

# STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

Jun/Jul 2019



## NHMC WARCOP STAGES RALLY WINNERS

**Gordon Morrison/Calum MacPherson**



*INSIDE THIS ISSUE: Awards Presentation, Goodwood  
Festival Of Speed Preview, Stage Rally Championship,  
Greenpower Race Report, Marshals News*



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

Future Board Meetings (Start At 8pm)  
Wed 26th June (Conference Call)  
Wed 24th July (Tiger Inn)  
Wed 28th August (Conference Call)



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

## Editors Ramblings ...

Welcome to "STAGE TIMES".

Well I am pleased that is over, three Rallies to organise with just three weeks between them did prove rather taxing.

Warcop (21/04) and JOMR+Melbourne Junior (12/05) both went off successfully although we could have done with a few more competitors.

Thanks to everyone who gave up their time to help, either in advance or on the day. No matter how small you thought your contribution was if you hadn't done it then some-one else would have had to add it to their existing workload. I hope you are all able to assist on future events.

We now move into the more tranquil season of Classic Runs/Touring Assemblies. Our long established Caves Classic (07/07) and SoD Classic (18/08) are ready to go - a new start venue is promised for August. The new, for 2018, Holderness Tour is planned to run again with possibly a new start and finish.

Also watch out for the VSCC in East Yorkshire event over the weekend 2<sup>nd</sup> to 4<sup>th</sup> August 2019. Based in Hull and East Yorkshire thanks to the work of Ian North and Steve Wood.

So feet up before we start getting ready for NHMC Cadwell Stages in November.

**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.**

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### Gordon Morrison/Calum MacPherson

on their way to victory on the  
NHMC Warcop Stages,  
Sunday 21<sup>st</sup> April 2019

*Photo courtesy of  
Kevin Money*

NHMC

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# FORTHCOMING EVENTS

## JUNE 2019

08	Carlisle Stages	<a href="http://www.racrmc.org">www.racrmc.org</a>	MV-F
08	Mourne Rally	<a href="http://www.nadmc.net">www.nadmc.net</a>	MV-A
09	Carnival Stages	<a href="http://www.abingdoncarnival.com">www.abingdoncarnival.com</a>	SV-A
09	Keith Frecker Rally	<a href="http://www.bssmc.club">www.bssmc.club</a>	SV-A
09	Laois Heartlands Stages	<a href="https://www.facebook.com/laoisrally">www.facebook.com/laoisrally</a>	SV-A
13-16	Rally Italy	<a href="http://www.rallyitaliasardegna.com">www.rallyitaliasardegna.com</a>	MV-A
14-15	Rally van Wervik	<a href="http://www.scuderiavervica.be">www.scuderiavervica.be</a>	MV-A
15	Summer Stages	<a href="http://www.glenrothes-msc.com">www.glenrothes-msc.com</a>	SV-A
16	Flying Fortress	<a href="http://www.flyingfortressstages.co.uk">www.flyingfortressstages.co.uk</a>	SV-M
16	Midsummer Caerwent	<a href="http://www.forresterscarclub.co.uk">www.forresterscarclub.co.uk</a>	SV-A
21-23	Donegal Rally	<a href="http://www.donegalrally.ie">www.donegalrally.ie</a>	MV-A
21-23	Rally Poland	<a href="http://www.rajdpolski.pl">www.rajdpolski.pl</a>	MV-A
22	Argyll Rally	<a href="http://www.argyllrally.co.uk">www.argyllrally.co.uk</a>	MV-F
23	Red Kite Stages	<a href="http://www.redkitestages.co.uk">www.redkitestages.co.uk</a>	MV-F
28-29	Ypres Rally	<a href="http://www.ypresrally.com">www.ypresrally.com</a>	MV-A
30	Enville Stages	<a href="http://www.warringtondmc.com">www.warringtondmc.com</a>	SV-A
30	Ravens Rock	<a href="http://www.carrickonsuirmotorclub.com">www.carrickonsuirmotorclub.com</a>	MV-A

## JULY 2019

04 -07	Goodwood Festival of Speed	<a href="http://www.goodwood.com">www.goodwood.com</a>	Show
06	Loughgall Park Rally	<a href="http://www.namcc.com">www.namcc.com</a>	SV-A
07	Greystoke Stages	<a href="http://www.greystokestages.co.uk">www.greystokestages.co.uk</a>	SV-F



# FORTHCOMING EVENTS

## JULY 2019

<b>07</b>	<b>Caves Classic</b>	<a href="http://www.northhumbersidemotorclub.co.uk">www.northhumbersidemotorclub.co.uk</a>	<b>T-asy</b>
07	Bob Shaw Brawdy Stages	<a href="http://www.pembrokeshiremotorclub.com">www.pembrokeshiremotorclub.com</a>	SV-A
07	Centenary Stages	<a href="http://www.sheffieldandhallamshiremc.co.uk">www.sheffieldandhallamshiremc.co.uk</a>	SV-?
07-08	TBR Rallysprint	<a href="http://www.tallytbr.com">www.tallytbr.com</a>	SV-A
13-14	Mach 1 Stages	<a href="http://www.dunfermlinecarclub.co.uk">www.dunfermlinecarclub.co.uk</a>	SV-A
13	Nicky Grist Rally	<a href="http://www.nickygriststages.co.uk">www.nickygriststages.co.uk</a>	MV-F
14	Sligo Stages	<a href="http://www.connachtmotorclub.com">www.connachtmotorclub.com</a>	MV-A
20/21	Beaver Night Rally	<a href="http://www.bdmc.org.uk">www.bdmc.org.uk</a>	R/R
20	Down Rally	<a href="http://www.downrally.com">www.downrally.com</a>	MV-F
21	Twyford Stages	<a href="http://www.mid-derbyshiremc.co.uk">www.mid-derbyshiremc.co.uk</a>	SV-A
27	DMC Summer Stages	<a href="http://www.druidalemc.org.im">www.druidalemc.org.im</a>	SV-A
27	Jim Walsh Forest Rally	<a href="http://www.corkmotorclub.com">www.corkmotorclub.com</a>	MV-F
28	Harry Flatters Rally	<a href="http://www.breconmotorclub.co.uk">www.breconmotorclub.co.uk</a>	MV-A

## AUGUST 2019

01-04	Rally Finland	<a href="http://www.nesterallyfinland.fi">www.nesterallyfinland.fi</a>	MV-G
02-04	VCC in East Yorkshire	<a href="http://www.vccofgb.co.uk">www.vccofgb.co.uk</a>	T-asy
03-04	Boucles Chevrotines	<a href="http://www.firc.be">www.firc.be</a>	MV-A
03	Solway Coast Rally	<a href="http://www.solwaycarclub.co.uk">www.solwaycarclub.co.uk</a>	SV-A
03	Dogleap Stages Rally	<a href="http://www.maidencitymotorclub.com">www.maidencitymotorclub.com</a>	SV-A
04	Tyneside Stages	<a href="http://www.alnwickmotorclub.co.uk">www.alnwickmotorclub.co.uk</a>	SV-A
04	Phoenix Stages	<a href="http://www.eastwoodmotorclub.co.uk">www.eastwoodmotorclub.co.uk</a>	SV-M



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

## NEW UK EVENT MAP

We have been notified of a new site, produced on behalf of Hippo Leasing, that shows locations of events around the country. In their system Rallies are not competitive events so look under Races for Stage Rallies.

