

STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

Jun/Jul



Recognised
Club



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**Please do not telephone Directors,
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after 10pm**

Future Board Meetings (Start At 8pm)
Wed 23rd Jun (Zoom Call)
Wed 28th Jul (Zoom Call)
Wed 25th Aug (Zoom Call)



facebook.com/northhumbersidemc

www.nhmcwarcopstages.co.uk

Editors Ramblings ...

Welcome to "STAGE TIMES".
and it looks as if things on the Motorsport front are starting to pick-up after the enforced Covid-19 restrictions.

Our recent successful running of the John Overend Memorial and Melbourne Junior Rallies was our first event promotion for almost two years (since the last JOMR in 2019) with 2 Warcops a Cadwell and a JOMR cancelled. Whilst not everything was plain sailing, the event was well received and overall a success.

The lack of "red/cancelled" events showing on the Forthcoming Events pages indicates the calendar is getting back to normal although feed back on the various social media formats shows many are oversubscribed. Complaints are being raised over the way selections are being made from those who miss out with suggestions of favouritism and priority being given to later entering "names/big-hitters". Nothing new in this, it maybe time to go back to the ballots common in the 1970's to decide who gets a run.

I personally think this is only a temporary situation as once more events are running things will return to the usual state of affairs.

NHMC's calendar for the rest of 2021 is to go ahead pretty much as scheduled/planned, so time to start volunteering your help again please.

The opinions expressed in STAGE TIMES are purely those of the contributors and should not be construed as the opinions or policies of either The Club, its Directors or Committee.

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Cover Photo

John Overend Memorial Rally Winners
Steve Pawson/Graham Wride
Subaru Impreza (Car 11)

and
Melbourne Junior Rally Winners
Archie Swinscoe/Barry Young
Skoda Citigo (Car 102)

Photos courtesy of Kevin Money

FORTHCOMING EVENTS

JUNE 2021

| | | | |
|-------|------------------------------|--|------|
| 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 |
| 26-27 | Rally Monteberg | www.monteberg rally.com | MV-A |
| 27 | Mid Summer Caerwent | www.forresterscarclub.co.uk | SV-A |
| 28 | Lake District Targa | www.wigtonmc.co.uk | HiTa |

JULY 2021

| | | | |
|-----------|-----------------------------|--|-------|
| 03 | Lee Holland Memorial Stages | www.pendledistrictmc.co.uk | SV-A |
| 03-04 | M-Sport Rally Stages | www.m-sport.co.uk/msportstages | SV-F |
| 04 | Caves Classic | www.northhumbersidemotorclub.co.uk | T/Asy |
| 04 | Altratech SMC Stages | www.stockport061.co.uk | SV-A |
| 10 | Nicky Grist Forest | www.nickygriststages.co.uk | MV-F |
| 10 | Rally Time Trial | www.enniskillenmotorclub.com | TimeT |
| 10-11 | Mach 1 Stages | www.dunfermlinecarclub.co.uk | SV-A |
| 10-11 | TBR Shortrally | www.rallytbr.com | MV-A |
| 11 | Lookout Stages Rally | www.trackrodmotorclub.co.uk | SV-M |
| 15-18 | Rally Estonia | www.rallyestonia.com | MV-A |
| 24 | Enville Stages | www.warringtondmc.com | SV-A |
| 24 | RSAC Scottish Rally | www.scottishrally.co.uk | MV-F |
| 24 | Tyrone Stages Rally | www.cookstownmotorclub.com | MV-A |
| 25 | Harry Flatters Rally | www.breconmotorclub.co.uk | MV-A |
| 31-01 | Boucles Chevrotones | www.firc.be/index.php/en | MV-A |

AUGUST 2021

| | | | |
|-----------|----------------------------------|--|-------|
| 01 | Phoenix Stages Rally | www.eastwoodmotorclub.co.uk | SV-M |
| 01 | Tyneside Stages | www.alnwickmotorclub.co.uk | MV-A |
| 07 | Solway Coast Rally | www.solwaycoastraly.co.uk | SV-A |
| 07 | Dogleap Stages | www.maidencitymotorclub.com | SV-A |
| 08 | Heroes Stages Rally | www.pendledistrictmc.co.uk | SV-A |
| 14 | Plains Rally | www.plainsrally.co.uk | MV-F |
| 14 | Grampian Forest Rally | www.grampianforestrally.com | MV-F |
| 15 | Sutton on Derwent Classic | www.northhumbersidemotorclub.co.uk | T/Asy |
| 21 | Loughall Stages Rally | www.namcc.com | SV-A |
| 21-22 | Historic Rally Festival | www.historicrallyfestival.com | Show |
| 22 | Gareth Hall Memorial Rally | www.balamotorclub.co.uk | SV-A |
| 29 | Rainworth Skoda Rally | www.sheffieldandhallamshiremc.co.uk | SV-A |
| 29 | Mewla Stages Rally | www.epyntmc.co.uk | MV-A |



