

STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

Apr/May 2020

**MOTORSPORT
SUSPENDED**

-

**STAY SAFE
EVERYBODY**



**Recognised
Club**



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

Future Board Meetings (Start At 8pm)
Wed 22nd April (Conference Call)
Wed 27th May (Tiger Inn)
Wed 24th June (Conference Call)



facebook.com/northhumbersidemc

www.nhmcwarcopstages.co.uk

Editors Ramblings ...

Welcome to "STAGE TIMES".

I hope every-one is staying safe and finding productive things to do if self-isolating at home. In my case finding stuff for the next magazine features fairly high with no Motorsport taking place.

For those working on the "front-line" as an essential worker you have all our support and keep up the good work.

Social media sites (well Facebook) seems to be awash with old rally photos and event paperwork as people take the opportunity to sort out the old albums and stuff gathering dust in the loft.

Why not join in and send your NHMC and personal Motorsport memorabilia for inclusion on the NHMC website.

Watch your email inbox for invitations to submit a contribution to a few possible new features:

My CAReer! 26 questions about your personal car history (as seen on Facebook).

In the spotlight A profile of a Club member and their Motorsport background and highlights (based on the article in Pacenotes Magazine).

Whats In My Garage (Or a sub-group about a work vehicle! **My Daily Drive**) Like In The Spotlight but covering a vehicle(s). Covering such things as how/when it was acquired, what has been done to it since, technical specification, performance and useage etc.

In all cases photographs appreciated.

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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.



Motorsport UK COVID-19 Update

Tuesday 17 March 2020

It is with regret that Motorsport UK is suspending all organising permits and Certificates of Exemption until at least 30th April 2020. This suspension follows the latest guidance issued by HM UK Government in response to the outbreak of COVID-19. This position will be constantly reviewed given prevailing information.

As the National Governing Body, we would ask all Motorsport UK members to act responsibly and follow the Government's guidance during this difficult time.

We thank all of our members, organisers, officials, volunteers, staff and their families for their support during these unprecedented times. We will continue to monitor the situation and will resume sporting activity as soon as we are able. We also have a responsibility and duty of care to our staff who will be working from home, so please be patient with any queries you may have.

David Richards, chairman of Motorsport UK, explained, "Clearly we live in challenging times and exceptional measures are required. The decision to suspend Motorsport UK permits on a temporary basis is not one that was taken lightly as the industry employs many thousands of people. However we have an over-riding responsibility to our members and the friends and families of our community. Furthermore, our social responsibilities extend to the broader population and the potential drain on valuable public health resources on which we are all reliant.

"The situation is very fluid and we will continue to monitor developments over the coming weeks and hope that we can resume the annual motorsport calendar at the opportune moment. In the immediate short term our efforts need to be focused on ensuring that the industry that backs up the sport has the financial support that it requires from the Government in order that it can be sustained beyond this extraordinary scenario."

[Ends]



Motorsport UK Extends Suspension of Motorsport Permits to 30th June

Tuesday 24 March 2020

In light of recent developments in the COVID-19 crisis, and following the address to the nation by the Prime Minister on the evening of 23rd March, Motorsport UK has today extended its suspension of all organising permits and Certificates of Exemption for motorsport events until at least 30th June.

This move provides clear guidance to event organisers, venues, competitors, officials and volunteer marshals of the role that Motorsport UK must play in supporting the broader UK public health agenda.

In recent days the feedback from our members and the community was a need for increased clarity to allow them to plan appropriately and, should the need arise, put in place necessary contingency measures.

Motorsport UK Chairman, David Richards explained, "Motorsport UK has a vital role to play with its community in re-inforcing that, at this time of national emergency, we must all stay at home to play our part in protecting the NHS and ultimately saving lives. Today, the government have required that we effectively lock-down for a period of three weeks, however given that the most vulnerable in our society are required to isolate for three months, it is evident that the most responsible course of action was to propose a longer suspension of our sport. When we reflect back on this time, it will be a brief, but vital, hiatus from our everyday motorsport life and we must put this in perspective. This is a time of national unity and we need to come together with the broader public community to do all we can to support this battle and ultimately save lives."

Motorsport UK will continue to monitor the prevailing advice from the UK Government in respect of the COVID-19 international pandemic and will update the motorsport community accordingly.

[Ends]



BITS and PIECES

Are You **S**tuck At Home

Regularly Washing Your Hands Whilst Singing Happy Birthday **T**wice

Keeping **A** Two Metre Distance From Others

Are **Y**ou Self Isolating

Finished All The Jobs On The Car(s)/Bike(s) & In The House/Garden

Struggling To Get Required Parts Anyway

Bored With Daytime TV & Watched **A**ll Your Motorsport Videos At Least Twice

Run Out Of Conversation With The Wife/Husband/Partner/**F**amily

The Dog Refuses More **E**xercise & Has Hidden It's Lead

Day-dreaming About The Pub

If any/all of the above apply then it's the ideal time to dig out all your old Motorsport Photographs, Newspaper Cuttings, Scrapbooks and Event Documentation and have them included in the NHMC Archive.

www.northhumbersidemotorclub.co.uk/archive

Send copies/scans/originals (they will be returned if required) to Gavin Heseltine.

PANIC BUYING!!

Latest purchase limits placed on shops, in light of the Coronavirus pandemic;

ASDA: 2 hand sanitisers and a 4 pack of toilet rolls.

TESCO: 1 hand sanitiser, 500g of rice and 4 pack of toilet rolls.

WAITROSE: 1 lobster, 6 quails eggs and 100g of Foie Gras.

ALDI: a MIG welder, a pink sports bra, 2 trumpets and a wetsuit.

THANKS

At a recent Club night

Pat Cunningham

expressed her grateful thanks to the Members and Committee of North Humberside Motor Club who sent get well wishes to her on her recent illness as they certainly lifted her spirits.



NHMC WARCOP STAGES CANCELLATION

Reaction.

All competitors who had paid and therefore had their application accepted where offered asked for their bank details so that a full refund could be made but they were also asked if they would consider making a voluntary donation to offset the Club's losses on the event.

So far 40 of the 44 entrants have responded and a total of £1005.00 has been donated, we are very grateful for this show of support.

A selection of the comments made in response are listed below;

Dave Jackson - Really sorry that this years event will not go ahead, I will be back next year, hopefully.

Carl Tuer - Hopefully see you when we reappear out of the darkness.

Joel Simpson - Sad to see the event cancelled, but I will be back on the entry next year!

Andy Brown - Will definitely be entering next year.

Ian Dixon - Hope to see you next year.

Gavin Lloyd - I look forward to taking part next year.

Peter Johnson - We will be back to support you next year.

Andy Dockray - Hope it runs again.

Barry Lindsay - I hope your club can continue to organise next year.

Joe Evett - Sorry the rally got cancelled, was really looking forward to it.

Jim Brindle - We look forward to next years event.

