

STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

Apr/May 2019



INSIDE THIS ISSUE: Trackrod Rally Report, Greenpower Race 1 Report, Marshals News, Donington Rally Report, Malcolm Wilson Rally Report Autotest Roundup



CLUB DIRECTORS*, OFFICIALS & COMMITTEE

President

Ian Sadofsky* (01482-635202)
iansadofsky@gmail.com

Secretary

Gail Newlove (01377-270888)
nhmc.secretary@btinternet.com

Committee Chairman

David James* (01262-606420)
david@djames.org.uk

Membership Secretary

Dennis Robinson* (01482-651069)
captjd@53wellard.karoo.co.uk

Vice President

Dave Cogan (01482-631963)
davecogan@cogans.karoo.co.uk

Treasurer

Ian James* (07713-573432)
ianjames@northhumbersideforestrally.org.uk

Vice President, Vice Committee Chairman & Chief Marshal

John Newlove* (01904-608524)
john.newlove@btinternet.com

Competition Secretary

Robert Newlove* (01377-27088)
gin@btinternet.com

Magazine Editor

Gavin Heseltine* (01430-440114)
haggarr@hotmail.co.uk

OTHER DIRECTORS* & COMMITTEE

Steve Varey* (01482-876641)
vareylowfields@hotmail.com

Kirsty Thompson (07725-950344)
kirsty-jt@hotmail.co.uk

Carl Thompson* (01759-306671)
carlthompson@tiscali.co.uk

Chris Newlove* (07729-721937)
christophernewlove@hotmail.co.uk

Tom Hutchings* (07975-714159)
rally_ace@hotmail.co.uk

Graham Tabor (01964-544196)
graham.tabor@btinternet.com

DIRECTORS INDICATED WITH AN ASTERISKS (*) AFTER THEIR NAME

**Please do not telephone Directors,
Officials or Committee Members
after 10pm**

Future Board Meetings (Start At 8pm)
Wed 24th April (Conference Call)
Wed 22nd May (Tiger Inn)
Wed 26th June (Conference Call)



facebook.com/northhumbersidemc

www.nhmcwarcopstages.co.uk

Editors Ramblings ...

Welcome to "STAGE TIMES".

at what is probably our busiest time of year with two rallies to marshal on on the same day at Cadwell and Melbourne.

Two rallies being organised by NHMC, with only three weeks between them, the NHMC Warcop Stages 21/04/2019 and the John Overend Memorial Rally 12/05/2019 puts particular strain on the team.

This would be a good time to volunteer to assist if you have not before or to return if you have taken a back seat lately. All help would be appreciated and details are on the back cover.

The 2018 awards took place last Thursday (28th March) and a full report will appear in the next magazine, planned for Thursday 6th June.

Thanks to all contributors particularly Dan Hart for his Trackrod Rally report (this would have been earlier if not for issues with my email) and also to Andrew Funnell for his experiences on his first ever rally sitting next to Ken Sturdy at Donington Park.

Work is underway as we go to print on the Melbourne Airfield improvements, thanks to Rob Brook for all his efforts on this, I am looking forward to seeing the results on the Lookout on 7th April.

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

Inside this issue

Board, Officials & Committee	IFC
Editors Ramblings	1
Forthcoming Events	2/3
Random News	4
in the spotlight GUY SMITH	5
Malcolm Wilson Rally Report	6/9
Trackrod Forest Rally Report	10/13
Marshals News	14/15
Marshals Championship 2018	16
Membership Secretary Report	17
Melbourne Airfield Update	18/19
Autotest Roundup	20/21
Donington Rally Report	22/23
Greenpower Race 1 Report	24/25
Stage Rally Championship 2019	26/27
Stage Rally Roundup (End 2018)	27
Stage Rally Roundup 2019	28
NHMC Warcop & JOMR Events	RC

Dave Watkins
entertaining the crowds
(and passenger!)
at Rally Retro 2019

Photo courtesy of Peter Baker
www.retro-speed.co.uk
Retro-Speed Magazine



FORTHCOMING EVENTS

APRIL 2019

06	Get It Sideways Stages	www.cheltmc.com	SV-A
06	Maiden City Stages	www.maidencitymotorclub.com	SV-A
07	Lookout Stages	www.trackrodmotorclub.co.uk	SV-M
07	Alan Healey Rally	www.bordermotorclub.co.uk	SV-A
13	Rallynuts Stages	www.rallynutsrally.co.uk	MV-F
13	Memorial Garden Stages	www.condormsc.co.uk	SV-A
13	Jersey Spring Rally	www.jerseymotorsport.com	SV-A
13	Moonraker Forest Rally	www.munstercarclub.com	MV-F
13	TAC Rally	www.tieltseautomobielclub.be	MV-A
14	SMC Stages Rally	www.smcstages.co.uk	SV-A
20	Speyside Stages	www.speyside-stages.co.uk	MV-F
20	Easter Stages	www.uaceasterstages.com	MV-A
20	Rally Salamandre	www.salamandre-rally.be	MV-A
20	Rallye de la Lys	www.rallyedelalys.com	MV-A
21	NHMC Warcop Stages	www.nhmcwarcopstages.co.uk	SV-A
27	Rally Argentina	www.rallyargentina.com	MV-G
27	Pirelli International Rally	www.pirelliinternationalrally.co.uk	MV-F
28	Tendring & Clacton Rally	www.corbeauseatsrally.co.uk	MV-A
28	Monaghan Stages Rally	www.monaghanmotorclub.net	MV-A
28	Hull Street Race	www.greenpower.co.uk	ERace



FORTHCOMING EVENTS

MAY 2019

02	NHMC/B&DMC Auction	www.northhumbersidemotorclub.co.uk	Auct
04/05	Rally of the Lakes	www.rallyofthelakes.com	MV-A
04	Granite Rally	www.admcclub.com	SV-A
04	Corinium Stages	www.cirencestercarclub.com	SV-M
05	Harlech Stages Rally	www.harlechdmc.co.uk	SV-A
05	Dixies Challenge Rally	www.dixieschallenge.com	MV-F
05	Monteberg Rally	www.monteberg.com	MV-A
09/12	Rally Chile	www.rallymobil.cl	MV-G
10/11	Manx National	www.manxautosport.org	MV-A
11	Plains Rally	www.plainsrally.co.uk	MV-F
11	Tour of the Sperrins	www.magherafeltmotorclub.co.uk	MV-A
12	John Overend Memorial	www.northhumbersidemotorclub.co.uk	SV-M
12	Cetus Stages	www.wiganmotorclub.org.uk	SV-A
18/19	TSH Stages	www.shmc.co.uk	SV-A
18	Scottish Rally	www.scottishrally.co.uk	MV-F
18	Donegal Forest Rally	www.donegalmotorclub.com	MV-F
19	Anglesey Stages	www.northwalescarclub.co.uk	SV-A
19	Carlow Stages	www.carlowcarclub.ie	MV-A
25	Red Dragon Stages	www.emcos.co.uk	SV-A
26	Mini Epynt Stages	www.herefordshiremotorclub.co.uk	SV-A
26	Cavan Stages	www.cavanmotorclub.com	MV-A



Random News . . . (Disclaimer: May include fake news/lies!)

LETTERS PAGE ?

