

# STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

Apr/May



motor  
sport  
UK

Recognised  
Club



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**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> Apr (Zoom Call)  
Wed 26<sup>th</sup> May (Zoom Call)  
Wed 23<sup>rd</sup> Jun (Zoom Call)



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

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



## Editors Ramblings ...

Welcome to "STAGE TIMES".

It appears there may be light at the end of the tunnel regards a return to m

Motorsport participation. Lets hope that this time it is permanent and we don't have to shutdown again as a new wave of the viruses engulfs us. Three cheers for the vaccines, particularly Astra Zenica, despite the shameful remarks from some EU leaders.

The restart is likely to be a relatively low key affair as a number of the larger/high profile events (particularly those using a closed road format) have already fallen victim to cancellation. The scale of the organisation and the extended period it is necessary to plan over making any long term certainty too big a gamble.

What we find as we return to events, be it as official, competitor, marshal or spectator, will certainly be different to what we were used to. Changes adopted as a necessity during the pandemic have, in many cases, proved to be of benefit and will become the norm in future. For an insight into these new practices see Rob Brook's article on pages 16 to 19.

The decision taken by the Club not to run at Cadwell in 2020 and at Warcop in 2021 have proven to be correct. The event planned to replace our Cadwell date (by BLMCC) was subject to two postponements, the first to January and then to April - Easter weekend the same as our proposed Warcop event - but both fell within a "lockdown" period and the event is now cancelled for good. Personally it's hard not to feel a sense of we told you so!

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### Cover Photo

Mike "Bilko" Jackson spinning at Olivers Mount on the 1979 Mintex.  
Taken by a 15 year old Ken Sturdy!

**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

## APRIL 2021

02-03	Tour of Epynt	<a href="http://www.porttalbotmotorclub.co.uk">www.porttalbotmotorclub.co.uk</a>	MV-A
02-03	Circuit of Ireland	<a href="http://www.uaceasterstages.com">www.uaceasterstages.com</a>	MV-A
03	Alan Healey Memorial Stages	<a href="http://www.ahmr.co.uk">www.ahmr.co.uk</a>	SV-A
03	Annabelle Tennant Stages	<a href="http://www.condormsc.co.uk">www.condormsc.co.uk</a>	SV-A
04	<b>Warcop Stages</b>	<a href="http://www.northhumbersidemotorclub.co.uk">www.northhumbersidemotorclub.co.uk</a>	SV-A
04	Cirrus Cadwell Rally	<a href="http://www.cirrusstages.co.uk">www.cirrusstages.co.uk</a>	SV-A
09-11	Rallye Sanremo	<a href="http://www.rallysanremo.com">www.rallysanremo.com</a>	MV-A
10	Get It Sideways Stages	<a href="http://www.cheltmc.com">www.cheltmc.com</a>	SV-A
10	DCC Stages	<a href="http://www.dunfermlinecarclub.co.uk">www.dunfermlinecarclub.co.uk</a>	SV-A
11	DCC Junior Rally	<a href="http://www.dunfermlinecarclub.co.uk">www.dunfermlinecarclub.co.uk</a>	SV-A
11	Lookout Stages Rally	<a href="http://www.trackrodmotorclub.co.uk">www.trackrodmotorclub.co.uk</a>	SV-M
17	Rallynuts Forest Stages	<a href="http://www.rallynutsrally.co.uk">www.rallynutsrally.co.uk</a>	MV-F
17	Speyside Stages	<a href="http://www.speyside-stages.co.uk">www.speyside-stages.co.uk</a>	MV-F
17-18	Rally Salamandre	<a href="http://www.salamandre-rally.be">www.salamandre-rally.be</a>	MV-A
18	Altratech SMC Stages	<a href="http://www.stockport061.co.uk">www.stockport061.co.uk</a>	SV-A
18	Autotest - Acaster Malbis	<a href="http://www.yorkmotorclub.org.uk">www.yorkmotorclub.org.uk</a>	A'test
22-25	Rally Croatia	<a href="http://www.rally-croatia.com">www.rally-croatia.com</a>	MV-A
24	Shackleton Stages	<a href="http://www.maidencitymotorclub.com">www.maidencitymotorclub.com</a>	SV-A
24 -25	* Tendring & Clacton Rally	<a href="http://www.corbeauseatsrally.co.uk">www.corbeauseatsrally.co.uk</a>	MV-A
25	Lee Holland Memorial Stages	<a href="http://www.pendledistrictmc.co.uk">www.pendledistrictmc.co.uk</a>	SV-A
25	Snetterton Stages	<a href="http://www.snettertonstagerally.co.uk">www.snettertonstagerally.co.uk</a>	SV-A
30-02	Rallye de Wallonie	<a href="http://www.automobileclubnamur.be">www.automobileclubnamur.be</a>	MV-A

## MAY 2021

01	Corinium Stages	<a href="http://www.cirencestercarclub.com">www.cirencestercarclub.com</a>	SV-A
01	Granite Stages	<a href="http://www.admcclub.com">www.admcclub.com</a>	SV-A
01-02	Berwick Classic	<a href="http://www.berwickmotorclub.co.uk">www.berwickmotorclub.co.uk</a>	HiTa
01-02	Monteberg (Short) Rally	<a href="http://www.montebergally.com">www.montebergally.com</a>	MV-A
02	Harold Palin Rally	<a href="http://www.eastwoodmotorclub.co.uk">www.eastwoodmotorclub.co.uk</a>	SV-M
02	Harlech Stages	<a href="http://www.harlechdmc.co.uk">www.harlechdmc.co.uk</a>	SV-A
02	Dixies Rally Challenge	<a href="http://www.dixieschallenge.com">www.dixieschallenge.com</a>	SV-A
08	* Coast to Coast Rally	<a href="http://www.coast2coastrally.net">www.coast2coastrally.net</a>	MV-A
09	Compbrake Stages	<a href="http://www.wiganmotorclub.co.uk">www.wiganmotorclub.co.uk</a>	SV-A
14-15	* Manx National Rally	<a href="http://www.manxautosport.org">www.manxautosport.org</a>	MV-A
15	Memorial Gardens Stages	<a href="http://www.condormsc.co.uk">www.condormsc.co.uk</a>	SV-A
15-16	Honington Stages Rally	<a href="http://www.honingtonstages.co.uk">www.honingtonstages.co.uk</a>	SV-A
20-23	Rally de Portugal	<a href="http://www.rallydeportugal.pt">www.rallydeportugal.pt</a>	MV-G
22	Plains Rally	<a href="http://www.plainsrally.co.uk">www.plainsrally.co.uk</a>	MV-F
22	Devils Own Targa	<a href="http://www.klmc.co.uk">www.klmc.co.uk</a>	HiTa
23	Merlin Stages	<a href="http://www.carmarthenmotorclub.co.uk">www.carmarthenmotorclub.co.uk</a>	SV-A



# FORTHCOMING EVENTS

23	William Patterson Targa	<a href="http://www.soscc.co.uk">www.soscc.co.uk</a>	Ta
28-30	* Jim Clark Rally	<a href="http://www.jimclarkrally.org">www.jimclarkrally.org</a>	MV-A
29	Red Dragon IT Stages	<a href="http://www.emcos.co.uk">www.emcos.co.uk</a>	SV-A
29	Jackson Trophy Rally	<a href="http://www.sandhmc.co.uk">www.sandhmc.co.uk</a>	HiTa
29-30	ORC Rally	<a href="http://www.orc-rally.be">www.orc-rally.be</a>	MV-A
30	<b>John Overend Memorial</b>	<a href="http://www.northhumbersidemotorclub.co.uk">www.northhumbersidemotorclub.co.uk</a>	SV-M
30	* Jim Clark Reivers Rally	<a href="http://www.jimclarkrally.org">www.jimclarkrally.org</a>	MV-A
31	Neil Howard Stages	<a href="http://www.blmcc.co.uk">www.blmcc.co.uk</a>	SV-A