JOHN OVEREND MEMORIAL STAGES

Scheduled for 24th May 2020 the event is outside the period currently covered by Motorsport UK's suspension of Permits (until at least 30th April 2020 ... and will be constantly reviewed given prevailing information). **NOW EXTENDED TO 30TH JUNE.**

So that we are ready, should the suspension be lifted, a Permit application (including drafts of Safety Manual, Stage Plans and Regulations) has to be submitted at least six weeks before the event.

This is underway but we expect the likelihood is that the period of

suspension will be extended beyond the event date. As a result only the minimum amount of work will be undertaken until Motorsport UK confirm extending or lifting the Permit suspension.

Issues raised by the Lookout Organisers re Melbourne "With no running water within the "rally area" how can we provide sanitation facilities? Portable toilets are full of hard surfaces - so how do we limit possible transmission of virus? At documentation how do we limit individuals exposure?

Joe Sturdy Features in Motorsport News

FROM LOOKING AFTER VERSTAPPEN'S ENGINE TO CO-DRIVING A MK2 ESCORT

How BTRDA champion co-driver Sturdy is combining two very different roles over the next two weeks. By Jack Benyon.

Joe Sturdy is the only man to co-drive a Ford Escort Mk2 and Max Verstappen in a Red Bull RB15.

In the day job, Sturdy is effectively Verstappen's engine reliability engineer. While the sound of GianPiero Lambiase is the one you'll be familiar with over the radio as Verstappen's chief

engineer, Sturdy sits close by. If the 1.6-litre hybrid Honda power unit begins to falter, it's Sturdy's job to make sure it doesn't hamper F1's young star from staying in the race.

But for fun, Sturdy is a rally co-driver – and a good one. The 2015 BTRDA Rally First champion, alongside Nick Carr, also contested the British Championship in

2016 before running out of cash. The two have become close friends and will run together at car number 23-Red Bull driver Alex Albon's race number, coincidentally -on the Roger Albert Clark Rally in a Historic Escort built by Carr.

It's probably a dream job at Honda for most people, but asking which he'd prefer to do every day – race or rally – Sturdy ponders the question for a while. "If there were no financial implications, I think I'd have tried to be a co-driver full time." he says. "The people I was co-driving with have gone on to have careers with WRC teams. I started a little bit late but I feel like if money was no object I would

have pursued it. I didn't fancy the potential for a few years of not earning any money and maybe not getting anywhere.

"Also you could be the best co-driver in the world but if you're not with a good driver, you can spend your whole career under-performing as a team. That shows

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Joe Sturdy Features in Motorsport News

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it is important, how well the driver is doing. I couldn't sit with a slow driver, do a good job and be happy at the end of it.

"There is a bit more danger being sat in a rally car as opposed to being sat at a desk with a screen in front of me."

The tongue in cheek description of "being sat at a desk" is factual but doesn't do

Sturdy enough credit. He was born into motorsport – his dad, Ken, and mum, Jane, were regular competitors and Ken still rallies today – and he's risen

through the ranks in F1 just as quickly as Verstappen. At 27, Sturdy has moved, via Manor, Force India, Renault and finally Honda, into a role it takes some people decades to achieve.

The move to Red Bull this year soon featured a mid-season car swap from Pierre Gasly to Verstappen, and now – much like his job of making sure Verstappen gets to the end – he'll fire into some of rallying's toughest stages in

a gruelling 300-mile event on the R.A.C. as he guides Carr through adversity.

Let's just hope the guidance doesn't extend to the Escort's power unit. The engine engineer in the passenger seat won't be much use then...

"Put me in front of Nick's engine and I'm almost a complete amateur!" he adds.

"The F1 engines are just completely different machines now. It's mad how far the engines have come. I almost skipped that bit at the start where I should have

been fiddling with an engine like in the rally Escorts. I jumped in at the top end. I'm probably missing the basic skills, but Nick

teaches me a lot.

"I probably get involved in that more than most co-drivers with car set-up stuff and helping Nick with decisions when he's building and prepping the car."

As soon as the event finishes, Sturdy will be straight on a flight to Abu Dhabi, finishing the F1 season. It should be a bit warmer than a Welsh forest.



WINNERS ENCLOSURE

Barry Morris/Tom Hutchings
Darrian T90 GTR+

First Overall
Neil Howard Memorial Rally
Sunday 1st March 2020
S/V Anglesey Racing Circuit

Congratulations to Tom (and driver Barry) who together have been contesting the Motorsport News Circuit Rally Championship over the winter season 2019/2020.

A tense battle with Car 10, Rob Hughes/Sion Cunliffe (Ford Fiesta R5), raged throughout the event which from SS3 was over who won and who got second. Following the retirement of Car 1, Frank Bird/Jack Morton (Ford Focus 07 WRC), from the lead after SS2 Hughes had a 1sec advantage over Morris/Hutchings in second place overall. SS4 and a second gained put both crews level on 26.05 with Morris/Hutchings on top due to being 2secs quicker on Stage 1 (furthest cleanest). SS5 and the pair tied for second quickest maintaining equal times at the top. SS6/SS7 saw Morris/Hutchings set fastest stage times to pull away by 1 and 4 secs to open a 5sec lead going into the last stage. 4th quickest 2sec faster than Car 10 was enough to win by 7 whole seconds!



Flashback ... 1987

THE DIARY OF A SHE-DEVIL !

The build of a budget RWD Mini engine special.

I have always wanted to build a car of some sort: kit, off-road, kart, etc.

Having seen D.Haigh, etc I decided to build an Autotest special. Being used to a front wheel drive, I decided to try rear wheel drive for a change.

Having "happened upon" a complete Mini (traveller, circa 1967) which had been standing outside for 2-3 years, I took all the

mechanical parts, except rear suspension home. Another front subframe was bought from Arthur Da ley Carvel.

Both subframes were jointed by a primitive chassis. The advantage of using Mini subframes is that the suspension and steering are already attached. To stop the rear wheels from turning, two drag links were made and fitted. There proved to have too much play – resulting in a degree of wheel steer! The inner ends

were replaced by rose joints which solved the problem.

The steering column/rack was fitted along with pedals/front bulkhead and seat. One of the advantages of a special is that you can design the driving position to suit yourself, resulting in a car which is easier to drive – hopefully!

Next job was to fit the engine and ancillaries and make the gear linkage. The cylinder head was taken off and at this stage, the engine was found to be an 1100cc over-bored by 20/1

000" which makes the cubic capacity 1115cc, also the head was a 998 Cooper/MG 1100 type with larger valves and not a recon 850cc engine as I was lead to believe.

The head was cleaned up, valves reground and put back.

I also happened upon a Clubman type fibreglass front which was bolted up.

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Flashback ... 1987

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Starting to look like a car now! (A matter of opinion – Ed.)

A hydraulic hand brake was made up, fitted and the braking system plumbed in, bled and adjusted. The floor, made from plyboard, was painted and fitted. The sides were made and welded on and a rear, detachable engine cover was made.

