

STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

Aug/Sep 2019



INSIDE THIS ISSUE: Notice of 2018 AGM, A Day at the Races, Caves Classic Report, Stage Rally Championship, Flashback to 1989/90, Where's Joe, Marshals News



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

Future Board Meetings (Start At 8pm)
Wed 28th August (Conference Call)
Wed 25th September (Tiger Inn)
Wed 23rd October (Conference Call)



facebook.com/northhumbersidemc

www.nhmcwarcopstages.co.uk

Editors Ramblings ...

Welcome to "STAGE TIMES".

we are now in full swing with the Classic Tour season with the SoD Classic later this month and the second running of the Scenic Tour of Holderness in September.

This forms part of the Bridlington Weekend of Motoring which had looked like dying this year as the previous organiser and the East Riding Council parted ways.

At short notice we have agreed to takeover the running of the Car Show at Sewerby Park on Sunday 15th September and are looking for support from Club members in this potentially lucrative new venture. See elsewhere in the magazine for details.

*** STOP PRESS * STOP PRESS ***

We have just learnt of the sad passing of John Beadle, aged 81, yesterday 6th August 2019.

A stalwart of the Club, many will have fond memories of John.

Funeral details, when announced, will be on the Club website and facebook page.

RIP

JOHN BEADLE

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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**Winners of the Caves Classic 2019
Roger Stanford and Rosemary
Sadofsky in a BMW Z3M**

*Photo courtesy of
David Cogan*

FORTHCOMING EVENTS

AUGUST 2019

10	Grampian Forest Rally	www.grampianforestrally.co.uk	MV-F
16-17	Ulster Rally	www.ulsterrally.com	MV-A
18	Sutton-on-Derwent Classic	www.northhumbersidemotorclub.co.uk	T-asy
18	Gareth Hall Rally	www.balamotorclub.co.uk	SV-A
22-25	Rally Deutschland	www.adac-rallye-deutschland.de	MV-A
25	Pendragon Stages Rally	www.pendragonstages.co.uk	SV-A
25	Mewla Rally	www.epyntmc.co.uk	SV-A
25	Galway Summer Rally	www.galwaymotorclub.ie	MV-A
31	Woodpecker Stages Rally	www.woodpecker-rally.co.uk	MV-F

SEPTEMBER 2019

01	Kames Rally	www.eastayrshirecc.co.uk	SV-A
06-07	Promenade Stages	www.promrally.wallaseymc.com	SV-A
07	Three Shires Stages	www.threeshiresstages.co.uk	MV-A
07	Lakeland Stages	www.emcni.weebly.com	MV-A
08	Vale of York Stages	www.valeofyorkstagesrally.co.uk	SV-M
08	Wethersfield Stages	www.wethersfieldstages.co.uk	SV-A
08	Rali Bae Ceredigion	www.rbcrrally.co.uk	MV-A
12-15	Rally Turkey	www.rallyturkey.com	MV-G
13-15	Goodwood Revival	www.goodwood.com/motorsport	Show
14	BWoM Tour Holderness	www.northhumbersidemotorclub.co.uk	T-asy
14	Galloway Hills Rally	www.gallowayhillsrally.co.uk	MV-F



FORTHCOMING EVENTS

SEPTEMBER 2019

15	BWoM Car Show	www.northhumbersidemotorclub.co.uk	Show
21	Bushwhacker Rally	www.omaghmotorclub.com	MV-F
21	Castle Combe Rally Day	www.rallyday.com	Show
22	Cheviot Stages	www.cheviotstages.co.uk	MV-A
22	Heroes Rally	www.pendledistrictmc.co.uk	SV-A
27-28	Trackrod Historic Cup	www.rallyyorkshire.co.uk	MV-F
27-28	East Belgian Rally	www.eastbelgianrally.eu	MV-A
28	Trackrod Forest Rally	www.rallyyorkshire.co.uk	MV-F
28-29	Cork 20 Rally	www.munstercarclub.com	MV-A
28-29	Rallye Charlemagne	www.rallyego.com	MV-A
29	Patriot Stages	www.forresterscarclub.co.uk	SV-A

OCTOBER 2019

03-06	Wales Rally GB	www.walesrallygb.com	MV-G
04-05	Rally GB National	www.walesrallygb.com	MV-G
06	Harold Palin Rally	www.eastwoodmotorclub.co.uk	SV-M
11-12	Jersey Rally	www.jerseyrally.com	MV-A
11-13	Mull Rally	www.mullrally.org	MV-A
12	Donegal Harvest Rally	www.donegalmotorclub.com	MV-A
13	Dukeries Donington Rally	www.dukeries-rally.co.uk	SV-A
13	Adgespeed Stages	www.wiganmotorclub.org.uk	SV-A
19	Tyrone Stages	www.cookstownmotorclub.com	MV-A



Calling all rally geeks!

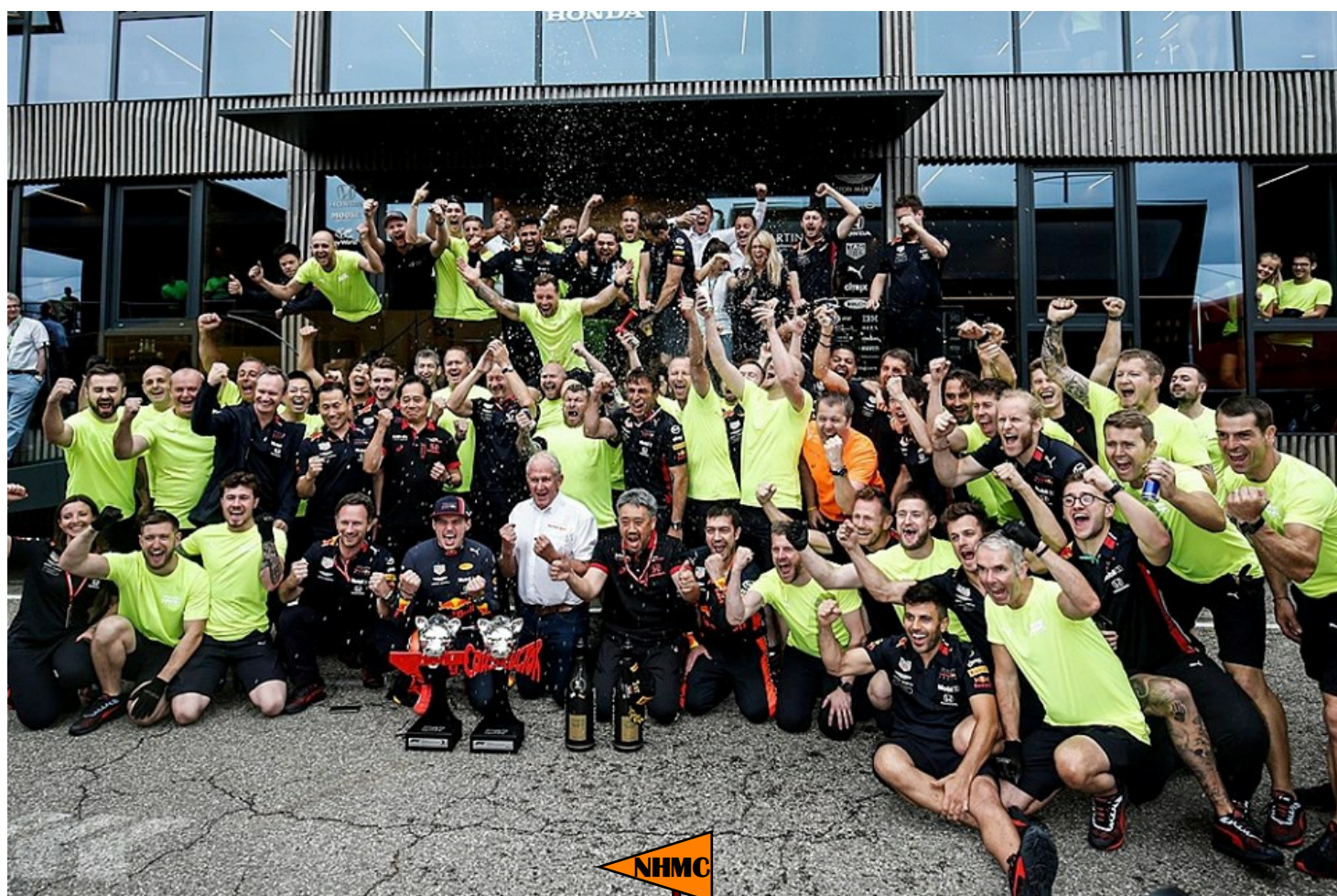
For those of you who are interested in the technicalities around historic rally cars, you can now view Historic FIA Homologation papers, for free, online. Also of rally folk we speak too did not even know this was available. The FIA's database is easy to use (shocking considering its from the FIA), just input the make and model, or homologation number if you know it and you can browse the fully fledged document.