Two new members, Ian and Chris Chapman who joined to do the autotests have sent me a letter

"Please could you pass on our thanks to the club for Sunday's event.

The tests were fantastic, we got plenty of runs and we were made very welcome.

We look forward to more events,

Many Thanks

Ian Chapman and Chris Chapman"

FREE MAGAZINE

CLASSIC YORKSHIRE

A new quarterly publication with classic cars at its heart but also covering classic lifestyle, food, clothes and accessories.

The magazine is free to subscribers and available on-line as an e-magazine.

To subscribe and receive a regular copy please visit

www.classicyorkshire.com

NHMC/B&DMC Annual Auction

Thursday 2nd May 2019

at the Ferguson Fawsitt

GUEST AUCTIONEER

Seeing a potential opening for a new career now his Rally Organising duties have come to an end! (A likely story).

Our HGV ex book deliverer and one half of the ginger two-some telephone repair men will be officiating.

Watch out David Dickinson and Caroline Hawley ... Ginnie is coming!

STOP PRESS - He now tells us he has had a better offer and will be officiating at a polling booth near you in the local elections, is there no end to this mans talents !!! Time for Ken Hailstone to polish his gavel.



facebook.com/northhumbersidemc

www.nhmcadwellstages.co.uk

in the spotlight ... GUY SMITH

Name; Guy Smith

Birthday; 12 September 1974

Lives; Beverley, UK

Occupation; Bentley brand ambassador and director of Greenlight Sports and Entertainment

Hobbies; Running, football and gardening

Sponsors; Greenlight, Swift, Yuasa, Nicky Grist

When did you start driving?

"I started driving in karts when I was four. I used to sit on my dad's knee and he worked the pedals! We had slicks on and were driving on the grass. My dad used to get the hose pipe out and soak the grass so there was little or no grip. It was a perfect way to learn car control."

"My first time in a racing car was in 1989 at Mallory Park with Kelvin Burt's Formula Ford. I was 13 years old and was padded in with jackets and jumpers!"

First road car?

"I had a one-litre Mini Metro which was a brilliant little car. It did survive ... but many of my latter cars didn't!"

How did you become interested?

"My dad has been a massive influence. He was involved in road rallying during the '70s and '80s. Swift sponsored a guy called Dave Scott in the '80s in Formula 3 and Formula 2 and it was Dave that got me into karting. He became a test driver for the Lotus F1 team and was a fantastic driver but he just never quite made it to Formula 1."

First event?

"My first kart race was at Tilbury on a cold November. Dad and I had to get

up and leave at 4am. I remember it being very wet and cold. I came last!"

How did you progress?

"The only way was up! I soon picked things up and got up to speed pretty quickly. It wasn't long before I started winning club events and competing in national events."

Favourite event?

"I've been lucky to race at some fantastic circuits/events during my career but in 2016, 2017 and 2018. I raced at the Bathurst 12hrs with Bentley. It's such a great race. The Aussies love their racing and the circuit is out of this world!"

Favourite moments?

"Winning the Le Mans 24hrs obviously is a highlight as well as winning the Junior British Karting Championship back in 1987. It was the first big win of my career and set me on the path for the future."

Best achievements?

"Le Mans and the Junior British Karting Championship. There have been some great races over the years that may not have resulted in success but you know you have performed your best."

Biggest accident?

"I've been very lucky and come away largely unscathed."

Plans for the future?

"I want to continue enjoying my rallying as it's great fun and competing on events with dad makes it even better."

Reproduced from Pacenotes Magazine.

MALCOLM WILSON RALLY REPORT 2019

Malcolm Wilson Rally
Saturday 9th March 2019
David Jackson/Guy Gladwin
Car 67, Ford Ka, Class B10

It was that time of year again for my annual ride through the Lake District forests guiding my partner in crime David Jackson in the ever trusty 1600 Ford Ka. This event was cancelled in 2018 due to 'the beast from the east' so we were looking forward to getting back out on the gravel.

I arrived at Dave's premises Friday morning before the rally to assist in any jobs that may needed doing on the car before scrutineering which to be fair there

wasn't much to be done apart from the usual spanner checks round the car. Whilst Dave was doing these jobs we decided that we would need a couple of new tyres to add to the ones we already had. No problem. Apart from the fact that I had to do a sixty odd mile round trip from Cockermouth to Penrith to where the tyre vans were located at the Hired Lad finish venue/trailer park. (Surely the tyre vans could of been located nearer to Cockermouth on Friday where all the scrutineering and documentation was

taking place, then move to Penrith on Saturday the day of the rally). There were a lot of competitors local to Cockermouth who did not use the trailer park and commentated about having to do the same as us regarding tyres.

Anyway, by the time tyres were sorted and checks to car were done it was dark so away Dave and I went to scrutineering in the town centre Main Street in what could only be described as monsoon conditions, absolutely persisting down!! Scrutineering

done with no issues we then went to signing on at M-Sport. No issues there either. All done we then headed the 10mins back to Dave's to drop car off and go for something to eat and



Image courtesy of Kevin Money.

some liquid refreshment.

Woke up Saturday morning to look out the digs bedroom window to see the rain hammering down. Dave and the service/management lads arrived at the pub I was staying 'The Sun Inn' Dearham. (One of our sponsors) where a hearty breakfast awaited us. We all had a chat about who was doing what and where the management needed to be throughout the day. That all sorted the time had come

continued on Page 7 ...



MALCOLM WILSON RALLY REPORT 2019

... continued from Page 6

for Dave and I to start the rally. We had been hearing from people the Stages were pretty grim due to the snow/hail/rain they had been covered with during the night. We didn't see it as much of a problem from where we were seeded and hoped most of the higher seeded cars would clear the Stages.

SS1 Hobcarton 2.69 miles

A stage Dave doesn't like but we set off and within a couple of hundred yards came across the first warning triangle and crew holding their OK board but could see no car at the side of the stage so we presumed their car was probably hidden in the undergrowth down the banking. Then another

couple of hundred yards another car off, then another, and another, and another. What an earth was going on?? We had a clear stage no issues but at the finish of the stage Dave and I had a quick conflag on seeing all the cars off or stopped and decided a change in tact maybe be worthwhile for us. As in still have a go but drive to finish, being in a lower powered car may be more beneficial to us than normal due to the state of the Stages because of the

wintery conditions.

SS2 Comb 5.15 miles

One word 'Carnage'. There were yet more numerous crews parked up or off. We didn't have too bad a run through apart from about just under 2 miles in there had been some new stone put down for about 150 metres. Absolutely horrendous we backed off for this so as not to cause any damage to the car, it just wasn't worth it. The rest of the stage went fine.

SS3 Greystoke 1. 6.73 miles

This is a stage Dave really likes so I knew we should enjoy it. Away we went into the stage and soon realised it was going to be a case



Image courtesy of Kevin Money.

of keep the car in the ruts and keep it neat and get to the end. Yet again more cars were off for whatever reasons. The only indiscretion we had was just after the start we came to a 'stay neat 5L + 5L Long' we slightly cut the corner which promptly lifted the car up onto two wheels (co-drivers side of course, as is usually the norm lol) but luckily it came back down onto its four wheels. I hear through the intercom from Dave 'ok ok lesson learnt,

continued on Page 8 ...



