

# STAGE TIMES

**The Magazine of North Humberside Motor Club Ltd**

**Oct/Nov 2020**



**Latest ...**

**Ferguson Fawcett closes, new temporary meeting venue Bay Horse, Cherry Burton**

**NHMC Cadwell Stages cancelled  
event taken over and to be run  
by Bolton-le-Moors CC**



**Recognised  
Club**



# CLUB DIRECTORS\*, OFFICIALS & COMMITTEE

## **President**

Ian Sadofsky\* (01482-635202)  
[iansadofsky@gmail.com](mailto:iansadofsky@gmail.com)

## **Membership Secretary**

Dennis Robinson\* (01482-651069)  
[captjd@53wellard.karoo.co.uk](mailto:captjd@53wellard.karoo.co.uk)

## **Chairman**

David James\* (01262-606420)  
[david@djames.org.uk](mailto:david@djames.org.uk)

## **Treasurer**

Ian James\* (07713-573432)  
[ianjames@northhumbersideforestrally.org.uk](mailto:ianjames@northhumbersideforestrally.org.uk)

## **Vice President**

Dave Cogan (01482-631963)  
[davecogan@cogans.karoo.co.uk](mailto:davecogan@cogans.karoo.co.uk)

## **Competition Secretary**

Robert Newlove\* (01377-270888)  
[gin@btinternet.com](mailto:gin@btinternet.com)

## **Vice President, Vice Chairman & Chief Marshal**

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

## **Magazine Editor**

Gavin Heseltine\* (01430-440114)  
[gavthenav@btinternet.com](mailto:gavthenav@btinternet.com)

## **Secretary**

Gail Newlove (01377-270888)  
[nhmc.secretary@btinternet.com](mailto:nhmc.secretary@btinternet.com)

## **Safeguarding Officer**

Chris Newlove\* (07729-721937)  
[christophernewlove@hotmail.co.uk](mailto:christophernewlove@hotmail.co.uk)

## **OTHER DIRECTORS\* & COMMITTEE**

Tom Hutchings\* (07975-714159)  
[rally\\_ace@hotmail.co.uk](mailto:rally_ace@hotmail.co.uk)

Kirsty Thompson (07725-950344)  
[kirsty-jt@hotmail.co.uk](mailto:kirsty-jt@hotmail.co.uk)

Carl Thompson\* (01759-306671)  
[carlthompson@tiscali.co.uk](mailto:carlthompson@tiscali.co.uk)

Steve Varey\* (01482-876641)  
[vareylowfields@hotmail.com](mailto:vareylowfields@hotmail.com)

### **DIRECTORS INDICATED WITH AN ASTERISK (\*) AFTER THEIR NAME**

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

Future Board Meetings (Start At 8pm)  
Wed 28<sup>th</sup> Oct (Conference Call)  
Wed 25<sup>th</sup> Nov (Tiger Inn)  
Wed 23<sup>rd</sup> Dec (Conference Call)



[facebook.com/northhumbersidemc](https://facebook.com/northhumbersidemc)

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

## Editors Ramblings ...

Welcome to "STAGE TIMES".

We are back after a two issue gap, mainly due to my loss of interest/motorsport withdrawl symptoms and no events.

Thanks to Neil Fewlass and Mike Jackson for being the "guinea pigs" in two new articles "In my garage" and "In the spotlight" - I have a couple of others in the pipeline but volunteers are always welcome.

Casualties of Covid-19 continue to mount on the event front (see the red lines in forthcoming events) and our own NHMC Cadwell Stages joins the list.

The group of six senior organisers decided it was too risky to run the event for reasons including increased costs, reduced sponsorship, greater work load and reduction in available staff plus the worsening outlook for a second spike.

MSV feel the event is viable and Bolton-le-Moors CC have stepped in to run it, we wish them both well with this venture.

Another Covid-19 casualty has been the Ferguson Fawcitt Arms which closed it's doors for good on the 4<sup>th</sup> October 2020. We have been meeting on the premises for many years and are sorry to see it's demise. Rumours circulate of a potential housing development on the site!

A temporary home has been arranged at The Bay Horse at nearby Cherry Burton. If you have any alternative suggestions for a "weekly" venue please contact a Club official with details.

**Gavin Heseltine**

## Inside this issue

Officials & Committee Members	IFC
Editors Ramblings	1
Forthcoming Events	2/3
Bereavments	4
News and Bits & Pieces	5
Donington Rally Report	6/7
In my garage	8/9
AGBO Stages Rally Report	10/11
In the spotlight .. Mike Jackson	12/13
Motorsport UK Update	14/15
Night of the Navigator	16/19
Melbourne Time Trial - Ian James	20/23
Melbourne Time Trial - Ken Sturdy	24/25
Membership Secretary Report	25
2019 NHMC Awards	26
Stage Rally Championship 2020	27/28
Stage Rally Roundup	28/29
We have moved - The Bay Horse	ORC

### Cover Photo

**Daniel Hart competing on August's Clubman Motorsport Melbourne Time Trial (Single Occupancy).**

*Photo courtesy of Kevin Money.*

**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.**



# FORTHCOMING EVENTS

## **OCTOBER 2020**

08-11	Rally d'Italia	<a href="http://www.rallyitaliasardegna.com">www.rallyitaliasardegna.com</a>	MV-G
08-11	Mull Rally	<a href="http://www.mullrally.org">www.mullrally.org</a>	MV-A
09-10	Jersey Rally	<a href="http://www.jerseyrally.com">www.jerseyrally.com</a>	MV-A
11	Adgespeed Stages	<a href="http://www.wiganmotorclub.org.uk">www.wiganmotorclub.org.uk</a>	SV-A
11	Fairfield Merlin Stages	<a href="http://www.carmarthenmotorclub.co.uk">www.carmarthenmotorclub.co.uk</a>	SV-A
11	Teeside Stages	<a href="http://www.wdmc.org.uk">www.wdmc.org.uk</a>	SV-A
11	Ravens Rock Stages	<a href="http://www.carrickonsuirmotorclub.com">www.carrickonsuirmotorclub.com</a>	MV-A
15-18	Rallye Deutschland	<a href="http://www.adac-rallye-deutschland.de">www.adac-rallye-deutschland.de</a>	MV-A
17	Wyedean Forest Rally	<a href="http://www.wyedeanstages.co.uk">www.wyedeanstages.co.uk</a>	MV-F
18	Weathersfield Stages	<a href="http://www.weathersfieldstages.co.uk">www.weathersfieldstages.co.uk</a>	SV-A
24	Carlisle Stages Rally ??	<a href="http://www.racrmc.org">www.racrmc.org</a>	MV-F
24	Autotest - Acaster Malbis	<a href="http://www.yorkmotorclub.ork.uk">www.yorkmotorclub.ork.uk</a>	A'tst
29-01	Wales Rally GB	<a href="http://www.walesrallygb.com">www.walesrallygb.com</a>	MV-G
31	Galloway Hills Rally	<a href="http://www.gallowayhillsrally.co.uk">www.gallowayhillsrally.co.uk</a>	MV-F
31	Cotswold Stages Rally	<a href="http://www.cotswoldstages.co.uk">www.cotswoldstages.co.uk</a>	SV-A