We advise booking a few days off before venturing into this database as it can be a right time sap!

www.milesandmyles.com/blogs/news/freefia-homologation-database

ITS BACK! - PLAY WHERE'S JOE? (See Page 17)

Celebrating below with Honda customer Red Bull



MELBOURNE MURMURINGS

In late June an eagle-eyed Robert Newlove spotted details on the internet of plans by a company called "Straightliners" to run a drag race meeting on the recently refurbished Melbourne Airfield.

Derek Lee was contacted and he confirmed John Rowbotham had given permission to them to run a "small event".

Robert and John Newlove are familiar with "Straight Liners" as they already run a number of events at Elvington.

A posting on the Straightliners facebook page showed they had a working party planned for 6th and 7th July. Volunteers were asked to bring wheel barrows, brushes, shovels, work gloves and petrol trimmer's/blowers (with fuel).

A rumour was doing the rounds that they required an authorising signature from some-one from the previous Drag Race operator and that they would not oblige.

Whatever the rumours all was resolved and the event took place over the weekend of 3rd/4th August 2019.

I had a telephone call from Bernie Nolan on the Monday after the event updating me on how things had gone. Bernie had entered in his Pinto engined Ford Escort MkII (see Dec/Jan 2019 Magazine for feature) as a shakedown and a chance to check it's performance. Having parted with £40 to take part in the "run what you brung" format, he managed six timed runs despite having to leave early with three hours track time still to go.

The format was an eighth of a mile on the old drag-strip with sufficient room to decelerate, cars then crossed the "Mintex

Straight Liners Ltd
5 Carr Street Brighthouse HD6 4AZ
01484-710850

hello@straightliners.events

"For over 50 years Straightliners has been the grass-roots home of land speed records here in the Uk. Racers are born here, records are made here, legends live forever!

From what I can see on their website they currently list the following nine venues for use by cars and/or bikes:

East Kirby, Elvington, Honington, Leuchars, Melbourne, Pendine Sands, Ramsey, Santa Pod and Smeatharpe.

tarmac", which had been covered with a tarpaulin for this purpose, and where then held in groups of up to 15 before racing was stopped and they where convoyed down the other side of the "Mintex tarmac" before crossing over another tarpaulined "bridge" and back into the paddock.

A wide range of vehicles where present including a rocket/jet car and a couple of "proper funny cars" with the number of service/support vehicles being far greater than on a rally.

The organisation was very slick with a particularly impressive drivers briefing. Conversations overheard on the day suggested that they planned to raise £100,000 to build a new two lane strip "over there" – Bernie did not know were "over there" was or how long it



CAVES CLASSIC - REPORT

CAVES CLASSIC RUN **Sunday 14th July 2019**

A close run thing this year, with 4 crews getting Zero Fails, i.e. noting all the letter boards.

Twenty Six boards were put out on the Saturday, prior to the event but somebody stole the first one, so a last minute addition had to be put in after the first half with an extra letter board being put in just before passing William's Den for the second time.

Drewton's opened up early for us as usual and there were many competitors enjoying cups of tea or coffee, through to a full Yorkshire Breakfast.



First car was off at 09.31 with the others following at one minute intervals, Ian (Sadofsky) and Malc (Mumby) doing the starting. A couple of entrants did not make it to the start, one of which was due to ill health so we wish them a speedy recovery.



Dan and Lucas Wilmshurst looked really serious as they got the road book and started plotting on their map.

Terry Arnold and Catherine Simpson got lost very early on in the first half but did a fine job after the halfway halt.

Pat and Dave Cunningham provided the marshalling at the halfway halt which was again at William's Den this year.

The second half posed a problem, as taking the route through North Newbald, toward the end of the run, the Council had Tarred and Feathered all the roads through the village but had not re-instated the road markings, making an accurate decision on navigation pretty difficult! All arrived back at North Cave Village Show though.

They really must sort out their traffic problems as with even low volumes of traffic the village becomes gridlocked.

Ian and I started on the results shortly after coming in not quite last (the continued on Page 7 ...



facebook.com/northhumbersidemc

www.nhmcadwellstages.co.uk

CAVES CLASSIC - REPORT

... continued from Page 6

sweeper is supposed to be last in but I was followed by at least one car.)

This year the results were closer than ever with these 4 crews getting every letter board, so we had to resort to looking at average speeds to separate them.

Using 10ths of an hour we still ended up with a dead heat so we then had to resort to using the actual minutes to decide who was nearer the 24 mph preferred average.