The electrics were fitted using a Mini wiring loom. The petrol tank (Honda moped) was fitted and the engine started (first time!!!).

Roll bar, mirror, lights, aeroscreen, accelerator cable (Imp) were fitted and bodywork tidied up ready for painting.

After painting and a quick test, it was off to Walton Street for her maiden event.



Taken from the cover of NHMC Magazine printed on yellow paper.

Here, all the teething problems showed themselves – overheating, body work too enclosed, under-steering and wouldn't turn in (put wider tyres on front and dropped pressure to 10PSI, this helped but didn't solve the problem), jumping out of gear – could be caused by engine moving too

much – seat back too high, couldn't see too well when reversing, brakes failing – master cylinder seals perished.

We finished 3rd overall, 1st rear wheel drive after a fraught event.

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Flashback ... 1987

... continued from Page 10

Walton Street Autotest 8th March 1987

Organised By John Overend

1 st	Glen Simpson	FTD
	Mini 998	
2 nd	Paula Simpson	1 st Class
	Mini 998	
3 rd	Rob Pattison	1 st Class
	Prontaprint Special	
4 th	Mal Mumby	2 nd Class
	Mini 850	
5 th	Rob White	2 nd Class
	Colt Lancer	
6 th	Pete Ward	3 rd Class
	Escort 1300	
7 th	Dennis Robinson	3 rd Class
	Mini 850	
8 th	Steve Baker	4 th Class
	Mini 850	
9 th	Rick Spooner	4 th Class
	?	
10 th	Maurice Spooner	5 th Class
	?	
Ret	Ian Giles	DNF
	Special	

To cure the understeer, I softened the front suspension by drilling out the rubber cones and fitting fiddle brakes (one handbrake for each rear wheel) so I can lock the inside wheel when turning and power round via the outside wheel.

To stop it jumping out of gear I made all four engine mounts solid to stop the engine moving under acceleration and deceleration. A new master seal kit was fitted and brakes bled.

It took me 5 months to build and cost £150.69.

The next event is the Horton Motor Spares Shell League, where hopefully the modifications will cure the above problems but no doubt others will appear!

WANTED – low back bucket seat – any condition in exchange for high back black cloth seat – contact Robert Pattison

Robert Pattison

-

Shell League Update

Round four of the competition was the only autotest in this year's league organised by Airedale and Pennine Motor Club, at the Hartshead Moor Service area on the M62, sponsored by Horton Motor Spares. We managed to field a full team of 5 on which turned out to be a cold and wet day (typical Wessy weather).

The team consisted of Phil Cherry in his Toyota, Robert and John Newlove in their Mini, Pete Ward in the ever faithful Escort and Robert (PAT) Pattison in his Special.

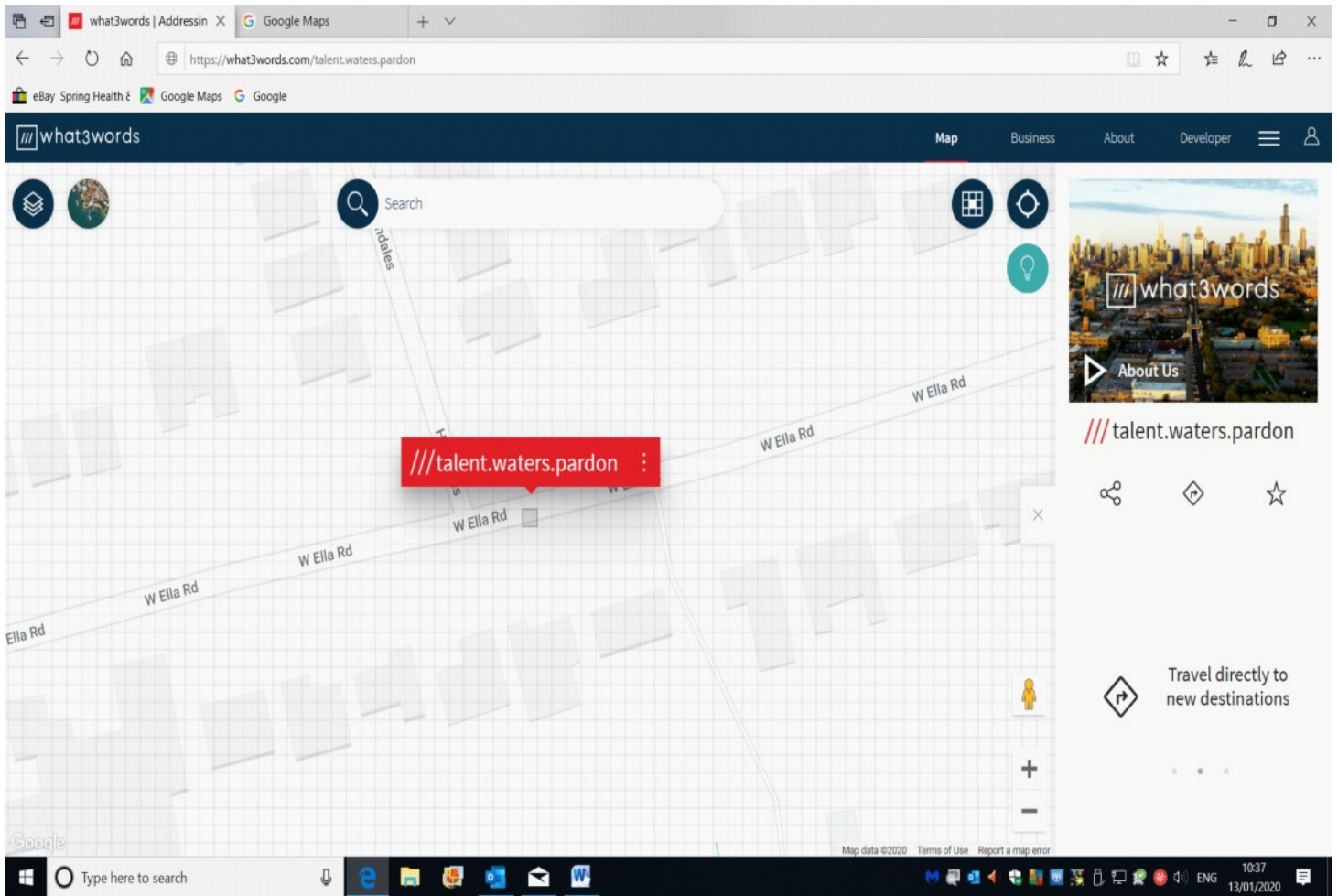
Results as follows:

Robert Newlove	4/16	85.0 Pts
John Newlove	10/16	47.5 Pts
Phil Cherry	1/3	76.7 Pts
Pete Ward	2/5	70.0 Pts
Rob Pattison	10/14	38.6 Pts

Robert Newlove wins the Shell League award for this event. Total points scored (best 3 scores) 231.7. We finished 5th club on the day but maintained our 2nd overall in the league.