## **NOVEMBER 2020**

05-08	Rally of the Tests	<a href="http://www.heroevents.eu">www.heroevents.eu</a>	End'ro
07	Neil Howard Memorial	<a href="http://www.blmcc.co.uk">www.blmcc.co.uk</a>	SV-A
07	Builth Showground Stages	<a href="http://www.herefordshiremotorclub.co.uk">www.herefordshiremotorclub.co.uk</a>	SV-A
07	Kingdom Stages	<a href="http://www.gmsc.org.uk">www.gmsc.org.uk</a>	SV-A



facebook.com/northhumbersidemc

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

# FORTHCOMING EVENTS

## NOVEMBER 2020

15	Adgespeed Stages	<a href="http://www.wiganmotorclub.org.uk">www.wiganmotorclub.org.uk</a>	SV-A
15	Malton Forest Rally	<a href="http://www.maltonforestrally.co.uk">www.maltonforestrally.co.uk</a>	MV-F
15	Challenger Stages	<a href="http://www.bdcc.org.uk">www.bdcc.org.uk</a>	SV-A
19-22	Rally Japan	<a href="http://www.rally-japan.jp/en">www.rally-japan.jp/en</a>	MV-M
20-21	MotorsportsDays Live	<a href="http://www.motorsportsdays.live">www.motorsportsdays.live</a>	Show
20-21	Ypres Belgium Rally	<a href="http://www.ypresrally.com">www.ypresrally.com</a>	MV-A
22	<b>NHMC Stages Rally</b>	<a href="http://www.nhmccadwellstages.org.uk">www.nhmccadwellstages.org.uk</a>	<b>SV-A</b>
22	Cadwell Stages (BLMCC)	<a href="http://www.blmcc.co.uk">www.blmcc.co.uk</a>	SV-A

## DECEMBER 2020

04-05	Killarney Historic Rally	<a href="http://www.killarneyanddistrictmotorclub.ie">www.killarneyanddistrictmotorclub.ie</a>	MV-M
04-07	Le Jog	<a href="http://www.heroevents.eu">www.heroevents.eu</a>	End'ro
05	Grizedale Stages	<a href="http://www.grizedalestages.co.uk">www.grizedalestages.co.uk</a>	MV-F
06	Dukeries Donington Rally	<a href="http://www.dukeries-rally.co.uk">www.dukeries-rally.co.uk</a>	SV-A
06	Autotest - Brandesburton	<a href="http://www.northhumbersidemotorclub.co.uk">www.northhumbersidemotorclub.co.uk</a>	A'tst
13	Christmas Stages Rally	<a href="http://www.northallerton-ac.co.uk">www.northallerton-ac.co.uk</a>	SV-A
28	* Jaffa Stages Rally	<a href="http://www.carmarthen_motorclub.co.uk">www.carmarthen_motorclub.co.uk</a>	SV-A

\* Under review according to website!

**NB All events are subject to late change due to Covid-19 restrictions, websites for latest information.**





## **SADLY DEPARTED**

### **ALEX CARR (Aged 94 years)**

**We are sorry to announce  
the passing of a long time  
Club supporter.**

**Through his family company**

**ALEX E. CARR  
(ENGINEERS) LTD**

**he sponsored the  
Holderness Trophy Rally  
between 1983 and 1989**

**Donations in his memory to  
the RNLI via their website.**

### **LEO PANITZKE**

**We are sorry to announce  
the passing of a former Club  
Member from the 70's.**

**A successful Road Rally Driver  
and contemporary of  
Pelling, Shipp and Bilko etc**

**1970 Holderness 2<sup>nd</sup> O/A  
1970 Moonraker 2<sup>nd</sup> O/A  
1970 Severn Dales 10<sup>th</sup> O/A  
1973 Moss Tyres 11<sup>th</sup> O/A**

**RIP**

**We have also been notified of a number of other ex- members  
and friends of the Club who sadly have passed away since the  
last magazine went to print in March**

**Tony Raylor - Ex Chairman York MC  
Regular Organiser and Competitor**

**Richard Harrison, Irton Nr Scarborough  
collaborator on our early Forest Rallies**

**Marion Wright wife of Colin Wright  
(leader of the little green men!)**

**Sue Rylatt - Wakefield MC  
Stage Commander on our Forest Rally  
and regular at our Christmas Quiz**

**Mark Lowe  
Regular Marshal at rallies on Melbourne**



**4**



[facebook.com/northhumbersidemc](https://facebook.com/northhumbersidemc)

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

## NEW VENUE

Following the news that the Fergie Fawsitt will close permanently on 4 October, I'm pleased to announce that Committee members from Beverley and North Humberside clubs have successfully secured and approved a new Thursday night meeting venue.

We needed someone to test the beer, and although this was a somewhat onerous task, Dennis stepped up to the mark, thanks Dennis someone had to do it!

At present there is no allocated room, so you can only enter if there is a free table.

Naturally, whichever Covid-19 restrictions are in place at the time will need to be

adhered to when visiting the new venue. Currently, masks need to be worn and there is an excellent table service in place,

Please respect these measures to ensure the safety of other members and staff.

Also as pubs close at 10.0pm (that's actually closed by 10., not last orders.

These are strange times and we will have

**From the 8 October**

**The Bay Horse  
Cherry Burton  
HU17 7RF  
SE990 421(ish)**

**Welcomes members from both clubs.**

**NHMC CADWELL STAGES 22<sup>nd</sup> NOVEMBER 2020 CANCELLED**  
**but an event is now being run on that venue/date by Bolton-le-Moors CC**

**God was seen walking  
around Yorkshire this  
morning.**

**He was asked  
what he was doing?**

**"I'm working from  
home" he replied.**

### CONGRATULATIONS

Hannah and Chris  
Newlove on the  
arrival of their  
first born



**Oliver  
John**

I understand first time grand-parents  
John & Katheryn are doing well!



# DONINGTON RALLY REPORT

## **Donington Rally 15<sup>th</sup> March 2020**

**Barry Morris/ Tom Hutchings Darrian**

**T90 GTR+ Class D1 Car No 3**

Round 8 and the final round of the MSN Circuit Rally Championship took place at Donington and looking back now feels for me like the last normal thing to happen before the whole world changed.

Living in a rally bubble I this year I've bounced from one event to the next totally engrossed in this championship and going back to work the Tuesday after this event I felt like this massive change had just hit me in one go.

But that's why I love rallying, this amazing sport of ours, because no matter what problems you have or there are in the world it totally engrosses you to the point where nothing else matters. The all encompassing focus and energy it gives and takes from you is something that cannot be understood unless you do it yourself.

Enough poetry there was a championship up for grabs!! We were seeded at car 3 at another new venue for Barry and surprisingly for you the reader one I had only competed at once before. Having had a steady run on the Dukeries rally last October before retiring with suspension issues with my friend in his 106 Maxi.

Having not been allowed to walk round any of the circuit on the Saturday we resorted to trusty you-tube instead in the hotel to pick up a couple of useful pointers.

Sunday morning came and so did the rain. It was soaking wet but at least there wasn't a choice to be made with set up or tyres, it was what it was.

SS1 Was very much feeling our way round and finding the slippery bits we came in 11th fastest and 4th in class. We would have liked to have been a bit higher but the times were close so were quite pleased having taken no chances.

SS2 Brought a much better run more settled and the speed was coming now, moving us up to 8th and 3rd in class.

SS3 Very frustratingly we badly baulked by another car that had no intention of letting us past. He had very small mirrors and not having encountered the guy on stage before I gave him the benefit of the doubt that he may not have known we were there.

Afterwards a few people came and told us that this particular guy is known for not letting faster people by. And given the fact the direction the stages were being run in was changing for SS4 I didn't do anything more about it.

SS4 fantastic first lap until the same car once again merged in front of us tempers quickly reached boiling point as we were blocked and forced off-line trying to pass. We finally got along side with Barry showing him what he thought of him out the window as we were side by side, we managed to out brake him and the resulting slide into the next corner was only saved by Barry's quick reactions.

continued on Page 7 ...



[facebook.com/northhumbersidemc](https://facebook.com/northhumbersidemc)



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



# DONINGTON RALLY REPORT

... continued from Page 6

We were both furious when we came in and after calming down for 5 minutes went to see the organisers rather than the perpetrator. We put forward a safety concern over being forced to try and pass him off-line on the wet part of the now drying track and all but having our nose chopped off into a wide hairpin as he cut in front of us.

The organisers came back to us to inform us he was dropping 5 mins road-time dropping him to a road position which reflected his position overall in the rally.

SS5 The track was drying out now and it was turning into a lovely day weather wise. We went a massive 20 seconds quick than we did on the previous run through the same stage.

SS6 Only two stages to go now and we were really starting to enjoy things now. Being let my very sportingly by a MK2 that merged in front of us really allowed us to crack on setting 2nd fastest time.