FORTHCOMING EVENTS

| | | | |
|----|------------------------|--|------|
| 29 | Pendragon Stages Rally | www.pendragonstages.co.uk | SV-A |
| 29 | Davagh Rally | www.magherafeltmotorclub.co.uk | MV-A |

SEPTEMBER 2021

| | | | |
|-------|----------------------------|--|-------|
| 03-04 | Promenade Stages | www.promrally.wallaseymc.com | SV-A |
| 04 | Woodpecker Rally | www.woodpecker-rally.co.uk | MV-F |
| 04 | Lakeland Stages | www.enniskillenmotorclub.co.uk | MV-A |
| 04-05 | * Bae Ceredigion Rally | www.rbcrrally.co.uk | MV-A |
| 06 | * Three Shires Stages | www.threeshiresstages.co.uk | MV-A |
| 11 | Galloway Hills Rally | www.gallowayhillsrally.co.uk | MV-F |
| 12 | Vale of York Stages | www.valeofyorkstagesrally.co.uk | SV-M |
| 12 | Wethersfield Stages | www.wethersfieldstages.co.uk | SV-A |
| 18 | Tour of Holderness | www.northhumbersidemotorclub.co.uk | T/Asy |
| 18 | Bushwhacker Rally | www.omaghmotorclub.co.uk | MV-F |
| 19 | Bridlington Weekend | www.northhumbersidemotorclub.co.uk | Show |
| 19 | Greystoke Stages | www.greystokestages.co.uk | SV-F |
| 24-25 | Rally Yorkshire | www.rallyyorkshire.co.uk | MV-F |
| 25 | Yorkshire Forest Rally | www.rallyyorkshire.co.uk | MV-F |
| 25 | Memorial Garden Stages | www.condormsc.co.uk | SV-A |
| 26 | AGBO Stages Rally | www.owenmotoringclub.co.uk | SV-A |
| 26 | Patriot Stages Rally | www.forresterscarclub.co.uk | SV-A |

OCTOBER 2021

| | | | |
|-------|-----------------------|--|------|
| 01-02 | * Pokerstars Rally | www.manxautosport.org | MV-A |
| 01-03 | Rally Finland | www.rallyfinland.fi | MV-A |
| 02-03 | McRae Rally Challenge | www.manxautosport.org | SV-A |
| 08-10 | * Mull Rally | www.mullrally.org | MV-A |
| 10 | Adgespeed Rally | www.wiganmotorclub.org.uk | SV-A |
| 16 | Wyedean Forest Rally | www.wyedeanstages.co.uk | MV-F |
| 16 | Rally Masters | www.rallyrevival.co.uk | Demo |
| 23 | Carlisle Stages | www.racrmc.org | MV-F |
| 24 | Cheviot Stages Rally | www.cheviotstages.org.uk | MV-A |
| 24 | Questmead Stages | www.warringtondmc.com | SV-A |
| 24 | Hemicuda Rally | www.hemicuda.be | MV-A |
| 30 | Cambrian Rally | www.cambrianrally.co.uk | MV-F |

NOVEMBER 2021

| | | | |
|-------|---------------------|--|------|
| 04-06 | Rally of the Tests | www.heroevents.eu | MV-A |
| 06 | Neil Howard Rally | www.nhstages.co.uk | MV-A |
| 06 | Kingdom Stages | www.gmsc.org.uk | SV-A |
| 07 | Malton Forest Rally | www.maltonmc.co.uk | MV-F |
| 13 | Rallynuts Stages | www.rallynutsrally.co.uk | MV-F |



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

Co-driver Seeks Driver

For

Fun in the woods
(or disused airfield etc)

Dave Shepherd 07773-756834
dave_1956@hotmail.co.uk

£1 - STILL ONLY - £1

If these had been designed and produced by Carl S Berg they would probably be the **best of their type in the world!** NHMC's all new hi-security allegiance identification proclamation system! **Limited Stocks Available** (providing we can sell enough to have **only a few left**)

To ensure you don't miss out on this time limited offer to be in on the ground floor of this global phenomenon then contact our UK 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.