So equal tenth place went to Cars 8,13,15,17 & 21 all with 2 fails

Fifth place to car 6 with one fail

Fourth place to John and Kay Everard, with their average speed of 21.12 mph (Aston Martin Vantage)

Third place to **Alan Gilbert** and **Tony White** with an average speed of 25.2 mph - **1973 Vauxhall Viva HC**

Second place to **Tony and Jane Duffy**, with an average speed of 25.52 mph - **1973 MGBGT**

First place with an average speed of 24.25 mph were **Roger Stanford** and **Rosemary Sadofsky** - **BMW Z3M**

Dennis Robinson



CAVES CLASSIC - RESULTS

Pos	Driver	Passenger	Vehicle	Fails	Avg
1	Roger Stanford	Rosemary Sadofsky	BMW Z3	0	24.25
2	Tony Duffy	Jane Duffy	MGBGT	0	24.52
3	Alan Gilbert	Tony White	Vauxhall Viva	0	25.2
4	John Everard	Kay Everard	Aston Martin Vantage	0	21.12
5	Mike Rudd	Andrea Rudd	Maxda MX5	1	
10=	Phil Cherry	Anne Cherry	Lotus Elan Sprint	2	
10=	Ian Beech	Gwen Hampstead	VW Golf Cabriolet	2	
10=	John Popplewell	George Cowling	Mini Clubman	2	
10=	Robert Pattison	Allison Pattison	Wolsey Hornet	2	
10=	Ian Parkin	Lynne Parkin	Porsche 993	2	

OTHER FINISHERS

Roy Hufton	Graham Sadler	MGB		
Terry Arnold	Catherine Simpson	Vauxhall Chevette HS		
Keith Dixon	Jenny Dixon	MGTF		
Robert Dickinson	Carol Dickinson	MGBGT		
Graeme Hallas	Penny Hallas	Austin Mini		
Gerald Dungay	Judith Dungay	Jaguar E Type		
Michael Arthur	Ann Arthur	Alfa Romeo Guilia Coupe		
Ian North	Mary North	Singer Roadster		
Jill Coates	Richard Coates	MGB		
Don Wilmhurst	Lucas Wilmhurst	Triumph Acclaim		
Gillian Parkin	Ben Davison	Audi A3 Cabriolet		
Chris Newlove	Hannah Newlove	VW Polo		
Ken Hailstone	Julia Hailstone	Jaguar E Type		

NON STARTERS

Neil Kirk	Kathleen Kirk		Ford Lotus Cortina		
Mike Forman	Sue Forman		MGB		

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NHMC NOTICE OF 2018 AGM

North Humberside Motor Club Ltd
NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of North Humberside Motor Club Ltd will be held at the

FERGUSON FAWSITT ARMS, WALKINGTON

Thursday 29th August 2019

Starting at 9.00pm

Note: Only paid up club members will be admitted to the meeting.

AGENDA

1. Apologies for Absence
2. Minutes of the 2018 AGM
3. Matters arising from the 2018 AGM
4. President's Remarks
5. Treasurer's Report
6. Club Officers' Reports
 - Membership Secretary
 - Competition Secretary
 - Chief Marshal
7. Election of Directors
8. Election of President
9. Election of Vice Presidents
10. Appointment of Club Accountants
11. Election to Committee/Board of Directors
12. Any Other Business

Nomination forms are available on the Club website at

www.northhumbersidemotorclub.co.uk

Or by request to the Club Secretary:

Gail Newlove, Nan's Cottage, Orchard Lane, Hutton, Driffield YO25 9PZ



LIEGE - BRESCIA - LIEGE

Blood, sweat and gears: the road to classic rally success. A re-run of the famed Liege-Brescia-Liege is a great – if taxing – way to exercise your old car.

Classic-car rallying and touring is big business. What started as an obscure activity for the adventurous is now an industry, with organisers dreaming up more diverse challenges across the globe and preparation specialists ready (for a fee) to transform your old car into a go-anywhere monster. Even BBC Two dipped a toe this year with Eight Go Rallying, a somewhat contrived celebrity rally tacked on to the Endurance Rally Association's Road to Saigon event in 2018.

While some of these challenges are genuine

touring holidays, others can be fast and furious. In this world, Malcolm McKay's events have a good reputation for safety and value for money. This motoring writer and classic rally participant happened upon an obscure rally anniversary more than a decade ago, of the Liege-Brescia-Liege (LBL), a 1958 rally for microcars with engines under 500cc.

When he approached its original organiser, the Royal Motor Union of Liege, about staging a 50-year anniversary event, it had

forgotten it had run it in the first place and willingly licensed the name.

"You'll be lucky to get half a dozen entrants," McKay had been warned. In the end he got 25 and since run the event again for small cars, once for old Jaguars and, this year, exclusively for Triumph TRs, which were rallied extensively in their day including in the LBL's bigger sister, the Liege-Rome-Liege. British rally aces Pat Moss (Sir Sterling's sister) and Ann Wisdom drove the first LBL and although their motorcycle-engined Berkley broke

down it supplied sound experience for the Liege-Rome-Liege rally in 1960, which they won in a works Austin-Healey 3000.

The first car I bought was a TR and I have a soft spot for these blue-collar

sports cars, devised by Sir John Black, the mercurial head of Standard-Triumph, engineered and honed by taciturn engineer/driver Ken Richardson and designed by Walter Belgrove, although Triumph eventually bought in Giovanni Michelotti from Italy to design the bodies for the TR4 onwards.

Four years ago I bought a well-known rally warhorse, a 1960 TR3a registered 637 JHU and known as Yoo Hoo.

continued on Page 11 ...



LIEGE - BRESCIA - LIEGE

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In the hands of preparation specialist Neil Rivington, it won a load of silverware though it had subsequently burned to a crisp in an accident. While Rivington's firm in Somerset had rebuilt a fair bit of this powder-blue charger, there was lots still to do – and a distinct lack of time and resources.

During the rally build-up I was frantically juggling work and preparation and encountered so many setbacks that I almost

scratched my entry. It was only the kindness and generosity of my brother William, co-driver and old school friend John Smallwood and Jeff Marks from parts supplier Moss among others

that enabled me to make the start in front of Le Palais des Princes-Eveques in Liege, where the original rally set off from.

We were flagged off by Remo Di Cocco, a veteran of the 1958 event. Ahead of us over the next 10 days were 2,200 miles through Belgium, Germany, Austria, Slovenia and Italy, much of it over the tiny twisting roads of the original route, with at least eight 2,000-metre plus Alpine passes and interminable hills, all the while extemporising a route through countless

diversions using large-scale maps that quickly frayed and tore in hot, often wet, cars.

Marshalling such a marathon would be a nightmare, but McKay has an ingenious system: the 26 competitors take photographs at predetermined places along the original route to prevent them taking shortcuts. The timing was deceptively easy as there were no allowances for minor problems and finding the photo controls; there would be no leisurely lunches here and, for some, no supper either.



The first few days saw most of the cars completing the course on time, though several were having problems, which kept engineers Simon Courtney and Mike Collins in the

RAC back-up van busy. The 1954 TR2 of Mike and Frances Grace from the US wasn't happy, nor was the TR6 of John and Kim Durden, with Martin and Dorothy Goodall's TR6 losing a driveshaft. Vincent Paccellieri and his son, Arthur, found a notorious weak point of their lovely 1953 TR2 when the hub broke and the wheel folded under the body on a sinuous mountain road.

The 2,700-metre Stelvio pass might be touted as a great driving road (it isn't),
continued on Page 18 ...