Sitting 7th with one stage left we were only 13 seconds off 4th and with the times we were putting in we knew it was game on.

SS7 7.9 miles away from the Championship win but we still had to get around. Keep calm and go flat out, the track was all but dry but with our wets still working perfectly we kept everything neat tidy. I felt happier when we passed the split for the third time and climbed the Craners to leave the circuit at Redgate.

A quick blast through the cones off the circuit, square right through gate into square right over finish with a big drift through the red boards.

That was it we had done it!! Champions!!

Over we went to post event scrutineering thinking we were 4th. But just to prove it's not over until it's over, poor John Griffiths and Nigel Wetton who had sat a strong 2nd all day did an extra lap on the last stage dropping them to 12th meaning we had gone from 7th to 3rd and a podium position on the last stage!!!

What a crazy day a proper rollercoaster of emotions. I only met Barry for the first time the morning of the first round of the Championship at Oulton 5 months ago in November and we have come to the end of the season with one 3rd, two 2nds at Brands and Snetterton, an overall win at Anglesey and to win the Championship is a dream come true especially sharing it with my wife, son and some amazing people that are part of our team!!

**Tom Hutchings**

## CONGRATULATIONS

**Samantha & Tom**

**On the birth of**

**Emily Charlotte**

**(not forgetting big brother George)**



# In my garage

Make/Model: Ford Fiesta ST Group N  
Reg No: PX06 EJY  
Colour/Livery: Orange/Grey  
Owner/Driver: Neil Fewlass  
Navigator: Steve Varey  
Discipline: Stage Rally Car  
Engine: Standard 2.0 Litre  
BHP: 160ish if lucky with downhill  
& a following breeze  
Torque: Not as much as the driver ..  
Gearbox: 5 Speed  
Weight: 1150 Kg plus fat driver and  
skinny co-driver

## Pre-me

Having decided to sell my Mitsubishi Evo 5.5 for something less expensive. I got the list of cars reduced to 2 or 3, BMW 3 Series, Fiesta St or something Hysterical I threw my cash at a Fiesta from Sam Bilham in Dec 17 with a view to do some BTRDA rounds in competing the ST Trophy championship. This would be a baptism of fire as I've never competed in a front wheel drive car with the steering wheel on the 'wrong bloody side' !! Let alone back in the Forests for the first time in 16 years.....What's these here pace note thingy's ?? How hard can it be ??

The car having been used successfully by Bilham in St Trophy in 2016 & 2017 (Winning the St Trophy in 2017). Previously to that the car was located on the Isle of Mann for a number of years (sort of off the radar!) A 10 years gap here ?? But in 2009 it was used by



**Neil Fewlass/Steve Varey  
Trackrod Forest Rally 2018**

Andrew Leece 1 x event (Manx Int) and previously in 2009 Martyn Jones 3 x events (BRC & BTRDA) Its origins start in 2006 when the car was used by James Everard on the Kall Kwik stages then on numerous events throughout 2007 & 2008 on BTRDA, BRC as well as Tarmac and Gravel rounds of the Fiesta Sporting Trophy championship and also including Rally GB in 2007.

## Build

The car was built for Mr Everard using a new or nearly new LHD ST road car and the M-sport GpN build kit which is basically is everything you need to build and prepare the car from road car, stripped to a shell and rebuild it up to competition ready. The car was prepared during 2006.

It has obviously seen some on event action and a few inverted moments looking inside the roof etc. Inherently the car is straight, strong and well built (credit to original builders).

continued on Page 9 ...



# In my garage

... continued from Page 8

When purchased from Sam Bilham it, the car, needed new seats as the younger generation of competitor seem genetically modified to fit in narrow seats, don't know why ? Rob Brook gladly took some money off me for a pair of Corbeau's which fit great XXLFB at my side and normal at Steve's side. The next drama was seatbelts, myself being a bit short of leg and the harness bar being a long way to the rear meant standard length belts were about 2 inches short (I know fellow gentlemen competitors we all have a fear of being 2 inches short.....) So again, RB supplied some TRS longer belts, oh and an intercom and a Gas extinguisher system..... I'm thinking I should be on his Christmas card list ?

For the 2018 season the ST trophy organiser decided that all cars had to be more equal than normal so wheels now all had to be OZ rather than free (Revolution, Speedline etc) as if the un-sprung weight would make much difference ? I had bought the car with plenty of wheels but not the right ones and the 3 spare OZ's I had were all bent as an MP's expenses form. The problem being you can't buy OZ's rims in the UK new and second-hand ones are as rare as Rocking horse excrement.

Ring up M-sport, yes sir we can supply but you'll have to call Krizstoff in Krakow, but first you have to open an account with us. Three weeks and what seemed like an incomprehensible amount of Zlotych's

(5000) 6 wheels turned up. No doubt Mr Wilson has some tax dodge going there.....

All the preparation work done on the car is usually done by Paul Wildbore and Nick Blake in Nicks workshop at Catwick. As a matter of course the suspension is taken off the car cleaned and checked over after each event, oils swapped every 2 rallies. Tracking redone before every event

**Body:** 3 Door hatchback

**Engine:** Standard 2 litre Duratec 16 valve

**Drive Train:** SADEV 5 speed dogbox paddle clutch

**Suspension:** Reiger adjustable dampers & M-sport springs

**Safety:** Fully welded in multipoint cage, Lifeline fire extinguishers, Corbeau seats, TRS harnesses (HANS type), full length M-sport alloy sump guard, Tank



guard, Underfloor neoprene protection and mudflaps.

**Future improvements:** Sell it and buy something else! Or improve my driving style to suit Front wheel drive?

**Driving impressions:** Pocket rocket. Like a roller skate on Tarmac. Well balanced on gravel where you can "chuck it in" and throw it at corners as you can tell the suspension is top class.

**Highlights so far:** Trackrod Rally Yorkshire 2018, the stages were fast flowing and smooth unlike the other 3 rallies I'd done that year.





# AGBO STAGES RALLY REPORT

## **Jasper's Bakeries AGBO Rally** **Sunday 15<sup>th</sup> March 2020** **Chris Marlow/Dave Shepherd** **Citroen C2 VTR**

Following the late cancellation of the Riponian Rally due to the storm Chris and myself were left to find an alternative event to fill the void, choices were either the Malcolm Wilson at great expense or the much cheaper AGBO rally so on purely financial grounds it was the AGBO Rally. An entry was made and duly accepted.

The AGBO rally is a single venue asphalt event held at Weston Park in Shropshire. Some may remember it from the old RAC

there was also an historic rally there on the Saturday, we were unable to source accommodation so an early start for us both. Myself leaving Beverley at 1:30 am to meet with Chris at his abode in Blubberhouses to journey down together for the 6:00am scrutineering. The journey was uneventful apart from the heavy rain.

On arrival at Weston Park unloading the rally car was quite chaotic in the small car park area then dropping the trailer off at the very muddy and wet field that served as the trailer park the previous days event had not helped with condition under foot. After visiting noise check and scrutineering we found our allocated service space



rallies of the 70's and 80's as it featured the well-known water splash. Because we had entered at a late date and that

complete with 3 inches of mud.

Continued on Page 11 ...



[facebook.com/northhumbersidemc](https://facebook.com/northhumbersidemc)



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

# AGBO STAGES RALLY REPORT

... continued from Page 10

The event comprised 10 stages in total which was 5 each run twice and no lapping and starting at 30 sec intervals. Stage lengths varied between 2 1/2 miles to 3 3/4 miles all on smooth asphalt.

Stage 1 was tackled without any drama albeit very wet and slippery from the overnight rain and the previous days historic rally and loosing a passenger side door mirror when we had close contact with one of the large straw bales.

Stage 2 was an exact repeat of the 1 and we had barely travelled 1/4 mile we when slid of the road on a long sweeping left-hander onto the extremely sodden grass heading for a sparse group of trees which were narrowly missed however in attempting to regain the road we became bogged down just a few metres off the tarmac.

As we were running Car No. 65 out of 75 entries and with 30 second starts it was only 5 minutes before the last car had passed and the recovery truck was able to extract us from the mire.

