

STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

Feb/Mar 2021

THE COUNTDOWN BEGINS



**MOTORSPORT IS
COMING BACK**



motor
sport
UK

Recognised
Club



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

Future Board Meetings (Start At 8pm)
Wed 24th Mar (Zoom Call)
Wed 28th Apr (Zoom Call)
Wed 26th May (Zoom Call)



facebook.com/northhumbersidemc

www.nhmcwarcopstages.co.uk

Editors Ramblings ...

Welcome to "STAGE TIMES".

Apologise for the missing December/January Magazine and the late arrival of this one (was due beginning of February) but with no Motorsport taking place I had lost all motivation.

I assume you have all been affected by the same thing as, apart from Ian North, no one has submitted any articles.

The output from Motorsport UK has been used more than I would like to fill the pages but at least it is something.

Better news has just been announced though and it looks like we will be back socialising and hopefully competing, marshaling and organising again in the near future.

A major worry as an Organiser is what the long lay-off will have done to all our volunteer helpers, particularly with the availability and on-going capability of our set-up staff (we are all getting older!). Any offers of help from "new blood" (especially if under 65) would be greatly received - the older/experienced hands can point you in the right direction.

Our focus now turns to the **John Overend Memorial Rally** planned for 30 May 2021. We are waiting the opportunity to do a site survey as a few changes have taken place - new drag strip and buildings for Straight-liners, new maintenance building going in for Mintex on the old tyre dump site and a temporary compound near the lake for work being carried out on the pylons/power lines. Watch this space for news.

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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.

FORTHCOMING EVENTS

FEBRUARY 2021

26-28	Arctic Rally Finland	www.arcticrallyfinland.fi	MV/Sn
27	Chester Rally Revival	www.tsars.org	Show

MARCH 2021

06	Manx Motors Stages	www.manxautosport.com	SV-A
06	Ballynahinch MC	www.ballynahinchmotorclub.com	SV-A
06-07	Bovington Stages	www.bdcc.org.uk	SV-A
07	Lee Holland Memorial Stages	www.pendledistrictmc.co.uk	SV-A
13	Malcolm Wilson Rally	www.malcolmwilson.co.uk	MV-F
19-20	* North West Stages	www.northweststages.co.uk	MV-A
21	Maple Garage Autotest	www.northhumbersidemotorclub.co.uk	A'tst
21	LDV Donington Rally	www.doningtonrally.co.uk	SV-A
21	Tour of Caerwent	www.forresterscarclub.co.uk	SV-A

APRIL 2021

02-03	Tour of Epynt	www.porttalbotmotorclub.co.uk	MV-A
02-03	Circuit of Ireland	www.uaceasterstages.com	MV-A
03	Alan Healey Memorial Stages	www.ahmr.co.uk	SV-A
03	Annabelle Tennant Stages	www.condormsc.co.uk	SV-A
04	Warcop Stages	www.northhumbersidemotorclub.co.uk	SV-A
04	Cirrus Cadwell Rally	www.cirrusstages.co.uk	SV-A
09-11	Rallye Sanremo	www.rallysanremo.com	MV-A
10	Get It Sideways Stages	www.cheltmc.com	SV-A
10	DCC Stages	www.dunfermlinecarclub.co.uk	SV-A
11	DCC Junior Rally	www.dunfermlinecarclub.co.uk	SV-A
11	Lookout Stages Rally	www.trackrodmotorclub.co.uk	SV-M
17	Rallynuts Forest Stages	www.rallynutsrally.co.uk	MV-F
17	Speyside Stages	www.speyside-stages.co.uk	MV-F
17-18	Rally Salamandre	www.salamandre-rally.be	MV-A
18	Altratech SMC Stages	www.stockport061.co.uk	SV-A
22-25	Rally Croatia	www.rally-croatia.com	MV-A
24	Maiden City MC	www.maidencitymotorclub.com	SV-A
24-25	* Tendring & Clacton Rally	www.corbeauseatsrally.co.uk	MV-A
25	Lee Holland Memorial Stages	www.pendledistrictmc.co.uk	SV-A
30-02	Rallye de Wallonie	www.automobileclubnamur.be	MV-A



FORTHCOMING EVENTS

MAY 2021

01	Corinium Stages	www.cirencesterclub.com	SV-A
01	Granite Stages	www.admclub.com	SV-A
01-02	Monteberg (Short) Rally	www.montebergally.com	MV-A
02	Harold Palin Rally	www.eastwoodmotorclub.co.uk	SV-M
02	Harlech Stages	www.harlechdmc.co.uk	SV-A
02	Dixies Rally Challenge	www.dixieschallenge.com	SV-A
08	* Coast to Coast Rally	www.coast2coastrally.net	MV-A
09	Compbrake Stages	www.wiganmotorclub.co.uk	SV-A
14-15	* Manx National Rally	www.manxautosport.org	MV-A
15	Memorial Gardens Stages	www.condormsc.co.uk	SV-A
15-16	Honington Stages Rally	www.honingtonstages.co.uk	SV-A
20-23	Rally de Portugal	www.rallydeportugal.pt	MV-G
22	Plains Rally	www.plainsrally.co.uk	MV-F
23	Merlin Stages	www.carmarthenmotorclub.co.uk	SV-A
28-30	* Jim Clark Rally	www.jimclarkrally.org	MV-A
29	Red Dragon IT Stages	www.emcos.co.uk	SV-A
29-30	ORC Rally	www.orc-rally.be	MV-A
30	John Overend Memorial	www.northhumbersidemotorclub.co.uk	SV-M
30	* Jim Clark Reivers Rally	www.jimclarkrally.org	MV-A

JUNE 2021

03-06	Rally D'Italia	www.rallyitaliasardegna.com	MV-A
05	Tour of the Sperrins	www.magherafeltmotorclub.co.uk	MV-A
05-06	Historic Rally Festival	www.historicrallyfestival.com	Show
06	Abingdon CAR-nival Stages	www.abingdoncarnival.com	SV-A
11-12	Rally van Wervik	www.scuderiaaavervica.be	MV-A
12	Summer Stages	www.glenrothes-msc.com	MV-A
18	Twyford Stages Rally	www.mid-derbyshire-mc.co.uk	SV-M
24	RSAC Scottish Rally	www.scottishrally.co.uk	MV-F
24	Enville Stages	www.warringtondmc.com	SV-A
24-27	Safari Rally	www.eastafricansafarirally.com	MV-A
25-26	* Argyll Rally	www.argyllrally.co.uk	MV-A
26	Rally North Wales	www.rallynorthwales.co.uk	MV-F
26-27	* Hertfordshire Stages Rally	www.mcac.co.uk	MV-A
27	Mid Summer Caerwent	www.forresterscarclub.co.uk	MV-A

Events in RED have been

**NB Events are subject to change
please check event websites**

cancelled/postponed.