A DAY AT THE RACES

Cadwell Wolds Trophy Race Meeting

June 15/19 2019 saw the running of the annual Cadwell Wolds Trophy Historic Race Meeting, a 2 day Historic Sports Car Club meeting featuring races for Single seaters, Touring cars, GT and Sports cars.

This year 2 of our club members were racing on the Sunday, **Roger Stanford** and **Peter Smith** both in Lotus Cortinas in the 2 Touring Car races. Roger was using his recently modified and updated Cortina and Peter in his ex rally Cortina now modified for racing albeit with a top speed of only 97, this being his first race meeting and his first time without a co - driver telling him where to go!

Qualifying first thing on the Sunday morning saw Roger 2nd on the grid on the first row and Peter 9th on row 5.

The next race for our guys was Race 17 and this was due to start at 15.40 but the organisers brought the start forward and Roger was late getting to the assembly area and had to start from the back of the grid. Peter had to start from the pit lane but finished a creditable 6th.



Peter is now having a 'new' Cortina specially built for racing by Andrew Jordan (BTCC front runner) which will be more competitive with all the latest mods. Peter enjoyed his first race meeting and found it strange to be in the car alone without a navigator telling him where to go!

Roger made good progress through the field for 6 laps until his gearbox cried enough and he retired from the race.

In race 12 Roger finished 3 rd and Peter was 6th but unfortunately he tangled with another car during the race and had to go to see the Stewards for a chat.

A good days Motorsport nearly as good as when we run our rally there in November.

Ian Sadofsky
Racing Correspondent!



facebook.com/northhumbersidemc



www.nhmcwarcopstages.co.uk

JCB has set a new British speed record for tractors with its high-speed Fastrac tractor.

The JCB tractor notched up 103.6 mph at Elvington Airfield, near York, with motorcycle racer turned television presenter Guy Martin at the wheel.

The vehicle smashed the previous 87.27 mph record that was set in March 2018 by the BBC's Top Gear team with its custom-made 500bhp V8-engined 'Track-Tor' driven by presenter Matt LeBlanc.

Guy Martin said: "It had been a great day with the JCB at Elvington, proper job with some right proper engineers. She felt rock steady on the runway, job's a peach."

A team of JCB engineers has been working on the secret project to develop the tractor over the past few months.

JCB Chairman Lord Bamford said: "We've long harboured a dream to attempt a speed record with the Fastrac and the whole team has worked tirelessly to achieve this amazing result. I'm extremely proud of what they have achieved in such a short space of time. It is British

engineering at its best and it really does highlight the skills and innovation we have in our engineering team. They have done a truly fantastic job."

It was Lord Bamford's idea to develop a tractor which had a high road speed capable of field work and the speed record achieved yesterday came exactly 28 years to the day since the first production model rolled off the line.

JCB is no stranger to land speed records.

In 2006, its DieselMax streamliner set a new diesel land speed record when it reached 350.092mph on Bonneville Salt Flats in the USA, using two JCB DieselMax engines. It's a record that still stands to this day.



Based on the Staffordshire maker's Fastrac farm tractor, the record-breaking tractor is powered by JCB's 7.2 litre, 6-cylinder DieselMax engine produced at its factory in Derbyshire. Capable of delivering 1,000hp and 2,500Nm of torque, the Fastrac had been put on a diet and had its aerodynamics enhanced with the help of Williams Advanced Engineering.

The Digger Blog
21 June 2019



MARSHALS NEWS

Sunday 11th August 2019

St Wilfrids Classic Rally Ripon MSC

All offers of help should be sent to our Chief Marshal,
David Wainwright

01765 640546 or 07851976273
or by email at
stwilfscm@riponmotorsportclub.co.uk or

Deputy Chief Marshal,
Yvonne Wainwright
01765 640546 or 07851313055

**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

Sunday 18th August 2019

Sutton on Derwent Classic Run & Car Show North Humberside MC

This years run will start and finish at Sutton Upon Derwent Village Hall to enable Robert to use some different roads for a change. The show itself starts at 1pm, as usual we will have a bar, BBQ food, WI tea and cakes.

**Watch out for a surprise
from the skies!**

Sunday 25th August 2019

Pendragon Stages Kirkby Lonsdale MC

At Warcop Military Ranges

Contacts:
Stage Commander Dave Brodie
davebrodie1@google.com
Or Deputy Stage Commander
Karen Spencer
karen.spencer@bmsc.co.uk

This is a non-spectator venue,
so no annoying people
ignoring your requests!



MARSHALS NEWS

Sunday 8th September 2019

Vale of York Stages Rally Lindholme MSC

At Melbourne Airfield

Lots of help required on the day,
please contact **Richard Elms**
elmsr52@gmail.com

Please let me have a scan or picture
of your marshals registration card,
details of your preferred role and, if
radio, your callsign.

**Saturday 14th and Sunday 15th
September 2019**

Bridlington Weekend of Motoring North Humberside MC

Tour of Holderness Scenic Run
Saturday 14th September

Parade & Car Show
Sunday 15th September
Sewerby Hall, Bridlington

Offers of help to
David James
or Gavin Heseltine

Contact details in front cover.

Saturday 28th Sept 2019

Rally Yorkshire Trackrod MC

We will be running
SS2 Langdale
again and it will be the
first stage of the day.

Last signing-on 0745
First Car 0934
Finished around 1130

Contact John Newlove

**Thu 21st to Mon 25th
November 2019**

Roger Albert Clark Rally RAC MC

Ted Collins is looking
for help to run
Newcastleton

Monday 25th Nov
with first car at 0800 contact
tedandpat@tedandpat2.plus.com
For more details



Bridlington Weekend of Motoring

EAST YORKSHIRE SCENIC RUN

Saturday 14th September 2019

Circular Route

(approx 80 miles)

Tulip roadbook

Half-way with Cafe/Toilets

Start: Park and Ride Bridlington

Finish: Sewerby Hall, Bridlington

Further details available at:

www.bridlingtonweekendofmotoring.org.uk

CAR SHOW & PARADE

Sunday 15th September 2019

Sewerby Hall and Gardens

Sewerby, Bridlington, East Yorkshire

**Tickets for cars exhibiting at the show will be
£5 (to admit car, driver and one passenger).**

Further details available at:

www.bridlingtonweekendofmotoring.org.uk



facebook.com/northhumbersidemc

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www.nhmcadwellstages.co.uk

MEMBERSHIP SECRETARY

Joined/re-joined since **2nd 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).

PLAY WHERE'S JOE?

THE ANSWER

(Full Picture Page 4)

Celebrating with Honda customer Red Bull

With the picture enlarged and only concentrating on the famous/influential people near the silverware.

Joe is above and between Gerri Haliwells husband and Jos Verstappens's lad!

Well done Honda it was only a matter of time once Joe got there.



NHMC

17

LIEGE - BRESCIA - LIEGE

... continued from Page 11

but starting up from the Austrian side in mid-morning on one of the hottest and most crowded days of the year isn't the best policy for old cars with the marginal cooling systems. Yoo Hoo wasn't the only TR stranded with a boiling radiator several times on the way up. The Passo di Pennes in northern Italy, however, is one of the most sensational Alpine passes as well as being quiet and well surfaced; it was an absolute pleasure.