## JUNE 2021

03-06	Rally D'Italia	<a href="http://www.rallyitaliasardegna.com">www.rallyitaliasardegna.com</a>	MV-A
05	Tour of the Sperrins	<a href="http://www.magherafeltmotorclub.co.uk">www.magherafeltmotorclub.co.uk</a>	MV-A
05-06	Historic Rally Festival	<a href="http://www.historicrallyfestival.com">www.historicrallyfestival.com</a>	Show
06	Rallye East Yorkshire	<a href="http://www.facebook.com/yorkwoldsmc">www.facebook.com/yorkwoldsmc</a>	HiTa
06	Abingdon CAR-nival Stages	<a href="http://www.abingdoncarnival.com">www.abingdoncarnival.com</a>	SV-A
11-12	Rally van Wervik	<a href="http://www.scuderiaaavervica.be">www.scuderiaaavervica.be</a>	MV-A
12	Summer Stages	<a href="http://www.glenrothes-msc.com">www.glenrothes-msc.com</a>	MV-A
13	Red Kite Rally	<a href="http://www.redkitestages.co.uk">www.redkitestages.co.uk</a>	MV-F
18	Twyford Stages Rally	<a href="http://www.mid-derbyshire-mc.co.uk">www.mid-derbyshire-mc.co.uk</a>	SV-M
19	Kielder Forest Rally	<a href="http://www.kielderforestrally.co.uk">www.kielderforestrally.co.uk</a>	MV-F
20	Lake District Targa	<a href="http://www.wigtonmc.co.uk">www.wigtonmc.co.uk</a>	HiTa
24	RSAC Scottish Rally	<a href="http://www.scottishrally.co.uk">www.scottishrally.co.uk</a>	MV-F
24	Enville Stages	<a href="http://www.warringtondmc.com">www.warringtondmc.com</a>	SV-A
24-27	Safari Rally	<a href="http://www.eastafricansafarirally.com">www.eastafricansafarirally.com</a>	MV-A
25-26	* Argyll Rally	<a href="http://www.argyllrally.co.uk">www.argyllrally.co.uk</a>	MV-A
26	Rally North Wales	<a href="http://www.rallynorthwales.co.uk">www.rallynorthwales.co.uk</a>	MV-F
26-27	* Hertfordshire Stages Rally	<a href="http://www.mcac.co.uk">www.mcac.co.uk</a>	MV-A
26-27	Rally Monteberg	<a href="http://www.montebergally.com">www.montebergally.com</a>	MV-A
27	Mid Summer Caerwent	<a href="http://www.forresterscarclub.co.uk">www.forresterscarclub.co.uk</a>	MV-A

## JUL 2021

03	Lee Holland Memorial Stages	<a href="http://www.pendledistrictmc.co.uk">www.pendledistrictmc.co.uk</a>	SV-A
03	North Armagh MC	<a href="http://www.namcc.com">www.namcc.com</a>	MV-A
04	<b>Caves Classic</b>	<a href="http://www.northhumbersidemotorclub.co.uk">www.northhumbersidemotorclub.co.uk</a>	T/Asy
04	Altratech SMC Stages	<a href="http://www.stockport061.co.uk">www.stockport061.co.uk</a>	SV-A
04	Greystoke Stages	<a href="http://www.greystokestages.co.uk">www.greystokestages.co.uk</a>	SV-F
10	Nicky Grist Forest	<a href="http://www.nickygriststages.co.uk">www.nickygriststages.co.uk</a>	MV-F
10-11	Mach 1 Stages	<a href="http://www.dunfermlinecarclub.co.uk">www.dunfermlinecarclub.co.uk</a>	SV-A
10-11	TBR Shortrally	<a href="http://www.rallytbr.com">www.rallytbr.com</a>	MV-A
11	Lookout Stages Rally	<a href="http://www.trackrodmotorclub.co.uk">www.trackrodmotorclub.co.uk</a>	SV-M

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.

## RADIO REMINDER

For those of you who have a Club Radio in your possession can you please remember to fully discharge and re-charge the battery once per month.

Thank you - out.

**Dennis Robinson**

**NO  
FOREST  
RALLYING  
IN ENGLAND  
UNTIL  
AFTER  
30<sup>th</sup> September 2021**

## £1 - STILL ONLY - £1

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 Easter\* (Amend as applicable). To ensure you don't miss out on this rare opportunity to "wow" your family, friends and neighbours then contact our friendly(ish) local agent,

**Captain Dennis Robinson**

small print

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. Not tested on animals or at all really. Permission of a responsible adult assumed. No warranty or guarantee whatsoever. It's only a NHMC window sticker!!

## DEMON WORX 206 TROPHY

We're aiming to run a one make, low cost, national rally championship next year!

All cars will be the Peugeot 206 1400cc 8v, with limited mods for fun, performance and reliability.

We're planning a mixture of tarmac and forestry events.

New to the sport? We'll help with (hopefully!) everything you'll need to know, from car preparation, co-driver training to what to expect on the day (signing on, scrutineering, servicing etc).

Cars will be to the same spec and we hope to have a mixture of tarmac and forest rallies.

All cars must be built using the Demon Worx supplied kit, this has everything (apart from seats and harnesses) to build your 206 into a Trophy spec stage rally car. The kit is available for £4500.

Top spec, newly built cars will be available for £9500.

We can assist with any aspect of car preparation.

When lock down is over we'll have a demonstrator available to view.

Please PM or phone 01823 673102 with any questions or enquiries.

Stay safe!

[www.facebook.com/DemonWorx](https://www.facebook.com/DemonWorx)

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



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



# NEWS

## Harold Palin Memorial Stages

Sunday 2<sup>nd</sup> May 2021

## Phoenix Stages

Sunday 1<sup>st</sup> August 2021

Fulbeck Airfield  
Eastwood & District MC

Marshals and Radio Operators required,  
limited numbers available  
on a first come first served basis.

Contact: Simon & Kathy Rolph  
Chief Marshal, Eastwood & DMC

[chiefmarshal@eastwoodmotortorclub.co.uk](mailto:chiefmarshal@eastwoodmotortorclub.co.uk)

## Roger Albert Clark Rally

Friday 26<sup>th</sup> November 2021

## Kielder Forest

Sign-on 0645

SS6 Clintburn

1<sup>st</sup> Car at 0844 Last Car at 1110  
re-run as

SS8 Pundershaw

1<sup>st</sup> Car at 12.35 Last Car at 1501

Buccaneer MSC are seeking help in  
running the above stages.

To volunteer see

[www.form.jotform.com/210784676409061](http://www.form.jotform.com/210784676409061)

or ring Karen Spencer - 07714-122194

## Trackrod Rally Yorkshire

Sunday Friday 24<sup>th</sup> and Saturday 25<sup>th</sup> September 2021

Just to let you know that NHMC will not be providing Stage Commander for Langdale this year. The organisers required a commitment on availability that neither Dave Cogan (Stage Commander) or John Newlove (Deputy Stage Commander) were able to give at this early stage with so much uncertainty surrounding the lifting of Covid-19 restrictions and so they have been replaced. We expect the Club will still be providing some assistance and will let you have details when available.