STERLING MOSS HAS FIRST WIN AT BROUGH.

1948 - Initially, of course, there was no real circuit racing so Stirling made his early appearances on the hills, starting at Prescott in May where he finished a respectable fourth, ahead of fellow new boy Ron "Curly" Dryden. On the 5th June at Stanmer Park, Brighton he made his first real impression beating Eric Brandon and the Monaco of George Hartwell, then won his heat, the final and handicap at Brough in July.

Season: 1948
Series: Brough Aerodrome 500cc
Position: 1st
Team: S.C. Moss
Car: Cooper-JAP MkII

Pro-Rally Photography

www.pro-rally.co.uk

Inspired by VHS rallies, we've been digitising some old camcorder footage of UK rallies from the 1990's to preserve for future generations. There's half a dozen videos uploaded to YouTube so far with loads more to come. Please feel free watch, share and subscribe here:

1992 Crystal Ford Forest Stages Rally



NEWS

THURSDAY NIGHT CLUB NIGHTS ARE BACK

at

THE BAY HORSE Cherry Burton



We are once again sharing the venue with our friends from
Beverley & District MC on a Thursday night from 9pm.

Prevailing Covid-19 measures to be observed.

The Bay Horse,
34 Main Street,
Cherry Burton, Beverley
HU17 7RF

01964-769242

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



COVID-19 & MOTORSPORT IRELAND

BREAKING: Return to Irish rallying document published – entry fee for nine-stage, one-day rally set at €1000

The entry fee for a one day rally (three stages done three times) has been set at €1000 by Motorsport Ireland.

The governing body issued its "Return to Rallying" document to all club secretaries on Tuesday night.

In the letter MI said it was "envisaging a soft return to the sport" and that events would be restricted to one day only.

The first type of event that will be permitted is a "gated" ralliesprint with entries for such events set at €210.

Forestry rallies, deemed as partially gated, are next on the schedule and will cost €850 to enter – only two stages run two times will be permitted for gravel events at this price. Forest rallies with three stages run twice will cost €900.

Under the new guidelines, national rallies – two stages done three times – will cost €800 to enter while a new style international rally (single day – three x

three format like previous national rallies) will cost €1000.

The prices were approved by the Rallies Commission who said the prices were fixed to prevent "discounting of events"

"We acknowledge that competitors will be paying more for entries," said the letter seen by Kerry Motorsport News, "However, at a time like this, the clubs needs and deserve the financial security to run viable and safe events."

The controversial tracking system, voted down by competitors at the start of the 2020 season on cost grounds, has been included in the new fixed price structure.

There has been no fixed date set for a return of the sport in Ireland.

"We are working closely with Sport Ireland on the process to be ready when the time is right," said the letter.

Finally and most interestingly, the letter confirmed that these moves mean that MI requires: "the temporary suspension of some of our rules."

Sutton on Derwent Classic Run **Sunday 15th August 2021**

Promoted by: North Humberside Motor Club

Start/Finish: Sutton on Derwent, Near York

Further details from:
Robert Newlove

01377-270888
gin@btinternet.com



facebook.com/northhumbersidemc

www.nhmcadwellstages.co.uk

COVID-19 & MOTORSPORT IRELAND

Motorsport Ireland Rallysprint & Stage Rally Formats for 2021

Dear Club Secretary,

We are writing to inform your club of a proposal to restart rallying which was put forward by the 2021 Rallies Commission and approved at the Motorsport Council at their February Meeting.

The Commission entered into the return to motorsport process being mindful of the current status of most clubs, officials, marshals, competitors, and all stakeholders due to the long period of inactivity. They felt it was important to have a fair and sensible approach regarding the event structures available to clubs for 2021 and to be mindful of the fact that the event types available would need to be stand-alone and financially self-supporting with the possibility on no advertising or sponsorship available.

They envisage a soft return for 2021 only at present with all event types being **one day only** in the following sequence.

1. Rallysprints (Gated)
2. Forest Stage Rallies (Semi-Gated)
3. Tarmac Stage Rallies (Non-Gated)

All events must run in accordance with the following formats and at the approved entry fees with no discounts/rebates/early incentives or free entries.

The Rallies Commission strongly feel that entry fees needed to be set for the following reasons.

