall.

**Tom Hutchings**





# WINNERS ENCLOSURE



**1<sup>st</sup> Overall:**

**Stephen Short/Rob Brook**

Proton Coupe

Sat 5<sup>th</sup> & Sun 6<sup>th</sup>  
May 2018

**Berwick Classic  
Targa Rally**

CONGRATULATIONS

FROM

NORTH HUMBERSIDE MC

**1<sup>st</sup> Overall: Roger Stanford (Ford Lotus Cortina)**  
Sat 19<sup>th</sup> & Sun 20<sup>th</sup> May 2018 HSCC Wolds Trophy (Race 10)  
Congratulations From North Humberside MC



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# NHMC MERCHANDISE

The Club has a range of items available to purchase that are branded with either the NHMC Club Badge or the 50<sup>th</sup> Anniversary Golden Jubilee Logo (See below for examples).

Orders can be placed with John Newlove whose contact details can be found on the inside front cover of the Magazine.

POLO SHIRT	} Price	£14.00
VEE NECK SWEAT SHIRT	} includes	£TBA
VEE NECK PULLOVER	} either	£TBA
FLEECE JACKET	} badge	£TBA
BEANIE HAT	} below	£7.00
Addition of a name on the garment		£3.00
PEN ON A STRING		£3.00 each
PEN ON A STRING		£5.00 for two
MUG		£TBA each
MUG		£TBA set of six
MEMBERSHIP WALLET		£2.00
ENAMEL BADGE (Golden Jubilee)		£3.00



**GOLDEN JUBILEE**  
**1968 - 2018**



# N.H.M.C 2018 CALENDAR OF EVENTS

<b>Date</b>	<b>Event</b>	<b>Location</b>	<b>Type</b>
07-Jan	New Year Autotest	Brandesburton	Autotest
11-Feb	February Autotest	Brandesburton	Autotest
01-Apr	Warcop Stages	Warcop Ranges	Stage Rally
21-Apr	50 <sup>th</sup> Anniversary	Willerby	Dinner
29-Apr	March Autotest (Re-arranged)	Sproatley	Autotest
03-May	Club Auction Night	Walkington	Auction
13-May	John Overend (CANCELLED)	Melbourne Airfield	Stage Rally
15-Jul	Caves Classic	North Cave	T/Assembly
19-Aug	S-o-D Classic	Sutton on Derwent	T/Assembly
08-Sep	Bridlington Weekend	Bridlington	T/Assembly
09-Sep	Bridlington Weekend	Bridlington	Autotest
17 Nov	Cadwell Junior Rally	Cadwell Park	Stage Rally
18-Nov	Cadwell Stages Rally	Cadwell Park	Stage Rally
25-Nov	Autotest	Brandesburton	Autotest
13-Dec	Christmas Quiz	Skidby	Quiz