**STOP PRESS: The latest announcement concerning resumption of rallying in the English forests may at least cause the date changing to later in the**

## GREEN PETROL

From September 2021 all petrol stations will sell E10 petrol, a "green" fuel that is not compatible with older cars.

The current E5 grade will continue to be sold at most fuel stops as the more expensive super grade.

The switch will increase prices by around 1.6 per cent because E10 is less efficient, meaning drivers have to buy more per mile, the AA said.

About 95 per cent of cars on the road are E10 compatible, but 700,000 cars, mostly classic models and those manufactured before 2000, will be unable to use the new grade.

The fuel is made with a mixture of petrol and ethanol from materials including wheat, corn, sugar beet and waste wood.

Information is from an article in the Daily Telegraph but I would also like to thank Alan Carvell and Dennis Robinson for submitting articles on the subject.





# MEET THE NEIGHBOURS

Just moved in, not met them yet, how many of them are there and what do they do? - **Yorkshire Wolds Motor Club**

Friends next door known each other for ages, have the occasional fall-out but can rely on each other - **Beverley and District Motor Club**

The ones that changed their name and moved away **Blackburn Welfare Motor Club** became **Buccanneer Motor Club** and moved to ... have camper will travel.

Moved in but didn't stay long and then did a moonlight and disappeared for good - **East Riding Motor Club.**

A well respected friend who was very active but is sadly no longer with us - **Reckitts Motor Club.**

Moved in a long while ago after being a regular visitor and now established as an active member of the community - **Malton Motor Club.**

A close friend who shared many interests, still lives on the street but as family have moved on has become a bit of a recluse - **Bridlington and District Motor Club.**

The old couple down the street, retired a long time ago but still get lots of visitors blocking up every-ones drive with their old cars - **East Yorkshire Thoroughbred Car Club.**

Prominent neighbours from the far end of the street we used to see regularly at each others do's, have apparently moved into a home at Selby Aero Club but aren't as active as they used to be - **Selby and District Motor Club.**

Still live in the big house but they don't get out often and we don't see them much - **De Lacy Motor Club..**

The noisy neighbours (every street has one) are still making their presence known and we still enjoy meeting up regularly but on a smaller scale than in the past - **York Motor Club.**

Quite a few of our family and friends attended their first parties over at their house, very sociable in the 60's and 70's but not heard of for a long while - **62 Car Club.**

Initially took part with most of the "goings-on" on the street but overtime got involved more and more with a strange cult called "two wheels" and found new friends. Still about but don't talk anymore - **Auto 66.**

Previous residents sometimes talked about and referred to in old documents now long gone - **Howden and District Motor Club** and **Municipal Motor Club.**

Finally not to forget the three that got together and gave up their own identities. They took down the fences and pulled up the hedges to make a much bigger plot.

**East Yorkshire Car Club, Kingston Car Club and Hessle and District Motor Club** decided to let the new place out on the condition that the new tenants let them stay and join in the fun.

The new tenants of course being ourselves, **North Humberside Motor Club**, and members of some of the "original three clubs" are still with us.





# MEET THE NEIGHBOURS



## Yorkshire Wolds Motor Club

[www.facebook.com/yorkwoldsmc](https://www.facebook.com/yorkwoldsmc)

Email: [yorkwoldsmc@icloud.com](mailto:yorkwoldsmc@icloud.com)

Y.W.M.C. is a new club serving the coastal towns of Scarborough, Filey and Bridlington and Yorkshire Wolds. Founded in 2020.

**Club Email:** [yorkwoldsmc@icloud.com](mailto:yorkwoldsmc@icloud.com)

**Club Type:** Motor Club

**Year Club Established:** 2020

**Club Activities:**

Auto/Rallycross  
Autotests  
Car Racing  
Hillclimbs  
Rallying

**Membership Fees (01/01-31/12):**

Application Fee	£2.00
Individual Membership	£10.00
Family Membership	£23.00
Junior Membership	£7.50
Lifetime Membership	£100.00

**Honorary President** Derek Mathewson

**Chairman** Stuart Taylor

**Events Director** James Greenhough

**Club Secretary** Malcolm Higgins

**Treasurer** Stuart Taylor

**Marshal Co-ordinator** Tim Bradley

**Safeguarding Officer** Malcolm Higgins

*NB Details taken from the Clubs and Organisers section of the Motorsport UK 2021 Yearbook and from the Clubs membership application form 2021*

The Club meet on a monthly basis (Wednesday) for a social event at the **Ganton Greyhound** Public House (Covid-19 restrictions allowing). Located on the A64 at the village of Ganton (YO12 4NX) between Sherburn and Staxton.

**Future Event:** Rallye of East Yorkshire Historic and Targa, Sunday 6<sup>th</sup> June 2021, starting from Sledmere Farm Park, Sledmere House, Driffield. Lunch and dinner provided, 17 tests covering 20 miles on Map 101. Regs are out in May.



# Melbourne & John Overend Memorial Rally

The date for your diary is Sunday 30<sup>th</sup> May 2021, when hopefully we can return to promoting a Stage Rally.

As a result of Covid-19 we have missed out on four (yes four!) Stage rallies - Warcop twice 2020 & 2021, John Overend Memorial Rally 2020 and Cadwell Stages 2020. This could be five if you include a Junior Rally run as part of one of the others, which has recently been the norm.

As well as a loss in potential revenue we also lost circa £3K due to the very late cancellation of the Warcop 2020 event.

Initial planning includes the option to run as traditional Senior and Junior events as well as Dual and Single occupancy time trials. This hopefully gives us the option to react to the tightening/relaxing of restrictions to still promote an event.

Trackrod MC have rescheduled the Lookout Stages from 11<sup>th</sup> April to 11<sup>th</sup> July meaning we are going to be the first on the venue after a break of two years.

Whilst we have been in "lockdown" a number of changes have been taking place on the venue.

The dragstrip is now being run by Straightliners with improvements/changes being planned.

A workshop is also being built for TMD Friction (previously Mintex) who operate their testing facility on the venue. This is located in what was the "tyre dump". As a result we have to re-loacte/dispose of some of the tyres.

Another issue concerns National Grid who are carrying out maintenance work on the High Voltage power lines and associated pylons that pass through the area.

As part of this work they have established a site depot on the airfield on the runway between the pond and TI's Rallyschool.

In addition to the above the venue may well have suffered from general wear and tear from nature and general agricultural operations.

Before we can plan an event we need a site survey to see what tracks we can use. This will be on Easter Sunday with a small team from Trackrod.

Watch this space and we will let you know how things pan out.

## JOHN OVEREND MEMORIAL RALLY

**Sunday 30<sup>th</sup> May 2021**

**MELBOURNE AIRFIELD**

Planning is underway and help is required with stage building, stage turnarounds and clearing away after the event.

To comply with Covid-19 restrictions Stages are being designed to use the minimum amount of equipment and limit unnecessary handling. Offers of help lease to Gavin Heseltine, John Newlove or Carl Thompson.

Contact details

inside front cover.



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

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

# Melbourne & John Overend Memorial Rally

As access has been restricted during the current pandemic restrictions we are grateful to Rob Brook who has made the venue part of his exercise regime, with the agreement of Edward Rowbotham, to take the photographs showing current views.