Or would have been if we hadn't started to have brake trouble at the top, first a rear brake cylinder, then the master cylinder. We soldiered cautiously on, but two days later at Bretten in Germany the game seemed up. What a waste, all my efforts, all that money, all those hopes, all for nothing.

But then Revington revealed that the part we required might have been packed into the general spares box in the RAC van. Courtney and I ransacked the box until we found it. My co-driver and I set to work as rivals left the town square. Forty minutes later we were the last car out, but still in the game.

A timed run at the track saw US pairing Jeff and son, Jeffrey Givens, (TR3) in a firm second, although one slip and any of four cars could win the Authentic Class (for cars old enough to have competed in 1958). The roads were confusing, with many diversions, and the timing was tight. It was also hot: most had their heaters on to help cool the engine, if not the crews.

The final stages traversed a lovely part of Germany between Aachen and Trier as

the cars blasted past vineyards and tiny villages to get to the Abbaye de Stavelot, where the Liege-Brescia-Liege finished 61 years ago.

It was a battle to get to the final control on time. Alongside Spirit Class (touring) winners Mike Jones and Liz Wakefield, we watched as chief marshal Mark Smith examined each of our camera images. "Well congratulations," he said, shaking my hand. "You've had a hard rally, but you've won."

There's no denying it had been a hard rally and the build-up had stretched my finances, expertise and time. Yoo Hoo has won a lot of silverware in her 59-year life, but honestly anyone who got their car over the whole course was a hero. The Givens pairing were a well deserved second and Iain Paul and James Butler in a 1957 ex-works rally car were third.

In 1958 they did this route in just three days (in 500cc cars, remember) and they took Benzedrine to stay awake, but although the roads were much quieter they lost more than half of the entrants; only three of this year's 26 starters dropped out.

We left Yoo Hoo ticking as she cooled in the Abbey courtyard and had a beer. I'm not sure whether any pint has been more deserved.

Thanks to Classic Rally Press, Moss Europe, DFDS, Revington TR, William English, John Smallwood and my family.

Andrew English

Sunday Telegraph 4th August 2019



facebook.com/northhumbersidemc



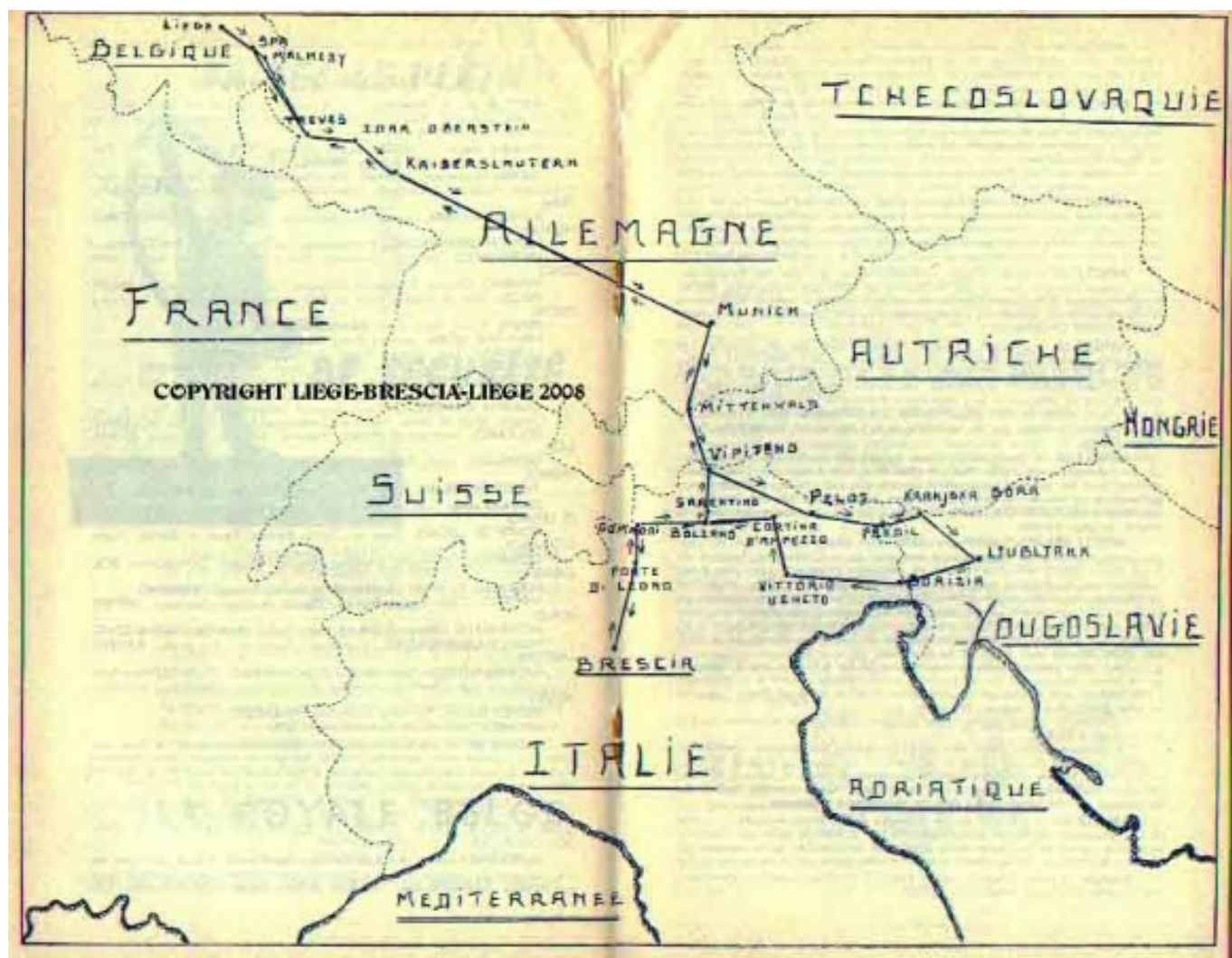
www.nhmcwarcopstages.co.uk

THE FIRST LIEGE - BRESCIA - LIEGE

In July 1958, 54 pioneers in 27 tiny cars set out from Liège in Belgium in a brave attempt to prove that the new breed of tiny-engined cars, made popular by the Suez crisis two years earlier, were not just toys but could do everything their bigger sisters could do – and much more economically.

through the Dolomites to tackle Europe's most challenging mountain pass, the Stelvio, descending south to Brescia.

There, the cars went into parc fermé, meaning they could not be worked on, for eight hours while the crews had a little rest (assuming, of course, that they



The schedule was staggering. Cars would leave Belgium on Thursday evening, travel all night through Germany, cross the Alps via Austria then head east through the Dolomites into Yugoslavia, tackling many notorious loose-surfaced mountain passes on the way. Still without stopping except for fuel and snatched refreshment, they would turn around at Ljubljana and return

arrived on time – none did) before heading back north up the Gavia pass and down the Stelvio, then up over the Alps, Austria and Germany, back to Liège, arriving Sunday evening. That's over 2000 miles of flat-out driving, averaging well over 30mph through three nights in tiny cars with engines as small as 250cc. Just 13 of the 27 starters made it...