The map contains over 490 motoring events across the UK and Northern Ireland, ranging from rallies and races to festivals and shows. It has something for everyone and is designed to be as easy to use as possible.

[www.hippoleasing.co.uk/news/car-events-map-2019/](http://www.hippoleasing.co.uk/news/car-events-map-2019/)

## RDO's TERMINATED

Motorsport UK have announced that the role of the Regional Development Officer will be (has been) terminated effective from 7<sup>th</sup> May 2019.

As part of a new initiative Motorsport UK will be embarking on a promotional programme attending events to raise the profile of the sport.

To assist with club development a range of workshops, media-toolkits, on-line learning platforms and a direct help-line will be launched.

**COMING TO A VENUE NEAR YOU!  
WATCH THIS SPACE ...**

## Postbag - Letters and emails to the editor

From Tony Bilham (Co-ordinator J1000)

Many thanks for that and special thanks for all your and your teams efforts yesterday. All my competitors had enjoyed themselves immensely even the ones that had been upside down. Venues like Melbourne are far more challenging for them than some of the more clinical venues we have to use.

They were all very happy to have got all eight stages in and a big thanks to all your marshals etc.

I trust you are going to take it easy for a few weeks now after all your efforts on both your events.

From Ian Paterson (Car 5 Warcop Stages)

Just to say thank you for putting on a great event yesterday, well organised, super stages, friendly atmosphere in a great location, pity my propshaft broke in the second stage and destroyed my gearbox.

We still had a good weekend.

Hope you and your team continue for next year, the rally really deserves another 100 entries.

Thanks for all your hard work.

Regards Ian Paterson



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www.nhmcadwellstages.co.uk

# Postbag - Letters and emails to the editor

Stephen Booth (Car 11 JOMR)

THANKS FOR A GREAT DAY SUCH A LOT OF HARD WORK GOES INTO THESE EVENTS WHICH WE APPRECIATE SO MUCH SEE YOU ALL AGAIN STEPHEN AND CATHERINE BOOTH MK1 ESCORT (WHITE)

Jonathan Lightbody (Car 38 JOMR)

Overall I enjoyed the day thank you despite the lengthy delays (why was there a 2hr break for lunch and then another hour waiting for Stage 5 to begin?), and a gearbox that lost 3rd gear during stage 3.

I was pleased though, that despite the delays, you didn't shorten the day and completed all 8 stages; thank you for that.

Cheers Jonathan

Stewart Holmes (Car 33 JOMR)

Myself and my son Steven enjoyed your event, Hopefully we will do your event again next year.

Did we get a award for finishing 2nd in our class?

Kind regards. Stewart

Reply: Class 1 had only 1 entry and Class 2 had only 3 entries. The minimum per class was 5. Despite amalgamating classes we still only had 4. Rather than amalgamate with class 3 we decided to run the combined class 1 and 2 but only award to the class winner.

## CO-DRIVER AVAILABLE

Hi Gavin

You may have heard that I have made a bit of a comeback after 32 years away.

Recently co drove for Mike Reed on the Pirelli and the Scottish with a view to doing the RAC at the end of the year but unfortunately things haven't gone to plan and as such I find myself without a driver.

I remember when I spoke with you at the end of last year you mentioned that you were often asked if you knew of any co drivers that were available for drivers so I'm offering my services to any opening that may appear.

One of the reasons that I'm not co driving for Mike was that I was struggling to read the route notes in good time for Mike but I'm sure a bit more practice would assist greatly. I'm still more than competent with all other aspects of co driving so possibly a few single venues or rallies that don't allow route notes would be great to start with although I do wish to pursue that avenue.

I'm happy to contribute to the cost of any rally and I have National A co driver licence. I have full fire proofs, sparco helmet c/w headset intercom.

When I get chance I will pop along to a club night.

Regards

Dave Shepherd

07773 756834

# LOOKOUT STAGES RALLY REPORT

## John Dixon/Gavin Heseltine Ford Escort MkII, Class 4, Car No 28

During the early planning stages for our own John Overend Memorial Rally I was discussing possible stage routes with John. Not knowing what would be usable following the "improvement" works we agreed it would help once we knew what stages were planned for Trackrod MC's Lookout Stages and how useful it would be to get a look at them. This turned into John asking if I would be available to do the event if he got the car ready. I agreed and went online to put an entry in - we were no 68 of the 70 spaces available!

Under the new arrangements restrictions are now in place over the tyres that can be used - no forest/aggressive pattern tyres to be used. John had planned to use his A2's and so took them with him to Scrutineering on Saturday. A Scrutineer told John he couldn't use them as they had "MS" stamped on the side. It was pointed out that most modern tyres had the same letters stamped on the side and to prove the point John retrieved one of the road tyres marking the edge of the stage and showed him the same marking on the sidewall. He was still told he couldn't use them! (We need to clarify this issue for

our own JOMR - Ed). Thanks to Bernie Nolan a supply of tyres were available, part of the package that came with the purchase of David "Ollie" Smith's Escort. Apart from having to replace his out of date crash helmet (thanks to Rob Brook) Scrutineering was successfully completed.

**Stage 1** - 6.40 miles - First corner and a combination of cold tyres, a closer than expected tyre wall and an unhelpful sequential gearbox saw us drop 25 plus seconds whilst trying to get reverse.

Accelerating hard down the old drag strip and a massive vibration from the front end saw John fighting with the steering as we approached the first chicane. This continued throughout the stage and was worst at the end of the straight to the barn as we tried to accelerate through the

vibration without success - braking here was a bit fraught and we were almost off. Made it to the end 41<sup>st</sup> o/a & 7<sup>th</sup> in Class.

**Stage 2** - 6.40 miles - After investigation and adjustment to the wheels and tracking we went out for a repeat of the stage. The vibration was still significant at high speed but John hung on to improve on our first time by 51 seconds to be 22<sup>nd</sup> o/a and 3<sup>rd</sup> in Class on the stage (35<sup>th</sup> o/a and 4<sup>th</sup> Class after two stages).

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# LOOKOUT STAGES RALLY REPORT

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A bit more time in Service and Bernie (Nolan), Jack (Bell) and Neil (Davis) made further front-end adjustments to eradicate the vibration. Meanwhile Ben (Neil's son) wiped/polished every surface on the car and any tool as soon as it was put down.

**Stages 3 & 4** - 7.70 miles each - Getting into a rhythm now, living with the vibration and braking earlier than usual for the chicanes (too tight!). 17<sup>th</sup> and 21<sup>st</sup> fastest o/a (2<sup>nd</sup> fastest in Class on both) and we climbed up to 24<sup>th</sup> o/a and 2<sup>nd</sup> in Class after Stage 4).