First of all, the Pylon area:

You'll notice here that it has actually been cleared up – there's a lot more space around. The mounds have gone from under the pylon itself – its all very open now.



If we look from a little further on, you can see the access way down the side of their compound:

So in this area we no longer have the room for running in both directions, but we



still have room for either a split/merge or a start/finish.

Of other note around, near most of the pylons are a dump of equipment for the pylon – they look like these.



We probably need to be mindful of them and potentially ask if they can be moved so we have no chance of hitting them.

Other areas to be aware of are the old service area, all which has been taken back to the original surface which looks very good. We could use it for stage, or the drag racers are using it for their pits and will be marking it left & right with bays. (I believe they are going to plane the other side of the test track too).





## Rewriting the rules

We want you to have your say

As you may have seen in the February edition of Revolution, Motorsport UK is embarking on its biggest reform of the National Competition Rules, with a view to implementation by 1st January 2023.

The aim of the process is to examine, simplify, and modernise the existing regulations, bringing improvements in structure and ensuring compatibility with the International Sporting Code and Motorsport UK's commitment to Equality, Diversity and Inclusion.

The new regulations must reflect the views of the community, therefore Motorsport UK is embarking on a period of consultation with its membership. We want you to have your say.

We would like to invite you to participate in a survey to help us develop the new rules. It comprises just 10 questions but if you wish to expand on your viewpoint in more detail you can do so by emailing [nationalcompetitionrules@motorsportuk.org](mailto:nationalcompetitionrules@motorsportuk.org)

Many thanks in advance for participating in this important consultation and we look forward to updating you on our progress.

Kind regards - Motorsport UK

## SURVEY IS ONLINE BUT AS FOLLOWS

1. Which of the following roles do you participate in?  
A competitor; A licensed official; An unlicensed official; A marshal  
Other (please specify)

2. How long have you been actively participating in motorsport?  
0 to 2 years; 3 to 5 years; 6 to 10 years; 11 to 14 years; 15+ years
3. What discipline/s do you participate in?  
Autotest; Autocross/Rallycross; Cross country; Circuit racing; Drag racing; Rallying; Sprint/Hillclimb; Trials; Karting; Other (please specify)
4. Do you participate in historic motorsport?  
Yes/No
5. Which historic motorsport discipline/s do you compete in?  
Circuit racing; Rallying;  
Other (please specify)
6. Do you think the current General Regulations need to be reformed?  
Yes/No - Please explain the main reasons for your answer?
7. What do you consider to be the 3 most positive aspects of the current General Regulations?  
1.                      2.                      3.
8. What do you consider to be the 3 most negative aspects of the current General Regulations?  
1.                      2.                      3.
9. What elements or features do you think will be important for the new National Competition Rules?
10. If you would like to expand on your viewpoint please send an email to [www.nationalcompetitionrules@motorsportuk.org](mailto:www.nationalcompetitionrules@motorsportuk.org)

**Released 26<sup>th</sup> Feb 2021**



## **Latest Member News**

**Released Friday 26<sup>th</sup> February 2021**

It was fantastic to be able to make our announcement on Tuesday that motorsport can resume in England from 29th March, following the news from Prime Minister Boris Johnson of a "roadmap" for easing COVID-19 restrictions. Hopefully it won't be too much longer before we are announcing similarly positive updates in regard to the other 'locked down' nations, and we are in constant dialogue with the relevant sport agencies to establish those timelines as quickly as possible.

The easing of restrictions is subject to compliance with the guidance issued by national governing bodies for organised Permitted sport, and the Restart Guidance created by Motorsport UK has served us well on the previous two occasions. We have reviewed the documentation with updates where necessary, and this will be

available at [motorsportuk.org/COVID-19](https://motorsportuk.org/COVID-19) early next week, where you will also find the guidance relating to Exemptions and Elite Sport which still apply for the moment.

The steady stream of applications for event Permits is good to see and although safety will need to remain our priority, it feels like there will be much to look forward to over the coming months as the 2021 season starts to take shape.

As ever, I would like to express my personal appreciation to you all for your resilience in keeping the sport together behind the scenes, and I look forward to a time in the not too distant future when we can see each other again at venues across the UK.

Best wishes,

Hugh Chambers - CEO, Motorsport UK  
Revolution Magazine

### **Forestry England Confirms Reopening of Forest Estate to Motorsport**

Friday 26 March 2021

Forestry England have advised Motorsport UK that motorsport will be allowed to resume on their estate from 30 September 2021.

Motorsport UK understands that the Forestry England's estate has proven more popular than ever as restrictions ease and anticipate that this demand from the public will increase more over the summer 'staycation' months.

Access arrangements will be in line with prevailing COVID-19 guidelines at the time.

Motorsport UK are inviting permit applications for events and organisers who wish to hold events on the estate from 30 September 2021.

The governing body continue to liaise with Forestry England in regard to the longer term access arrangements that were announced in February, following Forestry England's public consultation, and new strategic approach and commitment to motorsport's future in the forest.



# NHMC VIDEO LIBRARY!

## VIDEO LIBRARY

Last months Magazine link to the YouTube upload by Richard Wood of Super 8 footage from a Crystal Stages Rally in the late 70's got me to thinking.

There must be lots of video footage from NHMC events from companies like Mad Video and Sound & Vision etc gathering dust in peoples collections. Often with no means to play them anymore!

Just checking my own shelves I have so far found the following videos:

1990 Castrol Crystal Ford Stages Rally  
1996 Rally Drive Stages Rally  
1997 North Humberside Forest Rally  
1998 North Humberside Forest Rally

I am intending to have mine digitised to make them more easily viewable in the future.

Looking online various companies offer this service professionally with some advertising the ability to enhance "old/damaged" tapes and only charging for footage that can be accessed whilst returning the original material/media.

Options include conversion to DVD, USB or a digital/downloadable version. Multiple originals can be copied to the same DVD or USB which is cheaper than having each original separate.

Digital Download:  
£10.20 each inc postage to return DVD's.

On to USB Stick:  
1-£20.40 each; 2- £17.40 each; 3- £11.60 each; 4-£15.00 each; 5-£14.40 each; 6-£14.40 each; etc

Alternatively does anybody have the facility to do this which they would either do the necessary transfer or give me details of the kit required so I can consider getting my own set-up.

Has anybody got any other NHMC events on video they would like to include, the plan being to make copies available of all footage to any contributors and maybe charge others a small fee to cover some of the cost of the project.

Email me on [haggarr@hotmail.co.uk](mailto:haggarr@hotmail.co.uk) if this is of interest and to advise what tapes you have.

**Gavin Heseltine**

**NORMALLY YOU ONLY GET THIS ISSUE OF YOUR MAGAZINE  
IF YOU HAVE RENEWED YOUR MEMBERSHIP**

**BUT AS A ONE OFF GESTURE  
2020 MEMBERS WHO HAVE NOT YET RENEWED ARE RECEIVING THIS  
ISSUE**

**PLEASE REJOIN OTHERWISE NO MORE MAGAZINES**





# BICESTER MOTION - Who or What is it?

Source: Daily Telegraph

Date: Mon 15<sup>th</sup> Mar 2021

## £140m plan to turbocharge motorsport tech centre

Britain's "motorsport valley" is set to be turbocharged with plans to develop a Second World War bomber base into a centre of excellence for automotive technology.

Up to 1,500 jobs are hoped to be created by Bicester Motion as it turns the former Royal Air Force base into a innovation centre for car enthusiasts. Acquired in 2013 by the company, the 444-acre former RAF base at Bicester, Oxon, has already been turned into a hub for classic cars.