- To help cover unknown additional cost of adhering to Covid policies while accepting a reduced event income due to lack of gate receipts, programme sales, event sponsors etc.
- Prevent discounting of events to attract entries from other similar events

We acknowledge the competitors will be paying more for entries however at a time like this the clubs need and deserve the financial security to run viable and safe events.

Junior & Historic are included in the permitted numbers and must be included in all stages.

A. Rallysprints - Mondello or other gated venues, 120 permitted starters, main field entry Fee: Euro 210.00 (£182) / J1000 Euro 150.00 (£130)

B. Forest Stage Rallies - 100 permitted starters (2x2 Format, minimum 45 kms (28MIs) to maximum 60 kms (37MIs)) main field including historic.
Entry Fee: Euro 850.00 (£738) / J1000 Euro 700.00 (£608)



COVID-19 & MOTORSPORT IRELAND

- C. Forest Stage Rallies - 100 permitted starters (3x2 Format, minimum 45 kms (28Mls) to maximum 60 kms (37Mls)) main field including historic. Entry Fee: Euro 900.00 (£781) / J1000 Euro 700.00 (£608)
- D. Tarmac Stage Rallies - 160 permitted starters (National 2x3 Format, Minimum 70 kms (43Mls) to Maximum 90 kms (56Mls)) main field including historic. Entry Fee: Euro 800.00 (£695) / Junior Euro 650.00 (£564)
- E. Tarmac Stage Rallies - 160 permitted starters (International 3x3 Format, Minimum 90 kms (56Mls) to Maximum 120 kms (75Mls)) main field including historic. Entry Fee: Euro 1000.00 (£868) / Junior Euro 800.00 (£695). **(Please note on this format, should the host club wish to be part of an FIA championship (eg FIA Celtic ERT0, dispensation may be required from the FIA).**

Trackers will be compulsory on all stage events and the cost is included in the entry fees.

Fixed costs were also negotiated on behalf of our clubs with Mondello Park for Rallysprints to include all services and track set-up at a gross figure of Euro 5,000.00 for 2021. However, Clubs can choose any gated venue they wish for Rallysprints.

The office is currently developing an online entry system and we expect this platform to be in place in time for the return. All entries and payments will be on this platform giving clubs definite paid entries by their closing dates.

Hopefully, sooner rather than later as a sport we will be in a position to return and we are working closely with Sport Ireland on the process to be ready when the time is right.

Attached please find budget examples created by the Rallies Commission showing additional detail which we hope will be helpful to your club should you decide on running an event in 2021. (Attachment not available - Ed).

This proposal has been agreed in principle by the MSC and will require the temporary suspension of some of our rules to allow it to be implemented. All outstanding issues will be finalised at the April MSC meeting on the 27th.

John Naylor
Motorsport Ireland President



Melbourne & John Overend Memorial Rally

I am writing to thank you all most sincerely for the hard work that you have all put into the JOMR this year.

As has been the case on a number of our stages rallies in recent years, I am very much now an on the day hired hand and cannot lay any major claim to the successful running of the event.

The majority of the pre-event planning and mountainous and ever increasing paperwork now needed to run a stages rally over many weeks beforehand and particularly the last two being undertaken by David James & Gavin Heseltine (without whom I don't think NHMC would still be organising stages rallies) ably assisted by Carl Thompson & John Newlove.

However, for the event to be a success we all have our roles to play so a thank you also to those who spent a very warm and sticky tiring Saturday building stages. This year has seen the best midday turn-around of the stage on a NHMC single venue event that I can remember. We even pulled time back this year on the turn around. Many thanks to all those involved with that. I am sure too that there are others that have contributed, in some cases hugely to the running of the event that I have not mentioned by name but as I said we all have our roles to play in the team to make the event a success.

It appears that by and large the competitors were very happy with the event although a few of those of us on the core team or around rally HQ on the day will know it wasn't all plain sailing.

We more than "got away with it again this year" but there are lessons to be learned from our first event post the outbreak of COVID which even if it isn't here to stay many of the changes it has forced on rally organisers probably are.

So onwards and upwards. We are intending to run Cadwell Park again in November and at least some of us hope to be back onto Warcop again next year.

Once again, many thanks to all.

Best Regards and stay safe and well.

Ian James.



SPOTLIGHT on the ANWCC

FROM SPOTLIGHT MAGAZINE:

Clarification on permit fees to MSUK is currently being sought. Under the current wording the fees applied are counted using the number of competitors signing on, however due to electronic signing on currently being used as a Covid measure, it is increasingly possible for competitors to sign on, but not actually attend or start an event, thus causing unnecessary costs. So clarification has been asked for on how to avoid this happening.