The class leader was 5<sup>th</sup> o/a and 2 Min 36 Sec ahead!

**Stage 5** - 7.80 miles - The stage was now reversed with the direction being generally anti-clockwise. The merge was now just after the pylon and proved quite tricky with cars on the lap having a lot more speed and wanting to be on the side we were merging from for the line into the tightening left hander. HANS devices make seeing over your shoulder impossible and so monitoring what was coming down the road from the barn was essential to estimate potential conflicts at the merge. On this Stage we had a clean exit and apart from the continuing issues with the chicanes (too tight and now the damaged bales were replaced with IBC's, likely to cause more damage!) We had a good run. Still some vibration but 21<sup>st</sup> o/a and

3<sup>rd</sup> in Class on the stage maintained our 21<sup>st</sup> o/a and 2<sup>nd</sup> in Class.

**Stage 6** - 7.80 miles - On this Stage coming down the road from the barn was a white Subaru which we lifted to wait for at the Merge. We then chased him (Car 16) round maintaining the gap until Junction 11 (top of the old trailer park) when following him through the quick tyre chicane we clipped it and collected an immediate rear puncture. As the handling deteriorated we discussed our options and decided that a maximum was likely

whatever we did as we were on lap 1 of three. We decided to make our way to the split and cut to the finish, unfortunately whilst trying to get through the back chicane the car leapt sideways and clouted one of



the IBC's damaging the rear quarter and arch. A maximum dropped us to 42<sup>nd</sup> o/a and 7<sup>th</sup> in Class.

**Stage 7** - 7.20 miles - Stage went ok but with less urgency after our maximum, 28<sup>th</sup> fastest o/a and 4<sup>th</sup> in Class maintaining 42<sup>nd</sup> o/a and 7<sup>th</sup> in Class.

**Stage 8** - 7.20 miles - Deja-vu at the merge as again we lifted to let Car 16 in front. Stuck even closer to him this time and due to being in his dust we overshot

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# 2018 AWARDS PRESENTATION

In excess of 40 club members gathered at Skidby Lakes Golf Club on Thursday 28<sup>th</sup> March to celebrate the success of members in 2018 and to present the trophies. An early start of 7.30pm for a 7.45pm start was intended to achieve a reasonably early finish for those who had work the next day.



Traditionally the awards for the club organised Autotests throughout the year are not presented at the individual events but are held over for the annual awards presentation. This allows time for engraving and the benefits of bulk buying.

Proceedings kicked off with these Autotest awards with the recipients being:

## **IT@Sprectrum New Years Autotest**

FTD	Ashley Slights
1 <sup>st</sup> Class	Alan Williamson
1 <sup>st</sup> Class	Joe Sturdy
2 <sup>nd</sup> Class	Ken Sturdy
3 <sup>rd</sup> Class	Robert Short

## **The One Point February Autotest**

FTD	Robert Short
1 <sup>st</sup> Class	Alan Williamson
1 <sup>st</sup> Class	Stephen Short

## **Maple Garage March (April) Autotest**

FTD	Ken Sturdy
1 <sup>st</sup> Class	Stephen Short
1 <sup>st</sup> Class	Malcolm Clark
2 <sup>nd</sup> Class	Robert Short

## **November (December) Autotest**

FTD	Ashley Slights
1 <sup>st</sup> Class	Stephen Short

The combination of points scored on all four Autotests decides the winner of the Autotest Championship. With 13 club members scoring points the main battle was again a family affair with only 10 points separating the Short brothers.

## **2018 NHMC Autotest Championship**

First Place	Stephen Short
	<b><u>Macklin Trophy</u></b>



Second Place	Robert Short
	<b><u>Norman Jordan Cup</u></b>
Third Place	Alan Williamson
	<b><u>An Award</u></b>

During a break Robert Newlove had us all on our feet for "Stand-up Bingo". He wasn't sure if he would have one or ten

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# 2018 AWARDS PRESENTATION

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winners. Congratulations to the single winner/"last-man standing", Dave Watkins.

The next category was the mixed discipline Clubman award for points scored on **any** NHMC organised/promoted event, this covers the four Autotests and three Stage Rallies plus any other "competitive driving events", with points also being awarded to the senior event organiser(s).



## **2018 NHMC Clubman Championship**

Winner: Robert Short

### **Dan Gibson Memorial Trophy**

The final set of awards for "driving competitions" was the NHMC Stage Rally Championship. Contested on any Stage Rally at National B category or above a competitors best six scores count out of an unlimited number. Scores are based on class positions to level the playing field.

## **2018 Stage Rally Champion Driver**

First Place Ian Bainbridge

### **Thelwell Trophy**

Second Place Allan McDowall

### **Stephenson Cup**

Third Place Stuart Cariss

### **An Award**

## **2018 Stage Rally Champ. Navigator**

First Place Linda Cariss

### **Parish Trophy**

Second Place Gavin Heseltine

### **98/99 Cup**

Third Place Steve Varey

### **An Award**

A break was taken to announce the results of Robert Newlove's "bird quiz" - all the answers were the names of birds (Robin, Thrush etc). Can't remember who the winners were!

The final set of awards covered the non driving disciplines i.e. Marshalling and Organising. We are lucky to have a sizeable band of both as without these important people we would have no events to compete on.

The Marshals Championship, organised by **John Newlove, Chief Marshal** covers events that we organise or have formally accepted invitations for assistance.



## **2018 Marshals Champion**

Winner: John Milner

### **Hesse MC Enthusiast Trophy**

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# 2018 AWARDS PRESENTATION

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Other winners in the **Marshal's Championship** present were (Pictured above L to R) Pat Cunningham, Dennis Robinson, Dave Cunningham, Martin Dixon, Graham Tabor, Alan Carvell and Ian Sadofsky.

The **Harry Hannah Award**, presented to the person/persons doing the most to promote NHMC, was awarded to the Senior Organisers of the NHMC Cadwell Stages Rally 2018 - voted the best round of the MSV Motorsport News Circuit Rally Championship in the 2017/2018 season. Collecting the award are Tom Hutchings, David James, Ian Sadofsky and Gavin Heseltine (missing from the photo is Ian James).



This was the second of our Stage rallies to win an award in recent years as in 2016 the John Overend Memorial Rally was voted the best gravel round in the Alexander Calder Financial East Midlands Association of Motor Clubs (EMAMC) Stage Rally Championship.

Previously our Organising team had won the Bill Turner Trophy, presented to the best round of the BTRDA Gold/Silver Star Championship, for the 2004 North Humberside Forest Rally.

A number of club members played a prominent role in all three of these prestigious awards.



The **Measham Trophy** was presented to long time organiser, competitor, results guru and current Chairman of the Board David James.

The **Rob White Award** for most improved/entertaining Autotester was presented to Stephen Short.

The **John Overend Memorial Trophy** was not presented for 2018 due to the venue being unavailable.