More than 50 wartime buildings have been restored and 45 businesses focused on maintaining and selling veteran vehicles have moved on to the site. 1,500 the number of jobs that may be created as Bicester Motion turns the former airbase into a car industry innovation centre.

Bicester Motion has now unveiled a £140m investment plan for which it is running an equity-raising. It is aimed at attracting more companies with the aim of becoming the UK's main automotive cluster where businesses can develop technology and test it on on-site tracks.

It is hoped the site will also become a major tourist destination, increasing by tenfold the 100,000 visitors a year. Dan Geoghegan, chief executive of Bicester Motion, started the project after crashing his vintage rally car.

The significance of Bicester Motion to us is that it is the new location of our governing body, **MOTORSPORT UK.**

*The location provides significant benefits, being within 90 minutes of 50% of the UK's population. Both Birmingham International and London are easily reached in less than 60 minutes by rail, as well as having excellent motorway links via the adjacent M40. This will aid Motorsport UK's ability to engage with the whole UK motorsport network, including its club community. All with ample parking to host events.*

*Motorsport UK Website*

He became frustrated at having to send it around the country for repairs, prompting him to establish a centre that brought together specialists at a single location.

He added: "Since we first acquired the RAF Bicester in 2013, we've spent around £20m turning part of it into the leading aviation and classic car hub in the country. "That's just one part of our overall Bicester Motion vision, a tourist destination that celebrates the innovation, technology and culture behind mobility.

"Over the next five to seven years, we wish to develop the airfield further with another £140m of investment."

He went on: "our Innovation Quarter will focus on nurturing futuristic technology developments, including autonomy and electrification, and our Experience Quarter will allow for test drive and off-road activities for the public."

**Alan Tovey**

# MARSHALLS NEWS

Please see the emails from ANECCC regarding plans for future training.

I think it is important that one or two of us sign up for this. I will also contact direct my usual timing marshals re the contactless timing training in time to allow them to register for the scheduled date of Thursday 22<sup>nd</sup> April.

Thanks

John

From: ANECCC Training Portal (Nev Simmons) <trainingportal@aneccc.org.uk>

Sent: 02 March 2021 07:03

To: Nev SIMMONS <neville.simmons@live.co.uk>

**Subject: Contactless Timing Teaining 22nd April**

Dear All

Although the strictness of Covid 19 regulations may be being eased, there is still a requirement to reduce or erase handling of items including timecard etc.

The Contactless Timing Training session on **Thursday 22nd April** is ideal to understand the practical elements of timing without handling paperwork. Ideal for Stage Commanders, stage teams, timing marshals, start & stop radio crews as well as safety car crews.

Sign up at <https://forms.gle/mG49Ysv5MrerG2tA7>

Places are limited to 100 people therefore apply as soon as possible to reserve your place. A reserve list will be available. When the course is ran again by ANECCC priority will be given to those on reserve list.

**\*\*Please note this training is not one that can count to an upgrade or remain in grade. It is a specific session to deal with a particular scenario.\*\***

The trainers will be Eric Cowcill & Jon Cordery.

The link to the Zoom Webinar will be issued approximately ONE week prior to the training evening and again the evening prior.

Any question etc please contact ANECCC Training Team.

Leigh Macdonald [Imacdonald555@aol.com](mailto:Imacdonald555@aol.com)

Anthony Jamieson [anthony.jamieson@live.co.uk](mailto:anthony.jamieson@live.co.uk)

Nev Simmons [Neville.simmons@live.co.uk](mailto:Neville.simmons@live.co.uk)



# MARSHALLS NEWS

Thought this might be of interest.

We usually do our training through ANCC but not heard anything from them, as the club is a member of ANECCC it is open to our members.

**John**

From: Neville Simmons  
<neville.simmons@live.co.uk>

Sent: 20 February 2021 17:13

To: Nev SIMMONS  
<neville.simmons@live.co.uk>

Subject: Online Training in 2021

Training Session in 2021

The Association of North East and Cumbria Car Clubs (ANECCC) are pleased to advise that they are planning a number of Motorsport UK Marshal Training sessions using the Zoom Platform.

The sessions will take place each month on a Wednesday evening commencing in April, at a reasonable time of 7pm and will last mainly two hours with some needing to last a little longer to cover the module syllabus.

The sessions are scheduled for Wednesdays 21st April, 19th May, 23rd June, 21st July, 22nd Sept, 20th October & 17th November. A possible date of 25th August is also being considered.

More details and the sessions booking links are on the ANECCC website [www.aneccc.co.ukhttp://www.aneccc.co.uk/?page=37&t=Training](http://www.aneccc.co.uk/?page=37&t=Training) the Association Facebook page ANECCC Facebook and the document attached to this email. Please share around your club's.

The sessions will be limited to 90 attendees due to the Zoom account so

early booking is encouraged, once the sessions are full a reserve list will be kept and priority given to reserve list members the next time that course/module is ran by this Association.

Whilst the training is being organised by the ANECCC, marshals from all Motorsport UK clubs are invited to attend.

Training Coordinator Leigh Macdonald said "this has taken a few months of organising but our thanks to everyone involved in getting us to this point, now it's up to the marshals to take up this fantastic opportunity to learn and progress. ",

Vice Chair Neville Simmons confirmed that plans are at an early stage for face to face training including outdoor practical in 2022, Covid19 regulations permitting.

More information can be obtained from the ANECCC Training Team by emailing

Leigh Macdonald [Imacdonald555@aol.com](mailto:Imacdonald555@aol.com)

Anthony Jamieson  
[anthony.jamieson@live.co.uk](mailto:anthony.jamieson@live.co.uk)

Neville Simmons  
[Neville.simmons@live.co.uk](mailto:Neville.simmons@live.co.uk)

[End]

Neville Simmons - Tel: 07889141828

[neville.simmons@live.co.uk](mailto:neville.simmons@live.co.uk)





# The biggest little rally in Yorkshire 2020

## Running the Biggest Little rally in Yorkshire

So, what do you do when rallying has stopped due to bad weather and then a pandemic, but you have a full time job, a part-time business and a young family? That's right – you roll up your sleeves and add to the workload!

With the prospect of no stage rallying in Yorkshire in 2020 I couldn't just sit-by and do nothing. I'd had conversations with

someone about the old Malton Rally Time Trial -we realised this was the most likely way of getting rallying restarted. One person in a car, minimal stage changeover – it's different, but still the

crux of stage rallying. A quick read of the rules and some conversations with officials I knew – lets see if we can give it a go.

The concept was keep it really simple.

- We had to do it with very few people (we needed to make changes quickly if Covid regulations changed)

- We had to do it quickly (so we'd have less chance of rule changes)
- We had to do a simple setup (so less chance of transmitting any infection)
- We had to do it cheap (because if it got cancelled, I didn't want lots of costs)
- No-one at the venue that didn't truly want to be there (don't go because you feel obliged)

What I also wanted was for no club to gain financially from the event when the others hadn't been able to run. The concept was

born that we wouldn't pay for venue hire, but all profits would go back into the venue development fund, to which the land-owners agreed. If the event lost money my business (Clubman

Motorsport) would pick up the tab.

Some hasty conversations with Motorsport UK showed they were really wanting to help in any way they could to get motorsport kick-started. It's easy to criticise "The Ivory Towers", but in the case of the time trial they could not do enough for us.

continued on Page 17 ...