Robert Newlove

WHAT THREE WORDS



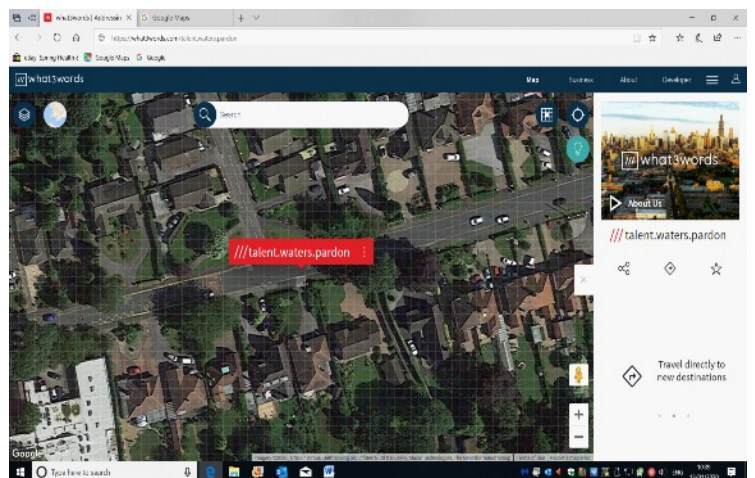
A new navigation/mapping technique. I heard about this some time ago, and a conversation at Club Night revealed that not many others had heard of this.

Most if not all modern smart phones and tablets are fitted with GPS and navigation tools of their own, but how many times do we find that the directions we have been given to find an address or location have been confusing or even misleading?

In this system, the whole world has been divided up into three metre squares, and each square has been given a unique three word designation, which is never repeated. With each square being only 3 square metres, the location is very precise, so this is as accurate as a 6 figure OS map reference. Above is the location of my

driveway entrance onto the road. As you can see, there is no chance of being misled into a neighbour's driveway.

To make it even better you can also see in "satellite" view.



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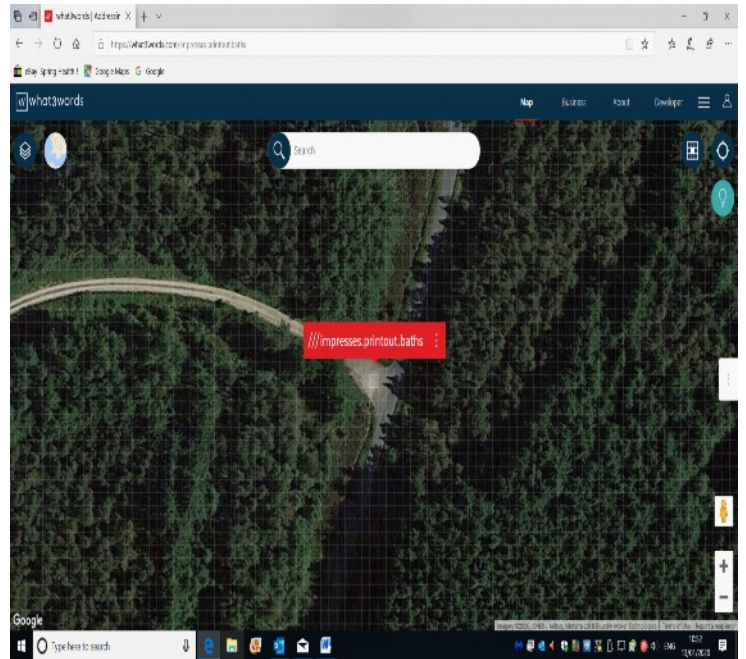
WHAT THREE WORDS

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The base application is freely available on the various app. Download sites whether Android (Google Play) or Ios (Apple App store), simply look for "What Three Words".

Once a location is known, the three words can be entered into your device and then choosing the navigate option you can use the smartphone or tablet to navigate to the destination, in the same way as using the satnav.

Opposite is the entrance to Cropton, from the Stape Road, just above the Ford.



Dennis Robinson

North Humberside Motor Club Ltd

Caves Classic Run 2020

Sunday 5th July

Start: Drewton's South Cave

Drewton's provide everything from a cup of coffee to a Full English Breakfast

Midway Halt: Brigg Garden Centre

Refreshments and toilet facilities available at the halfway halt

Finish: William's Den

William's Den has lot's of food and drink available



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

Entries Secretary and Secretary of the Meeting

Ian Sadofsky: iansadofsky@gmail.com

Save £125 on a



similar HERO event

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MARSHALS NEWS

FINAL NHMC MARSHALLS CH'PIONSHIP 2019

Position	Points	Name(s)
1=	17	Dave Cunningham and Pat Cunningham
3	12	Martin Dixon
4=	11	Mike Kitching, John Milner (+1) and Dennis Robinson (+3)
7=	8	Robert Newlove, Gail Newlove and Nigel Turton
10=	7	John Dixon, David James (+2) , Ian Sadofsky, Graham Tabor (+1) and Carl Thompson
15=	6	Dave Cogan, Robert Short and Kirsty Thompson
18=	5	John Brook (+2) , Alan Carvell, Richard Hay, Graham Hudson, Ian James, Gareth Pennall and Rosemary Sadofsky
25=	4	Clive Alcock, Geoff Craven, Trevor Davies, John Dixie (+2) , Alan Gilbert, Gavin Heseltine, Derek Lee, Bryan Limb, Rob Overend, Dave Short and David Smith
36=	3	Phil Craven, Carl Oglesby, Roger Stanford, Bruno Szemelka, Mark Tabor, Steve Varey (+3) and Dave Watkins
43=	2	Stuart Carriss, Chris Newlove and Robert Wooley
46=	1	Tom Hutchings and Cathy Parker

Following queries raised additional points have been awarded as applicable ([shown in blue](#)) and the final points table is shown above.

John Newlove
Chief Marshal



2019 NHMC SRC - CORRECTION

Following a query an additional event has been added, The Cheviot Stages on 22nd September 2019.

This only affects the Navigators and has no impact on the recipients of the awards.

The additional scores were for:

Mark Thompson/**Joe Hutchinson** and

Charlie Barlow/**Tom Hutchings**.

Joe adds 57 points increasing his total to 122 points and moves up from 11th to 7th overall. Tom scores 59 points but drops a score of 33 points gaining a net 26 points.

Gavin Heseltine

NAVIGATORS-2019	1	2	3	4	5	6	Total
06 Andrew Funnell	61 (7)	65 (39)					126
07 Joe Hutchinson	55 (15)	57(32a)	10 (43)				122
08 Eamonn Boyle	10 (8)	47 (14)	10 (19)	10 (29)	44 (39)		121
09 David Shepherd	41 (16)	10 (19)	31 (24)	10 (41)			92
10 Alistair Hutchinson	35 (15)	45 (43)					80
11 Neil Jones	35 (7)	43 (13)					78
12 James Newby	65 (18)						65

GREEN POWER ELECTRIC CAR RACE

Blyton (Trial Day) - Thursday 2nd April 2020

The Trial day is to be on Thursday April 2nd, at Blyton. This is to enable marshals and scrutineers to get experience and practice ahead of the Race itself.