**due to Covid-19 restrictions,
for latest information.**



HELP WANTED

How good is your memory?
Do you have old documents/information/
photo's from NHMC's previous events?

See below re a request for help:

*On 21/22 April 1979 (yes 1979!)
I competed on your MC's*

Parish's Moonraker Rally.

*I believe that I was navigating a chap
called George Blades and we were in an
Alfa of some sort!!!!*

*I'm taking a punt that, some-
where in your archives, you may have
the results of this rally!!!! If you have,
would you please be good enough
to send me a copy?!*

*Thanks for your time, stay safe
and here's to the resumption of normal
life and to motor sport!*

*Yours sincerely,
Ed Ainley.*

RIP

George Ellis
York MC - Organiser, Autotester
and all-round character!

Dereck Slater
Wakefield MC - Vice President/
Secretary and past Organiser
of events on Leconfield

Roger Bloom
Ex Member, Muscician
and teller of tall tales!

ONLY £1 (NO TAX)

All new hi-security allegiance
identification proclamation system!

If these had been designed and
produced by Carl S Berg they would
probably be the best of their type
in the world!

Just in time for Christmas. To ensure
you don't miss out on this rare
opportunity to "wow" your
family, friends and neighbours
then contact our local agent,

Captain Dennis Robinson

T&C's do not apply, the product has previously been
available at the same price or different and has
changed (or not) as you perceive. No warranty.
It's only a window sticker!!

CRYSTAL STAGES RALLY VIDEO Late 1970's

Thanks to Richard Wood who advises
me that he has recently converted
some old Super 8 footage to video and
made it available via the following link.

[https://drive.google.com/
file/d/1uBk9PV47L_d
PaNnTlxsGIefrs4oz7GMF/
view](https://drive.google.com/file/d/1uBk9PV47L_dPaNnTlxsGIefrs4oz7GMF/view)

Enter as above with no spaces!

Looks like footage from Cottam and
South Cave Quarry, what do you
think!

NHMC

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NHMC WARCOP STAGES STATEMENT

North Humberside Motor Club Ltd regret to announce that for the second year running we have to cancel the NHMC Warcop Stages. The 2021 event was scheduled to run on Easter Sunday, 4th April 2021.

Press comments (and some government statements) appear to suggest that vaccination of the top 4 priority groups will be completed some time in February and that 3 weeks after that there may be some relaxation of the current restrictions (the legislation for the current lockdown in England has an ending date of 31st March 2021). That suggests that the earliest that restrictions may be relaxed will be mid-March. Previous restrictions have generally been extended which does not give us any confidence of the quoted dates being achieved.

The organising team have not been on the Warcop Military Training Area since the event at Easter 2019 - we need to see the ranges to check out our proposed stage routes. We cannot do that whilst the current restrictions are in place. Then after we have designed stages, the subjective route notes provider would need access to the Warcop Military Training Area to prepare subjective route notes and the Safety DVD.

The time-scales just do not work.

The combination of an available date for the ranges and access to our rally HQ means that it is not possible to re-schedule the event to later in 2021.

We remain hopeful that restrictions may be relaxed sufficiently to allow NHMC's running of the John Overend Memorial Stages Rally on 30th May 2021 and the NHMC Cadwell Stages on 21st November 2021.

David James

Clerk of the Course, NHMC Warcop Stages

NHMC WARCOP



STAGES CANCELLED

New deal for motorsport to access the nation's forests

Thursday 04 February 2021

After comprehensive stakeholder consultation and an independent review, Forestry England today announces that motorsport will continue to benefit from access to the nation's forests.

The review highlighted a number of areas of mutual interest between Forestry England and motorsports and all parties agreed to collaborate closely, evolve working practices and sustain motorsport in the forest.

The chief executive has approved in principle the new, strategic approach and Forestry England will now need to develop a long-term plan to make it happen. It has committed to keep talking and listening to the motorsport sector and other forest users.

Mike Seddon, Forestry England Chief Executive explained:

"The nation's forests have in the past found themselves at the leading edge of motorsports in England. Our review has made it clear to me that we must take the opportunity to become leaders again.

"I'm excited for the future with the welcome support from Motorsport UK and the ACU. Together, this is our chance to reduce the environmental footprint of motorsport and improve its financial support for the forests and local businesses. We'll better understand what the right event in the right place looks

like, the true costs and how we deal with them. Perhaps we can bring some new audiences too.

"I know first-hand the passion and support that the motorsport community has for the nation's forests and we've worked together for a long time. This is a strong base from which we can, together, lead the changes necessary to secure the future of motorsports in the nation's forests.

"Finally, thank you to everyone that took the time to give us their views: some 1,700 individuals and organisations."

Hugh Chambers, Motorsport UK CEO, commented:

"For decades the nation's forests have hosted a wide variety of motorsport, from international rallies to grassroots entry-level club events, and everything in between. For so many there is a deep bond between our communities.

"I am delighted that with Forestry England we have secured a pathway that will enable us to build upon that strong cultural heritage, and also ensure that the communities in cities, towns and villages continue to benefit from the significant economic return they derive from local motorsport events.

"Our members have a deep respect for the unique nature of the forest stages and we are committed to playing our part in their preservation. We are fully dedicated to ensuring the long-term future of motorsport on the nation's forestry estate through this crucial partnership."

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Roy Humphrey, ACU Chairman, added:

"The ACU are pleased to receive the news that, following a review of motorsports in the nation's forests, the CEO of Forestry England has confirmed that a new agreement will be struck to support motorsport into the future.

"As the recognised Governing body of motorcycle sport, we look forward to

continuing our long-standing partnership with Forestry England to manage and organise quality events whilst encouraging access to the nation's forests.

"Over the next five years, we are committed to improving our sustainability and environmental impact, and will be working with stakeholders, organisers, manufacturers and other forest users to secure our sport into the future."