Flashback ... 1989/90

1989 BTRDA CLUBMANS PRODUCTION SALOON CHAMPIONSHIP

Round 6, the ATS Coracle Stages, resurrected as a Forest Rally and based in Carmarthen.

A compact day on offer – 10am start, 3pm finish, around 45 stage miles and just 60 road miles, six stages were on offer and just 2 services of 15 minutes and 20 minutes, and a total of 15 minutes lateness to last all day.

SS1, a 9 miler on the edge of the Brechfa complex passed uneventfully and gave us a nice 15 second buffer over our arch rivals in class.

SS2, Lady

Megan was recommended by a certain G.Heseltine. Again things went to plan and another 14 seconds up on the Samba. Nothing amiss in service so straight in to SS3, 4 and 5 each of 6 miles.

Being Welsh in nature they were all very twisty with very few long straights, but mostly they enabled the momentum to be kept up which seems to narrow the gap between us and the quickest big-

class production saloons. To give an idea one of these stages had 32 bends called off either the tulips or the OS map, plus many more read directly off the stage diagram provided by the Organisers. These three stages showed again our upper hand as we took 17, 22 and 18 seconds off our rivals.

So we went into second service with a

1.1/2 minute buffer over our rivals and just 12 seconds behind the leading Production saloon. At Llanbydder market car park (as used on the Welsh) nothing much amiss was discovered other than the sump guard being pushed into the exhaust.

Only one stage

remained, 10 miles of Cwmyronnen. Having tried to steady Brian all day – (particularly in view of our decent time margin) to ensure another maximum points score, Brian had instructions not to go any quicker and not to take any unnecessary risks.

Everything went to plan until 1.1/2 miles from the end of the stage when on a

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Flashback ... 1989/90

... continued from Page 20

right-hander the Visa understeered violently across to the outside gully. So we completed the stage on the near side front rim which wasn't so bad in a straight line but on right-handers even at walking pace the car would barely pull itself round. We reached the end of the stage with a loss of around 30 seconds, dropping just 9 seconds to the Samba and taking the BTRDA class by over a minute.

Although we dropped 30 seconds with the puncture, we still finished only 37 seconds down on the large class production saloon winner, a 2.8 Injection Capri.

Rounding off a successful day we won our class on the event and our class in the BTRDA Championship and we cannot be caught for the class title.

So to the Crystal where Brians aim is to beat the quickest large class production saloon. On the long straights I suspect this may not be possible but I feel that he will either achieve his goal of visit the scenery whilst trying. A seeding of 156 and third on the road is adequate and

the GODWIN/WYER Samba Rallye is ahead on the stage so we can keep an eye on his stage times.

The start was fairly uneventful apart from a Gin twin being verbally attacked by an old dear who contended that she had "heard banging at seven this morning etc. etc. and what did we think we were doing in her car park?" Funnily enough she was

quite happy to let her dog c**p in a Public Car Park!

Anyway, the first three stages were short runs through Harwood Dale and Newton House. Last year the Chevettes engine blew up on Junction 8 of SS1. This year the Visa lost fire on

Junction 2 of SS1. Brian and I obviously both thought the worst. After about 10 seconds the Visa fired up again and we were off. We dropped 5 seconds to our class rival and a massive 15 seconds to the quickest prodsaloon in just 2 miles. SS2 & 3 went better, recording fastest overall prodsaloon times and taking 10 seconds off our class rival in just 3.½ miles.

Continued on Page 22 ...



Flashback ... 1989/90

... continued from Page 21

First service saw a variety of ignition parts changed to prevent any more problems, and with just new front tyres and petrol we were ready.

Just 5.1/4 miles of Langdale, 13.1/2 miles of Dalby (split in two) and 6 miles of Staindale were left before 2nd service and we managed to take 40 seconds off the Samba (despite an overshoot in Langdale) but dropped 42 seconds to the leading prodsaloon.

Again nothing obviously amiss in service so into 3 miles of Troutsdale and 4 of Wykeham. Again these were uneventful and we managed to take another 30 seconds off the Samba to win our class for the third time in a row. Unbeknown to us the leading prodsaloon overall had retired with a broken leaf spring so we eventually finished the first prodsaloon overall.

The stages were, as expected, the fastest we've seen all year but we covered the lowest mileage. Gripes include the delays and the 'artificially tightened junctions' which would have been better left alone but with more chicanes. Our fellow BTRDA men agreed the stages were the best seen all year but more mileage is needed to justify the BTRDA status.

With a maximum score of 50 points we are confirmed overall and class winners of the 1989 BTRDA Clubmans Production Saloon Championship – this being our first attempt at any sort of Championship.

Obviously luck has been with us at times, latterly entries have been appallingly low but nevertheless we have won each round from the front and not by default. Of the 79 stages we have done this year we have managed 55 fastest times in class and 10 fastest overall production saloon times. In addition we have scored enough points to finish around 5th in the unrestricted 1600cc BTRDA class and around 20th overall.

For anyone considering the Forests I would recommend the series as it offers a friendly atmosphere with (relatively) cheap events. (We reckon it has cost around £2750 for 7 rounds to cover entries, insurance, petrol, B&B etc.)

Thanks go to the many people from whom we have begged, borrowed and copied things, including our Sponsors: Peter Marwood Citroen, Richmond, N.Yorks; Forpak Stapling of Hull; Rix Petroleum of Hull; also to our service crew of Steve Ashley, Neil Williamson, Andrew Welburn and one or two other occasionals, also Vicki and Natasha and those who have given technical and navigational assistance.

What of next year? At the moment nothing is decided, the Visa is for sale and we have no money available. We would like to stay GROUP N, but move up to a higher level, but we need around £4000 of sponsorship to compete even at Gold Star level.

**Fred (aka Paul Pattison)
and Brian Svenson**



Flashback ... 1989/90

BRIAN SVENSON OFFERS FOR SALE

1985 CITROEN VISA GTI GROUP N

Converted from low mileage road car in February 1989. Usual spec.
Bilsteins, extensive cage, full underbody guards etc.
Complete with spare alloys, tyres, electrical and mechanical parts
(all genuine Citroen, many new)
log book, homologation papers, technical papers etc.

This car has won the 1989 BTRSA Clubmans Production
Saloon Championship outright
and up to 1600cc Class with a maximum 50 point score.

This car has done just 8 events (7 forest) has never retired
and has had 5 Class wins and 2 second-in-class finishes
on the 7 BTRDA rounds this year.

T REGISTRATION FORD TRANSIT LWB TWIN WHEEL VAN

Used for servicing duties only, 2 litre engine, 2 years MOT, solid underside,
above average condition and complete with many new panels ready to fit.