MALCOLM WILSON RALLY REPORT 2019

... continued from Page 7

we don't need to do that again' or words to that effect!!! A bit further more into the stage we went into quiet a tight bus stop chicane and as we came out of it and started travelling down a straight I looked up and could see an escort parked up on the right. Straight away I knew it was Messers McDowall & Heseltine waving encouragement to us. Well, I think that's what they were gesturing to us!!

I am lead to believe in these first three stages of 14 odd miles there were something like 23 cars out of the rally already.

After Greystoke it was down to Penrith for the first of two services of the rally. The car was running fine no issues so the lads just did a quick spanner and tyre check and a refuel for the long slog up to Grizedale for the four stages in that area.

SS 4/5 High Man 1/2. 3.33 miles

The weather was a lot better up here and the Stages were in good condition. Once again we had no issues in either of these two stages. We knew we had the next twelve miler Grizedale stage next so it was still a case of drive to finish.

SS6 Grizedale 12.28 miles

Another of Dave's less favourite stages but away we went.

Everything was going fine, we had a good rhythm going, the notes were working fine then yet again we approached a 5 right there was a Marshall and a crew waving us to slow down. As we went round the corner there were 2 cars stopped in the middle of the stage and at the front of these was a Fiesta on its roof blocking the width of the road. Dave and I got out the

car and we asked if the 2 young lads who's car it was if they were ok which they said they were. Dave also asked them if they thought their dad's would be ok once they saw the car



Image courtesy of Guy Gladwin.

when it got back. They sort of gave a forced smile, it did appeal to my warped sense of humour though.

We realised that there would be enough room to slowly drive round the front of the upturned car to get past it. Obviously we let the two crews who were stopped in front of us to go first, mainly from a self preservation point of view as in, if they could get past without going off then we would also be fine getting past.

continued on Page 9 ...



... continued from Page 8

There's always method in our madness!! Off we went again at competitive speed with no heroics and finished the stage. Once at the stage finish news was coming through to the marshals about the stage blockage. I got the time on my time card of how long we actually were in the stage which I didn't see as a problem at the time because I knew we'd get a nominal time due to the incident. These things do happen but we thought we would of had a good stage if it wasn't for the stoppage.

SS7 Broughton Moor 2.29 miles

Another short but good stage for us, incident free.

Now it was the 90 minute road section back to service at Penrith. As we were booking in at service we were given some results update. As the service crew lads were checking the car for the last stage of the rally at Greystoke I was looking through the results to see that as I thought nominal times had been given to crews for Grizedale the stage with the fiesta incident. Looking again I saw that car 67. Dave & I, had not been given the nominal time and still had the actual time down which had dropped us about 12 places down the results. Dave was more concerned weather it affected our 2nd in class position which it didn't as there were only 2 crews left in our class so as long as we finished the last stage we'd be fine. I

told him we'd get it all sorted at the finish once I'd put our query form in. Car all spanner checked and fuelled up we set off to Greystoke the last stage of the rally purely with the intention of finishing barring any mechanical issues.

SS8 Greystoke 2. 6.73 miles

Dave drove what I thought was very conservatively through the stage mainly to finish. On looking at the times from the same stage this morning though we went through it 12 seconds quicker which was a bit of a surprise to us.

Stages finished, now back to the finish venue and to hopefully sort out our time from stage 6 Grizedale. In went our query form to the results team and after what seemed like hours and our team blaming me for the delay due to my query which I vehemently denied I hasten to add, but under my breathe was thinking maybe it was. Our time was amended to a nominal time which put us inline with the other crews with the same and jumped us from 52nd to 39th and 2nd in class. Don't get me wrong, I know we gained by other crews misfortunes but hey that's rallying and we'll take the result. Job done.

Big thanks to our sponsors Phillip at PC Rallysport, Frank at The Sun Inn Dearham. Service/Management crew Nicky, Steve, Ryan, Carl. Here's to the next one.

Guy Gladwin

Our other two crews both suffered DNF's. **Allan McDowall/Gavin Heseltine** (Car 29) Ford Escort Class B12, in SS3 Greystoke, with a broken prop-shaft.

David McLeod/Eamonn Boyle (Car 67) Talbot Sunbeam Class B11. On only their

3rd event, and first multi-venue/tulip road-book/pacenotes took a wrong turn after SS2 and ran out of fuel. Missed SS3 and then broke compression strut on road section after SS6 (Grizedale), leading to retirement - quite an eventful day!

TRACKROD FOREST RALLY REPORT

Trackrod Rally Yorkshire 2018 Dan Hart, Mitsubishi Lancer RS Evolution, Car 100

I'll start by introducing myself as a fairly new member of NHMC.

My interest in rallying began as a teenager in the 80s watching on TV but I got closer to the action when in 1986 I came to Driffield to work for my uncle (Brian Kitt) in his garage for the summer holidays. Jonny Milner was his apprentice and I used to go off grass tracking with Jonny at the weekends. Brian also maintained Phil Duffil's mk2 Escort. By the end of that summer the motorsport bug had truly bitten.

In 1988 I went to Leeds University, joined the motor club and competed on scatters in my Mk1 Cavalier. In 1989 I did my first road rally (The Rally of The Dams) finishing 22nd. On finishing Uni I went to work for Leyland DAF, I spent my relocation money building an Opel Ascona for stage rallying and did my first 2 events at Three Sisters. Wind the clock forward to now and this Trackrod Rally Yorkshire was my 47th Stage rally event. The Yorkshire forests are my favourite and are a contributory factor towards my decision to move to Driffield in 2015.

On the moors my previous results have been mixed – in 2002 I finished 76th on the North Humberside stages in the Ascona after losing the exhaust and a wheel off the trailer! In 2006 this was the first event I started in the Evo but the gearbox ate itself in Gale Rigg. In 2007 I finished 10th on the Kall Kwick in the

Manta with Robert Hardy in the silly seat. In 2011 Jonathan Stockdale (The Foz) and I finished 16th overall on the Trackrod in the Manta but in 2012 we crashed into a bank which had been cunningly placed at a square right immediately after the flying finish on Gale Rigg and this seriously damaged the Manta leading to an expensive 18 month rebuild. Ash Young and I had a go at the Trackrod in 2017 but broke the Manta's quill shaft in the rear axle in Gale Rigg. After 6 attempts I had 3 finishes and 3 retirements in Gale Rigg!



Photographer Unknown

I still have the Manta (derived from the previous Ascona and Cavalier) which I used successfully in 2017. After the cancellation of the Riponian and the Melbourne events in 2018 the Trackrod was to be my first and only event of this year. Ash Young also took the decision to retire from rallying so Adam Sutton stepped up to have a go at his first multi-venue forest rally.

Having not been rallied since 2013 the Evo needed a bit of an upgrade. The seats were still in date but the harnesses had expired and the Lifeline extinguisher was

continued on Page 11 ...



TRACKROD FOREST RALLY REPORT

... continued from Page 10
beyond the age where it could be serviced. Luckily Rob Brook was able to offer me a decent price on Turn One harnesses and new Lifeline plumbed in and hand held extinguishers. Something else I'd planned to do for a while was up the boost a little bit.