Simon Fowler has informed SD34MSG following the above meeting :-

"Competitors are required to sign on to ensure the Motorsport UK insurance is in place, if a competitor withdraws their entry there is no insurance in place and no per capita is required. Their entry and signing on is no longer applicable to the event.

The official in charge of signing on should update the entry list and note on the signing on forms accordingly.

At events where a steward is allocated I would suggest if there is any discrepancy between numbers signed on / entries that a note is added to the Signing on Declaration form giving the reasons.

Rallying to be used as motorsport's return to the forest trial

Wednesday 31 March 2021

Motorsport UK announces that, in advance of rallying's return to the Forestry England estate, the Trackrod Rally Yorkshire will be used as a test event on 24/25 September.

After continuous consultation between Forestry England and the governing body for UK motorsport, the Trackrod Rally Yorkshire will go ahead as planned in September and will be a test event for Forestry England as they continue to carefully manage high visitor demand.

The two-day event, which is set to be the fourth round of the British Rally Championship as well as points scoring rounds for the British Historic Championship and BTRDA series, will be used to test Forestry England's capacity for re-starting large scale events. This will facilitate the preparation of supplementary insight and guidance will be produced to allow other events to be run in the forests shortly afterwards.

Motorsport UK CEO, Hugh Chambers said: "We are pleased to continue the progressive dialogue with Forestry England, and we are delighted to see a return for rallying in the forests. We have an excellent track record having organised over 1,000 COVID-19 secure events in 2020, and with the guidelines and protocols we have created as the national governing body, we look forward to working with Forestry England to demonstrate how a safe and successful event can be run in the forests. Following the rally, we hope we can create a model for all future forestry events around the country."

Jade Colston, Recreation Forester Yorkshire District, Forestry England explained: "We've been under intense pressure for months supporting safe visits to Dalby Forest and the surrounding
continued on Page 11 ...



SPOTLIGHT on the ANWCC

... continued from Page 10

woodlands during the pandemic. We're looking forward to gradually re-starting events and I'm grateful for Motorsport UK's understanding and co-operation that means we can host the test rally in North Yorkshire.

"It's a great opportunity to gather insight, and provide guidance for other motorsport events as lockdown restrictions start to lift. I've worked with the Trackrod organisers before so I am confident we will host a successful event."

Rod Parkin, Trackrod Rally Yorkshire Clerk of Course said: "We are really pleased to have early confirmation that we can run on our scheduled date. We are extremely grateful for all the help and support from Forestry England and Motorsport UK. The team can now finalise our plans as we can now prepare for an exciting weekend of rallying."

FROM SPOTLIGHT MAGAZINE:

ANWCC NOTES - JUNE 2021

At last things are moving forward with several events having taken place in England and the Isle of Man, but we are still waiting for Wales to wake up from the deep slumber of the First Minister. Hopefully, his June review will allow rallying back at Trac Môn (Anglesey Circuit) as there are three rallies scheduled there for July. Our May Sprints there were cancelled – does not seem right that Longton & DMC can run at Three Sisters but not Trac Môn which is a considerably bigger venue.

Mark Drakeford (Wales' First Minister) has been taking a (perhaps too) cautious approach although seems happy enough to allow "trial events" where up to 4,000 people can be massed in a stadium to watch the Welsh football team play Albania. There have also been concerts and religious events held as "trials" with big numbers attending. No results have been released to date, and all the events have been in south Wales, but the media being what it is would almost certainly have made a big thing if the events had caused an outbreak of Covid, so "no news could be good news".

Some calculations have been carried out, using Google maps, and the whole of the Cardiff stadium could fit into the paddock and car park area of Trac Môn ... so seems it is OK for 4,000 people to be in an enclosed stadium but you cannot have 400 socially spaced in the open air of the Anglesey west coast, where the virus would not be able to stand up in the wind that most of us have experienced there. An e-mail to the First Minister asking for a relaxation in respect of the rallies at Trac Môn, and also to explain such things as the numbers and the geographical location of the "trial" events has gone unanswered.

Hopefully, Motorsport UK are on the case although there has not been any evidence of this. They have issued permits for a couple of Autotest events in Wales, but there is the maximum number of 50 people that has to be complied with.

Everyone is keen to get back into motor sport and event entry list are over full within days, sometimes hours, of being

Continued on Page 20 ...