EX-WORKS /McRae/Fred Henderson CHEVETTE HS

New Mike Taylor Developments bodyshell to identical Group 4
Works specification fitted 2700 twin cam Works development
tarmac HSR engine otherwise all as original Works HS spec

This car is unmarked and would suit a
collector/investor or for classic rally use.

DETAILS AND OFFERS FOR ALL THE ABOVE TO BRIAN SVENSON

(Ed – This is not current as the listing was from January 1990!)



NHMC STAGE RALLY CHAMPIONSHIP 2019

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

DRIVERS	1	2	3	4	5	6	Total
01 Stuart Cariss	52 (3)	55 (9)	50 (11)	61 (16)	37 (19)	52 (21)	307
02 Peter Smith	46 (2)	82 (6)	75 (7)	10 (10)	71 (13)		284
03 Ryan Connolly	10 (1)	62 (5)	52 (7)	10 (10)	60 (13)		194
04 Allan McDowall	44 (4)	10 (8)	61 (14)	47 (23)			162
05 Ken Sturdy	33 (3)	61 (7)					94
06 Arron Newby	77 (18)						77
07 Rob Brook	66 (12)	10 (18)					76
08 David McLeod	10 (8)	47 (14)	10 (19)				67
09 Stuart Newby	65 (18)						65
10 John Saunders	59 (18)						59
11 Dave Jackson	53 (15)						53
12 Mike Reed	41 (16)	10 (19)					51
13 Mark Sands	48 (18)						48
14 Kevin Procter	44 (15)						44
15 Rob Herrington	43 (6)						43
16 Chris Marlow	10 (18)	31(22)					41
17 Tom Hutchings	39 (2)						39
18 John Dixon	38 (12)						38
19 Neil Fewlass	10 (12)						10
20 William Clarke	10 (15)						10
21 Stephen Barmby	10 (18)						10



NHMC STAGE RALLY CHAMPIONSHIP 2019

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

<u>NAVIGATORS</u>	1	2	3	4	5	6	Total
01 Linda Cariss	52 (3)	55 (9)	50 (11)	61 (16)	37 (19)	52 (21)	307
02 Gavin Heseltine	44 (4)	10 (8)	38 (12)	61 (14)	47 (23)		200
03 Christopher Allen	10 (1)	62 (5)	52 (7)	10 (10)	60 (13)		194
04 Rob Brook	10 (3)	49 (9)	37 (15)				96
05 Tom Hutchings	10 (1)	33 (3)	10 (5)	41 (17)			94
06 David Shepherd	41 (16)	10 (19)	31 (22)				82
07 Neil Jones	35 (7)	43 (13)					78
08 Eamonn Boyle	10 (8)	47 (14)	10 (19)				67
09 James Newby	65 (18)						65
10 Andrew Funnel	61 (7)						61
11 Tony Hart	59 (18)						59
12 Joe Hutchinson	55 (15)						55
13 Sharron Hullock	53 (15)						53
14 Jason Walker	48 (18)						48
15 Mark Draper	42 (18)						42
16 Guy Gladwin	41 (8)						41
17 Pete Gunson	36 (18)						36
18 Alistair Hutchinson	35 (15)						35
19 Steven Brown	10 (6)						10
20 Steve Varey	10 (12)						10
21 John Brook	10 (18)						10
22 Adam Evans	10 (18)						10
23 Michael Woodcock	10 (18)						10



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NHMC STAGE RALLY CHAMPIONSHIP 2019

<u>Events Since Last Magazine</u>				
23	Mach 1 Stages	13&14/07/2019	SV-A	Machrihanish
22	Greystoke Stages	07/07/2019	SV-F	Greystoke
21	Red Kite Stages Nat A/B	23/06/2019	MV-F	Resolven
20	Carlisle Stages Open & Historic	09/06/2019	MV-F	Carlisle
<u>Events Previously Covered</u>				
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
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

ATL Carlisle Stages Open & Historic Rally

A common stage route of 41.4 was shared between the Nat A (Historics and the Nat B (Moderns). Both our crews were part of the 34 Historic crews who started the event.

Mike Reed/John Millington (Ford Escort MkII) Car 39. *"Up to 9th o/a slid wide caught front wheel in a gully and got stuck on a bank drove car out once we got a pull no spectators at all to help.very rough sages". DNF.*

Stuart Cariss/Linda Cariss (Ford Escort Sport) Car 45. *"Another good run although we both made mistakes which cost us we just managed to win our class - Tied with Phil Atkinson in the Twin Cam on time but got the class win because we were 2 seconds quicker on the first stage ! - how close is that. Enjoyed the stages - OK about a mlie of Newcastleton had just been resurfaced with chunky stone so it cut up bad & the section down the side of the river which I just love - like a rally roller coaster had unfortunately been regraded when it would have been better left alone but I still really enjoyed it. How the wheel below held it's air I do not know but if it had gone flat we would not have won the class". 11th O/A and 1st in Class.*

Red Kite Stages National A/B Rallies

Our only representatives among the 68 crews (32 Historic - Nat A/36 Modern - Nat B) were again **Stuart Cariss/Linda Cariss** (Ford Escort Sport) Car 45. Not a good start with a roll on the first stage. *"A great rally - we had only done a mile when it happened - plenty of tape on the windscreen, levered front wing off the tyre, changed a wheel & we were good to go. Only 3 others in our class who*

unfortunately all retired with engine problems so unbelievably we won our class !!! 22nd O/A and 1st in Class.

Greystoke Stages Rally Flying the North Humberside MC flag amongst the 55 crews lined up at the start in Cumbria for 6 stages and 37.74 miles were **Chris Marlow/Dave Shepherd** (Ford Escort MkI) Car No 44. On a day with few retirements (6) a steady run saw the crew safely home. 47th O/A and 13th in Class.

Mach 1 Stages Rally This two day tarmac single venue offered 12 Stages (8 Saturday and 4 Sunday) with a total stage mileage of 95.80 and 11.26 road miles all within the venue (it's a big place!) Just outside Campbeltown, on the Kintyre peninsula. **Allan McDowall/Gavin Heseltine** (Opel Kadett) Car No 33. This was the first outing since a new engine had been fitted. Power was now provided by a Millington 2.5 that had only left Millington's premises in Bridgnorth on the Thursday before being presented at Scrutineering on the Friday evening. First car started at 1057 on Saturday with fantastic weather forecast all weekend. We spun on both the long stages (1&3) dropping about 25 seconds and were taking a little time to find our way around, what was for both of us was a new venue. Saturdays format followed long stage/short stage/service and concluded after 4 pairs of stages at 1745. Sunday's weather was even hotter with long/short stages combined to offer 4 x 13 mile + stages. Tyre wear was becoming an issue and we lost power steering for the day whilst waiting for the first stage. An excellent event and we will be back. 14th O/A and 5th in Class.



NHMC WARCOP STAGES - TIGHT AT THE TOP

NHMC WARCOP STAGES RALLY

Sunday 21st April 2019

One thing was certain, this third running of the event would see a new winner, as previous two times winner Greg McKnight had not entered.