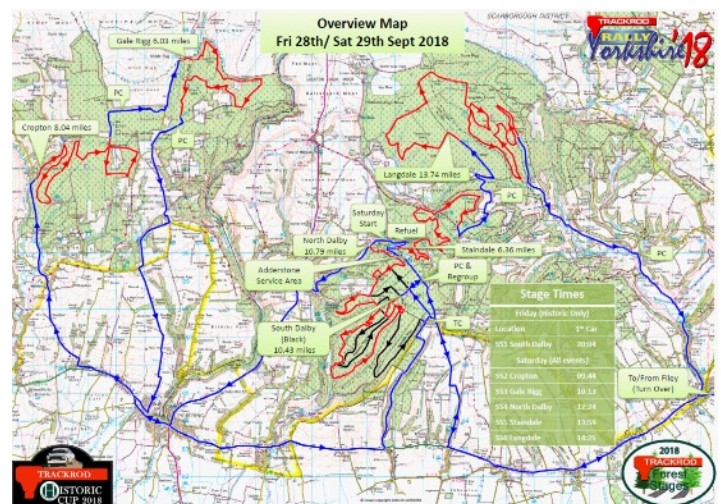
Picture By Dan Hart

The car is a 1993 Evo 1 RS and I was told that a wastegate I'd been given from an Evo 3 would give me more boost. Rather than just fit it and hope I first installed a boost gauge that I had in stock. I took the car out for a test and noted that I was getting 0.8 bar boost. I switched over to the 'upgraded' item and found I was only getting 0.5 bar boost. It turned out 0.5 bar is standard for both the Evo 1 & 3 and that the wastegate I'd removed was already upgraded so I put it back on.

Apart from measuring the turbo restrictor to ensure it was the right size the only other preparation required was to get some tyres fitted. Ben Ringham who now runs Kitt's Motor Engineers did this for me and even delivered them to my garage.

Scrutineering went like clockwork so we went into Saturday full of optimism. I had a new tow car in the form of an Audi Q5 which pulled the Evo on a trailer from Jonny Milner with no problems at all. The Q5 also doubled as our service vehicle and was packed with tools and tyres but unfortunately no service crew. I was hopeful that I wouldn't have any major problems as I would be carrying out all servicing myself.

On the way out of service Adam told me to stop by the clock as that's where we would be timed out but I remembered from looking at the stage maps that MTC1 was a mile down the road past the refuelling area. Evidently multi-venue navigation is considerably more tricky than single venues where the route is a bit more obvious.



The first stage was Cropton and after a quick stop to have a chat with Dave Bowden at the entry to the forest we headed to the start. The traffic lights were at the top of the steps to Spiers Bank House which belongs to Driffild School and where I've stayed many times in the

continued on Page 12 ...

TRACKROD FOREST RALLY REPORT

... continued from Page 11

past. Off we went onto the gravel and passed the first retirement halfway up the hill after the first hairpin. We almost became the second retirement as a square left immediately after a 5 left caught us both out and I had to stand on the brakes.

We had a few more emergency braking scenarios as the stage went on and the brakes equipped with standard pads started to fade. I realised that Adam was calling the bends one at a time rather than giving advance notice of what was coming after so I urged him to call earlier and I backed off a bit to let the brakes cool down. After SS1 we were 56th o/a so much better than our seeding of 100th.

SS2 was the dreaded Gale Rigg! I was a bit sceptical to say the least but I knew the car was in good order and just had to keep my driving under control. The weather had been bright and fine all day and by this time it was getting a bit warm and we had to crack open the rear windows for a bit of ventilation.

The stage was exactly the same as last year but run in the opposite direction, I noted the locations where I'd previously retired as I went round. I was still struggling with the notes being called later than I wanted but what really caught me out was a fire break over a crest which was not taped off and instead someone had placed an emergency red warning triangle by the side of the road. I assumed this was because someone had gone off further down and was half way down the firebreak before I realised I'd gone the wrong way. The mud was pretty slimy but

the Evo's four wheel drive pulled us out whereas the Manta might have struggled. It was a great relief to arrive at the end of Gale Rigg able to continue further.

After the stage I decided to have a quick check round the car and stopped at Rawcliff Howe. The car was fine but as I got out I knocked the key with my knee and when I attempted a re-start there was nothing. I remembered that I'd had starter motor problems in the past when the starter kept falling off at the Abingdon CARnival but was pretty sure I'd fixed it properly. What I really dreaded was having no charge in the battery but Adam got out and gave me a push and we got going straight away.

Back at service I had a good feel around the starter motor, it was firmly fixed in position and none of the wires was loose. I'd parked the car facing down the hill in the service area in case we needed a bump start but in the event the starter worked fine and continued to do so throughout the rest of the day. I removed the keyring from the key as a precaution to help me avoid knocking it.

SS3 was North Dalby, the second longest of the day at 10.79 miles, it was a great stage and really good fun in the sunshine. A number of the other cars running similar road positions to us were putting in similar times and this included a Citroen DS3 R3 (car 102) which just seemed to have the edge on us. We'd been 58th on SS2 so the 47th place achieved on SS3 lifted us up to 51st overall. The DS3 meanwhile had been 54th on the first 2 stages and 46th on the 3rd stage so was 46th overall.

continued on Page 13 ...



TRACKROD FOREST RALLY REPORT

... continued from Page 12

After the stage I was so hot that I got out of the car to take my helmet off. I didn't realise we were so close to the time control and we ended up arriving more than a minute after we were due. I wasn't sure whether this would be added to our stage time so I sent Adam to query it. In the event we were ok and the lateness wasn't counted. Back into service again and all that was required was to check the tyre pressures, brake pads and oil and to top up the coolant.



Photographer Unknown

On the way to SS4 Staindale we diligently followed the route through the refuelling area even though we hadn't bought any of the posh stuff. Many others didn't bother and don't seem to have been penalised so I guess this part of the route is optional. Staindale must have gone ok because I can't remember anything specific that happened. Overall though the car handled nicely with a touch of oversteer under power. There was a fair bit of turbo lag at low RPM and a handbrake that is no use for turning so I was grabbing 1st gear for the really tight and narrow bits. The synchro on first is foo-barred so there were some nice crunching noises for the

marshals and speccies to enjoy. As I was still a bit nervous about the notes I found myself backing off at about 70 or 80 mph which sounds a lot for the woods but in the Manta I know I'd previously exceeded 100mph over the same roads and comparing times the Evo was definitely slower than the Opel. In Staindale we were 54th boosting our overall position to 48th. The DS3 meanwhile had finished 42nd on SS4 so was up to 45th o/a we seemed to be losing our battle.



Photographer Ian Martin

The final and longest stage was Langdale (13.74 miles) and I definitely felt this was the roughest of the day. We were airborne a few times and grounded out in the ruts of the 100+ vehicles that had gone before (the lower powered cars were running at the front of the main field). Nevertheless Langdale was another enjoyable stage and I particularly enjoyed taking off when we crossed a crowned road between junctions 9 & 10 and leapt onto the gravel on the far side. I am not one to gloat about the misfortune of others but I have to admit to being quite pleased when I saw the Citroen DS3 in the dust ahead of us.

continued on Page 29 ...

MARSHALS NEWS

How does the world view the role of the marshal? The following is taken from the online encyclopaedia **Wikipedia!**

Motorsport marshals contribute to enjoyable, efficient, and safer motor racing. Marshals are also known as course workers, corner workers, corner crews, turn marshals, corner marshals, track safety workers, or other equivalents around the world.