One of the marshals kindly retrieved the discarded door mirror that we lost on Stage 1 and returned it whilst we awaited the recovery truck. After being recovered by the efficient recovery crew we proceeded to follow the stage direction at pedestrian pace only to find that due to the compact nature of the rally and the super efficiency of the very keen marshals that the stage had been changed ready for Stage 3 and so we were

unable to complete the stage and took a maximum of 30 mins placing us well down the order in last place which was were we were to remain for the rest of the rally.

We continued in the rally under super rally rules. Several other crews were to fall foul of the same problem as the day went on some electing to retire rather than continue. After each pair of stages there was a 20 minute service break before attempting the next 2 stages.

Stage 3, 4, 5 and 6 all passed without any further issues and the rally developed into a very relaxed and carefree format with arrival control becoming a bit of a free for all regarding timing.

The weather seemed to brighten up for the afternoon stages with just occasional short showers to add to the excitement.

Stages 7, 8, 9 and 10 used part of the roads through a thick wooded area which was extremely slippery so caution was applied to not go off and hit any trees unfortunately a small number of crews didn't apply the same logic and suffered damage to their cars and subsequently retired.

The rally concluded around 4pm which meant that everyone could access the trailer park whilst it was still light and we managed to leave the venue about 6pm with myself arriving back home at 10:30pm after a very long but enjoyable rally.

**Dave Shepherd**





# In the spotlight ... Mike "Bilko" Jackson

## Profile:

Name: Mike Jackson  
Lives: Middleton on the Wolds  
Occupation: Motorcycle dealer (retired)  
Competition car(s) - current: None  
Competition car(s) - previous:  
Opel Ascona A (now with Pete Smith),  
Opel Manta and Multiple Ford Escorts  
Road car(s) current: Honda Accord Coupe  
Road car(s) - previous: Too many to list

## Questions:

Driver/ Navigator/Official/ Marshal/ Spectator or a bit of everything?  
Driver and Navigator (a bit for Neil Fewlass, Dave Turnbull and Piggy Thompson.  
(I seem to remember him navigating for Yuk Hodgson but I suppose he doesn't want to talk about that! Ed.)

Favourite Rally spectated on?  
None, never enjoyed spectating.

Rally most like to compete/spectate on?  
Circuit of Ireland or Manx, never really did much on tarmac.

Favourite current rally driver?  
None, don't really follow the current stuff.

Favourite rally driver of all time?  
Walter Rohrl.

First memory of rallying?  
Seeing an MGT A or C in a film at the pictures.

When was your first rally?  
Started off by navigating, can't remember the date or event but it was for fellow Hessle & District MC member Bart Fewlass.  
(This was not Chris Fewlass



**Mike Jackson in action in the Crystal Escort**

Favourite Rally competed on?  
Too many done to pick out one, any finished I suppose although the Peter Russek, Burmah and Jim Clark I particularly enjoyed. Long and good stages in the days of events lasting 24 hours or more, something with an endurance element.

who navigated/serviced for Mike later.  
Ed.)

When was your most recent rally?  
My last event in the UK was in the Clipstone forest area in 1999, either the Dukeries or Premier Rally.

continued on Page 13 ...



# In the spotlight ... Mike "Bilko" Jackson

28<sup>th</sup> National Breakdown Rally 17/18 Feb 1984  
47 Stages, 2 Days, 231.31 Stage Miles

1	1	Hannu Mikkola/Arne Hertz	Audi Quattro A2	44 CMN
2	2	Jimmy McRae/Mike Nicholson	Opel Manta 400	DPP 177Y
3	4	Russell Brookes/Mike Broad	Opel Manta 400	SMK 351Y
4	3	Per Eklund/Dave Whittock	Toyota Corolla 1600 GT	A400 TYL
5	15	Ian Tilke/Roger Freeman	Ford Escort RS 1800	FFP 654V
6	16	John Weatherley/Ronan Morgan	Citroen Visa Chrono	NGF 777Y
7	25	Tim Brise/Steve Bond	Talbot Sunbeam TI	A44 VDM
8	28	Chuck Nicholson/John Millington	Ford Escort RS	FGH 274T
<b>9</b>	<b>23</b>	<b>Mike Jackson/Mike Reed</b>	<b>Ford Escort RS 1800</b>	<b>TAG 193R</b>
10	32	David Mann/Jim Goodman	Toyota Corolla 1600 GT	LHD 350W
11	27	Warren Philliskirk/Christine Parling	Ford Escort RS	GWR 427T
12	66	Ian Holt/Peter Bland	Ford Escort RS	SNM 295R

... continued from Page 12

Best result/achievement?

Ninth overall and first privateer on an International Rally with Mike Reed navigating. (See top 12 above. Ed.)

Most damaging accident on a rally?

Quip Forest Rally with Linda Colebourn, the only time I have written off a bodysell.

How many rallies have you done?

Too many to mention.

What do you do for fun when you're not rallying?

Drink.

Favourite food?

Not fussy.

Favourite drink?

Proper old school bitter, something like John Smith's or Tetley's.

If you won the lottery, what would be your dream rally car?

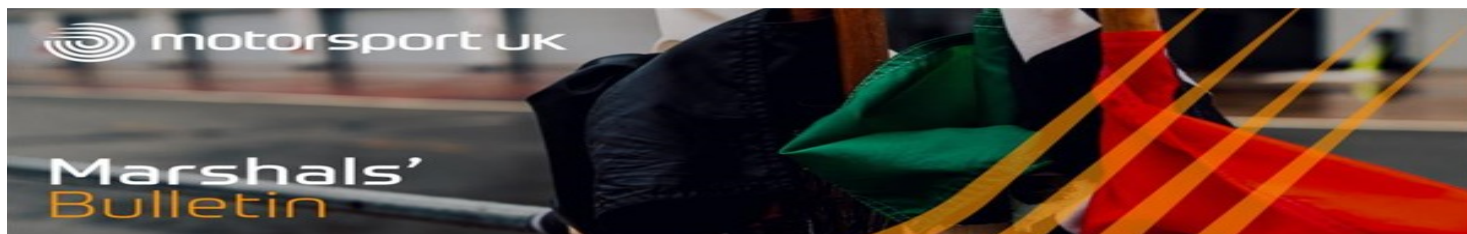
I am too old now to have another go so don't even think about it.

One other thing!

I am the only NHMC member who was also a member of all three of the clubs that merged to form North Humberside Motor Club in 1968.

NB. For any of you who don't know Mike, I should point out that he failed to mention that his rallying results were achieved with only one arm following injuries incurred in a road accident when he was younger. Ed.





August 2020

We hope you and your family are keeping well, and that you are once again enjoying the restart of motorsport in the UK. After 110 days, we restarted motorsport on 4th July and since then we have resumed all twelve disciplines across the British Isles, with over 300 events taking place in the opening two months.

We would like to thank you all for your continued support throughout the resumption of motorsport. We have all had to do things differently, and we commend your passion, enthusiasm and dedication to the variety of roles you undertake.

In the current climate, Motorsport UK would like to reassure the marshal community that your current marshalling grades will not be affected and will remain valid for 2021. Further details are provided in this month's Bulletin. We also have a special webinar hosted by Motorsport UK with BTCC front-runner Dan Cammish next week, and we would like to extend an invitation to our marshalling community to join the session and put your questions to the Honda Yuasa Racing driver.

Don't forget, in addition to your go-to resource [motorsportuk.org](https://motorsportuk.org), we encourage you to follow our Facebook, Twitter and Instagram channels for all the latest news, features and updates on all things motorsport in the UK. If you are out and about on events, make sure you share your weekend by tagging us on social media - @OurMotorsportUK and use #BackOnTrack

In this month's bulletin you will find information about the following:

- Grade Maintenance and 2021 renewals
- COVID-19 Guidance
- Marshal Upgrade Applications
- Personal Record Cards
- Under 18 Marshal Policies
- The Learning Hub
- Exclusive Q&A with BTCC star Dan Cammish

We hope to see you at a motorsport event in the not too distant future.