Hull (Race) - Sunday 3rd May 2020

Once again we, our local Motor Club, are being asked to provide our assistance with the Greenpower electric Car Race which is returning to Hull in 2020.

We will need marshals and also some assistance with scrutineering.

Whilst the cars are relatively simple, they are constructed to a formula, and they need to be checked to ensure that they comply. Our main need will be for enough marshals to ensure the safety of the competitors and to enable the smooth running of the race on track and also the safe use of the pit lane entry and exit.



LEE HOLLAND MEMORIAL RALLY REPORT

Lee Holland Memorial Rally 1st March 2020 Barry Morris/ Tom Hutchings **Darrian T90 GTR+ Class D1 Car No 4**

We headed over to Anglesey for round 7 of the MSN Circuit Rally Championship off the back of a strong 2nd O/A at Snetterton on the previous round. We once again had Nik Artley servicing for us which was a massive help, meaning we didn't have to work on the car ourselves as we had done on the first few rounds.

It was my 4th time competing on the Lee Holland, having won the Junior 1000 event there in 2015 and finishing 6th O/A on the Adult event a year later. It was always a venue I had enjoyed in the past and had usually come home with a trophy from so I was hopeful of a good run being seeded at car 4. This was despite the fact Barry hadn't been there before, but he hadn't been to any of the circuits before and it hadn't slowed him down so far !

We had a good walk round on the Saturday to refresh my memory and for Barry to have his first look at the venue. Most organisers seem to be going away from letting competitors walk or cycle round even the day before!

Sunday morning comes and its dry and sunny, the perfect conditions we have been waiting for all season after the rain at virtually every other event.

SS1 went well 3rd fastest despite a hairy moment on landing from the jump where the rear of the car was pitch up after a heavy landing. The soft tyres we went out on went off quickly so a change to

some harder ones and stiffening the dampers and front Anti roll bar for SS2 meant the car felt better again another 3rd fastest time had us 3rd O/A and leading the class by 12s.

SS3 this is where the rally really changed for us as I saw the run- away leaders Frank Bird and Jack Morten parked up and out of the rally. Barry didn't see them and I didn't tell him until the end of the stage. We both knew this was our chance to fight for the win. We were 2nd fastest on this one to Rob Hughes and a good friend of mine Sion Cunliffe in their Fiesta R5. Rob and Sion were leading the event from us by 1 second.

SS4 we really started to push now even though we were the top points scores in the championship and Rob and Sion were registered we still wanted to win! We went 1 second quicker than Rob and Sion to tie on time but we were quicker on SS1 so were leading!

SS5 Rob and Sion matched our time of 7.59 so we are still leading but tied on time! I managed to miss the TV interview as I was with Sion, both of us laughing at the position we were in and genuinely pushing each other on to try even harder.

SS6 we managed to pull out 1 second on Rob and Sion with two stages to go. The tricky thing about Anglesey is there are that many roads and junctions the organisers use multiple splits on each stage. The last two stages had three splits on each stage so we knew we had to be concentrating.

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LEE HOLLAND MEMORIAL RALLY REPORT



LEE HOLLAND MEMORIAL RALLY REPORT

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SS7 another good fast run with no dramas taking 4 seconds off Rob and Sion meaning we lead by 5 seconds with the 5 miles of stage 8 left to run. But, and there always is a but, with this sport, as we pulled up to the stop-line we could see big black clouds rolling in off the sea.

My heart sank, not now I thought, we've worked so hard to be where we are on this event. And on a selfish personal note I've worked too bloody hard over the years for this opportunity to be leading, with a top driver in mega quick car for some rain to take it away from me.

We got back to the garage and I went to see Sion to find out his time and wish him all the best for the last one as the banter had been epic all day! And with that it started to rain, only a quick shower but a fairly heavy one. We just were super safe with the set up full wets, softened the dampers off, softened the roll bar back off and just

went for it because we knew the conditions suited the R5 much more than us.

SS8 Barry drove a blinder, super smooth with every input and deadly fast where he needed to be. We got to the end relieved as we knew we had taken top MSN Points but we still had to wait for Rob and Sion who were running a 6 or 7 cars behind us on the road.

It felt like ages waiting for them to come in when they finally arrived at the stop-line and I got their time off Sion we were two seconds faster meaning we took the overall win by 7 seconds!! An incredible drive by Barry who only saw the circuit for the first time the day before

the event.

The top score put us in the fantastic position of leading the championship with only the last round at Donington to go.



Tom Hutchings



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SUTTON ON DERWENT CLASSIC RUN REPORT

Sutton on Derwent Scenic Run 2019

We decided to Start and Finish the run at Sutton on Derwent village hall, to allow us to use some new roads.

The route was planned and authorised in good time, but a week before the run, I discovered that Castle Howard was hosting Country File Live, a four day event in conjunction with the BBC, pity they didn't tell us they were moving onto our date! My original route took us past Castle Howard, but they were running a one-way system, So a reroute was arranged and John Milner helped Gail and I to dismantle the spiral bound road books and amend them.



Tracey & Graham Kearsley - Lancia Fulvia
Photo Courtesy of Trevor Davies

towards Thirsk, then onto some minor roads past Rievaulx Abbey. Now down to Helmsley and Harome, Wombledon, and Slingsby towards Malton, Kirkham Priory and South back towards Sutton.

Gail and I followed around collecting the boards and looking for stragglers. Everyone seemed to enjoy the route, although with the reroute, we used a few A roads to bypass Castle Howard.

Most cars got back to Sutton for a BBQ, or tea and cakes. The afternoon finished off with a fly past by the Battle of Britain Memorial Flight's Spitfire, which did three low passes over the venue.

We started a full entry of 40 cars with seven reserves.

The weather improved rapidly for our day, and 40 cars assembled for hot drinks and sandwiches provided by the village hall committee.

John Milner set off in good time to place (hide) the letter boards.

The route took us North to Flaxton Moor, then onto Coxwold and past Byland Abbey, then Wass and onto the A170

There were 14 letter boards to note down, 3 crews got 13 correct, Dave and Lynda Cogan, Richard and Sheila Curtis, Rob Brook and Morgan Brook.

The best car on the run voted by the other entrants was Phil Cravens MG TD.

Many thanks to John Milner, Trevor Davies and Mike Kitchen for helping with the event.