The evening concluded with a buffett.



# 2018 AWARDS PRESENTATION

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## Gallery

Clockwise from the top left

**Ken Sturdy**, FTD Maple Garage Autotest

**Stuart Cariss**, Third Driver from the SRC, the other two must have got lost!

And the Navigtrors from the SRC

**Linda Cariss**, First  
**Gavin Heseltine**, Second  
**Steve Varey**, Third



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# GOODWOOD FESTIVAL OF SPEED - A GUIDE

At the end of this month, Goodwood will host the world's greatest garden party.

"If you haven't braked as soon as you see the corner, you're almost certainly going straight into the bales," advises Will Kinsman, head of motorsport content at Goodwood, drily. He's not a man prone to histrionics, which is just as well, because every summer he's in charge of the most eclectic bunch of seriously fast, seriously expensive cars climbing at considerable speed up the hillclimb at the Festival of Speed.



To misquote Kipling, it takes a very cool person to keep their head when all around them are losing theirs. When you have former drivers from the competitive, adrenaline-fuelled worlds of Formula 1, Nascar and World Rally Championship and more, all trying to perform for the 60,000-strong crowd each day as well as post a decent time on the hillclimb course that is Lord March's driveway, there's potential for, well, a few "offs".

The course itself is historic (and deceptive, but more of that shortly). It was first used in 1936 by Freddie March, the ninth Duke, who was a keen Brooklands racer and organised a hillclimb using

the 1.16-mile, tree-lined drive of Goodwood House, in West Sussex, for the Lancia Car Club; naturally, he won it.

Since then, the same stretch of road has had more famous cars and drivers on it than any other circuit in the world, because the Festival of Speed covers a multitude of disciplines. The event, affectionately referred to as the world's largest motorsport garden party, has more than 400 cars and bikes going up its hillclimb each summer over three days – four, if you count the Moving Motor Show



which precedes the main event on the Thursday – whereas Silverstone, for example, although with a longer history of motorsport, hosts only 20 F1 cars a year.

The Festival of Speed hillclimb is an intriguing motorsport spectacle. From a spectator point of view, it looks curiously simple, at least at the start. One vehicle at a time off the line, straight up through the trees to the first corner, turn right where it's nice and wide, past the house, being careful to keep off the grass – but there's plenty of width, surely, and Bob's your uncle. Only, not quite so. "A good start is really important," says Kinsman. The four-

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# GOODWOOD FESTIVAL OF SPEED - A GUIDE

... continued from Page 12

wheel drive and rally cars get a speed advantage, whereas the big Nascar beasts have lots of power but no grip.

The first corner is actually two, which is interesting. "The first is relatively straightforward," advises Kinsman, "but in the second you feel you should carry more speed through than you dare; the way the other roads join [other drives meet the main one] makes you feel the road is wider than it actually is."



It gets trickier still: "The only vaguely straight bit isn't actually straight, as you go past the house and under the bridge. It's a series of sweeps rather than a straight line."

And the worst is still to come: a sweeping left called Molecomb followed by a horrific flint wall, which looks picturesque at any other time of the year but forms its own horrors at the festival. "Molecomb is the most important part of the course," advises Kinsman. Three things need to happen at once: drivers come over a crest as they simultaneously go through a slight kink and are required to brake.

If they haven't braked as soon as they see Molecomb, it's inevitably too late and a crash into the hay bales ensues, as it has many times over the years.

"Conversely, however, carrying speed through Molecomb is important for a good time," says Kinsman, smiling wryly. "So people who crash there are a mixture of first-timers and good drivers going for a fast time."

Next up is the wall. No serious gradients, and it's a straight blast up to the flint wall,



carrying speed around the S-bend shape of it, if you're after a good time. "Apart from the scare factor of heading straight at a flint wall," – explains Kinsman, the road is "heavily covered by trees, so moisture stays on the track there and it's quite dark" East, then.

If you make it around there in one piece, it's a "short squirt" to the last corner which looks deceptively easy (there's a theme here ...) but is a right-hander and you have to carry speed through because by this point you're nearing the top of the hill.

continued on Page 29 ...

# MARSHALS NEWS

Many thanks to everyone who helped in any way on our two recent events Warcop Stages and the John Overend Memorial Stages Rally with both events getting a really good day weather wise. Its was a long day on both events

Working party for Melbourne ... We are hoping to arrange a visit to Melbourne to assess any damage requiring repairs and to construct some tyre barriers from "car size" tyres similar to those in use at Cadwell Park.

Andy Turnbull from Trackrod MC has access to a banding/strapping machine and strapping material. It is intended to make this a joint effort with the other two events using the venue. Please advise Gavin Heseltine or John Newlove of your availability.

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

**John Newlove, Chief Marshal**  
**Tel 01904-608524**

**email:**  
**[john.newlove@btinternet.com](mailto:john.newlove@btinternet.com)**

Motorsport UK have announced details of their training programme which has been re-produced on the page opposite.

Full details and application/registration forms are available on-line at the Motorsport UK website

**[www.motorsportuk.org/Education-and-Training-Days](http://www.motorsportuk.org/Education-and-Training-Days)**

**Sunday 7<sup>th</sup> July 2019**

**White Rose  
Classic Rally  
Malton MC**

**Marshals Required**

Please contact

**Keith Steel**  
[kdsteel53@gmail.com](mailto:kdsteel53@gmail.com)

or

**Dick Wardle**  
[t.r.wardle@talk21.com](mailto:t.r.wardle@talk21.com)

**Saturday 28<sup>th</sup> September 2019**

**Rally Yorkshire  
Trackrod MC**

We will be running

**Langdale**

again and it will be the first stage of the day.

More details later.



# Motorsport UK Training Programme

The Education and Training Team are pleased to announce training dates for Stage Commander (New and Refresher), Event/Spectator Safety Officer and Safety Car courses in 2019.

**Stage Commander 1-Day Refresher.** The one-day course is intended for those who are already graded as Stage Commanders. Dates and locations are as follows (please note that venues will be advised with the joining instructions, which will be sent out closer to the event):

Sunday 2nd June 2019 Gateshead

Sunday 30th June 2019 Templepatrick

**Stage Commander 2-Day Training Module.** The full two-day training module is required as part of the Stage Commander upgrade process and is intended for Senior Stage Marshals, who wish to upgrade to Stage Commander. Dates and locations are as follows (please note that venues will be advised with the joining instructions, which will be sent out closer to the event):

Saturday/Sunday 9th/10th November 2019 Bristol

Saturday/Sunday 18th/19th January 2020 Stirling

**Event/Spectator Safety Officer Course.** Applications to register for the Event/Spectator Safety Officer Course can only be submitted by nominations from the Clerk of the Course. For your nomination to be considered, you must have successfully completed the Online Rally Marshal Training Module. More information about this can be found on our website here. Dates and locations are as follows (please note that venues will be advised with the joining instructions, which will be sent out closer to the event):

Saturday 19th October 2019 Maidstone

Saturday 16th November 2019 Taunton

Saturday 30th November 2019 Gateshead

As a place on this course is by nomination only, information on how to register will be available from your Clerk of the Course.