Learning and Development Team

Motorsport UK



[facebook.com/northhumbersidemc](https://facebook.com/northhumbersidemc)

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

## Introducing the NEW Motorsport UK Learning Hub

Motorsport UK is delighted to introduce The Learning Hub – the new, online learning platform for Motorsport UK members.

Whether you are an Official, Competitor, Marshal or Event Organiser, The Learning Hub aims to provide an easy to use and time-efficient online learning experience which will help you enhance your skills and prepare you for the role you have chosen to undertake.

The new platform will enable you to read articles, watch videos, complete knowledge exercises, interactive modules and much more.

We recognise that learning and development is key to our members' enjoyment of the Sport – and it is imperative that we provide you with the appropriate knowledge and skills in order to carry out your role to the best of your ability. The Learning Hub is just one way in which we are committed to this.

The Learning Hub launched today with content aimed at Officials. Further content will be added each month, including specific content for Marshals, Event Organisers and Competitors.

Simply log in to your Members Area on the Motorsport UK website and follow the instructions from there.

If any members have any questions, please email us at [training@motorsportuk.org](mailto:training@motorsportuk.org)



### Articles

Text based learning material



### Learning Pathways

Pre-defined routes through the learning material



### E-Learning

A series of interactive modules that consist of quick learning bites



### Topics

Collections of related materials and content based on specific themes



### Videos

A selection of how-to guides and quick reference videos



### Exercises

Knowledge exercises to help supplement your understanding



# Night of the Navigator - A cautionary tale!

A panic on the Thursday night preceding the event (the Jim Clark Memorial Rally) to bring the service crew up to full strength after two last minute drop-outs was solved at the club meeting. Thanks here to Catherine Nolan for letting Bernie (husband) and Steve (son) join us. I somehow got the impression she was quite pleased of the chance of a "quiet" weekend without them.

So Friday lunch-time saw the five (Neil Fewlass, Gavin Heseltine, Nick Blake and Bernie & Steve Nolan) depart the premises of Unit 1 Motorsport at Beverley for the trek to Kelso.

With a scheduled scrutineering time of 18.22 we arrived at the trailer park and noise check at Kelso race-course at 16.30 and as no one was present departed to our hotel in Kelso town centre.

We later returned to noise and scrutineering to complete the formalities without problem. The service crew who had accompanied us to scrutineering spent most of the time inspecting a shortened (i.e. three door) Rover SD1.

Documentation proved to be extremely expensive as the Rally Organisers and North East Rally Maps between them relieved us of £61. This covered two memberships of Berwick Motor Club (£16), a set of large-scale forest maps (£31) and all the necessary labels, stickers etc for carrying fuel (£14). Attempting to cut his losses Neil tried to get some Esso Scottish Championship stickers out of the co-ordinator John Fife. After initial difficulties (these Scots have a funny accent) he

Whilst sorting through my personal event records I came across the attached report which was never submitted for inclusion in the NHMC magazine at the time - (can't remember why). So I thought it was time to inflict it upon the world.

Cast your mind back to July 1992.

was eventually successful. A quick check of the pack contents and notice board for any amendments and it was back to the hotel (100 yards on foot) to dump the gear and out on the town for something to eat.

After some food and a tour of a few different pubs we happened across the Red Lion. Paradise, a Scottish pub with draught Tetley Bitter which met with the satisfaction of myself and Nick plus various exotic bottled lagers, in particular one called "Orangeboom" which Neil had become partial to whilst competing on the Zuider Zee Rally in Holland earlier in the year.

Suitably ensconced on stools at the bar we watched the comings and goings of Kelso's "party animals" at what appeared to be "the place". At best as I can recall at some point the landlord stopped selling pints and would only serve "nips" – shorts to you and I. This seemed a suitable point to switch to "green pints" which caused quite a stir amongst the locals.

The next morning, we all assembled for breakfast at about 8.15. The main topic of conversation was how I had come to

Continued on Page 17 ...





# Night of the Navigator - A cautionary tale!

... continued from Page 16

have a series of cuts and bruises about my head and nose. This was a mystery to me as I had woken up with them but had no recollection of leaving the pub! Everyone then tried to piece together our movements of the previous night. Bernie and Steve had left the pub early (honest Catherine) whilst Neil, Nick and myself had finally been thrown out about 00.45. We had all returned to the hotel and I had apparently gone back out in search of food! Neil remembered me waking him up when coming into bed at about 04.30. The gap in the middle was a mystery.

After breakfast whilst the lads put the numbers and rally plates on the car, I went to check our start time and any last-minute alterations on the noticeboard at Rally HQ. Due to the re-seeding of some last-minute entries higher up the order we were to run on the road at 68, although we were car 62. This meant a start time of 13.08, still some 4 hours away.

Whilst upstairs in the hotel room plotting the route, I heard a commotion out in the street. Looking out of the window at what appeared like a scene from Cinderella with the hotel landlady offering not a glass slipper but one of my trainers to Neil, who was laughing and pointing to me hanging out of a window. I went downstairs to find out what was going on. Apparently, the landlord had found me asleep on the staircase at around 4.30 that morning, he had woken me, and I had gone to my room leaving my trainer behind. Another piece of the jigsaw off the nights activities fell into place.

We all assembled in the town square to watch the first cars away and listen to the interviews with each crew on the start line. Neil and I left about 30 minutes before our due start time to go to the holding area and collect our time cards.

On the start line Neil advised the commentator that this was his first time in Kielder and that a steady run for a finish was our intended tactic and then we were away on a 54 minute road section to the first stage.

Apart from my customary wrong slot on the first road section Stage 1 (Wauchope East) was reached without further incident. By this time it had started to rain fairly heavily. The 7.10 mile stage was described by the organisers as "loose and twisty", what they forgot to say was "f+\*\$ing slippery"!! The first couple of miles proved to be quite sphincter nipping as we almost had several offs – quite a few others had achieved this.

With the track raised up like a "railway embankment" the middle of the road was the place to be, although staying there was not easy. After a couple of miles Neil seemed to have got over his death wish and we settled into a steady rhythm – 49<sup>th</sup> out of 80 who came out of the stage (8 didn't) was the net result.

Glad to have survived we had an 8 mile run to Stage 2 via a road-side service. A quick check that nothing was falling off (it had been very rough in parts) and a fuel top up was all that was necessary.

Continued on Page 18 ...



# Night of the Navigator - A cautionary tale!

... continued from Page 17

Stage 2 (6.06 miles) and Stage 3 (6.36 miles), Ogre Hill East and West, shared a common route for 2.38 miles to a split junction. It was now raining so hard that even with the wipers on fast we had to back off twice as we couldn't see for water on the screen. Others must have had the same problem as these two stages accounted for 16 retirements!

Unfortunately for us 10 of these retirements were behind us so we only moved up six places, despite a half-spin on Stage 2. After three stages we were lying 43<sup>rd</sup> out of 65 still running and 5<sup>th</sup> out of 10 in class.

Another 10 minute service on the playing field in Byrness for a spanner check and fuel (still raining) followed by an 18 mile run to Stage 4, Falstone at 15.33 miles.

Falstone was described by the organisers as "a good fast stage" and 0.50 miles in we arrived too fast at a tightening right hander into a bridge. Realising we would not make the corner Neil straightened out the angle of departure and avoided a roll, nevertheless we were now off about 6-8 feet below the road in an area free from trees on the outside of a bend. A quick shunt about and we were lined up at an angle to the road and with bags of rev we attacked the embankment and much to my surprise leapt up it and landed on the top. Another quick shunt around to get pointed in the right direction and we were away again.

The next half mile or so was covered fairly steadily whilst Neil established

everything was still working and by the first chicane at 1.23 miles we were back "at it". As no one caught us or went past whilst we were of I estimate we only lost about 40 seconds. I think we were very lucky but Neil put it down to all the time spent at Steve Herd's 4x4 Centre. Despite the off we were 35<sup>th</sup> quickest out of 54 who completed the stage and were now lying 33<sup>rd</sup> overall and leading our class by 42 seconds from a Nova GTE with another Nova 5.33 minutes back in third place. Half a mile from the end of Stage 4 we had to stop on a road-section to change a rear puncture - it was still raining.