Stage 1 (North's 1) 11.07 miles

Pre-event favourites, **Kevin Procter/Patrick Walsh** (Car 1, Ford Fiesta), were almost caught by **Gordon Morrison/Calum MacPherson** (Car 2, Subaru Impreza), with a time 29 seconds slower to claim fifth fastest. Slightly off the pace, with third fastest, **Graham Coffey/Jack Morton** (Car 3, Ford Fiesta S2000t) losing 18 seconds to the leaders. Late entry with 59 on the door, but running 4th on the road, **Darren Atkinson/ Philip Sandham** (Car 59, Ford Escort MkII) equalled the time of Car 2 to take a share of the lead. Piping Car 1 for fourth place by 1 second was the hard charging **Marcus Noble/Helen Noble** (Car 7, Ford Escort MkII). Keeping to the one second gap were **Mark Borthwick/ Phil Boyle** (Car 10, Ford Escort) one second behind **Procter** in sixth and one second ahead of **Ian Paterson/Alan Paterson** (Car 5, Subaru B13). Eighth was a "distant" 16 seconds away!

Stage 2 (North's 2) 11.07 miles

The joint leaders opened up a bit of a gap with **Atkinson** (Car 59) moving clear of **Morrison** (Car 2) by 3 secs. **Coffey** (Car 3) and **Noble** (Car 7) retained 3rd and 4th overall with times of 11.43 and 11.53 (4th and 5th quickest). **Mark Kelly/ Neil Coleman** (Car 6, Ford Escort MkII) recovered from a maximum on SS1 to set 3rd quickest moving up from 50th=

overall to 39th in the process. Going the other way was **Procter** (Car 1) who collected a maximum and dropped to 40th overall. 3 seconds slower than **Kelly** (Car 6) and moving up to fifth overall came **Jonathan Mounsey/Richard Wardle** (Car 8, Mitsubishi Lancer Evo 9). Seventh and eighth quickest **Pete Gibson/Chris Dodds** (Car 11, Mitsubishi Lancer Evo 9) - 22 secs behind and **Des Campbell/Craig Forsyth** (Car 21, Peugeot 2016) a further 4 seconds behind were now tied in equal sixth place overall. **Ian Paterson** (Car 5) Retired on Stage.

Stage 3 (Saddington's 1) 9.85 miles

The former joint leaders continued to pull away from the field but swapped places. **Morrison** (Car 2) was quickest beating **Atkinson** (Car 59) by 5 seconds to take the lead by 2 secs. **Kelly** (Car 6) and **Procter** (Car 1) continued to show what might have been with **Kelly** (Car 6) second quickest, dropping 4 secs to move up to 32nd overall and **Procter** (Car 1) fourth quickest, losing 18 secs to climb to 34th overall. The next six maintained a consistent level to keep their overall positions with the gaps between them starting to widen from **Coffey** (Car 3) in third at 1min 4sec down to **Borthwick** (Car 10) in eighth 2min 35sec behind the leader.

Stage 4 (Saddington's 2) 9.85 miles

Morrison (Car 2) was again quickest increasing his lead over **Atkinson** (Car 59) in third quickest, by a further 7 seconds to increase the lead to 9 secs. **Procter** (Car 1) was settling in now with second quickest, 2 secs down and moving up to 23rd overall. The next five again

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NHMC WARCOP STAGES - TIGHT AT THE TOP

... continued from Page 28

all held station occupying third to seventh overall. On this stage **Borthwick** (Car 10) retired with a mechanical issue and **Kelly** (Car 6) had a return of his misfortune with a loss of drive putting him out for good.

Stage 5 (Ahern's 1) 12.97 miles

The revised layout of Stage 5 obviously suited **Procter** (Car 1) as he set fastest time a massive 20 secs clear of next fastest **Atkinson** (Car 59). Not to be outdone **Atkinson** (Car 59) took 15 secs out of **Morrison** (Car 2) to re-take the lead by 6 secs. The consistent **Coffey** (Car 3) was third quickest followed by the usual suspects **Noble** (Car 7), **Mounsey** (Car 8), **Gibson** (Car 11) and **Campbell** (Car 21) who was performing something of a giant-killing act placing a Class 2 car in seventh overall.

Stage 6 (Ahern's 2) 12.97 miles

Going into the last stage it was all to play for at the top with only six seconds between **Darren Atkinson/ Philip Sandham** (Car 59, Ford Escort MkII) and **Gordon Morrison/Calum MacPherson** (Car 2, Subaru Impreza). Third place was a distant 1 min 29 secs behind.

Procter (Car 1) was demonstrating why he was pre-event favourite settling his second quickest time by 7 secs. Climbing from 40th after SS2 to 16th after SS6 was some performance and hopefully he will be back for a clean run next year.

But what of the leaders? They were certainly playing their part as they set second and third fastest times. **Morrison** (Car 2) needed to beat **Atkinson** (Car 59) to be in with a chance of regaining the lead and he had achieved that!

The gap between them was only 6 seconds (after 54.81 miles) and if it was a tie after a further thirteen miles then having shared equal times on SS1, **Atkinson** (Car 59) would win having been 3 secs quicker on Stage 2.

Fifteen seconds was the difference turning a six second deficit into a nine second advantage that was the biggest margin between the two all day - what a marvellous battle.

The rest of the top group pretty much maintained positions with **Gareth Hooper /Tommi Meadows** (Car 24, Opel Manta) posting seventh quickest to confirm 9th overall and first in Class 3.

Top 10 Positions

1. Morrison/MacPherson	1.09.04
2. Atkinson/Sandham	1.09.13
3. Coffey/Morton	1.11.02
4. Noble/Noble	1.12.14
5. Mounsey/Wardle	1.12.53
6. Gibson/Dodds	1.13.43
7. Campbell/Forsyth	1.14.19
8. Auld/Stewart	1.15.26
9. Hooper/Meadows	1.15.45
10. Hall/Johnson	1.16.52

Let's all do it again at Easter 2020 and see how close it might be if **Kevin Procter** and **Mark Kelly** have a trouble free run.

Gavin Heseltine



Sutton Upon Derwent Village Hall

Sunday 18th August 2019 from 1pm
On Beacon Green, Sutton upon Derwent, Nr York
(By kind permission of Sutton on Derwent Parish Council)

Classics on the Green

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

Flypast of BBMF Spitfire
during the afternoon

We invite owners of Classic cars, Motorcycles, Tractors
and other interesting vehicles to join us.

No entry forms - No entry Fee

The general public are warmly welcomed – no entry charge.
(Rides in an E Type Jaguar will be on offer)

BBQ food, and Bar available

Contact

John Newlove 01904 608524 email: john.newlove@btinternet.com

Peter Kirby 07913 671380 email: petejeankirby@btinternet.com

Please let us know in if you are bringing an exhibit so that we
can reserve a space for you

If you fancy Sunday Lunch Beacon Green is just across the road
from the St Vincent Arms, tel. 01904 608349
widely acclaimed for its excellent cuisine and range of top class beers.
(Booking Essential)

Please note Dogs are not allowed on Beacon Green