**Safety Car Workshop.** Applications to register for the Safety Car Course can only be submitted by nominations from the Clerk of the Course. For your nomination to be considered, you must have successfully completed the Online Rally Marshal Training Module. More information about this can be found on our website.

As we have almost 400 Licensed Safety Car Crew currently active, we will only be running one course this year. Priority will be given to those events who have not previously sent anyone on this workshop. The date and location are as follows (please note that the venue will be advised with the joining instructions, which will be sent out closer to the event):

Sunday 15th September 2019



Darlington

# WINNERS ENCLOSURE



## Arron Newby / John Cope Subaru Impreza

### First Overall

### John Overend Memorial Rally Sunday 12<sup>th</sup> May 2016 S/V Melbourne Airfield

Congratulations to new NHMC member Arron (and navigator John) who having joined the club at signing-on went on to dominate the John Overend Memorial Rally.

Fastest time on all eight stages saw the pair open up a 2 Min 52 Sec lead over Stephen and Catherine Booth's Ford Escort Mk I (Car 11) and 3 Min 38 Sec over late entry and fellow new NHMC members Stuart and James Newby (father and brother) in another Subaru Impreza (Car 51).

This is certainly one of Arron's favourite venues which he confirmed to John Dixon when asked why he wasn't doing that weekends Manx National, replying "Why would I want to go there when I would much rather be here". We couldn't agree more.



# MEMBERSHIP SECRETARY

Joined/re-joined since **2<sup>nd</sup> April 2019**

**Single Membership (66):** Clive Alcock, William Clarke, Mark Draper, Adam Evans, Neil Fewlass, Pete Gunson, Tony Hart, Chris Marlow, Kevin Procter, Mike Reed, Mark Sands, Jason Walker and Richard Wood.

**Joint Membership (44):** Alistair & Joe Hutchinson, John & Sue Wylie.

**Family Membership (18\*):** David Jackson, Sharron Hullock and xxxx  
Xxxxxx; Arron, James and Stuart Newby;

**Life Membership (3):**

## 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



£15



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

William's Den

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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kindly reproduced by **IT@SPECTRUM**

A motley collection of cars was gathering in Posterngate just before 8 a.m. on April 28<sup>th</sup>, waiting for the car park to open. Other marshals who were to assist with scrutineering were already at work and had parked elsewhere nearer Hull College. Scamp Security arrived on the dot and opened up.

Once inside and parked, radios and final instructions were distributed and overalls were issued. A request to ARCO resulted in 24 Hi-Vis overalls being donated for the Marshals at this event, the first ever, closed road Street Race for electric vehicles



in the Country. **Many Thanks to ARCO for their generosity.**

We then had to find "Signing On", which was in a large Marquee in Queen's Gardens. Here we were furnished with coffee, tea, sandwiches, cakes, sticky buns and biscuits, and importantly the red and yellow flags.

I went off to find the CoC and the Stewards in the pit area for a final check on the procedures etc. Andrew Apperley had also been appointed as a Steward for the event. That meant more radios to

### Greenpower Street Car Race

On Sunday 28<sup>th</sup> April, 4 young people from Child Dynamix took part in the Greenpower Street Car race in Hull City centre. The event was the first of its kind in the UK, and saw up to 55 teams of children and young people from around the Hull and Humber area taking part over 3 age categories. Our young people from the Shelley Avenue and Eastmount sessions took part in the age 11-16 category, placing 7<sup>th</sup> out of 29 cars after two races, which was a brilliant achievement.



### The Shelly Avenue and Eastmount Team in action around the streets of Hull

The event was a very rewarding and exciting experience for the young people, which they all enjoyed. On the day, the team showed brilliant team work and cooperation, improved confidence, determination, and commitment. Prior to taking part in the race the young people took part in a qualifying race in Gainsborough. The young people worked very closely with Ken and his team from IT@Spectrum, who were on hand to deliver all the technical and mechanical knowledge

and expertise to ensure the car was running smoothly and passed all scrutineering tests.

The feedback from young people:  
"I was nervous but I really enjoyed it and had fun. It gave me the confidence to make friends"

"It was nerve racking but inspirational. It boosted my confidence and helped me achieve things I never thought was possible, as well as try new things"

"The thing I enjoyed the most was working as part of a team and getting to meet new people. It helped me to be less shy and make friends"

"I enjoyed learning about driving the car and how it runs".

We would also like to say a big thank you to the team from IT@Spectrum: Ken, Mark, Adrian, Andy and Adam without whom it wouldn't have been possible for Child Dynamix to take part.

**Paul Clark, Youth Worker  
Child Dynamix**



**The eventual winner  
racing past Hull Guildhall**

find for the CoC and Race Director! We had arranged to keep all Marshal's Radio Traffic separate from the race admin traffic so we used our handheld sets to great effect. The radio for Race admin was very busy throughout the day and Safety/Marshal traffic would have been too much on one channel.



It all started happening at 9.30 with 90 minutes of general practice so that all drivers could refresh their memory of the car (and how to drive it) and learn the track, so all Marshals were in post by 9.15.

Practice proved to be quite hectic with the marshals being kept quite busy with cars stopping. Rob Woolley and I acting as starters in the pit exit lane. Notably at least two cars arrived at the start with no batteries! After practice, there was another Team Briefing before the Racing started.

The first race for 11 to 16-year olds was held between 11.45 and 13.15. This race was flagged off by The Lord mayor of Hull, and Admiral of the Humber, with Lord Prescott having a good poke around the grid as well. Each team had to have at least three



drivers and each driver had to drive for at least 15 minutes, the winning order being decided by how many laps a car had completed in the allotted 90 minutes.

The Teams were from about 50 schools and colleges in our area, each having built their own car from a kit provided by Greenpower. The build and scrutineering regs were quite complex and the cars could involve a considerable cost. Batteries and electric motors were supplied to the teams by Greenpower. Batteries could not be charged on site and batteries were not allowed to be changed during a race. It was noticeable towards the end of the races that some batteries were giving up.

After the Lunch time halt, the second race, for 16 to 25-year olds took place. This was a shorter Race of 60 minutes and drivers did not need to be changed. Again, the winner was the car with the most laps in one hour.



Whilst all this was going on, the Goblin class (different and much smaller cars for 9 to 11-year olds) had finished and were granted a one lap thrash around the main circuit.

The final race of the day was also for the 11 to 16-year old class, and again over 90 minutes. The last race finished at 17.03 just three minutes late on the time schedule. Not bad going considering keeping the kids in order was sometimes difficult.



At least the track marshals did not have to cope with spectators, of whom there were many hundreds, as they were kept back by fencing patrolled by City of Culture volunteers and Council staff.