A 17 mile road-section, with roadside emergency service available, led to the final 8.20 mile stage, Wauchope West.

After service for fuel and repairs to a strut mount and tie bar all damaged in the off, we successfully completed the last stage with no further incident.

A quick re-route on the run back to Kelso due to a Road Traffic Accident blocking the intended route and we booked in for a most welcome finish.

After a trip to our hotel to get washed and changed (and dried out!) the lads went for a meal whilst I alternated between Rally HQ and the restaurant to keep an eye on the results. After being provisional for almost 90 minutes, due to a protest, we eventually were confirmed as winners of class (8 and 9 amalgamated) and unexpectedly first Group N, winning the Provost of Kelso Cup.

Continued on Page 19 ...



# Night of the Navigator - A cautionary tale!

**The next day (no rain!) successful crew with trophies and bruises!**



... continued from Page 18

Overall we were 33<sup>rd</sup> out of 51 finishers. Suitably impressed, despite John Fife refusing to take our photograph, we dropped the trophies off at the hotel and returned to the Red Lion, the scene of the previous nights festivities.

It was during the evenings post rally celebration that light was thrown on my missing hours of earlier that day. Various individuals approached me with tales of the activities in Kelso Square between 01.00 and 03.30 of which, apparently, I was one of the ringleaders. Personally, I think they were winding me up and I deny everything.

Another late night ensued but we were still all up for breakfast by 8.15 and having loaded up left Kelso for home very happy after an excellent weekends socialising and rallying.

Hopefully we will be back next year. Many thanks to Neil, Nick, Bernie and Steve, Mr and Mrs Galbraith (Border Hotel), the event organisers and the residents of Kelso for a most memorable (probably) event.

**Gav the Nav**

NB I had fallen up the stairs, lost a trainer and head butted the stairs, hence the cuts and bruises and missing shoe!





# Melbourne Time Trial

## **Clubman Motorsport Melbourne Time Trial (Single Occupancy)**

**Saturday 29<sup>th</sup> August 2020**

**Ian James - Nissan Micra K11**

I did my first rally, a road rally in 1977 in a Chris Fewlass built road rally Anglia, but I have had a gap of more than 20 years when I wasn't competing. I have been the Clerk of Course on the John Overend Memorial Rally (JOMR) a few times now since the event moved to Melbourne, but as far as I can remember I have never competed there.

So, David (James) having answered the call for a club steward, if I was going to do the event then it was likely especially with the COVID19 situation that I would have to enter the single occupancy time trial. The fact that between us (David and I) we only have one in date helmet, currently have no intercom and I haven't done an event for 2 years (Pendragon 2018, so exactly 2 years!) actually made the single occupancy time trial an ideal event for me to do though.

If you thought that the day before the time trial had inclement weather at Melbourne then you should have seen the weather where I now live 8 miles from Horncastle, Lincolnshire. I set off Friday evening for overnight at York with the venerable Disco 2 pulling the Micra on the trailer. The rain was appalling. Just out from Horncastle on Caistor High Street, (the old Drover's road from Horncastle up via Caistor to Humberside airport) with the wind blowing a gale, it raining stair-rods, cats and dogs there was a fallen tree

continued on Page 21 ...

The event was Rob Brook's brainchild following a conversation with Edward Rowbotham (the Landowners son). Initially due to Motorsport UK covid-19 restrictions on two crew in a car the plan was for a Driver only event.

An approach to the three clubs currently operating on the venue saw ourselves (NHMC) and Lindholme MSC decline to officially promote the event (name on the permit) but a number of individuals offered support. Trackrod MC agreed to be the promoter and submitted the permit applications.

As the planning rapidly progressed the restrictions on having two crew members in the car were relaxed enabling a separate permit to be obtained for a "dual occupancy" event (Driver & Codriver).

In addition to 10 club members competing in 9 vehicles the following were involved in the organisation/ running of the event:

Rob Brook	Clerk of the Course and Sponsor
David James	Club Steward
John Dixon	Deputy Clerk of Course and Stage Build/Clearing
Carl Thompson	Safety Officer
Gavin Heseltine	Entries Secretary
Robert Overend	Stage Build/Clearing
David Smith	Stage Build/Clearing
Dennis Robinson	Marshal/Radio

Help was also provided by:  
Trackrod MC, Lindholme MSC, York MC, Malton MC and Ripon MSC.



# Melbourne Time Trial

... continued from Page 20

partly blocking the road. I called David from the next layby to ask if the event was still going ahead or, if the Rowbotham's (the landowners) had pulled the plug. No, the event was going ahead. I didn't intend to carry on northwards in that gale if there was no reason to.

So stage 0 the run up to York was a real challenge (and actually turned out to be the very worst "stage" of the event) just plain difficult to keep the Disco on the road. I would normally be hauling a car laden trailer up or down this route at pretty well 55 -60mph most of the way, now I was struggling to make 30mph with standing water trying to throw me off the road all the time. After Caistor the wind dropped, the rain eased and I realised as I crossed the Humber Bridge into Yorkshire with the rain almost stopping that it had only drizzled north of the Humber and at Melbourne (joke!!). I didn't sleep well.

Saturday morning arrived and those of you that know me as either an organiser or a competitor will not be surprised to hear that I was too stressed out to even think that I would keep any breakfast down – so just a drink to start the day. Cathy Parker more normally seen helping David with results or, on an Arrival Control was accompanying me in for the event. She was providing the food and drink for the day.

I didn't have any service crew. I figured that the Micra would be reliable as usual (now I've got the over-heating and the weeping powered steering rack sorted) and that if I broke anything I was

going home. After all, back in 1977 with the Anglia when many of us were road rallying we didn't have service crews. I just wanted the time in the seat, as much mileage as possible and, I had specifically asked to be the last car on the road so as not to hold up anyone else.

I took the Disco around for the two sighting runs to see the stage from on high and so that Cathy could have a ride around the stage. Looking at the amount of water on the stage then, I definitely knew that it had been more than drizzle the previous day. I began to worry that the one and only type of tyre that I had with me (not renown as a good tyre in the rain in my or son Alex's previous experience) would not work well. I saw John Dixon mid stage and stopped where he was. "Everything OK" he enquired? "I think I am likely to fall straight off the stage on the tyres I am on" was the reply. "Same for everyone" said John.

Eventually it was time to go for my first run. The two Marks were there Casey and Sherburn (the scrutineers) were at the Arrival Control. They checked that the pin was out from the plumbed in extinguisher, it was; then Mark Casey looked at me and said "Not properly dressed Mr James"; yes; you guessed it seat belt shoulder straps not over HANS device. I didn't live that one down all day! In fact, I was asked at every arrival control in the morning runs whether I was properly dressed this time.

Finally, into the stage and a very slow uneventful drive. Extremely slow through the standing water because I couldn't

continued on Page 22 ...





# Melbourne Time Trial

... continued from Page 21  
remember whether the air intake was still behind the front spoiler as in 6" off the ground, where Alex had it at one point with the old 998cc engine in when running as a junior or, whether it was now at a more sensible height. I forgot to look at every service and was still worrying about that on stage 10! I was ensuring that the front wheels were pointing pretty well straight ahead before opening up the throttle wide – I did not want to break a drive shaft because if I did I would definitely be going home!

I know where I am losing loads of time. The Micra K11 comes as standard with really good

brakes and when you have cross drilled, grooved discs with the bigger callipers from the Nissan 100NX, together with (albeit elderly) Yokohama AO45s it should be well late last minute breaking but the lack of seat time, the old tyres and the wet slippery conditions (where in my limited experience the AO45 is not good) plus a lack of "bottle" meant early braking – all day!