Matthew Hirst & Gareth Parry - 2<sup>nd</sup> O/A Dual Occupancy  
Photo courtesy of Kevin Money.



# The biggest little rally in Yorkshire 2020

... continued from Page 16

We had a few curve-balls as we went (Motorsport UK allowing navigators in cars, the organisers of the Flying Fortress asking if they could run on our planned date, my planned family holiday) – but rather than dwell on them I thought I'd share with you the biggest challenges and successes from the event.

1 – We were not short of volunteers to help, we were initially short of the right volunteers.

- Some of the time consuming roles in organising events are done fantastically by those who are retired. However, they are often the volunteers at highest

risk if they catch Covid-19. Whilst I was so fortunate to have Alison as my event secretary, it's very difficult to work well with someone you only actually meet at the event! As a club, region, sport – this is something we really need to think about. We've had to change our ways of working because of the pandemic – what more

can we do as our key organisers stop being 21.

2 – Traditionally clubs run events. This was different, it didn't come from a club, it came from friends who are members of different clubs.

- Someone once said to me, "People make events happen, not clubs." – this event showed this is true, but there are difficulties with that. Motorsport UK are not setup for it to happen. I think given the ever increasing age-profile of clubs, we

need to think about this a bit more... How do we ensure events continue when club-members reduce? New clubs rarely have the resources to run something like a stage rally.



Dave Hornbrook - 1st O/A Single Occupancy  
Photo courtesy of Kevin Money.

3 – This was the first stage rally after lockdown where anyone could enter. (One ran the previous weekend where you needed an M-sport car to compete)

- We didn't just do that, we created a new concept of event, run it to new rules to eliminate any personal interaction, and do it with a team that had never worked together before!

continued on Page 18 ...





# The biggest little rally in Yorkshire 2020

... continued from Page 17

- This was only possible because of the passion to get rallying running again. Yes, we regularly reviewed if running the event was the right thing to do, but not once did I hear anyone say it would be too hard – lets not lose that in rallying.

4 – Because of the Covid-19 protocols, we had more documentation to physically post to more people than ever before. This had a financial cost, but what I didn't factor in was the time it took.

- Our team were spread across the country, a chief marshal from Nottinghamshire, a chief Paramedic from Tyneside, the secretary from West Yorkshire (In lockdown) and me in

the middle, 400 yards from the venue!

- When we issued competitor packs, we couldn't get a group of people together to do it, one person had to do it.

- When we issued packs to marshals, again it came from one person.

- When we posted the packs, again one person had to do it. (And cause an

almighty queue in the post office! Twice!)

5 – Motorsport UK allow passengers on Time Trials, but I don't think they've ever done it before. They didn't actually know what to charge us!

But, whilst it wasn't easy, its do-able. Just we need to factor that in.

And some real positives;

- The event. Apart from the almighty weather causing the venue to be

treacherous – most crews really really enjoyed it. It was a sense of normality, and we had competitors at the venue that wouldn't normally have done it. As

ever, a few hated it – but we have others asking when they can go back.

- The success of different people working together. I suspect one person may never talk to me again and I suspect some are still upset I didn't ask them to do a role – but the jubilation of us getting back to

... continued from Page 19



Matthew Sample - 3<sup>rd</sup> O/A Single Occupancy  
Photo courtesy of Kevin Money.





# The biggest little rally in Yorkshire 2020

... continued from Page 20  
some sort of normality was fantastic. And, as I've said before – the guys at Motorsport House really helped us make it happen.

- The format really worked well. We had fewer breakdowns than normal, we had

very few incidents to deal with, very few competitors got baulked – and in fact, some of the new ways of working actually make things easier. (Why on earth did

we need to show competition licences on the day? Or check dates on safety gear on the day?). And some real surprises – competitors who needed to go during the event, we could let them. Being single-lap, they followed the last car out – simple!

- The zoom briefings for competitors and marshals. I found they were a great way of getting everyone to understand what we were trying to do.

- And, I was even congratulated on the

quality of our preparation. How on earth did that happen?

My thank you to everyone who made this mad idea a success. Friends who went above & beyond, those who came out and did jobs it would normally take 3 people. And of course I have to thank my family

who suffered my tiredness. (After all, if I give rallying a kick-start, it's not like my business was going to get busy, was it?)

If you're still reading this – I'm going to do a little bit of marketing. We've just

become direct agents for the Fire Safety Sticks. I've setup a 12% discount code specially for NHMC members – the code is JOMSR12 – its valid until our next rally on Melbourne. Oh, and sorry to the post office for blocking them up again (Twice) when I posted the calendars out.

So to close – We did it. We not only "Got away with another one", we did it right. We ran the Biggest Little Stage Rally in Yorkshire in 2020!

**Rob Brook**



Paul Thompson - 6<sup>th</sup> O/A Single Occupancy  
Photo courtesy of Kevin Money.



## Scrutineers Bulletin

March 2021 – 184

### Motorsport Activity Restart Guidance Update

Motorsport activities are able to restart in England from 29th March, and for Scotland, Wales, Northern Ireland, and the Channel Islands we look forward to announcing updates relevant to those nations in due course.

We will be releasing updated guidance documents very shortly in advance of this restart date so please look out for these, which will include an update to the Scrutineering guidance. This will be published on the dedicated COVID-19 information page of our website

<https://www.motorsportuk.org/covid-19/>

### Officials' Learning and Development Week 2021

Thank you to everyone who has completed the online modules on the Learning Hub in support of the Officials' Learning and Development Week. If you haven't yet been through the online modules, and wish to do so, there is still time.

The presentation slides, Q&A documents and recordings of each webinar have now been uploaded to the Learning Hub and you will find them by clicking on Volunteers and then Officials. If you have any queries, or are struggling to access the Learning Hub, please contact [training@motorsportuk.org](mailto:training@motorsportuk.org)

### FIA 8860-2004 Helmet Approval Extension

We are pleased to confirm that we have extended the validity of the FIA 8860-

2004 standard helmet for use in National events only to the end of 2021.

The previously published expiry date of 31st December 2020 still applies to International events and any event overseas run to FIA regulations. But for Motorsport UK National events only, the FIA 8860-2004 standard can continue to be used until 31st December 2021.

### Future Scrutineering Processes

As introduced at the Scrutineer webinar during the Learning and Development Week, our plans for reforming Scrutineering procedures, once the COVID-19 restrictions have lifted, are progressing. The development of the competitors' Checklist declarations is now underway, with a small working group looking at the specific needs for each motorsport discipline to tailor it to their needs. We are planning to be in a position to run some trial events under the proposed procedures during the summer of 2021 to iron out any issues before we publish full details and guidance during the Autumn. We will continue to update you through this bulletin.

### ROPS Welding

The photos below were sent to us by a scrutineer who had been asked to inspect the car for a Vehicle Passport, prior to it being sent for blasting and painting. It is not hard to spot the incomplete welds in either photo, which are obviously of great concern. Quite rightly in this case, the Vehicle Passport application process will be halted until the insufficient ROPS installation is corrected and inspected with a satisfactory outcome. Vehicle



Passport inspections offer a scrutineer probably the best opportunity to have a proper look over the vehicle, with less time pressure, and it is therefore important that when carrying out such checks you do pay particularly close attention to areas like this.