MORE INFORMATION

If you want to see more information/discussion on this topic then the following links might be useful:

Motorsports Review - Executive Summary Forestry England 17th December 2020
Report by Rural Solutions:

www.forestryengland.uk/sites/default/files/2020-12/2020%20Review%20-%20Executive%20Summary%20-%20Rural%20Solutions.pdf

The Economic and Environmental Impact of the Historic and Classic Motor Industry in the UK

www.youtube.com/watch?v=ShihSj68jMw&feature=emb_logo

To see an unfolding discussion on the subject look for the section "British Stage Rallying" and the topic "Forest rallying to continue in England" on the Rally Forum:

www.britishrally.co.uk/forum

An interesting discussion that maybe of interest concerns Carbon Offsetting at all levels of Motorsport and can be found on the Facebook Group **RALLY LOG IN & NATTER**. Are you ready to pay to plant some trees to balance your participation on an event? The link is below:

www.facebook.com/groups/240676496133533/?multi_permalink=1581137705420732



In the spotlight ... Ian North

Profile:

Name: Ian North
Lives: Hedon
Occupation: Retired - Silver Jubilee of retirement this year (2020)
Competition car(s) - current: 1915 Saxon and 1933 Lagonda 16/80
Competition car(s) - previous: 1938 Lancia Aprilia and MkI Lotus Cortina to qualify for International Rally Licence in 1975
Road car(s) current: Volvo Estate
Road car(s) - previous: Volvo Estates, 3L Capri, Granada Estate, Triumph 2.5PI & 2000, Ford Corsair, Morris Oxford, Ford 1500 cwt Van and Jowett Bradford. Listed in reverse order.

Questions:

Driver/ Navigator/Official/ Marshal/Spec-tator or a bit of everything?

A lot of everything!

Favourite Rally competed on?

Vintage Sports Car Club Measham rally. A night navigation rally in January.

Favourite Rally spectated on?

RAC (last century).

Rally most like to compete/spectate on?

Any WRC event.

When was your first rally?

1954 Hull to Scarborough Veteran car Club Rally on a 1904 Rex Forecar (my first Competition licence).

When was your most recent rally?

14/15 September 2019 Veteran Car Club in 1915 Saxon.

Best result/achievement?

Second overall 1986 Himalayan Rally, co-driving for Geoff Warcup in a Lada.

(See Flashback Pages 17/19 Ed!)

Most damaging accident on a rally?

Vauxhall Chevette with Mike Reed on a BTRDA round in Wales. (Co-driver error).

Most frustrating rallying memories?

Getting the timing wrong in Cyprus with Geoff Warcup (Lada) in 1981 which dropped us out of the top 10.

How many rallies have you done?

Quite a few!

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

We have had motorhomes for 25 years and have visited 17 countries.

Favourite food?

Eccles cakes.

Favourite drink?

G & T.

Favourite holiday destination?

Anywhere hot.

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

Vintage 8 litre Bentley.

continued on Page 9 ...



In the spotlight ... Ian North

... continued from Page 8

7th Himalayan Rally 22/27 Oct 1986
6 Days finishing in New Delhi

1	5	Herwig Nelissen/Firmin Thierie	Opel Ascona 4000	05:04:00
2	6	Geoff Warkup/ Ian North	Lada Riva	05:04:00
3	10	Graham Samuel/Peter Stoakley	Toyota Corolla 1600	05:20:00
4	11	Peter Banham/Betty-Ann Banham	Toyota Corolla 1600	05:50:00

Footnote:

My most memorable events have been the month long Classic rallies in the Volvo Amazon -

1993 London-Sydney
Driver: Howard Paterson.

1995 London-Mexico
Driver: Howard Paterson

2000 London Sydney
Driver: Derek Parling

I have to thank the drivers for putting up with me and also Graham and Mark Tabor for rebuilding the car.

My Motorsport statistics:
Co-driven for:
28 drivers in 26 makes of car.
Driven:
14 makes of car in Rallies (Road & Stage), PCT, Rallycross and Driving tests.

Taken part in Motorsport in:
42 countries.



1977 NHMC Awards (L-R)

Mike Byass (Crystal),
Kieth McBaen (Parishs),
Ian North,
Pete Smith,
Mike Reed,
Harry Ahern (NHMC President)
and
Graham Gardham

Photo from the archive courtesy of Mike Reed.



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Motorsport UK confirms motorsport will restart in England from 29 March

Release: 23/02/2021

Motorsport UK is pleased to announce that organised Permitted motorsport can resume in England with effect from 29 March, subject to local restrictions and in accordance with its own Restart Guidance.

This confirmation follows the announcement on 22 February by Prime Minister Boris Johnson that the third lockdown imposed on 4 January will be lifted, and formally organised outdoor sports – for adults and under 18s – can also restart but should be compliant with guidance issued by national governing bodies.

As the applicable governing body for the sport, Motorsport UK will now begin granting Permits for all disciplines, and applications are invited in the usual way.

Motorsport UK will resume the sport in accordance with its Restart protocols, which have guided the safe resumption of motorsport through the lifting of the two previous lockdowns. Updated guidance relevant to the latest restart will be available on MotorsportUK.org in due course.

Motorsport UK guidance in relation to Exemptions and Elite Sport still applies.

The governing body acknowledges the target of late spring for allowing spectators on a limited basis and will follow those developments in order

to keep its stakeholders informed.

Motorsport activities in Scotland, Wales, Northern Ireland, and the Channel Islands are subject to prevailing government guidance in those devolved territories and we look forward to announcing updates relevant to those nations in due course. The Isle of Man is not subject to a lockdown at this time.

Motorsport UK CEO, Hugh Chambers, commented: "We are extremely grateful to government for providing the opportunity for motorsport to resume in England from 29 March. This will be very welcome news for our community, which extends from professional drivers and teams, through to the grass roots of the sport with tens of thousands of enthusiasts. Collectively they fuel an industry employing 41,000 people and generating over £10 billion for the economy, so this is a vital step in securing the UK's future as leaders in motorsport around the world.

"Hopefully it won't be too much longer before we can announce similarly positive news from the other home nations. Clearly strict protocols still apply, as our sport needs to play its part in supporting the NHS and wider frontline community in keeping infection rates under control, and our Restart Guidance has enabled us to accomplish that objective on two previous occasions. I would like to thank the Motorsport UK community for their support during lockdown, and for their spirit and fortitude in keeping the sport together for when this announcement came. We now look forward to getting motorsport up and running at the end of March."



Motorsport UK hails Government plan to quash the EU 'Vnuk' motor insurance law a "significant victory"

Motorsport UK is delighted to announce to its community the news that its considerable efforts alongside the UK government to defeat the threat of the Vnuk insurance issue have been successful.

In a press release issued earlier today, the Department for Transport confirmed that it is taking the necessary steps to exempt the UK – and consequently UK motorsport – from the implications of the EU Motor Insurance Directive.