I did not find the lack of a co-driver a problem. It would have been had there been merges and splits or a sea of cones because as a driver I can never see my way through cones. I often struggle with that just driving a safety car around at the front of the field. If you ask any current or past NHMC member that has done an airfield stage with me (David James, wife Yvonne, Gavin Heseltine, Ruth Bower) they will confirm that they have to shout at me and point the way through cones. In fact,



I reminded them of that requirement frequently during the day. I think it would also have been a problem without

a co-driver had there been no sighting runs. Please though, no green arrows next time, you can't see them against the crops in the fields!

I do know a little bit about timing and once I had figured out before the event that the due ATC time was not entered onto the first time card but would be issued on a start time list I was quite comfortable with that. I did have to explain the timing and time cards to a

continued on Page 23 ...



# Melbourne Time Trial

... continued from Page 22

fellow single occupancy competitor but as a quid pro quo he helped me get the HANS device hooked up to the helmet (but not seat belts over the HANS!!).

I guess if you were to be competitive and wanted the actual stage time as opposed to just the hours and minutes out of the stage then you would have needed a more effective method of recording the time. For me I simply memorised (or not as the case might be) the hours and minutes out from the stage from Richard Blackshaw's (the Timekeeper) large display clock at the end of the stage (eyes right), wrote it down on the time card when I got back to service and calculated my next arrival time. I still don't know what any of my stage times actually were. I know I was the slowest single occupancy on every stage but I think one of the two person crews was classified overall behind me. They must have had at least one duff stage! Time in the seat was the order of the day for me not time on the stage.

Lots of people went home at lunchtime! I did the 2<sup>nd</sup> sighting run again in the Disco. I did discover that I prefer running Melbourne the direction that we ran it in the morning, for some reason I prefer running new road away from the pylon towards the farmyard and I know that I kept the power on longer (does a Micra have power??) in that direction than the downhill direction.

It started to rain again in the afternoon and I decided to try braking later, but the first time I did that – stage 8, I thought when I started to slide on braking that

discretion was the better part and that I wanted both a finish and a straight car so back to the slower safer approach. I didn't tap anything on stage all day.

Gareth Hooper (Mr Rally Micra for the north of England) , Hooper Motorsport, that runs the Micra for me, on enquiring my times and finishing position after the event and being told by me that I lost loads of time because I braked too early advised that I needed to get myself to the Juniors' practice day at Three Sisters in early September and ride shotgun for his son Lewis in Lewis' 998 cc junior rally spec Micra "cos Lewis would show you just how late you can brake in a Micra".

Some of you may remember that Lewis was the 2<sup>nd</sup> placed junior on Melbourne in the 2019 JOMR there. I am still wondering about that offer but, given that none of the juniors seem to have any fear I think it might be a case of Tony Pond's advice to Chris Searle on doing the RAC with Roger Clark "Go to a gentleman's outfitters and buy yourself a large number of pairs of underpants". On balance I think maybe "no" to sitting in with Lewis!

I think the trip out with Howard Paterson for tuition in the Micra that I have long been trying to arrange might be a better solution. How are you fixed Howard??

A resounding thank you to Rob Brook, all the event organisers, stage builders, medical, safety, marshals and stewards. A personal thank you from me to Rob Newlove for loan of a heavy weight groundsheet via John Dixon to service on.

**Ian James**





# Melbourne Time Trial

When Rob Brook mentioned the idea of the Rally Time Trial, I thought it was a good reason to fix the 1400 Nova (I broke the diff on the NHMC Cadwell Track Day last November).

I hadn't driven the Nova on a rally for 5 years, and don't think I've done Melbourne for 10 years (last attempt would have been in the Evo6).

Doing the event without a Co-Driver seemed like a novelty, and the two

sighting laps at the start of the day (plus my memory of the venue from a few years back) meant I didn't have a problem finding my way round, the biggest

issue was trying to record times when strapped into the car, gloves on etc, with less than a minute to go before the start. If I held the pen in my right hand I couldn't reach the clipboard attached to the passenger seat, and I can't read my own writing when I write with my left hand!

Many people were concerned about the condition of the stage after the torrential

rain of the day before, tyre choice etc, but I had some old half worn Michelin wets from when I used the Nova in the MSN Circuit Championship a few years ago, and I knew they'd be pretty good, so was looking forward to attempting some giant killing.

Unfortunately it all went wrong right at the beginning of SS1 – a really muddy and slippery start with loads of wheelspin, a clutchless gearchange into second (dog

box), a big crunch and no second gear any more. Back into 1<sup>st</sup> gear 90 right then straight on past the Armco at the

side of the pig shed, tried second again with no luck, into third, and that's how it went for the rest of the stage, no second gear so rev limiter+ in 1<sup>st</sup>, straight into third (or 1<sup>st</sup> or 5<sup>th</sup> as its not easy to get across the h-pattern gate from 1<sup>st</sup>), very frustrating, but still posted a half decent time.

At the stage finish the marshals pointed at the finish time on the big clock which I continued on Page 25 ...



# Melbourne Time Trial

... continued from Page 24

decided I could memorise, I drove into service, completely forgot the finish time, couldn't read my handwriting from the start time, and realised these navigators are quite useful to have! So I had no base time to add my 40 mins service time to, and resigned myself to just joining the arrival queue for the next stage in the hope I would be somewhere near. Fortunately for me, all penalties were scrapped – thanks!

At service we adjusted the gear linkage to see if 2<sup>nd</sup> wasn't properly engaging, but concluded that I'd stripped the dogs off 2<sup>nd</sup> gear, and there was no way it was useable.

I decided to continue for the morning stages shifting from 1<sup>st</sup> to 3<sup>rd</sup> and back, but was making a right pigs ear of most gear changes and retired at lunchtime before I did more gearbox damage. A real shame as I was enjoying chucking the Nova round on the slippery stuff, and was 5<sup>th</sup> O/A at the time in the single occupancy event despite the issues. So not the day I had hoped for, but it was good to get out and have a go after months of no rallying, well done to Rob Brook and the team for being brave enough to do something different, and if it ran again I'd definitely be up for another bash.

**Ken Sturdy**

## MEMBERSHIP SECRETARY

Joined/Re-joined for 2020 between 25<sup>th</sup> March and 28<sup>th</sup> September)

**Single Membership (49):** Morgan Bailey, Graham Hudson, David James, Bryan Limb, John Newlove and Carl Stuttard.

**Joint Membership (44):** Howard and Ruth Paterson.

**Family Membership (21\*):** Stephen, Sadie and ???? Barmby, Ian, Yvonne and Alex James, Mike Wendy and Will Norton.

**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 31<sup>st</sup> 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**



facebook.com/northhumbersidemc



www.nhmcadwellstages.co.uk

# 2019 NHMC AWARDS

With the originally planned Annual Prize Presentation, scheduled for 18<sup>th</sup> April 2020, having to be cancelled I have been gradually dishing the awards out (they are taking up space in the dining room!) As I have seen people at various places - all socially distancing you understand!

If you are due any of the awards listed here and have still not received it then please get in touch with any idea's for delivery or collection.