Robert Newlove

AUTOTEST ROUNDUP

RESULTS **IT@SPECTRUM** AUTOTEST 5th JANUARY 2020

Driver	Cls	Car	Tests 1-6	Tests 7-12	Sub Total	Tests 13-18	Total	O/A	Class
Chris Newlove	2	Corsa	346.8	264.2	611	261.9	872.9	5	5
Robert Short	2	Nova	295.3	239.2	534.5	226.3	760.8	3	3
Stephen Short	2	Nova	301.5	250.6	552.1	232.3	784.4	4	4
Ash Slights	2	Mini	282.2	231.9	514.1	221.4	735.5	2	2
Ken Sturdy	2	Nova	284.8	222.9	507.7	226.1	733.8	1	1
Joel Conlan	2	Mini	452.7	309.3	762	278	1040	7	6
Dave Short	5	MX5	334.8	272.8	607.6	267.3	874.9	6	6

Readers Yard, Brandesburton
Organised By: Robert Newlove

Ken Sturdy
Vauxhall Nova
F.T.D.
Autotest
5th Jan 2020



January Autotest 2020

The New Year 2020 Autotest, kindly sponsored by IT@SPECTRUM, took place on Sunday 5th January 2020 at Reader's Transport, Brandesburton, YO25 8RY.

Thanks to Dave, Graham, John, Howard and Martin for marshalling, etc.

Special thanks to Kirsty for sorting out the results.

The winner (pictured below) from 7 entries was Ken Sturdy.

Robert Newlove



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AUTOTEST ROUNDUP

RESULTS THEonePOINT AUTOTEST 8th MARCH 2020

Driver	Cls	Car	Tests 1-6	Tests 7-12	Sub Total	Tests 13-18	Total	O/A	Class
Martin Crossland	2	Micra	383.4	393	776.4	366.5	1142.9	6	5
Thomas Crossland	2	Micra	377.7	424.5	802.2	402.7	1204.9	7	6
Tom Hutchings	2	Nova	317.7	423.2	740.9	371	1111.9	5	4
Robert Short	2	Nova	258.1	315	573.1	270.8	843.9	3	3
Stephen Short	2	Nova	247.1	284.9	532	273.9	805.9	2	2
Ken Sturdy	2	Nova	240.3	269.5	509.8	277.8	787.6	1	1
Dave Short	5	MX5	304.4	320.8	625.2	301.9	927.1	4	1

Readers Yard, Brandesburton
Organised By: Robert Newlove

February (March) Autotest 2020

The February Autotest (re-scheduled to March), kindly sponsored by **THE ONE POINT**, took place on Sunday 8th March 2020 at Reader's Transport, Brandesburton, YO25 8RY.

Leading the way with 15/18 fastest times was Ken Sturdy, also collecting one WD (wrong direction) and one maximum, proving that everyone is fallible!

Stephen Short was 18.3secs behind in second place with 3/18 fastest times and two WD's to beat brother Robert Short by 38secs; Robert was the only competitor to have a complete clear run with no WD's or maximum times.

Dave Short was the only non Class 2 runner and finished in fourth as the last of the "experienceed" runners suffering two WD's and no maximums.

The "novice/beginner" runners comprised Martin & Thomas Crossland in their Nissan Micra and Tom Hutchings sharing Ken Sturdy's winning Vauxhall Nova.

Between the three they collected 10/36 WD's and 19/36 maximums leaving 7/36 clear runs. Most of the WD's (7/10) were on the first six tests and these became maximums over the next 12 tests. As an outsider it looks as if the correct routes are now being remembered and more practice will bring greater speed and quicker times.

Thanks to the marshals Graham Tabor, John Milner, Howard Everingham, Carl Thompson and Mike Kitching.

Big thanks to Kirsty Thompson for sorting out signing-on and results.

Thanks finally to Dave Short for designing the tests, even though he then went wrong on two of them!



AUTOTEST ROUNDUP

NHMC AUTOTEST CHAMPIONSHIP 2020

	Name	New Year	February (March)	March	December	Total
1	Ken Sturdy	57	57	P		114
2	Robert Short	47	47	O		94
3	Stephen Short	42	52	S		94
4	Dave Short	31	42	T		73
5	Chris Newlove	37		P		37
6	Tom Hutchings		37	O		37
7	Joel Conlan	30		N		30

MEMBERSHIP SECRETARY

Joined/Re-joined for 2020 between
7th February and 25th March)

Single Membership (43): James Robson, Roger Stanford, Mark Tabor, Paul Turner and David Watkins.

Joint Membership (42): Stuart and Linda Cariss, Ken and Julia Hailstone, Tracey and Graham Kearsley, Ian and Rosemary Sadofsky, Graham and Denise Tabor, John and Sue Wylie.

Family Membership (12*): Stephen, Amanda and Izzy Smith.

Life Membership (3):

Current Membership Fees

Single Membership: £12.00

Joint Membership: £15.00

Family Membership: £17.50

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

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

Last magazine by post Feb/Mar issue unless membership has been paid.

Dennis Robinson



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NEW VIRUS SET TO HIT RALLYING COMMUNITY WORLD-WIDE

Experts are warning of the resurgence of a barely-dormant illness that will hit the world rallying community once the Corona Virus is under control.

Called the Codriva Virus, it has lain dormant throughout the winter months, with only spasmodic incidents of infection throughout January and February before Motorsport was halted.

The Codriva Virus has been around for 50 years and steadily gained precedence over the older Navi Virus, which nowadays only manifests itself at night or, on occasion, in daytime (the Targa Variant). It is believed to be the result of an illicit union between a time-obsessed geography student and an adrenaline junkie.

It is identified in several guises; CODGTi-1.9, CODVTi-1.6 and in some lucky cases, CODBDA-2.0. There is also a particularly powerful breed known as CODMk2-2.5, or the Millington variant.

Symptoms of Codriva Virus include a desire to wear two digital watches which victims will check constantly. Sufferers develop 'nest-building' syndrome, becoming territorial and filling 'their' side of a rally car with copious amounts of random paperwork.

This serves as psychological protection and to try to look important. Codriva Virus victims develop standard sayings, in particular: "What the bloody hell's this crap?" whenever they are handed additional paperwork and they will display a pathological hatred of petty officialdom. At its peak, patients are easily identified; they look incredibly calm but with a gritted-teeth grin, while in fact their stomach is turning somersaults.

Codriva Virus can last up to seven days but early-onset symptoms begin around Wednesday. Victims become obsessed with wearing a brightly coloured one-piece suit, retrieved from a cupboard. This is accompanied by cries of: "What have you been feeding me? This fitted properly last time!" If they have contracted the CODWRC-R5 variant, particularly if they have only had CODGTi-1.6 before, they will probably check where their Will is.

The virus will peak over the course of a weekend. Symptoms include sweaty palms, bouts of raucous laughter and, on occasion, directional dyslexia. This is identified by the statement: "Not that left, the other left!" Drivers can help victims by sitting well within two metres of them in the car, strapping themselves and the victim in firmly and taking the most serious symptom, congenital lying, especially: "Of course it's flat!" as the absolute truth.

Depending on what happens during the weekend, a Codriva Virus victim will emerge feeling either euphoric or with severe depression. Either way, good post-rally hygiene is important. Regular HANS washing with soap and water for 20 minutes is essential, as is thorough boiling of fireproof long johns, particularly if a driver gave too much credence to the congenital lying.