The news will be met with enormous support and relief by everyone in the UK motorsport community, as the sport will no longer be vulnerable to the requirement for insurance even on private land for a wide range of 'vehicles'. The EU rules would have meant any motorsport collision in the UK involving vehicles from karting to F1 would have been treated as regular road traffic accidents requiring insurance. The financial implications would have posed an existential threat to motorsport, risking tens of thousands of jobs in the process.

David Richards, Chairman of Motorsport UK, welcomed today's announcement by Transport Secretary Grant Shapps and extended his appreciation to all who supported Motorsport UK in their efforts to secure this crucial decision and protect the future of the sport.

"Today's announcement is a hugely significant victory for the UK and our sport, after a considerable effort by Motorsport UK and the Department of Transport over several years to defeat the threat of the Vnuk insurance issue," he commented. "This decision provides stability as we seek to progress our sustainability agenda and protects the UK's preeminent position at the forefront of motorsport technology worldwide. I would like to thank all those who played a part in securing this important outcome, including the MIA and the insurance industry."

Vnuk continues to apply in the EU where the FIA is making robust representations for a motorsport exemption to apply. Although not directly involved in that consultation now, Motorsport UK continues to liaise with the FIA regarding the detail because it will apply to UK participants in the EU – unless it is repealed.

The Department for Transport announcement can be found below at the extensive web address or by following the link on the article on the Motorsport UK website.

www.gov.uk/government/news/government-announces-plan-to-scrap-eu-law-ensuring-british-drivers-avoid-50-a-year-insurance-hike?utm_source=Motorsport+UK+mailing+list&utm_campaign=386e7c2adc-EMAIL_CAMPAIGN_2020_11_02_12_59_COPY_01&utm_medium=email&utm_term=0_ab28cacf8a-386e7c2adc-55995753&mc_cid=386e7c2adc&mc_eid=c3e6f8c68d



COMING SOON!!

Following recent announcements from the Government and Motorsport UK we could be enjoying days out like this again.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

★ **BLACKBURN WELFARE MOTOR CLUB** ★

★ **BROUGH AERODROME** ★

★ (10 miles West of Hull) ★

★

★ **ROAD RACES** ★

★ SATURDAY, 29th SEPTEMBER ★

★ AT 1 p.m. ★

★

★ **CARS - SOLO - SIDECARS** ★

★

★ **A FIVE-HOUR PROGRAMME** ★

★ Including Scratch and Handicap Races ★

★ for Formula III Cars and 3-Wheelers ★

★

★ **Admission 2/6 (Inc. Tax)** **Children 1/-** ★

★

★ *An excellent entry in all classes* ★

★

★ **Car Parks** **Refreshments** ★

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

But not this, prices are the giveaway -

advert from Autosport Sept 21, 1956



facebook.com/northhumbersidemc

12



www.nhmcwarcopstages.co.uk

Group B - What was that all about?

REVISITING THE CARS THAT TOOK RALLYING TO THE BRINK

By David Evans,
Daily Telegraph, 13th February 2016

Combining four-wheel drive and turbocharging, Group B was exhilarating and dangerous.

Formula One in the forests. Supercars between the trees. That's what Group B was to rallying.

In the four years between 1983 and 1986 rallying developed further and faster than it had done in the four decades before. Group B took the sport to the absolute edge of performance, but put it beyond common sense. Though short-lived, the Group B era has since acquired legendary status.

In the Lancia 037, the Italians sought to create an Eighties version of the iconic Stratos, but the Germans had moved the game on.

One number, one word, changed everything. Quattro, Four. There were still those who believed the combination of four-wheel drive and turbocharging would never work: too complicated and too heavy.

Franz Wittmann gave Audi's Quattro its competitive debut on the 1981 Janner Rallye. He won every one of the 31 stages and took the win by more than 20 minutes.

Six stages into its WRC debut in Monte Carlo a couple of weeks later, Hannu Mikkola was almost six minutes ahead in a Quattro. Rallying would never be the same.

If Audi changed the game, it was Peugeot that defined the era. The Quattro was good, but the smaller and nimbler 205 utilised the full freedom of Group B regulations. The turbocharged engine was mid-mounted and, of course, coupled to four-wheel drive.

This was Ari Vatanen's car. The Finn was one of the few men in the world who could contain the fearsome power of a Group B car and get the best out of it. For five rallies spanning the 1984 and 1985 seasons, Vatanen and the Peugeot 205 were unbeaten and utterly unbeatable.

As a fledgling "flying Finn", Vatanen had cut his teeth in a Ford Escort Mk2. For him, there was no finer machine than an RS1800 – the car in which he won his 1981 WRC title. "That car," he says, "was the glove on my hand."

But when the director of Peugeot motorsport Jean Todt (now president of the FIA) told him about the 205T16, he was sold.

"I was intrigued by this new car they were making," says Vatanen. "And I was not disappointed. It was incredible. Remember, at the time, Peugeot was not really so well known in the world of rallying."



continued on Page 16 ...

Group B - What was that all about?

MG METRO 6R4 Austin Rover's humble hatch was an unlikely rally weapon. With a mid-mounted, 3.0-litre V6 it was fast, but initially fragile.



Metro 6R4 Group B Rally Car

History of C748 LFM

The Rothmans 6R4 was converted from one of the 200 road cars built for homologation. The project was undertaken at Prodrive's first premises in Silverstone over the winter of 1985. The car was prepared in conjunction with MG, using an engine built by Terry Hoyle Limited and transmission and suspension provided by the Rothmans team.

The 6R4 was immediately competitive on it's first event in the UK with driver Jimmy McPhee and co-driver Ian Gilmont. This proved that the radical design and innovative technology of the 6R4 had world class potential.

After nearly two decades the car was finally purchased by Prodrive. In 2004 - 2005 it was completely restored to it's former glory and is now part of the Prodrive museum.