In rallies, they are referred to as rally marshals. They are usually housed in posts along the stage of a rally at junctions, to be of aid if a car has an accident. A rally marshal is a marshal experienced or trained in the area of rallying.

They hold different duties than a track marshal, as they are isolated from other marshals with radio cars spaced out along the length of a stage. They are there for the safety of the competitors, but in spectated rallies, they also may be required to control any spectators that may be posing a safety risk.

Spectators can be of great danger to the drivers than on a track race, and if not aware of the cars they may also put themselves in great danger. Marshals announce the imminent arrival of a car by blowing a whistle to alert the spectators to be ready and to clear the track and sidelines.

Does that do what you do justice?

If you can help on events or need help registering as a marshal contact:

John Newlove, Chief Marshal Tel 01904-608524
email: john.newlove@btinternet.com

Sunday 7th April 2019
Lookout Stages Rally
Trackrod MC

Melbourne Airfield
(First Event Back
Since Improvements)

Please contact
Richard Hart, Chief Marshal
Tel 07901 372919

lookoutmarshal@virginmedia.com

Sunday 7th April 2019
TJS Self Drive
Alan Healey
Memorial Rally
Border MC (Lincs)

Cadwell Park Circuit
Louth, Lincs

Signing-on 0645-0815

Chiefmarshal@bordermotorclub.co.uk



MARSHALS NEWS

Sunday 21st April 2019
NHMC Warcop Stages
North Humberside MC

Warcop Military Ranges
(Off the A66 near Appleby)

Please contact
Carl Thompson, Chief Marshal
Tel 07901 372919

[marshals@
NHMCWarcopStages.org.uk](mailto:marshals@NHMCWarcopStages.org.uk)

Sunday 28th April 2019
Greenpower Race Event
Greenpower

Hull City Centre

Please contact
Dennis Robinson, Chief Marshal
Tel 01482-651069

See separate article in Magazine or
www.greenpower.co.uk

Sunday 12th May 2019
John Overend Memorial
Stages Rally
North Humberside MC

Melbourne Airfield

Please contact
John Newlove, Chief Marshal
Tel 01904 608524

john.newlove@btinternet.com

Saturday 18th May 2019

Scottish Rally
Twiglees Stage

run twice at 1000 and 1430
Signing-on between 0730-0800
(to be confirmed)

Marshals required by
Elizabeth Klinkenberg
contact
myrallyemai@gmail.com

Monday 27th May 2019
(Bank Holiday Monday)
Keith Pattison
Memorial Sprint
York MC & Huddersfield MC

Blyton Park, Gainsborough

Marshals and Competitors required
www.yorkmotorclub.org.uk
or contact the Entries Secretary
KPMSEntries@yorkmotorclub.org.uk

Thu 3rd - Sun 6th October 2019
Wales Rally GB

2019 Radio Staffing
C System Crews

Please contact
Bill Wilmer,
Event Radio Staffing Officer

Tel 07973-830705
w.wilmer@btinternet.com



MARSHALS CHAMPIONSHIP 2018

Following a "Stewards Enquiry" and the purchase of some new batteries for the Caiso Pocketmaster Abacus the final scores following the addition of the Flying Scotsman are as follows.

Position	Individuals	Points
1	Mike Kitching	10
2=	John Milner and Dennis Robinson	9
4=	Dave Cunningham and Pat Cunningham	8
6=	Martin Dixon, Gail Newlove, Robert Newlove, Ian Sadofsky and Carl Thompson	7
11=	Graham Tabor and Kirsty Thompson	6
13=	Alan Carvell and Gareth Pennell	5
15=	Dave Cogan, Trevor Davies, John Dixon, Alan Gilbert, Gavin Heseltine, Graham Hudson, Tom Hutchins, David James Ian James, and Chris Newlove	4
25=	John Brook, Geoff Craven, Richard Hay, John Dixie, Carl Oglesby, Kathy Parker, Rosemary Sadofsky, Dave Short, Roger Stanford, Steve Varey, Dave Watkins and Robert Wooley	3
37=	Phil Craven, Bryan Limb, Robbie Overend, Bruno Szemelka, Mark Tabor, and Nigel Turton	2
43=	Clive Alcock, Alison Church, Chris Church, Stuart Cariss and Robert Short	1

SCORING EVENTS

No	Date	Event	No	Date	Event
1	Jan	NHMC Autotest	7	Sep	Trackrod Forest Rally
2	Feb	NHMC Autotest	8	Nov	Malton Forest Rally
3	Mar	NHMC Autotest	9	Nov	Rally of the Tests
4	Apr	NHMC Warcop Rally	10	Nov	NHMC Cadwell Junior Rally
5	Apr	Alan Healey Rally	11	Nov	NHMC Cadwell Adult Rally
6	Apr	Flying Scotsman Rally			



16



facebook.com/northhumbersidemc

www.nhmcadwellstages.co.uk

MEMBERSHIP SECRETARY

Joined/re-joined since **24th Feb 2019**

Single Membership (53): Martin Woodhouse

Joint Membership (40): Stephen & Sadie Barmby, Ken & Julia Hailstone, Bernie & xxxxx Nolan,

Family Membership (12*):

Life Membership (3): David Shipley.

Dennis Robinson

Situation Vacant

Dennis Robinson has been doing the Membership Secretary for 10 years and is looking to retire.

Anyone willing to take on the role?

Volunteers must have a computer/laptop and be familiar with Microsoft Access.

Contact any Official (see contacts inside cover).



North Humberside Motor Club Ltd

Caves Classic Run 2019

Sunday 7th 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



FC0676

£15



Full Regs and entry form will be available on the club website
www.northhumbersidemotorclub.co.uk

William's Den

Entries Secretary and Secretary of the Meeting :
Ian Sadofsky : iansadofsky@gmail.com

Drewton's provide everything from a cup of coffee to a Full English Breakfast.
Refreshments and toilet facilities available at the halfway halt.
North Cave Village Show has barbecues, teas, coffees cakes and a fully licenced bar

www.northhumbersidemotortorclub.co.uk

17

kindly reproduced by  **IT@SPECTRUM**

MELBOURNE AIRFIELD - PRESS RELEASE

Hi everyone, apologies for the lack of information regarding developments at Melbourne Airfield but the investment plan has only just been finalised.

Before I continue we would like to say thank you to the following people, the improvements have only been possible with their support:

The Landowners, All Roads Asphalt Solutions Ltd, Robinson Bobcat Hire and The Clubs that run the 3 events on the airfield: (Trackrod Motor Club Ltd, North Humberside Motor Club Ltd, Lindholme Motor Sports Club).

To give you an idea of what we are doing:

Over the next 2 weeks over 4,500 square meters of planing will take place, Over 1,000 tonnes of new material will be laid. An investment of well over £70,000. This is treble the investment that we originally planned for the venue.

These works have been essential in making the venue "Tarmac tyres only" – this is a direct request from the landowner. We are not planning to make it super-smooth, but we will be trying everything we can to prevent punctures caused by potholes.

We feel this will help preserve the spirit of the venue and make it available to rallying for years to come. It will also make more tracks available for the rallies to use – adding variety and longer stages.

So, this is where we would like your help, we want to do more!

Our budget covers the necessary work, but there is more resurfacing we would like to carry out whilst the heavy machinery is on-site.