Experts stress that Codriva Virus is incurable and once the current health scare is clear, this virulent illness will undoubtedly reappear in forests, on closed public roads and, in the UK, on former airfields. Overall, say experts, the prognosis for the virus to replicate and flourish is excellent.

Ian Harden (Copied from Facebook)



Formula 1 ... on the future of Car Tech

F1's technical director tells us about the latest tech in track cars that will trickle down to our own, less-spectacular, road going vehicles.

F1 technical director Pat Symonds has seen a lot of changes in motor racing during the course of his many years in the business. Safety has been one of the biggest areas of improvement, but as we are often reminded, motor sport is still very dangerous. Accidents can and do happen, although each time something tragic happens there is always something that can be learnt from it.

"We can now transfer data to a vehicle travelling at 350km an hour"

Symonds, now in his 60's, is still hugely passionate about motor racing and the engineering behind it. Having studied at Cranfield University, where he secured a master's degree in aerodynamics, it's the how and why things work part of the equation that fuels his fascination in the sport. That passion has seen him work his way up to chief technical officer at Williams Grand Prix Engineering with stints at the Benetton, Renault and Virgin Formula 1 teams prior to that, before joining F1 itself in 2016. But despite the high-profile managerial positions, it's engineering that joins all of those illustrious career-path dots together.

What aspects of F1 have filtered down to production cars over the years?

Lots of things, particularly in the energy recovery field; batteries and battery management systems. Battery management has become a very big topic in hybrids and battery-electric vehicles.

When we started working on them in the mid-2000's, Formula One was streets ahead of where the current hybrid cars are. I think we've made major contributions there. We look for efficiency. And a lot of that efficiency, we can roll back into many, many industries.

What has motorsport brought to the road car?

People are looking for the components. And yes, there are components. You can go back to radial tyres, all sorts of things, right back through history. But I think what you should be looking at is concept.

Let's take aerodynamics, for example. A Formula 1 car, a Formula 1 Renault, does not look like a Renault Clio. They are worlds apart.

But actually, those air molecules that are trundling around that car, they obey the same laws of physics. Aerodynamics is, of course, an area where Formula 1 teams, for 40-odd years now, have been major players. It might be that a Formula 1 car designer is looking for downforce on his car, whereas the road car designer is looking to reduce drag, but the techniques are the same. And a lot of the advances, particularly in road vehicle aerodynamics, have really come out of motorsport.

continued on Page 25 ...



Formula 1 ... on the future of Car Tech

... continued from Page 24

Which bit of kit used in F1 has made the biggest difference?

People talk about 3D printing as if it's something new. But we'd been using additive manufacturing in the '90s at Enstone [where the Renault F1 team is based]. And we weren't alone. In those days, it was mainly for wind tunnel models and mock-ups and things like that. But we started making a few car components. We rapidly moved on from the sort of plastics into the additive manufacturing of metal-components and things like that. I think that's made a hell of a difference. People talk about industry 4.0. I would say that Formula 1 is probably at industry 5.0 now, and it was at 4.0 way before 2011.

Productivity, the Internet of Things – we were there. For many, many years, you've been able to program a Formula One car that's sitting in a garage in Australia from your operations room in Enstone. It's nothing new to us. I find it quite amusing when the rest of the world wakes up to what we're doing, and gives it a flashy name. We don't have time for flashy names. We just get on and produce the goods.

In your time with F1, what has been the biggest development in engineering terms?

I have been in motorsport for 43 years, and most of those have been in Formula 1. So an awful lot has happened, and an awful lot has changed. The biggest thing, really, was the advent of computers, or the

ability to use computers. Of course, computers existed long before then. But I thought back to 1981, when I bought my first desktop computer. It was a Hewlett-Packard HP85, it cost me \$3,000. I bought it in America, it had 64K of memory. It was an 8bit machine, operating at 0.6 MHz. The machines we have on our desks now, they're half-a-million times faster, and they have half-a-million times more memory. It's just incredible what we can do. It's not just computing but computer-aided design, computational fluid dynamics, 3D printing. It's the ability to programme five-axis machines to produce these absolutely beautiful sculptures that form a Formula 1 car.

Computers have allowed us not just to turn all of our dreams into reality, but to do it in a really practical way. We now have this incredible reliability in racing cars, which we didn't have 40 years ago. There's no doubt that computers are really where it's all happened, I'd say.

Is there anything going on in F1 that could end up in a production car at some point?

IoT and smart cars. Connectivity between cars is something we're very good at. We know the pitfalls. We can now transfer data to a vehicle travelling at 350km an hour, and with very, very high-bandwidth data. We've done an awful lot on safety. We've done an awful lot on light-weighting. And there's no doubt that carbon fibre would not be finding its way into aircraft and road cars if it wasn't for Formula 1 pushing it.

continued on Page 26 ...



Formula 1 ... on the future of Car Tech

... continued from Page 25

But my real passion at the moment is low-carbon fuels. We will be announcing a road map to a more environmentally sustainable sport. Part of that is to really push the engine manufacturers and fuel companies into, ultimately, ultra-low carbon fuels. Many people will call them zero carbon fuels. As an engineer, I don't like the word "zero". It has a very specific meaning, so I prefer to call them ultra-low carbon fuels.

Is there anything else that has obvious crossover appeal with the car market?

I believe that the plug-in-hybrid is here to stay. Electric vehicles will have their place in time. But no one knows exactly when

that time will be. And while the electric vehicle has many merits, and certainly in F1 we don't decry the electric vehicle, but on longer range transport, the internal combustion engine is still a big player, and will remain a big player long before the 2040 scenario where everyone thinks we're all going to be driving electric.

You have to remember that there are 1.3 billion cars on the road at the moment. They're not all going to disappear. We want to introduce low carbon fuels into Formula 1 and show there is a lot of performance in them, and that they can be made in a sustainable way. At the moment they're expensive, because they're new. But we want to promote the low-carbon future.