19/250 Limited Edition

prodrive

International Specification

Engine
Max. Power: 380/4100rpm @ 8500/9000rpm
Max. Torque: 270/81 @ 6500rpm
Cylinders: V6, 90 deg
Bore x stroke mm: 92 x 75
Capacity cc: 2891
Valves per cylinder: 4
Fuel Injection: Lucas Mico II butterflyventuri
Multi-point injection

Transmission
Gearbox: 5 speed + reverse; Dog engagement
Clutch: AP twin plate
Centre differential: FF viscous coupling
Axle differentials: Mechanical limited slip

Suspension
Front: Independent, Bilstein strut/coil spring with lower wishbone, adjustable anti-roll bar
Rear: Independent, Bilstein strut/coil spring with reversed lower wishbone, adjustable trailing links, bi-leaf anti-roll bar

Brakes: 12in diameter ventilated discs all round, with lightweight 4 piston calipers. Front/rear split with balance bar
Steering: Rack & pinion, centre take-off
Wheels & Tyres: Dymag cast alloy wheels, 390mm dia. for loose conditions (standard), 16in dia. for tarmac (optional). Michelin TRX tyres to suit conditions
Wheelbase: 2412mm
Track: Front 1,510mm, rear 1,550mm

1986 Rally results

Mintex Rally	3rd
Circuit of Ireland	DNF
Welsh Rally	2nd
Scottish Rally	DNF
Ulster Rally	1st
Mare Rally	DNF
RAC Rally	8th
Green Goddess Rally	3rd
British Championship	4th

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LANCIA DELTA S4 One of the most potent Group B cars, featuring a supercharged and turbocharged engine. Won rallies, but not the championship.



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www.nhmcwarcopstages.co.uk

Group B - What was that all about?

AUDI QUATTRO S1 Audi started the turbocharged four-wheel-drive Group B madness. The later S1 had a shorter wheelbase for improved agility.



PEUGEOT 205T16 Peugeot applied the formula of a mid-mounted engine and four-wheel-drive to great effect. The T16 won two world drivers' titles.



Group B - What was that all about?

... continued from Page 13

As soon as he tested the 205T16, everything was different. Group B demanded a different style of driving. "The cars were so much more efficient," says Vatanen. "The Escort was always sideways, rear wheels spinning and not always so much forward momentum. But with the Peugeot, yes, we were sideways, but look to the front wheels – they are straight. These cars would slingshot you from one corner to the next.

"The power was incredible. When you were driving the car and controlling that power, it was like conducting an orchestra. When I sat at the start of a stage in a T16, I could feel the side of my mouth making a smile."

Speeds in Group B were getting higher and higher and the death toll among fans and crews was rising. Vatanen almost lost his life in a terrifying crash in Argentina during 1985.

By the end of 1986, Group B was gone. The cars, the Lancias and Audis, Austin Rover's MG Metro 6R4 and Ford's RS200 became space-age museum pieces overnight.

There was one last for the 205T16 in 1988 when, with the bodywork resembling the larger Peugeot 405, Vatanen set the record for the famed, 12-mile Pikes Peak hillclimb in Colorado.

David Evans

W H I S P E R S

It sometimes pays to keep your ear to the ground as they used to say! Or in these modern times a better description might be your eye on Facebook (in the interests of balance in these "woke" times" other social media platforms are available) -

WHAT A LOAD OF BILL HOOKS!!

Anyway I was wondering if a certain active Club member grew up watching Steed and Gambit. Did he have a poster of Emma Peel or Purdy on his bedroom wall?

Maybe his kids collected Thor, Iron Man and Captain America toys at Christmas!

Whatever, word is he has gone back to his Rootes - maybe all will be revealed in a future "New in my garage" article.

Arthur Daley deal alike (not Gavin Ruler but the strawberry blonde one) is also rumoured to have been doing a deal or two.

An ex Everard Ford Fiesta has definitely left East Yorkshire heading for a new home in deepest darkest Cumbria or the Lake District area - somewhere equally foreign anyway.

Assumptions that retirement was on the cards may well be incorrect as a 4WD machine has been acquired - it's not a tractor although some may disagree!

Another candidate for a "New in my garage" article perhaps.



Flashback ... 1986

7th Himalayan Rally 22-27 Oct 1986 Geoff Warkup/Ian North Lada Riva Class B12 Car No 6

It all started during the summer – What shall we do after the Open Championship? The R.A.C. Rally was looking like a sprint event and Shalindra (the European Liaison officer for the Himalayan) had kept on at us to enter his rally. He also put an Indian in touch with Geoff with the idea of preparing a car for him.

After a meeting at the Dog & Duck, Howard said he couldn't afford the time off. I said there was no job for me to do as chase cars were impractical (wrong again North) so Dave Howell was appointed co-driver again – (he accompanied Geoff in 1980 for the First Himalayan Rally). Six weeks before the event Dave Howell had to withdraw for family reasons so I volunteered to go – Never volunteer the Army taught me! We'll have a meeting said Geoff, so I reported to Skipsea the next evening with a blank sheet of paper. It was soon full.

Geoff had paid a cheque for the entry and that was all. I had to –

Fill in entry form and apply for a Visa to the R.A.C.

Book flight for two cars to Bombay

Book flight for two persons to Bombay and return (one month stay)

Book flight for three persons to Delhi and return (two weeks stay)

Book flight for four persons to Delhi and return (one week stay)

Arrange Carnet for two cars with R.A.C.

Arrange Bond for two cars with Bank.

... no problem.

Before we finally left -

My wife had filed a petition for Divorce

I had lost more hair

put on weight due to nervous eating

Ran up a three figure 'phone bill

Lost more hair

Moved into single beds

Given up rallying again

Lost even more hair.

The cars during this time were being prepared at Skipsea and the spares gathered together for packing. The cars, Big Derek and Little Paul, left on a Jumbo from Heathrow on Monday the 6th October without the Carnets – this was due to circumstances beyond human control and assisted with my premature balding. Geoff, Blasphemous Bob, Christine (to be referred to in future as Chris) and I left on Sunday 18th October. The advance party had meanwhile been "shaking" themselves and the cars down. There had already been sufficient incidents to fill a couple of volumes, but due to writer's cramp just the salient features of this epic can be given here.

We were met by a chauffer in a Morris Oxford and taken to "Gotham City". This was the Delhi residence of J.K. Industries and I have yet to find out how we came to be wined and dined free of charge at this place. To cut a long story shorter, the days before the event passed without too many incidents and by the Wednesday start everybody was revved up and ready to go.

We were fifth off (two minute intervals) and the first competitive section went well as we had noted it. Then came the 200 Km run out to the second section where it all happened.

Continued on Page 18 ...



Flashback ... 1986

... continued from Page 17

First of all Andervang RS2000 lost his oil filter and had to beg some oil and a 240 RS Datsun had steering problems, we passed him O.K. but then he got stuck across the stage holding all behind us up. Then we were Second and stayed there for the rest of the event.

On the third section we punctured and later hit an un-noted bridge and it was a toss up whether we went over and over or landed O.K. Andervang was not amused by this bridge as no doubt he was going a little quicker than us.

A bird (feathered) removed a wiper blade and the other Lada took the odd minute off us on some long straights with brows (local knowledge).