You can help in 2 ways:

1 – Give a donation at our Justgiving page – the address is:

<https://www.justgiving.com/crowdfunding/Melbourne-Airfield-Rallies> If every crew member planning to do the Lookout Stages were to give £15, this would give us the budget to resurface the road next to the pylon, allowing us a much better merge.

2 – Help us find venue sponsors. From venue sponsors, we are asking for £500, in return you will get a half page advert in the official publications for each event on the venue for the next 6 years. This equates to around £30 per event.

Already on-board: **Clubman Motorsport** (My business, selling safety equipment & your local Lifeline service centre); **CS Motorsport Developments** (Based in York, Race & Rally preparation & repairs.); **J.Williams Automotive Engineer** (Based in North Duffield, All-round car repairs)

Many thanks for your patience whilst we we can now go rallying!



have been negotiating and planning –



facebook.com/northhumbersidemc

www.nhmcwarcopstages.co.uk

MELBOURNE AIRFIELD - WORK UNDERWAY



www.justgiving.com/crowd.../melbourne-airfield-rallies



**Thursday 28th
March 2019.**

Work has commenced on improvements at Melbourne Airfield in time for the Lookout Stages (and our own John Overend Memorial Rally).

See the Just Giving page above for your chance to contribute.



19

AUTOTEST ROUNDUP

AUTOTEST 17th MARCH 2019 RESULTS

Driver	Cls	Car	Tests 1-6	Tests 7-12	Sub Total	Tests 13-18	Total	O/A	Class
Robert Short	2	Corsa	302.3	339.7	642	297.8	939.8	4	4
Stephen Short	2	Corsa	305.3	337.4	642.7	292.7	935.4	3	3
Harry Smith	2	Corsa	347.8	419.5	767.3	375.9	1143.2	5	5
Ken Sturdy	2	Corsa	277.3	308.4	585.7	282.7	868.4	1	1
Stephen Morten	2	Srtiker	300.5	325.1	625.6	247.3	872.9	2	2



MARCH AUTOTEST

MAPLE GARAGE SPROATELY

Sunday 17th MARCH 2019

Many thanks to Deg and Phil Burton for the use of Maple Garage Sproatley, for our March Autotest.

Dave Short and I did a redesign of the tests starting from the other end of the venue. We had a very poor entry of only 5 competitors, but we all had a good day, and the weather stayed dry.

Ken Sturdy managed to take FTD, as his main rival Stephen Morten in the Strika, got a couple of washouts.

Thanks to Graham Tabor for scrutineering, Dave Cogan for being steward, and the following for marshalling: Mike Kitching, Dave Short, Howard Everingham and John Milner.

Robert Newlove

No one has sent any pictures so I stole this from Ken's facebook page.

"Unloading the other blue Nova at Maple Garage".



facebook.com/northhumbersidemc

www.nhmcwarcopstages.co.uk

NHMC AUTOTEST CHAMPIONSHIP 2019

Pos	Name	New Year	February	April	November	Total
1	Stephen Short	56	40	45		141
2	Robert Short	51	45	40		136
3	Ken Sturdy		50	55		105
4	John Dixon	36	35			71
5	Chris Chapman		55			55
6	David Evans		50			50
7	Chris Newlove	45				45
8	Ian Chapman		45			45

Only current NHMC members score points

Points are awarded as follows:-

10 points for starting an event

20 points for finishing

Plus for 1st in class

25 points, down to 5 points for 5th in class

Additionally if there are more than 5 entries in the class, an extra point for anyone you beat outside the top 5 in that class.

Gavin had a stab at doing the 2019 championship in the last magazine, this is the up to date version

Provisional Results are after last months Maple Garage Autotest.

If I have made any mistakes, or missed anyone out, please let me know.

Robert Newlove

Hope that makes sense.

We have been approached to see if we are interested in organising a round of a future ANCC Autotest Championship.

As we have previously run a round of the RAC MSA British Autotest Championship, as well as the ANCC Championship, we thought it was worth considering.

On that occasion (20th Oct 1985) it was

the Chequered Flag Beeford Autotest at Princess Street Car Park, Bridlington.

The first problem is a venue as neither of our current sites are big enough to cope with the potential competitor numbers. The apron at Driffeld airfield is a possibility but at £20 per car is likely to be too expensive!

Any one else any ideas?



21

DONINGTON RALLY REPORT

DONINGTON RALLY

Sunday 3rd March 2019

Car 27 Ken Sturdy/Andrew Funnell

Suzuki Swift Maxi Class 2

Novice Navigator for Team KXS Motorsport

As a new member to the club, I thought I'd share my experience of my first ever competitive rally as a navigator, at the distinctly middle age of 45. I'm a keen track day driver, and I've attended quite a few rallies as, very definitely, the least useful member of Ken Sturdy's brilliant crew. I've also been a sponsor of the Cadwell rally for a number of years.

Enthusiasm and persistence finally paid off and Ken handed me a chance to navigate for him, on the Dukeries rally at Donington on 3rd March, in his excellent Suzuki Swift. Ken, one of his mechanics

Neil, and myself, were all able to bring our kids along too, so Charlie, Ben and Tom kept the average age down and made it a real boys weekend.

After scrutineering, our team's evening curry, with Ashby-de-la Zouch's own special brand of live entertainment, was great fun. However, having been handed the stage plans and having never been round the Donington track, I had my head full of square rights, hairpins, 3 bale chicanes, bus-stops, splits and merges, a new language which I needed to learn quickly. I fell asleep clutching my clipboard of stage plans that I had studiously been highlighting.

Having enjoyed the warmest February on record, it was back to more usual early Spring weather at Donington on the

continued on Page 23 ...



Photo courtesy of Tom

Irvin at True Turbo Media



facebook.com/northhumbersidemc



www.nhmcadwellstages.co.uk

DONINGTON RALLY REPORT

... continued from Page 22

Sunday, with a cool showery day turning into a very windy and wild late afternoon. Although I'd watched some video footage, I don't think anything can properly prepare you for your first competitive outing.

I was so focused on not getting the timing procedures wrong that I suddenly realised we were 5 seconds from the green light. Having jammed the timing card in the door pocket, I grasped the stage plan and off we shot! I did my best to give some useful information but, if I'm honest, the first stage was a bit of a blur for me, especially the sea of cones that made up the first half of the first stage. We got round fine, but as the day went on, I grew

in confidence and felt a lot more up to speed by the end. Ken's driving got

quicker and quicker and, after a steady start, we ended up second in class and 19th overall, a great result, particularly in the conditions. I was relieved not to have slowed him down too much.

I'm extremely grateful for all of the team's help, particularly Rich Wood, Ken's experienced navigator, for letting me try his hotseat and for all his helpful tips, and Dave, who helped me get safely strapped into the car, and of course to Ken.

It's amazing how much more you learn about a sport as a participant rather than as merely a spectator. Fantastic fun!!