The track itself was delineated by water filled interlocking barriers in red and white, with a small space on the outside of the track for access if necessary, but with more space on the inside to allow the Marshals to cope with and handle the recovery of broken down or crashed cars. The steering and wheels of these cars are quite fragile and many were recovered into the pits with front wheels dangling at odd angles.

I noticed that during the day some of the smaller drivers were creeping right down into the cockpit which gave rise to concern from the race director that they could not see properly, as evidenced by their

propensity to run into other cars and, often, the barriers. If this did not destroy their wheels and or steering, they were Black Flagged into the pit until they could see properly. Another "Black Flag" offence was drivers not wearing gloves, and on one occasion a girl's long hair flying loose behind her which could have got caught in another car.

At the end of the day, I quickly checked with the CoC and the Stewards and they too had had an enjoyable day, with little or nothing to criticise on the running of the event. After signing "off" and returning

all the radios we were then given mugs commemorating the event, and a small pin brooch.

Will there be another Street Race? They told me probably not for at least a couple of years, and they had been looking at a proposed track in Central London. I wonder if we will be asked to marshal that??

**Dennis Robinson**  
**Chief Marshal**  
**Greenpower Street Race**

## IN THE NEXT ISSUE . . . . .

### **NHMC WARCOP STAGES RALLY**

\* \* \* \* \*

### **JOHN OVEREND MEMORIAL RALLY**

And

### **MELBOURNE JUNIOR RALLY**

\* \* \* \* \*

Full Reports

Corbeau Seats  
Clacton and Tendring  
Rally

A report from  
Tom Hutchings

\* \* \* \* \*

VOLVO

A world record  
attempt!

Eye witness report  
from

Mark

Tabor

Or

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# Flashback ... 1979

## How Not To Do The CALDERFORD TROPHY RALLY

This years Calderford Trophy Rally was organised by Wakefield & DMC and was again a round of the Motoring News Rally Championship and therefore attracted a high class entry and us. We sent off an entry as soon as we got the regs and were lucky to get a run albeit at No. 128 two from the end (so much for Ginfluence).

The event started from the Mercury Motor Inn at Garforth (very posh) with scrutineering at Coopers of Oulton, we went through with no trouble but Terry Lucas had problems arriving late and having to drag the scrutineer out of the bar. He duly checked the car and pronounced it fit for work.

The route was plotted with no problems, the first petrol was after 120 miles so we topped up the tank from some cans we had brought with us, and with the usual rumours of Caydale Ford being 6ft deep we set off on the long run out via the A1 Tadcaster York bypass to TC1 near Floxton on the York-Malton road.

The first section consisted of tight time controls and with it being a MN event they were tight. The first selective was an 8 miler around the back of Brandsby then a couple of time controls to selective 2 on Oswaldkirk bank top. The selectives were run on BBC time and when we came back on to Targa timing we found we had dropped 12 minutes of our 30 mins lateness.

Selective 2 took us down Wass Bank followed by a couple of TC's taking us up the rough White Horse white to the top

of Sutton Bank, on the straight after the white "our Lad" happened to mention that the alternator warning light had come on and all the electrical instruments had gone off. We carried on to the next control and stopped to have a look, there was smoke pouring out of the bonnet. "Don't Panic" the bonnet was carefully lifted to reveal that the washer bottle had come off its mounting and landed on top of the exhaust manifold, this had burnt through the wiring and blown the fuses and melted the bottle and pump.

After dropping even more time effecting a repair it was off to the next selective and the infamous Caydale Mill, somebody told us it was only 9ins deep the week before and there hadn't been any rain but we reckoned without the spectators damming it up, as we entered the water at a very sedate rate the water was lapping up to the headlights, although we had the engine reving high and slipping the clutch it just died on us.

So there we were running last car on the road stuck in all this water thinking everybody had gone home, when a ploughing light split the darkness, a Massey Furgey 165 arrived complete with a man with gig wellies and within seconds yukked us out of the murk. After consuming gallons of WD40 and a push around a field we got going again to arrive otl at the control before first petrol.

Eddie Patchett was here with the Allegros radiator holed and decided to call it a day. We had also lost Terry Lucas/John Tyzack with a half shaft failure and our main

continued on Page 23 ...



# Flashback ... 1979

... continued from Page 22

hope Pete Smith had succumbed to engine bothers, as had Ian James/Tony Simpson with their Dolly sprint engine overheating. There was no sign of Roger Bloom either.

Anyway, we decided to carry on, gluttons for punishment aren't we?, And after petrol at Wrelton near Pickering, we headed for the next selective around the infamous Cockayne loop. The rest of the

selectives took us onto the Whitby map via Blakey Ridge and round in a loop back to second petrol at wrelton again.

Parts of this was Marshalled by NHMC although half way round we noticed some familiar spectators in the shape of the Allsop family, Rob White and the brothers Brigham. They were supposed ([Hiccup - Ed](#)) to be marshaling but there was a bit of a cock up and some controls had been allocated twice. They were not very pleased about this and Rob White was heard to call the chief marshal a Naughty Tuppence or words to that effect, he also said something about ANCHORS but we didn't understand that us not being shipwrights.

Anyway we were OTL again even after petrol and to qualify as a finisher we had to book in at the final control within time. The final part of the route took us via Amotherby and ontp Castle Howard

Yumps, where spectators were treated to some high flying. Somebody forgot to tell some of the Motoring News lads, including Mick Bryant, but we managed to go over at our usual sedate pace and arrived with two minutes to spare at the final control near Barton Hill.

## Swimming lessons with the Gin Twins !



The results and breakfast were back at Garforth and with breakfasts at £2.25 we went home. With 2 fails we ended up being 45<sup>th</sup> but other NHMC crews feared ([Faired - Ed](#)) better.

Graham Burton/Alan Hill were 8<sup>th</sup> and took 3<sup>rd</sup> expert award and Pete Macdonald and Bill Barr in their Crystal Mexico were a very good 10<sup>th</sup>. Dan Gibson and Derek Tucker had an excellent result at 31<sup>st</sup> considering they competed in Don's road going bog standard RS2000 without a cage, harness on etc., not bad in an entry list that contained 10 past Motoring News champions. Anyway we are going to teach our Escort to swim.