Rallying in Europe ... latest

There has been a lot of talk and confusion about taking a rallycar abroad. To honour thebelgianconnection.co.uk, Neil Dodd made a summary of what we believe so far. Below is a summary of what we THINK the situation will be, but we have not yet spoken to, or know of anyone who has taken a car abroad to compete in a private capacity since Brexit.

1. Export / Import.

Following a telephone conversation with the General secretary at the MSUK about the need for Carnets. He says that they are definitely not needed in the case of taking a rally car and spares/tools etc. The use of a Duplicate Form should be OK, listing and itemising spares, expensive tools and perhaps summarising tool box tools. He said when they asked the Government for guidance, they were told to contact the Chamber of Commerce which he then said it was inevitable that they would say you needed a Carnet as they were in business to make money!

When questioned whether the French were familiar with the Duplicate forms, he made assurances that they would be OK and maybe do some checks but in any case a 4x4 towing a car on trailer it would be unlikely. They would see that we were not trying to sell or import stuff and we were obviously rally crew.

What we still do not know is whether we must get the duplicate list stamped at EACH border control or just as we enter the EU. Also, Professional and Semi – Professional teams, are these classed as “workers” and in that case, then they are not on “holiday” and should they use a full

carnet for business use? There is an exemption for Elite sports, but Rally is not on the list (although Race is!)

Of course, none of this is in writing from any of the authorities or countries customs departments so MUST NOT YET BE TAKEN AS FACT.

2. COVID-19.

As restrictions within the UK start to be lifted, travel abroad will we understand start to be allowed. Initially only “Holidays” are allowed to “Green” countries. Belgium and France are currently on the “Orange” list which currently means that there is no travel for leisure purposes allowed and a requirement for pre travel Covid tests (around £140 per crew member) and 10 days isolation and testing upon return. When France, Belgium and the near continent get Green status then the opportunity to travel for motorsport will open up considerably. This applies to England only. Wales, Scotland and Northern Ireland may differ in this approach.

3. the situation in Belgium

After several early delays, the EU vaccination plan has finally kicked off the way it should, so there will be an ease in restrictions the following months. Pubs and restaurants have reopened last weekend, terraces only. Hotels and retail are open as well. Outdoor events are allowed with a max of 50 guests, how this will reflect on organizing spectator zones and service areas remains an open question, and will depend on the goodwill of the city councils.



Rallying in Europe ... latest

International competitors are welcome, but... if you are a EU resident! Only essential traveling to Belgium is allowed for non-EU residents (=British). Ireland is EU, so no problem there. No special action is required if you stay less than 48hrs in Belgium, apart from filling out the PLF. If

you stay longer, you may be imposed a quarantine and a double test again, unless you can prove you've got your jab. Regulations change almost daily now, so it is a good idea to check out the latest updates before traveling to France and Belgium.

MARSHALLS NEWS

**Saturday
26th June 2021**

HERO CHALLENGE II

**Bishop Burton
Agricultural College**

We are running five tests
throughout the day.

Most marshals are already placed but if
you are interested see details below.

**Contact:
Ian Sadofsky
07842-417275**

**Sunday
25th July 2021**

**TARGA RALLY
De Lacy MC**

Catterick Camp

We are running a test as part of this
Single Venue Targa Rally held entirely
within MOD Catterick Camp.

Marshals required, see details below.

**Contact:
Ian Sadofsky
07842-417275**

**Saturday
3rd July 2021**

**NORTH YORKSHIRE
CLASSIC
York MC**

Easingwold Area

We are running a test near Easingwold.

Marshals are still required,
see details below.

**Contact:
Ian Sadofsky
07842-417275**

Friday 5th November 2021

RALLY of the TESTS

**Leeds to Edinburgh
Thu 4th to Sun 7th Nov 2021**

We are running a test in the
Beverley area on leg one.
More details to follow.

**Contact:
Ian Sadofsky
07842-417275**



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MARSHALLS NEWS

David

I will need a couple of marshalls for the halfway halt on the Caves Classic.

Could you please put out a request on the mailing list,

Regards,
Dennis

PS Gav could you put in the next magazine please.

CONSIDER IT DONE - GAV.