## Category 1 & 2 Stage Rally Cars

When inspecting a rally car for a vehicle passport it is important to have a good look around the car and establish which class the vehicle would fall into, take a look at some of the key areas such as the bulkhead, transmission tunnel and suspension turrets to check whether these parts of the car have been extensively modified. The two main classes cars fall into are

Category 1 and Category 2.

Category 1 Rally Cars can consist of the following as per R46.2: Groups A/N of FIA Appendix J, Groups 1, 2, 3 and 4 of the 1981 FIA Appendix J, non-homologated series production cars or specialist rally cars and make up the vast majority of cars that compete in stage rallying.

Category 1 cars are limited to the modifications they can make to the bodywork of the vehicle as per R48.1 i.e. floor pans, bulkheads and transmission tunnels may not be modified other than localised alterations to accommodate the fitting of an alternative engine and/or gearbox and/or differential and/or axle, seats and exhaust.

Category 2 Rally Cars allow for additional modifications to be made on the car allowing for larger engine capacities and drive train changes i.e. FWD to RWD. The additional modifications are subject to the bodyshell construction

alterations from the bulkhead rearwards being limited to those detailed in FIA Art. 279.10.3.10 – for more information, drawings and guidance documents on Category 2 Cars please visit <https://www.motorsportuk.org/resource-centre/> > Select Technical: Car > Category 2. Category 2 Rally Cars require an inspection from a Technical Commissioner and additional Category 2 Rally Car paperwork alongside the Vehicle Passport.

## Badges and Stitching on Overalls

For both FIA Standards for Protective Clothing 8856-2000 and 8856-2018, any embroidery that is added to garments must be stitched onto the outermost layer only. The backing material of any badges as well as the thread shall be flameproof and conform with standard ISO 15025. When affixing badges and advertising to garments, heat bonding must not be used. The homologation guidance for both standards can be viewed by clicking [here](#), any clothing that does not comply with the conditions laid out in the FIA Homologation document will be considered invalid of the homologation.

## Regulation 'Freeze' and a new FIA Standard - Monday 08 March 2021

Motorsport UK has announced today that it has extended the validity of certain FIA-homologated competition seats by one year due to the COVID-19 pandemic. The applicable Regulations are N6.13.6.1 and R48.10.6, The date of implementation of the above Exemption (Regulation A2.4) is immediate and will cease on 31/12/2022.



# BTRDA Competitor Survey

## 2021 BTRDA Tyre and Fuel Survey

As part of our ongoing work investigating (and promoting) the sustainability of clubman rallying, we'd like to ask you a few (10) questions with regards to certain aspects, for instance tyres, fuel and size of team (ie how many vehicles in your group).

The survey has been designed to hopefully not take up too much of your time and your responses as always will remain anonymous - they will only be used for the BTRDA committee to understand the current impact the championship has on the environment.

Please use the following link

[www.surveymonkey.co.uk/r/38728LR](http://www.surveymonkey.co.uk/r/38728LR)

1. **What car and BTRDA class do you regularly compete in?**
2. **How many tyres do you use on average per BTRDA event?**  
5, 6, 7, 8, 9, 10 - Other
3. **Considering your last answer, what percentage of your tyres are usually new for the event?**  
100%, 80-99%, 51-79%, 50%, Less than 50%
4. **Do you sell your part worn tyres?**  
Yes / No
5. **Do you buy and use part worn tyres?**  
Yes / No

6. **What manufacture of tyres do you regularly use?**
7. **How do you dispose of your "used" tyres?**  
Return to tyre supplier; Pay local tyre fitter to dispose of; Take to local tip; Other including recycling (please specify)
8. **Approximately how many litres of fuel do you use on the event for the competition car and is this readily available fuel from commercial fuel stations or motorsport specific fuel such as Hiperflo Turbo Ultimat DEV2, ELF Turbo or similar?**
9. **Do you use on event refueling or fuel the car yourself from fuel cans or commercial petrol stations on the route?**
10. **How many vehicles, in addition to the rally car and service vehicle do you take with you on a typical event?, e.g. drivers road car, co-drivers road car and how many additional vehicles.**  
0 - we all travel in the service vehicle, +1 Road Car, +2 Road Cars, +3 Road Cars, +4 Road Cars

**How many people attend including the crew?**





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

<b><u>Date</u></b>	<b><u>Event</u></b>	<b><u>Location</u></b>	<b><u>Type</u></b>
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

# Flashback ... 1988

## ALWOODLEY SUMMER AUTOTEST

At the end of the Alwoodley M.C. Autotest Rob Pattison diplomatically mentioned that it was my turn to write the report!

So with Roy (Heath) sunning himself on the Balearic island of Menorca it was to be a reduced assault on this round of the Yorkshire Shell Oils League. In fact it was a very depleted field from North Humberside altogether. Robert Newlove pulled out due to a broken first gear. (Hell-fire, he's got three others and reverse, what more does he want!?) Alan Carvell was due to partner Robert, but joined him as a non-starter despite an offer by Rob Pattison to share his car. It's many years since I've seen Alan autotesting, so hope he makes the next event. That left the aforementioned Rob Pattison (and pit-man Fred) Ian Giles and myself to pitch battle against a very healthy field of 50.

Rob and Ian were naturally running in the Specials class at 49 and 50, but with only two entrants in the 1275 Class B we were amalgamated to the very competitive sports car class. No class awards this time!

Heepy was still suffering from the blown head gasket incurred on Carnaby, but was running quite well so long as the radiator pressure cap was left off, and with a new engine imminent we're not looking to spend too much cash on the old unit.

Rob Pattison had gone the whole hog and rebuilt his Prontaprint Special, converting it from rear wheel drive to a more conventional front wheel drive – a brave move which made a very interesting day for him! Ian Giles had stopped playing silly

buggers with his cylinder head and had the right one on this time ready to do business.

With so many competitors, space was at a premium on the Asda car park in Morley. At the drivers meeting prior to the start, the organisers made themselves a little unpopular. About half the competitors had set up camp in an area not designated part of the paddock and were asked to move. Still, the sun was shining!

Sixteen tests were planned on two adjacent sites and cleverly used the same configuration of pylons throughout. With such a large number of competitors taking about an hour to complete two tests, this was essential. The tests themselves were well designed with some subtle oddities thrown in to catch out the unwary. There were also many more changes of direction between gates than I've ever experienced before!

The first four tests went without incident. The long wait enabling Rob to charge his battery from my Sierra, the recent rebuild having left him with a wiring loom bent on destruction. Just to add a little spice to his day, Rob was also experiencing poor handling and a sticking clutch. Some time-consuming grinding of gears was not doing much for his times. (Now I see why Alan and Robert declined his offer to share his car!). Ian Giles got lucky on test four. The weather suddenly changed from bright and blustery to a heavy downpour. Ian was running last and suffered a very slippery test where everyone else had run in the dry.

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# Flashback ... 1988

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By the time we'd waited an hour to do rest five the rain had stopped and the ground was almost dry. It didn't stop me clocking up my first ten second penalty however. A fraction too tight handbraking round a cone was enough for the eagle-eyed marshal. Just to add insult to injury, on the second attempt at the test I got three wheels across a stop-astride and picked up another ten! Not to be outdone, Ian Giles had a much more dramatic experience on test eight. He managed to wipe out a whole gate while attempting a handbrake reverse into it! However he was putting in some good times whilst I was struggling with the tests and Rob was still having problems with his car.