We carried on to the first rest hat at Nanital and after a hairy ride in a Jeep (never again said Geoff) we were welcomed into an hotel with photos and garlands. We were woken up next morning by thunder, actually it was one of the servants putting out the washing on the tin roof of our room. Graham Robson confirmed here that we were second and the tension set in.

We then started the second leg of the event and we were to run for 24 hours without service. This was due to the event running at a far higher speed than previous years and it left the barges breathless and our service crews frustrated. At the end of the leg Chris and Bob reorganised the schedule and there was no further problems. This meant 554 Km (350 miles) of competitive

sections without service and both cars came through without problems – that must say something for the preparation. Geoff and I did a spanner check halfway through and it took all our persuasive capabilities to get the locals to lift the car on its side. This leg was driven without thought for the car as we were being pressed by the SD1 Rover and two Toyotas. The RS200 fell out and we also caught and passed THE John Taylor in his XR4X4 chase car.

At the end of each section each car was checked for lights etc. with a £10 fine for each fault and we unfortunately left the ignition on after a check. The battery was flat at the restart and we had to push the car out of a control. That did the co-driver no good at all and consequently we were to drop a few minutes because of his incapacity. Luckily a rear shocker waited until the very last section to break and we had service just before the overnight halt.

Next day we were still second and the half leg to the next regrouping went well except the run into parc-ferme which was spoilt by a shut level crossing, this made us scrape into the time control by seconds. After a short nap we left for the toughest part of the event, going up to over 10,000 ft and having the longest competitive section.

We had been neck and neck with the SD1 Rover until then and left on this section two minutes in front of him on the road. The first competitive part was 125 Km long (78 miles) and after ten minutes or so we could see his lights, but then they

Continued on Page 19 ...



Flashback ... 1986

... continued from Page 18

disappeared. Two hours later at the next service area we heard he had stopped and he was to drop five hours before getting going again. This section also claimed the other Lada with a broken stub axle – we had four spares in a box but they were “lost” before the event started. So we ended this leg in the lead but did not know this fact until the start of the final leg and only then were we given a paper telling us of the disputed times of the opposing car.

The last leg began with a competitive section starting at the hotel gate and it was on the third “stage” a 70 Km (44 miles) that we thought our O.S.F. stub axle had broken – it wasn’t – it was a broken wishbone. We were 4 Km from the end and I spent that distance in the boot marvelling at the sparks showering down the road behind the car. Bob, effing Sinbad, and his two other illegitimate mechanics were waiting and soon had a new wishbone on. We had worn a full coil off the spring so had to ease off for the remainder of the event. We only dropped three minutes with this problem and so ended up at the holding control 10 minutes in the lead.

We crossed the ramp first and got all the T.V. and other media cover, but the Opel crew put down £200 in protest money. One protest was upheld and one thrown out so then we were level and the furthest cleanest rule brought in. With our puncture on the third section dropping us two minutes we were relegated to 2nd O/A.

The next few days were spent clearing up and spending our Prize Money – not to difficult.

Here are just a few figures for those who are interested.

Total Distance 3,000 Km- 900miles competitive 900miles link sections

Time 2.1/2 days Rallying – 3 days rest

Longest part between breaks 12 hours

Longest competitive section 169.47 Km (106miles all tarmac)

Longest allowable lateness 7 hours

Longest halt 22 hours

Geronimo (aka Ian North)

Snippets ...

There’s more to come in this fantastic scenario. Group B Supercar breaks down, gritty Yorkshireman in Russian designed Lada battles with purpose built Opel Ascona 400 “heavyweight”.

Geoff Warkup built himself a new Lada and prepared another for Farad Bhathena of India.

As the Manta 400 had already disappeared, this put Nelissen’s Ascona and Warkup’s Lada in the battle for the lead – with Nelissen suffering from severe fever symptoms, and Warkup’s co-driver, Ian North, exhausted and passing out with the heat. Banham’s Corolla was pushing it’s way back up the field after repairing broken steering – while young Nina Sutcliffe was learning all about endurance, and puncture changing with Land Rovers, the hardway.

The 21 year-old Lotus Cortina had retired with an incurable engine misfire.





Group - North Humberside Motor Club

As a keen watcher of the workings and output of Motorsport UK our Board Chairman, David James, has been logging on to the various online educational and promotional content (webinars).

One such missive explained the alleged best way to promote your Club and attract new members via social media.

As a Club we thought we had already addressed this issue with our website www.northhumbersidemotorclub.com as well as separate event websites all linked to each other and a Facebook page www.facebook.com/northhumbersidemc with information regularly updated.

Motorsport UK was advocating the use of **"Facebook Groups"** as a better way of engaging with a wider audience and making contact with new people who could be potential members - and by association additional marshals, sponsors, competitors and organisers.

The technical justification for this claim are beyond me but needless to say David James was curious and after a discussion at the December Board Meeting a decision was taken to set up a:

Facebook Group North Humberside Motor Club

Already the Group has turned up some interesting/missing results to fill gaps in the Club archives.

The last of the stubble field Crystals, in 1986, had long been missing. Thanks to **Julie Stephenson** we now have Final Instructions, Road Book, Stage Diagrams and full Results to add to the event SR's, which was all we previously had.

Other eagerly awaited information promised by **Andy Beaumont** who has posted pictures of the front covers of the following NHMC Road Rallies:

1970 Auto Speed Recovery Service Ltd
Moonraker Rally (Road Book and Results)

1971 Crystal Holderness Rally (Results)

Both before the more long-term and well known sponsors took over - Parishes (Moonraker) & Alex E Carr

Set-up on the 15th December 2020 the Facebook Group has so far attracted over 250 members in two months.

As well as current members a number of former members have joined - including Tim and Angela Allsop, Philip Barley, Steve Darvell, Ken Davison, Andy Graham, Graham and Audrey Hardwick, Steven Herd, Nigel Johnson, Peter Smith, Malc and Sharron Smith, Linda Sterriker (was Colbourn), Paul Stephenson, Brian Svenson and Mick Wood - with at least two of them, **Russell Dykes** and **Andy Grindrod**, threatening to part with cash and renew their membership.

A selection of photographs from the the Group opposite - hopefully they encourage to join and post your own stuff and comment on and update other members posts.