Robert Newlove  
07764-140205  
[gin@btinternet.com](mailto:gin@btinternet.com)

## **AUTOTEST CHAMPIONSHIP 2019**

1st *MACKLIN TROPHY*  
*Stephen Short*  
2nd *NORMAN JORDAN CUP*  
*Robert Short*  
3rd *AN AWARD*  
*Ken Sturdy*

## **NEW YEAR AUTOTEST**

FTD *Stephen Morten*  
Class Award *Stephen Short*  
2nd In Class *Robert Short*

## **FEBRUARY AUTOTEST**

FTD *Chris Chapman*  
Class Award(s) *David Evans/  
Ashley Slights*

## **MAPLE GARAGE MARCH AUTOTEST**

FTD *Ken Sturdy*  
Class Award *S. Morten*

## **DECEMBER AUTOTEST**

FTD *Robert Short*  
Class Award *Stephen Short*

## **STAGE RALLY CHAMPIONSHIP 2019**

1st DRIVER *Stuart Cariss*  
Thelwell Trophy + £100 Voucher

1st CO-DRIVER *Linda Cariss*  
Parish Trophy

2<sup>nd</sup> DRIVER *Kevin Procter*  
Stephenson Cup + £75 Voucher

2<sup>nd</sup> CO-DRIVER *Tom Tutchings*  
98/99 Cup

3rd DRIVER *Pete Smith*  
An Award + £50 Voucher

3rd CO-DRIVER *Rob Brook*  
An Award

## **CLUBMANS CHAMPIONSHIP 2019**

DAN GIBSON *Stephen Short*  
MEMORIAL TROPHY

ROBERT WHITE *Dave Short*  
MEMORIAL TROPHY

## **MARSHAL'S & ENTHUSIAST AWARDS**

HESSLE & DISTRICT *Martin Dixon*  
ENTHUSIAST TROPHY

## **MARSHALS CHAMPIONSHIP 2019**

STANFORD TROPHY *Dave Cunningham  
and Pat Cunningham*

## **MARSHALS AWARDS**

*Dave Cogan, John Dixon, Robert Dumpy,  
Mike Kitching, John Milner, Dennis  
Robinson, Ian Sadofsky, Graham Tabor,  
Carl Thompson, Kirsty Thompson and  
Nigel Turton*





# 2020 NHMC STAGE RALLY CHAMPIONSHIP

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

<b><u>DRIVERS</u></b>	1	2	3	4	5	6	Total
01 Rob Brook	64 (12)	50 (13)					114
02 Jez Hill	10 (2)	38 (4)	53 (11)				101
03 Steve Dolman	36 (2)	10 (5)	38 (9)				84
04 Allan McDowall	10 (2)	54 (7)					64
05 David Mcleod	42 (7)						42
06 Stephen Barmby	42 (10)						42
07 Carl Stuttard	41 (10)						41
08 Daniel Hart	35 (10)						35
09 Ian James	34 (10)						34
10 Ken Sturdy	10 (2)	10 (10)					20
11 Mike Reed	10 (10)						10
12 Bernard Nolan	10 (10)						10
13							

<b><u>NAVIGATORS</u></b>	1	2	3	4	5	6	Total
01 Tom Hutchings	74 (1)	49 (2)	69 (3)	85 (5)	75 (9)	10 (10)	362
02 Derek Kelly	10 (2)	38 (4)	53 (11)				101
03 David Shepherd	31 (8)	35 (10)					66
04 Gavin Heseltine	54 (7)						54
05 Eamonn Boyle	42 (7)						42
06 Morgan Bailey	41 (10)						41
07 Pete Gunson	34 (6)						34
08 James Robson	10 (2)						10
09 Andrew Funnell	10 (2)						10
10							



# 2020 NHMC STAGE RALLY CHAMPIONSHIP

	<b>Events Since Last Magazine</b>			
13	Harold Palin Memorial Rally	04/10/2020	SV-M	Fulbeck Airfield
12	Rex Pet Hotel Flying Fortress	13/09/2020	SV-M	Grafton Underwood
11	Manx Rally Sport Stages	12/09/2020	SV-A	Jurby Airfield
10	Clubman Motorsport Time Trials	29/08/2020	SV-M	Melbourne Airfield
	<b>Events Previously Covered</b>			
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	02/02/2020	SV-A	Cadwell Park RC
1	Brands Hatch Stages Rally	18/01/2020	SV-A	Brands Hatch RC

## STAGE RALLY ROUNDUP

### Clubman Motorsport Melbourne Time Trial (Single Occupancy)

16 brave/unguided drivers assembled for the 10 single lap stages and nobody appeared to get lost - a few seemed to forget how many stages they were supposed to be doing! With the slowest stage of 5 in each direction not counting a single mistake would not be too costly.

**Mike Reed** (Ford Millington Escort MkII) Car 12. Dropped SS1 time, picked up a 1 minute penalty for hitting stage furniture on SS3 and retired after SS4 "*Too slippery, wrong tyres*" cited as the

reason. *DNF*.

**Daniel Hart** (Mitsubishi Lancer Evo I). Fastest on SS8, third fastest on SS2 and three 4<sup>th</sup> fastest's with no penalties a solid result. 4<sup>th</sup> O/A and 3<sup>rd</sup> in Class.

**Ken Sturdy** (Vauxhall Nova) Car 22. See full report elsewhere in Magazine.

**Bernard Nolan** (Ford Escort RS2000) Car 25. Only three stages completed and a maximum on the fourth leading to retirement with engine issues. *DNF*.

**Stephen Barmby** (Ford Escort MkII) Car 30. Fastest on SS1 and 4<sup>th</sup> fastest on SS6

continued on Page 29 ...



facebook.com/northhumbersidemc



www.nhmcwarcopstages.co.uk

# STAGE RALLY ROUNDUP

... continued from Page 28

were the highlights of a successful day.  
7<sup>th</sup> O/A and 2<sup>nd</sup> in Class.

**Ian James** (Nissan Micra K11) Car 45.  
See full report elsewhere in Magazine.

## Clubman Motorsport Melbourne Time Trial (Double Occupancy)

31 crews tackled the same stages as used by the Single Occupancy event with the same option to drop the worst stages.

**Tim Pearcey/Tom Hutchings** (Mitsubishi Evo X) Car 6. First time out in new car and after six stages decided to load up early reporting "Test Complete." DNF.

**Carl Stuttard/Morgan Bailey** (Peugeot 205 GTi) Car 42. All stages completed dropping SS2 and SS6. Consistent times in the low teens with no troubles reported. 18<sup>th</sup> O/A and 4<sup>th</sup> in Class.

## Manx Rally Sport Stages

With Covid-19 restrictions in force only crews already on the island (living there) could compete. A respectable 28 crews reported to Jurby Airfield for the 10 stages on offer on the all Manx event.

**Jez Hill/Derek Kelly** (Peugeot 205 GTi) Car 24. With 2<sup>nd</sup>= fastest on SS10 and 26<sup>th</sup> fastest (slowest) on SS5 either side of 8 stages in the mid teens a good result was achieved. 14<sup>th</sup> O/A and 2<sup>nd</sup> in Class.

## Rex Pet Hotel Flying Fortress Stages

Dukeries MC attracted 63 starters to June's re-arranged event at the former RAF Grafton Underwood for 6 stages.

**Rob Brook/Cat Lund** (Peugeot 205 GTi) Car 20. Quick out of the box resulted in 10<sup>th</sup> fastest only to slip back over SS2/3 to

14<sup>th</sup> overall. A charge over the last three stages (9<sup>th</sup>, 12<sup>th</sup> & 6<sup>th</sup>) to recover up the leaderboard. 10<sup>th</sup> O/A and 3<sup>rd</sup> in Class.

## Harold Palin Memorial Rally

Fulbeck with 60 starters for Eastwood MC's covid compliant event over 6 stages.

**Rob Brook/Cat Lund** (Peugeot 205 GTi) Car 35. A slow start with 31<sup>st</sup> and 25<sup>th</sup> quickest on the first pair of stages to sit 26<sup>th</sup> o/a and 7<sup>th</sup> in class. Improving with times between 19<sup>th</sup> and 13<sup>th</sup> quickest over the last four stages which consistency allowed the crew to climb the leader board on every stage. 14<sup>th</sup> O/A and 4<sup>th</sup> 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](mailto:haggarr@hotmail.co.uk)





Following the closure of the  
Ferguson Fawsitt Arms at Walkington  
on Sunday 4<sup>th</sup> October 2020

**North Humberside MC & Beverley & DMC  
are now meeting at**

**THE BAY HORSE**

**34 Main Street, Cherry Burton HU17 7RF  
SE990421(ish)**

At present there is no allocated room, so you can only enter if there is a free table. Naturally, whichever Covid-19 restrictions are in place at the time will need to be adhered to when visiting the new venue. Currently, masks need to be worn and there is an excellent table service in place.

Please respect these measures to ensure the safety of other members and staff. Also as pubs close at 10pm (that's actually closed by 10., not last orders).

Other suggested potential venues if this doesn't work out are The Wheatsheaf at Kirkella and The Warton Arms at Woodmansey. What do you think?