**Sunday
4th July 2021**

CAVES CLASSIC SCENIC RUN North Humberside MC

Start: Drewton's, South Cave
Finish: William's Den, North Cave

**Marshals required for
midway halt at:
Brigg Garden Centre**

Contact:
Dennis Robinson 01482-651069

**Sunday
11th July 2021**

LOOKOUT STAGES RALLY Trackrod MC

Melbourne Airfield

Register to marshal at:

[www.trackrodmotorclub.co.uk/lookout/
marshals-information/marshal-registration](http://www.trackrodmotorclub.co.uk/lookout/marshals-information/marshal-registration)

Contact:
Richard Hart, Chief Marshal
07901-372919
lookoutmarshal@virginmedia.com

**Roger Albert Clark Rally
Friday 26th November 2021**

Kielder Forest

Sign-on 0645
SS6 Clintburn

1st Car at 0844 Last Car at 1110
re-run as

SS8 Pundershaw
1st 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
or ring Karen Spencer - 07714-122194

Saturday 18th and Sunday 19th September 2021

BRIDLINGTON WEEKEND OF MOTORING

East Yorkshire County Council in association with North Humberside MC

**Saturday 18th - Tour of Holderness Scenic Run
Sunday 19th - Classic & Modified Car Show with Trade Stands**

**Marshals required please contact:
Gavin Heseltine, David James or Ian Sadofsky**



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www.nhmcwarcopstages.co.uk

MARSHALLS NEWS

Lombard Rally Newcastle

3.07.2021

Following the allocation of permit (no.121448) by MSUK, the organisers are now able to release more information concerning the above event.

The event is based at Tughall Airfield (also known as Brunton) and is a stage rally demonstration day and consisting of 6 stages each of approximately 3.7 miles long. The stages are predominantly tarmac, with only one short section of about 400 metres of broken tar and gravel. There will be NO timing of the stages.

The cars eligible for the event are likely to be those reminiscent of the cars that would do the original Lombard RAC Rally and the whole event is trying to recreate the atmosphere that would have been present in those times, so you might expect to see Minis, Anglias, Cortinas, Escorts, Avengers, Imps, Mantas etc.

The first car is due to start at 9.30.a.m. with cars then starting at 30 second intervals. There is a maximum entry of 75 cars.

The stages are set out in exactly the same way as a full stage rally would be, and with all appropriate marshals, medics, rescue and recovery units in place. There are dedicated spectator areas which will be closely monitored and controlled.

All the usual facilities available at a single venue stage rally are going to be present. E.g. toilets, caterers, service areas etc.

Those looking to enter should contact Tim Nash for regulations and entry in the first instance at :-

tim@lombardrallybath.co.uk

Anyone looking to marshal should contact the chief marshal, Darren Smith at :-

darren1979smith@gmail.com or 07834 989456

Event regulations have been Issued as a Special Stage Demonstration Event and named as Lombard Rally Festival Newcastle

Best Wishes

Colin Salkeld

colinsalkeld@btinternet.com



MELBOURNE MUTTERINGS In their own words

Car 1 - Martin Farrar/Andy Ward, Subaru Impreza, Cls 6

We were seeded car 1 for the JOMSR which is a start number that has not been kind to us in the past, but it is nice to go out on a clear stage and not have to dodge any stage furniture clipped by other competitors.

The JOMSR is also the event on which we had the accident of our rallying careers back in 2010 when we hit a bank nearly where the Ti Rally School is now which launched us skywards and we barrel rolled 6 times coming to a rest, uninjured, on the car's floor pan as we no longer had any wheels or suspension!

On our current version of the 2 door Impreza, Martin had changed all the front suspension arms back to standard since the breakage of the new tubular bottom arms on the Harold Palin Memorial Rally and as a result of some geometry issues we were suffering from horrendous bump steer culminating in a spin over the flying finish of SS1!

Martin tried dialling it out but we had lost 11 seconds to car 11 which would go on to win and with such short stages we were going to struggle to catch that up.

And so it was to prove with a good 2nd place in the end but 25 seconds off the lead and Martin fighting for our lives in places even in a straight line but hopefully we've since sorted the issue back in the garage so should be fine for the Flying Fortress Stages on the 13th.

We also nearly got caught by a flying Alistair Hutchinson in his Clio Sport which seemed to be able to go through the many chicanes with hardly a touch of the brakes! Well done to him just 2 seconds in it at the end.

Thanks to NHMC for running the event and thanks especially to all the marshals who gave their time for nothing so we can play out.

Car 5 - Alistair Hutchinson/StJohn Dykes, Renault Clio Campus, Cls 4 (Northern Energy)

First stage felt very rusty after 9 months of no competition but improved throughout the morning moving from 6th to 4th overall and 1st in class. This continued throughout the day and with the heat of the day increasing, harder tyres were used in the afternoon.