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Group - North Humberside Motor Club

Mike Reed & Dave Howell
2nd O/A 1978 Firecracker Rally



Geoff Warkup & ????
???? Mintex Rally



Robert Pattison and Andrew Morton
mending the Mini, Shell League Autotest



Mike "Bilko" Jackson and Ian Maxey
1974 Lombard RAC Rally



Short's, Sturdy's & Richard Wood
at a Readers Yard Autotest



Sturdy (Red), Wood (White) & Short (Blue)
Mini's with Whiteys Mirage in Bingley



AUTOTEST ROUNDUP

PROVISIONAL RESULTS 2020 NHMC AUTOTEST CHAMPIONSHIP

Driver	Cls	Car	Round 1	Round 2	Round 3	Round 4	Total	O/A
Ken Sturdy	2	Nova	57	57	C	N	114	1
Robert Short	2	Nova	47	47	A	C	94	2
Stephen Short	2	Nova	42	52	N	E	94	3
Dave Short	5	MX5	31	42	C	L	73	4
Chris Newlove	2	Corsa	37		E	L	37	5
Tom Hutchings	2	Nova		37	L	E	37	6
Joel Conlan	2	Mini	30		L	D	30	7

With a disrupted season we only managed half of the planned rounds but have decided to still run the 2020 Championship after only two rounds.

We are as ever grateful for the continuing support of our three long term sponsors in difficult times. Thank you.

IT@SPECTRUM

THEonePOINT
MAPLE GARAGE

The New Years Autotest ran as planned at Readers Yard in early January. Seven competitors signed-on with Ashley Slights

(York MC) joining the NHMC crews and taking 2nd overall in his Mini.

Storm Dennis (the weather not our Master Mariner Membership Secretary) disrupted our February date, again scheduled for Readers Yard, causing a late postponement to a March date. Martin & Thomas Crossland in a Micra joining the regulars making the total up to seven again.

The knock-on effect of this was to push the scheduled March event back and it along with the November event both fell foul of the various Covid-19 lock-downs and restrictions re travel and social gatherings.



facebook.com/northhumbersidemc

www.nhmcadwellstages.co.uk

N.H.M.C. 2021 CALENDAR OF EVENTS

<u>Date</u>	<u>Event</u>	<u>Location</u>	<u>Type</u>
03-Jan	January Autotest	Brandesburton	Autotest
07-Feb	February Autotest	Brandesburton	Autotest
21-Mar	Maple Autotest	Sproately	Autotest
04-Apr	Warcop Stages	Warcop Ranges	Stage Rally
TBA	Awards Evening	Skidby	Awards
TBA	Club Auction Night	Cherry Burton ?	Auction
30-May	John Overend Rally	Melbourne Airfield	Stage Rally
04-Jul	Caves Classic	North Cave	T/Assembly
15-Aug	S-o-D Classic	Sutton on Derwent	T/Assembly
18-Sep	Tour of Holderness	Bridlington	T/Assembly
19-Sep	Bridlington Weekend	Bridlington	Show
21-Nov	Cadwell Stages Rally	Cadwell Park	Stage Rally
05-Dec	December Autotest	Brandesburton	Autotest
TBA	Christmas Quiz	 Skidby	Quiz

WRC and Rallying in the UK: The future

Thursday 04 February 2021

After comprehensive stakeholder consultation and an independent review, Forestry England today announces that motorsport will continue to benefit from access to the nation's forests.

The review highlighted a number of areas of mutual interest between Forestry England and motorsports and all parties agreed to collaborate closely, evolve working practices and sustain motorsport in the forest.

The chief executive has approved in principle the new, strategic approach and Forestry England will now need to develop a long-term plan to make it happen. It has committed to keep talking and listening to the motorsport sector and other forest users.

Mike Seddon, Forestry England Chief Executive explained:

"The nation's forests have in the past found themselves at the leading edge of motorsports in England. Our review has made it clear to me that we must take the opportunity to become leaders again.

"I'm excited for the future with the welcome support from Motorsport UK and the ACU. Together, this is our chance to reduce the environmental footprint of motorsport and improve its financial support for the forests and local

businesses. We'll better understand what the right event in the right place looks like, the true costs and how we deal with them. Perhaps we can bring some new audiences too.

"I know first-hand the passion and support that the motorsport community has for the nation's forests and we've worked together for a long time. This is a strong base from which we can, together, lead the changes necessary to secure the future of motorsports in the nation's forests.

"Finally, thank you to everyone that took the time to give us their views: some 1,700 individuals and organisations.

"Hugh Chambers, Motorsport UK CEO, commented:

"For decades the nation's forests have hosted a wide variety of motorsport, from international rallies to grassroots entry-level club events, and everything in between. For so many there is a deep bond between our communities.

"I am delighted that with Forestry England we have secured a pathway that will enable us to build upon that strong cultural heritage, and also ensure that the communities in cities, towns and villages continue to benefit from the significant economic return they derive from local motorsport events.

"Our members have a deep respect for the unique nature of the forest stages and we are committed to playing our part in their preservation. We are fully dedicated

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to ensuring the long-term future of motorsport on the nation's forestry estate through this crucial partnership."

Roy Humphrey, ACU Chairman, added:

"The ACU are pleased to receive the news that, following a review of motorsports in the nation's forests, the CEO of Forestry England has confirmed that a new agreement will be struck to support motorsport into the future.

"As the recognised Governing body of motorcycle sport, we look forward to continuing our long-standing partnership with Forestry England to manage and organise quality events whilst encouraging access to the nation's forests.

"Over the next five years, we are committed to improving our sustainability and environmental impact, and will be working with stakeholders, organisers, manufacturers and other forest users to secure our sport into the future."

2021 PLANNER - ENGLAND ONLY

MAR 8	APR 12	MAY 17	JUN 21
STEP ONE A Plan with one friend in the park to go rallying (and get drunk while planning)	STEP TWO Get a haircut, meet with five others in a pub garden to plan to go rallying (and get drunk while planning)	STEP THREE Plan with five others inside the pub to go rallying and book the necessary hotel rooms (and get drunk while planning)	STEP FOUR Enter the rally and plan travel with as many people as you like, travel wherever, retire early and go to the pub (and get very drunk) or finish the rally and go to the pub (and still get drunk)
MAR 29 STEP TWO B Plan with five other people in your garden to go rallying (and get drunk while planning)			

NHMC

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2020 NHMC STAGE RALLY CHAMPIONSHIP

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

<u>DRIVERS</u>	1	2	3	4	5	6	Total
01 Steve Dolman	36 (2)	10 (5)	38 (9)	39 (14)			123
02 Rob Brook	64 (12)	50 (13)					114
03 Jez Hill	10 (2)	38 (4)	53 (11)				101
04 Allan McDowall	10 (2)	54 (7)					64
05 Pete Gunson	55 (14)						55
06 David Mcleod	42 (7)						42
07 Stephen Barmby	42 (10)						42
08 Carl Stuttard	41 (10)						41
09 Daniel Hart	35 (10)						35
10 Ian James	34 (10)						34
11 Ken Sturdy	10 (2)	10 (10)					20
12 Mike Reed	10 (10)						10
13 Bernard Nolan	10 (10)						10

<u>NAVIGATORS</u>	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

	Events Since Last Magazine			
14	Rainworth Skoda Stages Rally	06/12/2020	SV-A	Donington Park RC
	Events Previously Covered			
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
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

Rainworth Skoda Stages Rally

Following the Covid-19 enforced cancellation/postponement of the first two rounds this became the opening round of the 2020/2021 Motorsport News Circuit Rally Championship. The Donington Park event started a full 100, with a number of crews, including **Ken Sturdy/Andrew Funnell**, choosing not to travel due to Covid-19 travel advice advising against non essential travel! As a result most reserves got a run over 6 Stages and 49.36 miles.