Andrew Funnell



Greenpower Street Race Round 1

15 Marshals turned up bright and early at Blyton Park on Saturday 9th March. As we were almost all Rally Marshals, we really did not know what to expect. Greenpower have been organising these electric car races for quite a number of years, up to now they have all been held on private land / closed circuits. This year, however, they have secured a permit to close City Centre roads in Hull for the main event on April 28th, and due to this, the MSA (Sorry) Motor Sport UK had to be involved, with a Speed licenced CoC and an official Motor Sport UK Steward. They also had to have a designated Chief Marshal, which turned out to be me, for reasons that we will not go into here. Having been told by the organisers that we had to be signed on between 7.30 and 8.00 am , we of course turned up early and started to create a bit of a road block outside the gates which were locked. A quick phone call to the organisers, disturb their breakfast if nothing else, and we were told that the gates would be open at 7.30. But, we had been spotted by the Blyton staff who came and opened the gates for us so that we could get in off the road to wait. Soon the organisers arrived, and some of the competitors began to arrive so we went in and parked in the area close to Ginetta's Hangar. Now came the nice bit, we had to give our orders for Brekky, Bacon or Sausage butties. Makes a nice change from having to get the stove and frying pan out oneself ! We had to buy our own coffee though. Whilst we were waiting for the marshal's briefing, more



surprises, we had to give our orders for lunch, with quite a wide choice of dishes on offer!!

Due to the wind, the course had had to be shortened, as the cars might have struggled over a long straight into the wind, so selecting marshal posts and manning was easy enough then came the news that there were 40+ cars to scrutineer with only one official. Luckily we had one MSA licenced scrutineer on the list of Marshals so Paul Johnson from Border MC got stuck in, as did Howard Everingham with Pat and Dave Cunningham. Strange cars, and strange construction regs. But they made a good job and got all the cars scrutineered before the track was declared Live.

continued on Page 25 ...



... continued from Page 24

With most marshals out on track I kept two or three back with me in the pit/paddock to double safety check before the cars were let out onto the track. Paul Johnson doing belts and helmets, with Howard checking gloves and visors before starting them onto the track.

These cars will have several drivers, and to enable them to compete in the actual street race in April, they had to get some track time in to qualify for the invitation to the race so cars were going out for a few laps then coming in to change drivers. One can see where F1 gets a bit uptight about pit lane speed, as one or two of these cars came in far too fast for their own good. They had to arrive off track, slow down, turn off their power and then get pushed away into the paddock by their pit crew, but with several cars and their pit crews in a short area, it could get a bit hectic and there were a couple of (minor) crashes. Only pride being hurt.



The first session ended and we all gathered for lunch which was a crowded affair with officials, marshals and whole teams trying to get lunch over and done with in the hour allotted.



The afternoon session went better with fewer issues all round and the session ended promptly at 4.00pm. Very little to gather up and the organisers did that mostly themselves, so the marshals could get off home more or less straight away.

I stayed behind for the de-brief with the organisers and the Steward, and got nothing but praise and appreciation all round for the way that the marshals had conducted themselves and assisted in every way possible from the scrutineering, checking, starting, track marshalling and generally assisting in any way possible. I have passed on the organisers thanks to all the marshals.

I am still awaiting another meet with the organisers prior to the race itself but I am happy that the marshalling aspect of the race day is pretty much done and dusted. I need to do a radio check for blind spots and then nearer the day get the last minute instructions out to the marshals, on parking etc.

Watch out for a report on Round 2...The Race Day itself,

Dennis Robinson



NHMC STAGE RALLY CHAMPIONSHIP 2019

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

<u>DRIVERS</u>	1	2	3	4	5	6	Total
01 Peter Smith	46 (2)	82 (6)	75 (7)	10 (10)			213
02 Stuart Carris	52 (3)	55 (9)	50 (11)				157
03 Ryan Connolly	10 (1)	62 (5)	52 (7)	10 (10)			134
04 Ken Sturdy	33 (3)	61 (7)					94
05 Allan McDowall	44 (4)	10 (8)					54
06 Rob Herrington	43 (6)						43
07 Tom Hutchings	39 (2)						39
08 David McLeod	10 (8)						10

<u>NAVIGATORS</u>	1	2	3	4	5	6	Total
01 Linda Cariss	52 (3)	55 (9)	50 (11)				157
02 Christopher Allen	10 (1)	62 (5)	52 (7)	10 (10)			134
03 Andrew Funnel	61 (7)						61
04 Rob Brook	10 (3)	49 (9)					59
05 Gavin Heseltine	44 (4)	10 (8)					54
06 Tom Hutchings	10 (1)	33 (3)	10 (5)				53
07 Guy Gladwin	41 (8)						41
08 Neil Jones	35 (7)						35
09 Steven Brown	10 (6)						10
10 Eamonn Boyle	10 (8)						10



NHMC STAGE RALLY CHAMPIONSHIP 2019

Events Since Last Magazine

11	Rally North Wales	30/03/2019	MV-F	Cockermouth
10	Lee Holland Memorial Rally	17/03/2019	SV-A	Anglesey RC
9	Border Counties Rally	16/03/2019	MV-F	Jedburgh
8	Malcolm Wilson Rally	09/03/2019	MV-F	Cockermouth
7	Donington Rally	06/03/2019	SV-A	Donington Park RC
6	Jack Frost Rally	17/02/2019	SV-A	Croft RC
5	Snetterton Stages	16/02/2019	SV-A	Snetterton RC
4	Visit Conwy Cambrian Rally	16/02/2019	MV-F	Llandudno
3	Riponian Rally	10/02/2019	MV-F	Ripon
2	Jack Neal Memorial Rally	09/02/2019	SV-A	Blyton Park
1	Brands Hatch Stages Rally	19/01/2019	SV-A	Brands Hatch RC

STAGE RALLY ROUNDUP - END 2018

Grizedale Stages Rally

Ross Hughes/ **Steven Brown** (Car 37) Citroen C2 VTS, Class 2. 27th o/a 3rd Class. A good run getting faster on every stage and climbing 10 places with a fast time on the last stage. **Paul Rawson/Paul Wild** (Car 66) Ford Escort, Class 2. DNF after SS1 with a loss of wipers, far from ideal in the wet conditions. **Christopher Marlow /Adam Evans** (Car 69) Citroen C2, Class 2. 57th o/a 13th in Class. A steady run climbing places after every Stage from 65th o/a after SS1. **Ian Bainbridge**/Giles Dykes (Car 82) Subaru Impreza, Class 5, 8th o/a and in Class. Consistent runs with 8th quickest on the two long Grizedales and 12th on both short Broughton Moor's.

The Cobble Shop Knockhill Stages

Ryan Connolly/Christopher Allen (Car 38) Ford Puma, Class c. 20th o/a 4th Class. With a first stage time of 35th quickest all other times were in the

high 20's fastest for a n improving performance. **David McLeod/ Eamonn Boyle** (Car 57) Talbot Sunbeam, Class c. 23o/a 6th Class. On only the crews third event a maximum on Stage 6 cost them a likely 18th o/a and 3rd Class when they spun and dropped the back wheels into a gravel trap.

Swift Signs Christmas Stages Peter Smith /Graham Wild (Car 6) Ford Fiesta WRC, Class 5. 2nd o/a and in Class. Second or third quickest on every stage to finish behind son Guy. **Alastair Hutchinson /StJohn Dykes** (Car 16) Renault Clio, Class 3. 32nd o/a 5th Class. A maximum on Sstage 1 pu them in 87th place, but 5 top 10 quickest saw them climb the leader board. Andrew Hutchinson/**Joe Hutchinson** (Car 30) Renault Clio, Class 3. 28th o/a 4th Class. Consistent times saw them hold on to beat the old man by one place in class!