**Gin Twins**



# NHMC STAGE RALLY CHAMPIONSHIP 2019

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

<b><u>DRIVERS</u></b>	1	2	3	4	5	6	Total
01 Peter Smith	46 (2)	82 (6)	75 (7)	10 (10)	71 (13)		284
02 Stuart Cariss	52 (3)	55 (9)	50 (11)	61 (16)	37 (19)		255
03 Ryan Connolly	10 (1)	62 (5)	52 (7)	10 (10)	60 (13)		194
04 Allan McDowall	44 (4)	10 (8)	61 (14)				115
05 Ken Sturdy	33 (3)	61 (7)					94
06 Rob Brook	66 (12)	10 (18)					76
07 David McLeod	10 (8)	47 (14)	10 (19)				67
08 Stuart Newby	65 (18)						65
09 John Saunders	59 (18)						59
10 Dave Jackson	53 (15)						53
11 Mike Reed	41 (16)	10 (19)					51
12 Mark Sands	48 (18)						48
13 Kevin Procter	44 (15)						44
14 Rob Herrington	43 (6)						43
15 Tom Hutchings	39 (2)						39
16 John Dixon	38 (12)						38
17 Neil Fewlass	10 (12)						10
18 William Clarke	10 (15)						10
19 Chris Marlow	10 (18)						10
20 Stephen Barmby	10 (18)						10



# NHMC STAGE RALLY CHAMPIONSHIP 2019

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

<b><u>NAVIGATORS</u></b>	1	2	3	4	5	6	Total
01 Linda Cariss	52 (3)	55 (9)	50 (11)	61 (16)	37 (19)		255
02 Christopher Allen	10 (1)	62 (5)	52 (7)	10 (10)	60 (13)		194
03 Gavin Heseltine	44 (4)	10 (8)	38 (12)	61 (14)			153
04 Rob Brook	10 (3)	49 (9)	37 (15)				96
05 Tom Hutchings	10 (1)	33 (3)	10 (5)	41 (17)			94
06 Neil Jones	35 (7)	43 (13)					78
07 Eamonn Boyle	10 (8)	47 (14)	10 (19)				67
08 James Newby	65 (18)						65
09 Andrew Funnel	61 (7)						61
10 Tony Hart	59 (18)						59
11 Joe Hutchinson	55 (15)						55
12 Sharron Hullock	53 (15)						53
13 David Shepherd	41 (16)	10 (19)					51
14 Jason Walker	48 (18)						48
15 Guy Gladwin	41 (8)						41
16 Alistair Hutchinson	35 (15)						35
17 Steven Brown	10 (6)						10
18 Steve Varey	10 (12)						10
19 John Brook	10 (18)						10
20 Adam Evans	10 (18)						10
21 Michael Woodcock	10 (18)						10



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# NHMC STAGE RALLY CHAMPIONSHIP 2019

<b><u>Events Since Last Magazine</u></b>				
19	Scottish Rally	18/05/2019	MV-F	Lockerbie
18	John Overend Memorial Rally	12/05/2019	SV-M	Melbourne
17	Corbeau Seats Tendring Rally	28/04/2019	MV-A	Clacton
16	Pirelli International Historic Rally	27/04/2019	MV-F	Carlisle
15	NHMC Warcop Stages Rally	21/04/2019	SV-A	Warcop Ranges
14	Rallynuts Stages Rally	13/04/2019	MV-F	Builth Wells
13	Alan Healey Memorial Rally	07/04/2019	SV-A	Cadwell Park RC
12	Lookout Stages	07/04/2019	SV-M	Melbourne
<b><u>Events Previously Covered</u></b>				
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

## Lookout Stages Rally

Melbourne is back and three crews were up for the challenge. A late substitution saw **John Brook**, unavailable following his recent operation, replaced next to son **Rob** by Cat Lund. Running at Car 27 in his Peugeot 205 this did not reduce his pace and 12<sup>th</sup> o/a with 3<sup>rd</sup> in Class (by one second) for a top result. **John Dixon/Gavin Heseltine** (Ford Escort MkII) Car 28. Had a slow start but picked up the pace to be lying 21<sup>st</sup> o/a and 2<sup>nd</sup> in Class but a puncture on Stage 6 lead to a maximum that saw them finish 40<sup>th</sup> o/a and 7<sup>th</sup> in Class. Unluckiest crew on the event were **Neil Fewlass/Steve Varey** (Ford Fiesta ST) Car 55. A relatively trouble free run saw them go into the last stage lying 29<sup>th</sup> o/a and 12<sup>th</sup> in Class when they lost the front near-side wheel at the last chicane, less than 400 yards from the stop line! Rallying can be a cruel sport.

## Alan Healey Memorial Rally

Never out of the top three fastest times **Peter Smith**/Patrick Walsh (Ford Fiesta RS WRC) Car 2, finished 3<sup>rd</sup> o/a and 2<sup>nd</sup> in Class. Missing out by just two seconds on 2<sup>nd</sup> o/a having set 4 second fastest and 5 third fastest times over the 9 Stages.

**Ryan Connolly/Chris Allen** (Ford Puma) Car 27. Setting times in the high twenties most of the day with the highlight being 12<sup>th</sup> fastest on Stages 5 & 6. A consistent run to 16<sup>th</sup> o/a and 4<sup>th</sup> in Class. Alasdair Stables/**Neil Jones** (Vauxhall Chevette HSR) Car 58. Started slowly lying 60<sup>th</sup> o/a after Stage 1. Times improved on every stage in the morning with 36<sup>th</sup>, 28<sup>th</sup> and 16<sup>th</sup> quickest. Settled into a rhythm from then on with all times between 22<sup>nd</sup> and 17<sup>th</sup> fastest. 25<sup>th</sup> o/a and 8<sup>th</sup> in Class.

## Rallynuts Stages Rally

**Allan McDowall/Gavin Heseltine** (Ford Escort MkII) Car 35. A steady start struggling to get up to pace on the earlier stages. Found a better rhythm after service but caught the previous car on the last stage (Hafren 13.45 miles), followed behind for over a mile and dropped more than half a minute in the dust. Finished 37<sup>th</sup> o/a and 3<sup>rd</sup> in Class. **David McLeod/Eamonn Boyle** (Talbot Sunbeam) Car 75. Only the pairs second time in the forests and on notes, no navigational issues this time with the car running faultlessly. A successful run to 66<sup>th</sup> o/a and 4<sup>th</sup> in Class saw some valuable experience gained over the longer stages.

## NHMC Warcop Stages Rally

**Kevin Procter**/Patrick Walsh (Ford Fiesta) Car 1. A maximum on SS2 saw the pre-event favourites lying 40<sup>th</sup> o/a but a 4<sup>th</sup>, 2<sup>nd</sup> and two fastest stage times saw them climb up the leader board to an eventual 16<sup>th</sup> o/a and 5<sup>th</sup> in Class. Mark Thompson/**Alistair Hutchinson** (Peugeot 206) Car 22. Having withdrawn his entry as a driver, following engine issues on the previous event, a place at the "wrong" side of the car awaited. Again a maximum on SS2 resulted in a lowly 42<sup>nd</sup> o/a. First or second fastest in class on the rest of the stages captured 20<sup>th</sup> o/a and 8<sup>th</sup> in Class. Andrew Hutchinson/**Joe Hutchinson** (Renault Clio) Car 33. Consistent times between 26<sup>th</sup> and 18<sup>th</sup> overall and avoiding any mistakes resulted in a fine 13<sup>th</sup> o/a and 4<sup>th</sup> in Class. Michael Pickles/**Rob Brook** (Proton Satria Gti) Car 44. A steady run in a "Road Rally" spec car with the pace increasing every stage to come home unscathed in 18<sup>th</sup> o/a and 6<sup>th</sup> in Class.