Pete Gunson/Jonathan Hayes (Vauxhall Astra GTE) Car 54. A fast start on SS1 with 26th fastest overall and 2nd in class. No major problems and consistently setting times in the 30's. 34th O/A and 4th in Class.

Steve Dolman/Paul Sheard (Mazda MX5) Car 91. 79th on SS1 followed by steady progress throughout the day climbing up the order and taking advantage of others mishaps to move up the order after every stage. 62nd O/A and 10th in Class.

Gavin Heseltine



MEMBERSHIP SECRETARY

Joined/Re-joined for 2021 (as at 18th Feb)

Single Membership (30): David Cogan, Phil Craven, Mark Dickinson, John Dixey, John Dixon, Martin Dixon, Russell Dykes, Neil Fewlass, Andrew Funnel, Pete Gunson, Dan Hart, Gavin Heseltine, Graham Hudson, Tom Hutchings, David James, Dave Langdon, Bryan Limb, Allan McDowall, Gareth Pennell, Tony Ryalls, David Shepherd, Dave Short, Stephen Short, Joe Sturdy, Ken Sturdy, John Taylor, Paul Turner, David Watkins, Richard Wood and Martin Woodhouse.

Joint Membership (26): Stuart and Linda Cariss, Dean and Jane Carter, Alan and Cynthia Carvell, Chris and Allison Church, Richard and Jill Coates, Alan and Sue Gilbert, Guy Gladwin and Caroline Kirby, Mike and Sarah Kitching, Robert and Gail Newlove, Bernie and Pauline Nolan, Ian and Mary North, Robert Overend and Kayleigh Duguid, Dennis and Liz Robinson,

Family Membership (6*): Alistair, Sarah and Andrew Brown, Ian, Yvonne and Alex James.

Life Membership (3): Vicky Fewlass, David Shipley and Stuart Turner.

Current Membership Fees

Single Membership: £12.00

Joint Membership: £15.00

Family Membership: £17.50

The above are minimum amounts, feel free to pay more if you wish to pay postage for your magazine or contribute to the running of the club

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



North Humberside MC Ltd Membership 2021

Dear Member,

Your current Membership was due for renewal on 1st January 2021. Please return this form with payment to the Membership Secretary, Dennis Robinson, at the address below.

The costs involved in running the Club are large and we are always running to a tight budget, so once again, can we ask you to please treat the membership fees as a minimum guide, and if you feel that you can afford to subscribe more than the suggested minimum, please do so.

The membership subscriptions below are as low as we can get them. They have not been changed for many years. If you feel that you can afford a little more, to support your club, and the organising teams who go to great lengths to organise the various events throughout the calendar, please feel free to add a little more to your cheque, rather than just the subscription rates quoted below.

Single Membership:	£12.00	<input type="checkbox"/>
Joint Membership:	£15.00	<input type="checkbox"/>
Family Membership:	£17.50	<input type="checkbox"/>

Please pay by bank transfer to the club's bank account: at HSBC Bank PLC
Account name: North Humberside Motor Club Ltd., Sort Code: 40-22-13 A/C No: 01029967
Please use your name as the reference on the payment.

Alternatively, you can pay by cheque - please make cheques payable to North Humberside Motor Club Ltd and send to: Mr D. Robinson, 53 West Ella Road, Kirk Ella, Hull HU10 7QL Tel. 01482 651069.

Extra Information:

Are you? A driver, a co-driver/navigator, a marshal, an official, or set-up crew
(please delete all that do not apply)

We are looking to expand our Set-up Crew and it would help if we could refresh our information on your competition status.

We also need to update our database of members contact details, so please look at your details and update as necessary.

Home telephone number: Work telephone number

Mobile telephone number: E-Mail Address(es):

Please make sure that your email address is up to date and current.

Please tick this box if you definitely wish to receive your Magazine in hard copy It saves the club a great deal if you can read your magazine "on line".

☐

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North Humberside MC Ltd Membership 2021

The NHMC Board are also looking at the possibility of using SMS messaging via mobile phone technology, and ask members to supply their mobile phone number for our records.

Please tick this box if you would wish to **OPT IN** to the Club using your mobile number on our database of mobile numbers for use with SMS messaging.

☐

GDPR Consent:

I give my full consent to North Humberside Motor Club Ltd as per items 1 & 2 below:

1. I hereby grant North Humberside Motor Club Ltd permission to store and process my personal data for the purpose of club management and administration for the duration of my membership or beyond if I have outstanding liabilities that remain to be settled. I understand the Club may need to retain my information for purposes that outweigh my consent, e.g. for reasons of legitimate interest. Acceptance is a condition of membership.

2. I also give authority for members and officers of North Humberside Motor Club Ltd to contact me via email, telephone and/or letter for the purpose of keeping me informed of membership/officer information, service programs, activities, events and for social purposes. If I leave North Humberside Motor Club Ltd. I give authority for my information to remain in circulation for a reasonable period following the end of the current membership year.

I also understand that I may withdraw my consent at any time by contacting the Club's Data Protection Officer David James at dpo@NorthHumbersideMotorClub.co.uk

North Humberside Motor Club Ltd's Privacy Notice can be viewed on the Club's Web Site www.northhumbersidemotorclub.co.uk

Surname: First Name:

Signature: Date

For Joint Membership, signature of spouse:

For family membership, signatures of other family members:

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Please note that your details may be held on a computer database for mailing and other purposes as described in the Privacy Notice on our web-site.

**Mr D. Robinson, 53 West Ella Road, Kirk Ella, Hull HU10 7QL
Tel. 01482 651069**

Please send your subscription with the above letter and a stamped addressed envelope unless you want to collect your receipt from the membership secretary on Club Nights (whenever they are able to recommence).