STAGE RALLY ROUNDUP

Brands Hatch Stages Rally

Ryan Connolly/Christopher Allen (Car 26) Ford Puma, Class C. DNF. Charlie Barlow/**Tom Hutchings** (Car 36) Nissan Micra Super 1400, Class A. DNF.

Jack Neal Memorial Rally

Peter Smith/Graham Wild (Car 8) Ford Escort, Class 4. 9th o/a 2nd Class. **Tom Hutchings**/Dan Blood (Car 36) Proton Satria GTi, Class 3. 31st o/a 9th Class.

Riponian Rally

Stuart & Linda Cariss (Car 52) Ford Escort Sport, Class H1. 40th o/a 1st Class. **Ken Sturdy/Tom Hutchings** (Car 56) Ford Escort RS2000, Class H2. 65th o/a 15th Class. Jim Stephenson/**Rob Brook** (Car 77) Talbot Sunbeam Ti, Class H1. DNF. See picture below!



Visit Conwy Cambrian Rally

Allan McDowall/Gavin Heseltine (Car 52) Ford Escort MkII, Class B12. 25th o/a 3rd Class.

Snetterton Stages Rally

Ryan Connolly/Christopher Allen (Car 17) Ford Puma, Class C. 14th o/a 4th Class. Brian Barlow/**Tom Hutchings** (Car 69) Nissan Micra Super 1400, Class A. DNF.

Jack Frost Rally

Peter Smith/Patrick Walsh (Car 5) Fiesta RS WRC, Class 5. 1st o/a 1st Class [See Winners Enclosure in previous magazine]. **Rob Herrington**/Adam Dalton (Car 44) Ford Escort MkII, Class 3. 28th o/a 6th Class. Ewan Tindall/**Steven Brown** (Car 48) Ford Fiesta ST, Class 3. DNF.

Donington Rally

Peter Smith/John Millington (Car 3) Fiesta WRC, Class 5. 2nd o/a and Class. **Ken Sturdy/Andrew Funnell** (Car 27) Suzuki Swift Maxi, Class 2. [See separate report in this magazine]. **Ryan Connolly/Christopher Allen** (Car 28) Ford Puma, Class 3. 25th o/a 5th Class. Alasdair Stables/**Neil Jones** (Car 41) Vauxhall Chevette HSR, Class 4. 45th o/a 12th Class.

Malcolm Wilson Rally

[See separate report in this magazine].

Border Counties Rally

Stuart & Linda Cariss (Car 59) Ford Escort Sport, Class 5. 26th o/a 3rd Class. Jim Stephenson/**Rob Brook** (Car 76) Talbot Sunbeam Ti, Class 5. 27th o/a 4th Class.

Lee Holland Memorial Rally

Peter Smith/John Millington (Car 2) Ford Fiesta WRC, Class D2. DNF. **Ryan Connolly/Christopher Allen** (Car 32) Ford Puma, Class C. DNF.

Rally North Wales

Stuart & Linda Cariss (Car 71) Ford Escort Sport, Class C1/C2. 32nd o/a 2nd Class.

Why not tell everybody how you got on!
From a few words to a full report.
Send to haggarr@hotmail.co.uk



28

TRACKROD FOREST RALLY REPORT

... continued from Page 13

I switched on the headlights in the hope that he'd see me and very kindly he gave way at a square right to let us past. It was clear that he'd had a fairly bad off as the front of the car was smashed up but at least he was carrying on. Finishing 51st on SS5 gave us a final finishing position of 47th o/a – 47th on my 47th rally! The DS3s mishap had dropped him down to 52nd so we won that battle after all.

At the end of the rally it was back to Filey and on the road section I noticed how loud the exhaust sounded. Along the sea front we collected our commemorative glasses but unfortunately we were so far at the back of the field that all the spectators had gone by the time we got there. I stopped to have a look at the exhaust and confirmed that Langdale must have been pretty rough as the rear exhaust hanger had ripped off taking a section of the exhaust with it. An old man stopped for a chat and I must have been distracted as I left my Ray-Bans on the boot lid – never to be seen again.

Overall it was a good steady rally with no damage to the car other than the exhaust which is an easy fix. I used one set of Pirellis for the whole event which still have plenty of life in them and a full tank of petrol. We returned to the deserted

Adderstone service area to load up as of course we didn't have any service crew to bring the car & trailer down. Ben & Chris from Kitt's have offered to service next time.

As for next time I'd like to have a crack at the Riponian, a Melbourne event or two, Twyford, maybe the Trackrod but more likely the Malton Forest in 2019 as I fancy a change. Realistically I'm unlikely to do more than 4 rallies as it certainly hits you in the wallet! I'm not sure who'll be co-driving as Adam has an offer to co-drive in an Impreza, hopefully the experience he gained on the Trackrod will stand him in good stead. Jonathan Stockdale made a recent return to co-driving at Cadwell and may be seduced into having another ride in the Evo or Manta.

I run an engineering consultancy business and most of what I do involves supporting Jaguar Land Rover with testing but I am trying to diversify and would like to do a bit more in the way of rally car preparation.

If you are interested in talking about what I can do to build/restore/improve your car or are just interested in rallying please have a look at my website :- www.stage-rally.com

Dan Hart

FOR SALE

**Mitsubishi Lancer
RS Evolution (Evo 1 RS)
Rally Car - £POA**

The car is for sale and can be viewed
on the website

www.stage-rally.com

Or contact Dan at
dan@stage-rally.com



29

NHMC WARCOP STAGES 21st APR 2019

HELP REQUIRED

The Senior Officials are in place but as usual lots of help will be required over the weekend of 20th/21st April 2019 (**Easter Weekend**)

Volunteers to help set-up the stage and assist with the changes during the day are always welcome.

Lighter duties are also available over the weekend such as Marshaling Scrutineering, running TC's/Card collects and Marshalling on Stage.

Contact: Carl Thompson (Chief Marshal)
01759-306671

Work is already underway on the event with venue and HQ confirmed.

David James (CoC) and Gavin Heseltine (SoM) attended the "Range Conference" together with numerous representatives of various military units for April's site users earlier this month.

Scrutineering has been secured at the Range Stores site (as 2018) and once again the Haybergill Centre is to provide most of the accommodation and catering.

The website has been updated (26th Feb) and first draft of the SR's are being reviewed.

Entries should hopefully open week commencing Monday 4th March 2019.

John Overend Memorial Rally 12th May 2019

MELBOURNE AIRFIELD PROGRESS REPORT

Things have been moving over the winter period, the club has agreed to support the venue re-development, along with Trackrod and Lindholme motor clubs.

The club is very grateful for the effort put in by Rob Brook, in securing the venue.

The club's plans to run the John Overend Memorial Stages Rally on the 12th May. After about thirty years I have decided to step down as secretary of the meeting, and hopefully Gavin Heseltine is to take over.

As usual we will need lots of help to run the event.

HELP REQUIRED

We are back on Melbourne.

The Senior Officials are in place but as usual lots of help will be required over the weekend of 11th/12th May 2019.

Volunteers to help set-up the stage and assist with the changes during the day are always welcome.

Lighter duties are also available over the weekend such as Marshaling Scrutineering, running TC's/Card collects and Marshalling on Stage.

Contact: John Newlove (Chief Marshal)
01904-608524