NORTH HUMBERSIDE MOTOR CLUB ANNUAL PRIZE PRESENTATION SATURDAY 18th APRIL 7.30 for 7.45



An informal Awards Evening
to present the 2019 Trophies

The venue

Skidby Lakes Golf Club

(**NOTE** NOT COTTINGHAM GOLF CLUB)

Woodmill Way, Off Harland Way,
Cottingham HU16 5SW



Tickets £6 Including Buffet

From Robert Newlove or any committee member

Contact Robert 01377-270888

gin@btinternet.com

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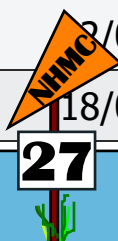
2020 NHMC STAGE RALLY CHAMPIONSHIP

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

DRIVERS	1	2	3	4	5	6	Total
01 Steve Dolman	36 (2)	10 (5)	38 (9)				84
02 Allan McDowall	10 (2)	54 (7)					64
03 Jez Hill	10 (2)	38 (4)					48
04 David Mcleod	42 (7)						42
05 Ken Sturdy	10 (2)						10

NAVIGATORS	1	2	3	4	5	6	Total
01 Tom Hutchings	74 (1)	49 (2)	69 (3)	85 (5)	75 (9)		352
02 Gavin Heseltine	54 (7)						54
03 Derek Kelly	10 (2)	38 (4)					48
04 Eamonn Boyle	42 (7)						42
05 Pete Gunson	34 (6)						34
06 David Shepherd	31 (8)						31
07 James Robson	10 (2)						10
08 Andrew Funnell	10 (2)						10

Events Since Last Magazine				
9	Donington Rally	15/03/2020	SV-A	Donington Park RC
8	AGBO Modern (2WD) Rally	15/03/2020	SV-A	Weston Park
7	Snowman Rally	07/03/2020	MV-F	Inverness
6	Questmead Junior Rally	01/03/2020	SV-A	Three Sisters RC
5	Neil Howard Memorial Stages	01/03/2020	SV-A	Anglesey RC
4	Ormco Stages	22/02/2020	SV-A	Jurby Airfield
3	Snetterton Stages Rally	15/02/2020	SV-A	Snetterton RC
2	Alan Healey Memorial Rally	08/02/2020	SV-A	Cadwell Park RC
1	Brands Hatch Stages Rally	18/01/2020	SV-A	Brands Hatch RC



STAGE RALLY ROUNDUP

Brands Hatch Stages Rally

87 crews assembled for the 8 stages making up the fourth round of the Motorsport News Circuit Rally Championship. Barry Morris/**Tom Hutchings** (Darrian T90 GTR+) Car 11. *"Flying all day especially when we had a clear run which we had on 5 of the 8 stages."* 2nd O/A and 1st in Class.

Alan Healey Memorial Rally

A change of date from April to February to fit in with the Motorsport News Circuit Rally Championship of which this was the fifth round. 66 crews started and 58 finished.

Barry Morris/**Tom Hutchings** (Darrian T90 GTR+) Car 7. *"Lost a load of time with a steady stage on stage one but the drying conditions really came to us and some demon driving by Barry Morris so us finish 2nd in class of the D1 championship crews in another close finish."* 6th O/A and 3rd in Class.

Allan McDowall/James Robson (Opel Kadett) Car 21. Struck a post with the front OS corner on SS5 damaging the cooling system and retired. DNF.

Ken Sturdy/ Andrew Funnell (Suzuki Swift Maxi) Car 33. *"Early bath with clutch problems ending in retirement after SS4".* DNF.

Steve Dolman/Barry Lindsey (Mazda MX5) Car 39. Steady run lying in the 30's all day. 31st O/A and 9th in Class.

Jez Hill/Derek Kelly (Peugeot 205 GT1) Car 56. *"Oil leak after SS3 and missed SS4 sorting it. Completed SS5/6 then oil leak returned forcing retirement"* .DNF.

Snetterton Stages Rally

66 crews assembled for the 8 stages making up the sixth round of the

Motorsport News Circuit Rally Championship. Barry Morris/ **Tom Hutchings** (Darrian T90 GTR+)

Car 5. *"Bang on the money all day with the set up and tyre choices."* 2nd O/A and 1st in Class.

Ormco Stages Rally

Jurby Airfield attracted 33 crews with 26 making it to the finish. A "home" event for **Jez Hill/Derek Kelly** (Peugeot 205 GTi) Car 30. 16th O/A and 5th in Class.

Lee Holland Memorial Rally

The seventh round of the Motorsport News Circuit Rally Championship at Anglesey RC had 68 starters and 48 finishers.

Barry Morris/**Tom Hutchings** (Darrian T90 GTR+) Car 4. See Winners Enclosure and Tom's Report for more details. 1st O/A and 1st in Class.

Steve Dolman/Paul Sheard (Mazda MX5) Car 46. SS1 43rd quickest and then gearbox failure on SS2. DNF.

Questmead Junior Rally

Three Sisters RC attracted 15 crews with 13 making it to the finish. James Rudd/**Pete Gunson** (Nissan Micra) Car 111. 11th O/A and 11th in Class.

Snowman Rally

The first round of the Scottish Rally Championship based in Inverness. 5 Stages, 42.80miles, 91 starters and 60 finishers. Some snow/ice and stages rough and cut up in places.

Allan McDowall/Gavin Heseltine (Ford Escort MkII) Car 34. Front puncture on SS4 drove on it for 4miles, bent front strut on last stage 30th O/A and 2nd in Class.

David Mcleod/Eamonn Boyle (Chrysler

continued on Page 29 ...



STAGE RALLY ROUNDUP

... continued from Page 28

Sunbeam) Car 86. Gear linkage failure after scrutineering meant an unplanned service on Friday night but all sorted for the start. Split a rim on SS4 and lost perspex tailgate somewhere in SS5. 50th O/A and 7th in Class.

AGBO Modern (2WD) Rally

This all 2WD event in Weston Park followed the previous days Historic Rally. Chris Marlowe/**David Shepherd** (Citroen C2) Car65. See full report on Pages xx/xx 58th O/A and 15th in Class.

Donington Rally

The final round of the Motorsport News Circuit Rally Championship 2019/2020. 7 Stages 58.22 miles with 80 starters and 64 finishers.

Barry Morris/**Tom Hutchings** (Darrian T90 GTR+) Car 3. See Championship Winners Enclosure on the back cover and Tom's report in the next Magazine for full details. 3rd OA and 2nd in Class.

Steve Dolman/Paul Sheard (Mazda MX5) Car 38. Despite a 30sec penalty for hitting a chicane going well after 4 stages, dropped over 3mins on stage 5 to drop to 51st o/a and 14th in class but pulled some time back on the last two stages to finish 47th O/A and 12th in Class.

All of the above gathered from event results and facebook. To make things more accurate (or even bigger lies!!) Please email your comments on the event. Gav Heseltine - haggarr@hotmail.co.uk

NHMC WARCOP STAGES

Easter Sunday 12th April 2020

Warcop Training Area
Nr Appleby off A66

This is our fourth time running on the tarmac roads of the military facility alongside the A66. If you have not been to this superb venue then you don't know what you are missing.

As usual help is required with setting-up and dismantling the stages as well as changing grounds and other less strenuous tasks.

For more information or to offer your help please contact either:

Carl Thompson
Chief Marshal
01759-306671
carlthompson@tiscali.co.uk

Gavin Heseltine
Secretary of Meeting
07561-523404
haggarr@hotmail.co.uk



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CHAMPIONSHIP WINNERS ENCLOSURE

MOTORSPORT NEWS

CIRCUIT RALLY CHAMPIONSHIP

IN ASSOCIATION WITH MSVR

Barry Morris/**Tom Hutchings**
Darrian T90 GTR+

C
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FIRST OVERALL



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2019 to 2020

CONGRATULATIONS FROM ALL AT NHMC