# STAGE RALLY ROUNDUP

**William Clarke**/David Parkinson (Ford Escort MkII RS2000) Car 51. Unspecified mechanical issues on Stage 1 and a DNF.

**Dave Jackson/Sharron Hullock** (Ford Ka) Car 54. First time in a rally car for Dave's partner and a definite "in at the deep end" moment. Despite dropping time with a puncture, all stages/splits were completed correctly and the sick bags were only needed at the very end of the last stage. Won an award to boot! 23<sup>rd</sup> o/a and 3<sup>rd</sup> in Class.

## Pirelli international Historic Rally

With only 25 miles of the planned 40 miles counting following the loss of SS2 after Nick Elliott's accident our local crews had a rather short day. **Mike Reed/David Shepherd** (Ford Escort MkII) Car 42. First time out for this pairing as David made a comeback after many years away from the sport. 49<sup>th</sup> o/a and 8<sup>th</sup> in Class after SS1 over the next two stages (16 miles) they climbed up the leader board to finish 37<sup>th</sup> o/a and 4<sup>th</sup> in Class. **Stuart Cariss/Linda Cariss** (Ford Escort Sport) Car 46. Mr & Mrs C (C for consistency?) Were the class of the field in C1/C2 setting fastest time on every stage to win the class by almost a minute. 28<sup>th</sup> o/a and 1<sup>st</sup> in Class.

## Corbeau Seats Rally Tending Clacton

David Kirby/**Tom Hutchings** (Ford Escort MkI) Car 97. The Historic classes on this event put them at a disadvantage grouping all cars together by category (age) irrespective of engine capacity. Lying 77<sup>th</sup> o/a after the second stage they dropped to 105<sup>th</sup> o/a after stage three when a nominal time was applied due to an others accident. Consistent times over the remaining 9 stages saw a finish of 71<sup>st</sup> o/a and 3<sup>rd</sup> in Class.

## John Overend Memorial Rally

**Arron Newby**/John Cope (Subaru Impreza) Car 1. Fastest on every stage, job done. 1<sup>st</sup> o/a 1<sup>st</sup> Class. **John Saunders/Tony Hart** (MG Metro 6R4) Car 10. 5<sup>th</sup> o/a after two stages but dropped to 17<sup>th</sup> o/a after stage 3. Big push from then with either 3<sup>rd</sup> or 2<sup>nd</sup> quickest on the last five stages to finish 6 seconds off a podium place. 4<sup>th</sup> o/a and 3<sup>rd</sup> in Class. **Rob Brook/John Brook** (Peugeot 205) Car 23. Apart from SS2 was setting top 3 class times to be lying 16<sup>th</sup> o/a and 2<sup>nd</sup> in class after SS5. A broken ball joint led to a disappointing retirement on SS6. DNF. **Chris Marlow/Adam Evans** (Ford Escort) Car 36. A clean run up until a water leak intervened on SS7. Was 35<sup>th</sup> o/a and 6<sup>th</sup> in Class before a DNF.

**Stephen Barmby/ Michael Woodcock** (Ford Escort MkII) Car 39. Another SS6 retirement with a rear axle issue whilst in 28<sup>th</sup> o/a and 5<sup>th</sup> in Class. DNF. **Mark Sands/Jason Walker** (Vauxhall Astra GTE) Car 42. After a long lay-off increased pace stage by stage to finish 26<sup>th</sup> o/a and 4<sup>th</sup> in Class. **Stuart Newby/James Newby** (Subaru Impreza) Car 51. Top 6 times all day resulted in a fine 3<sup>rd</sup> o/a and 2<sup>nd</sup> in Class behind son Arron.

## Scottish Rally

**Stuart Cariss/Linda Cariss** (Ford Escort Sport) Car 51. Maintained a position just outside the top 30 on all 6 stages to finish 31<sup>st</sup> o/a and 6<sup>th</sup> in Class. **Mike Reed/David Shepherd** (Ford Escort MkII) Car 61. Retired with brake issues whilst lying 50<sup>th</sup> o/a and 9<sup>th</sup> in Class after 4 stages.

**David McLeod/ Eamonn Boyle** (Talbot Sunbeam) Car 75. Off in a ditch on SS2 whilst 40<sup>th</sup> o/a 3<sup>rd</sup> in Class.. DNF.



# GOODWOOD FESTIVAL OF SPEED - A GUIDE

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Oh, and if you're in a quick car, then what is the final piece of straight road before the finish flag becomes a left-hander, but it's only "one for the brave", according to Kinsman. Quite what qualifies as brave among the loons who take to this course every summer doesn't bear thinking about. And yet, look at the rostrum of Goodwood alumni, and it's an unsurpassed pantheon of stars: Stirling Moss, John Surtees, Phil Hill, Lewis Hamilton, David Coulthard, Alain Prost, Sebastien Loeb ... it goes on.

"It's an 18-month planning cycle, and we start building the event in May," says Kinsman. "We build a small city, with stands and infrastructure that all disappears within two weeks of the event being over." There are generous conservation efforts, too: "The whole event is there to sustain the estate," says

Kinsman. "Goodwood's mission is to preserve the estate for the next 300-years; we have exclusion zones around tree roots, not digging more than we need to in the off-road arena, remedial works to re-aerate the ground where the grids [temporary roads] have been. We've even moved the Drivers' Club to protect an avenue of trees."

It's a glorious vision of the past and the future, simultaneously preserved and developed by a tight-knit band of staff at Goodwood who fully appreciate the elements – not to mention the meticulous planning – required to make the event come alive each year. There's truly nothing else quite like it.

**ERIN BARKER**  
**Daily Telegraph**  
**June 2017**

## LOOKOUT STAGES RALLY REPORT

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the braking point at Junction 12 (Square Right) and had a detour over the tyres and into the field. A quick spin and back the way we came including a hasty reverse to avoid going on the new tarmac. We dropped 35 seconds on our previous time to be 39<sup>th</sup> fastest o/a and 7<sup>th</sup> in Class to finish 40<sup>th</sup> o/a and 7<sup>th</sup> in Class.

Thanks to Bernie, Jack, Neil and Ben for looking after the car all day. The vibration was reduced as the day wore on but not completely eliminated. Mission accomplished re a close-up of Melbourne before the JOMR. What we

learnt, you don't get a lot of tarmac for your money, mergeing at the pylon/pond end is dodgy & chicanes can be too tight!

**Gav The Nav**

Picked up a time penalty of 30 seconds for booking in three minutes late at the SS7 ATC! Having cut the previous stage we had a due time earlier/higher up the the order than we had previously been running. With a penalty free maximum lateness allowance of 10 minutes I decided, in the interests of safety, to use some of this and joined back in behind Car 27. I was unaware of the penalty until I checked the results online when I got home. Still don't understand why.



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**Ioan Lloyd & Jonathan Jackson, Citroen C1  
Winners of the  
Melbourne Junior Rally 2019**

Photographs courtesy of Kevin Money.



**Arron Newby & John Cope, Subaru Impreza  
Winners of the  
John Overend Memorial Stages Rally 2019**