The electrical problem was still causing Rob some trouble. At one point he returned to the paddock, turned off his ignition and the engine kept on running! Whilst trying to detect the fault Rob removed the distributor cap and was opening the points with a Leyland special tool – a large blue comb! Every time he opened the points the spark jumped across and made a clicking sound. Puzzled, we listened for a while trying to identify it. I suddenly realised I'd heard the sound before and looked up to discover my son Simon standing alongside the car, nonchalantly clipping his nails. Relieved expressions on our faces contrasted with a rather nonplussed look on Simons!

The day wore on with the tests becoming more complex and including many changes of direction between gates. There were no major problems although Rob was still struggling with ill-handling. I threw in a

couple of sluggish tests – my second attempt at test ten being some ten seconds slower than the first. Meanwhile Ian was steadily piling up some good times.

With 14 of the 16 tests completed, the organisers called it a day in deference to the competitors who'd travelled a long way to attend. By the time we'd loaded up the results were out. D. Sowman took F.T.D. in a very pretty Mini Special with P. Cohen claiming second in a 1098 Mini Saloon. Ian carried the honours for Humberside with a solid sixth overall and third in class. I only managed twelfth on this occasion, my two penalties costing me tenth place. Robs problems were reflected in his nineteenth overall but hopefully he'll be back to a more competitive state by the next event.

All in all it was a good day spoilt only by the long intervals between tests. The tests were good and the marshalling first class.

**Howard Everingham**

## VISIT TO LADA CARS

A visit to Lada Cars at Carnaby has been arranged by Sharon Smith.

It will take place on  
Wednesday November 16<sup>th</sup>  
at 7.15pm, meeting at Carnaby.

Anyone interested in going please see Sharon on a clubnight or ring her (number on inside of back page).

**PS The cars for the RAC will be there and we will be able to have a look at them!**



# Flashback ... 1988

## **EVERQUIP/MOONRAKER STAGES**

**7<sup>th</sup> August 1988**

With the demise of road rallying as we've known it, thought we'd take to the wide open spaces of Leconfield and have a go at the Clubs Everquip Moonraker Stages. We brushed the cobwebs off the old car which has been in disgrace after letting us down on last years Tour of Mull and spent one evening making sure everything was where it should be. Sporting our new plumbed-in fire extinguisher we visited Jim Kilmartin who took a few details of the car and £10 of our cash in return for a log book. This event was turning out to be expensive!

Sunday was a beautiful day – hot and sunny from early morning – good job the first hour was spent waiting for the Army to search the car. Phil was quite upset when the Lance Corporal refused to give him a body search.

It's amazing how rusty you get not having done an event for so long. We forgot to take the scrutineering card to signing on, forgot to get the rally plates and stage maps, forgot which board means you can start the rally etc. I checked back and found the last stage event we did was in March 1984 which made me feel a bit better.

The difference between road rallying and stages soon took it's toll. So many cones and flags and boards and so much space was really confusing. It must have been halfway through the event before things seemed more familiar. The tight bits were great, felt much more at home

round the bomb bays than on the main runways. Also liked the use of the roundabouts to tighten up the route a bit – it lessens the gap between the "proper" cars and ones like ours.

Our tyres didn't last long. We only have one set – you've guessed it – for use on road rallies. Fine for the purpose they were intended but after a couple of stages the surface was taking great chunks out of them. My driving and the state of the tyres made an interesting combination.

Surprised how well the car went sideways, backwards and in circles – fortunately we hit (sorry I hit) nothing more substantial than a stake all day.

It felt like a really pleasant, relaxing day. Do a stage, sit in the sun, do another stage, and so on. But around us was a hive of activity. Service crews rushing around changing tyres, blowing them up, letting them down again, changing bits, hammering and banging etc. and the event was only 40 miles on almost pure tarmac. I wondered how many of these vehicles would survive the Tour of Mull. Makes one question how much time goes into preparing a car when every spare minute is used to keep it running.

It was encouraging to see so many NHMC crews out and achieving good results. Haven't seen the Webster brothers in a long time. Tim and Angela went very well to finish third overall (was Tim trying to narrow their car down a bit in anticipation of the bomb bays?)

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# Melbourne & John Overend Memorial Rally

... continued from Page 9

In addition, many of the cabins/old control tower are now gone.



And there are some potholes near the old rough road.

Areas of concern for running.

1. The return road – especially near the bus-stop chicane and the entrance to TI's compound.

The potholes have been filled with gravel which will simply pull out if we run over it.



Hopefully we will be able to update everybody on the situation after our site visit on Sunday 4<sup>th</sup> April.

If the date sounds familiar it is because we should have been running the NHMC Warcop Stages over the military ranges that day but the event was a casualty of the Covid-19 restrictions.

## Flashback ... 1988

... continued from Page 26

After the event we were roped in for clearing up duties – that was the hardest part of the day, collecting bales and stacking cones. I trust we'll get an entry at reduced rates next year!

Well done to Ken and his hard-working team for a thoroughly enjoyable days

rallying. Also well done to all those who marshalled, helped with documentation and produced the results so quickly and effectively.

**Margaret Varey/Phil Craven**

P.S. Must get some practice in before we attempt another event!



# MEMBERSHIP SECRETARY

Joined/Re-joined for 2021 (Since 19th Feb)

**Single Membership (34):** Trevor Davies, John Newlove, Mark Tabor and Carl Thompson.

**Joint Membership (38):** David Jackson and Kerryl Carter, Derel and Jean Lee, Ian and Rosemary Sadofsky, Robert Short and Kirsty Thompson, Graham and Denise Tabor, John and Sue Wylie.

**Family Membership (6\*):**

**Life Membership (3):**

## Current Membership Fees

Single Membership: £12.00

Joint Membership: £15.00

Family Membership: £17.50

The fees are minimum amounts, feel free

## 2021 MEMBERSHIP SUBSCRIPTIONS EXPLAINED

The board/committee have discussed the issue of the membership fee for 2021 following the loss of most of our events due to the Covid-19 restrictions.

Some other organisations have reduced their fee or even scrapped it altogether for members renewing in 2021. We looked at this but decided to leave things as they are for a number of reasons.

1. Loss of revenue from most events, only two Autotests ran in 2020 and no rallies.
2. Late cancellation of the Warcop Stages as the first lockdown was imposed - too close to cancel or get a refund on certain expenditure (£3000+ loss).
3. The running costs of the Club are still incurred and include the following:  
Rent for Equipment Storage; Motorsport UK and Association Membership Fees (Five); Insurance Costs; Accountants

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.

Joining in November/December Membership expires 31<sup>st</sup> December of the next year (ie 13/14 months for the price of 12).

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

**Dennis Robinson**

Fees (AGM Prep.); Radio Licensing Fees; Envelopes/Postage\*; Service Fire Extinguishers - £2,711 from 2019 accs. Which would require 226 members at £12 each to cover!

4. Additional admin effort in having to handle membership applications differently based on if it is a renewal from 2020 or a rejoin from pre 2020 or a new member.

5. The cost of the membership being one of the cheapest and having been held at the same low price for several years. What is £1 a month for single membership (42p a month if a Family membership of four) in the grand scheme of things.

Hopefully this will explain why your support in renewing your Membership is more important than ever.

\* We are very fortunate that Ken Sturdy of IT@Spectrum produces this magazine free of charge otherwise that would be a huge extra cost.



# 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](mailto: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](http://www.northhumbersidemotorclub.co.uk)

Surname: ..... First Name: .....

Signature: ..... Date .....

For Joint Membership, signature of spouse: .....

For family membership, signatures of other family members: .....

.....  
*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).**