In stage 9 we set the fastest stage time of any competitor and found ourselves in 3rd overall only 4 seconds behind 2nd.

A big push in the final stage to chase down 2nd would sadly not happen when the Renault Clio's clutch broke. But we continued to the finish taking 2 seconds out of 2nd overall but not enough to beat them. Finished 3rd overall very happy with the performance after a long time not competing during the lockdown.

Car 11 - Steve Pawson/Graham Wride, Subaru Impreza, Cls 6 (PC Truck Sales & Rental)

What a difference two years make. The JOMSR 2019 was Steve's first rally. We had engine problems on the first stage, missed the second did stages three and four and then retired after one lap of stage five.

This year we were quickest on stage one by 7 seconds despite getting caught up in the dust from the car in front. We then went on to have fastest or joint fastest time on another six stages to finish first by 27 seconds. We will be back next year all being well.



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www.nhmcadwellstages.co.uk

MELBOURNE MUTTERINGS In their own words

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18 - Sir Andrew McAlpine/Mark Jones, Subaru Impreza, Cls 6

Following the recent easing of lock-down in Scotland, at long last, I was able to mark the retirement of a key member of my staff by hosting dinner for him. While travelling back home through the Borders, I reflected on my enjoyment of the recent MSN round at Snetterton & was wondering what else might be available now the calendar was beginning to open-up.

Otterburn seemed a suitable candidate and a rally in my home county of Northumberland would represent a massive geographic improvement from all the usual far flung corners of the country where we normally have to head for in order to play.

Upon consulting the internet, I soon discovered a splendid website that posted all the monthly available tarmac events & when they were to be held. No Otterburn event until later in the season, but an event near York the following Sunday sounded good to me. I had never heard of Melbourne Airfield or indeed the John Overend Memorial Rally.

I put a call through to my preparers Dansport who very obligingly agreed to sandwich me between their Bank Holiday commitments at Brands Hatch and Oulton Park. Late entry procured & entry list reviewed we were all set - hurrah, unlike Snetterton, no R5s! This would be an all Subaru, Escort & Evo affair- finally somewhere to check out the performance of my recently acquired Subaru N13 in real-time.

Following the Covid necessitated Zoom briefing & on-line self scrutineering process, my next trick - given my late

entry, was to get hold of some wristbands. I agreed to meet the Dansport boys at the trailer park on Saturday afternoon where I found Carl in charge of arrangements. Like the proverbial Yorkshire genie he granted me one radio conveyed wish and soon after Mr Heseltine arrived with the necessary credentials. A few minutes later our rig arrived having experienced not one, but two, punctures on the trailer. The boys parked the lopsided trailer up & headed back to Chesterfield for replacement rims & tyres. I headed for the pub in Pocklington where I was warned that Cup Final fever induced rioting was predicted. Quite sufficient drama given that we hadn't even started the rally !

The following morning was Misty & cool. I found my co-driver Mark, who'd hitched a ride with another competitor, and handed over one of the precious wrist bands. Once into the paddock, we felt like we'd just managed to break into Colditz !

Most of the morning passed off without drama. Even though Mark had been to Melbourne before & I'd reviewed some previous video footage we decided that a measured approach to the first couple of stages was the best plan to adopt. We came back into service to discover that we were apparently running in 3rd place - not bad for an old boy who'd never seen the stage before. A wander up the paddock soon revealed an error on the timing system - we were in fact running 15th. Still, better than my 18th seeding and, we both felt, time to come out of man & machine.

Mid morning saw the sun come out & boy did it heat things up. My heavy racesuit seemed like a bad choice now & we were keen to get some air into the cockpit by

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MELBOURNE MUTTERINGS In their own words

... continued from Page 17
getting going again. We progressed further up the order again and by the mid point were into 12th place & gaining in confidence by the stage. That was until Stage 7, which had a horrible collection of hairpins just above the contractors' compound underneath the pylon. In the morning session the section had flowed but this was definitely put there to slow the earlier fast sections. I found myself parked in front of a hay bale & needed reverse & lots of lock to get out of the car park. Rats, just when we thought we had the measure of the place, it bit back, costing us 20 plus valuable seconds, causing much irritation. The second run was much improved & the final two stages our best of the day. At the very end we were getting within range of the leaders. At the end we inherited 11th. Definitely moving in the right direction & an enjoyable event and another clean finish. All of us would, I'm sure, applaud the considerable efforts of everyone in the motorsport community for getting rallying going again. Some good new innovations have come out from the necessity to adapt. Self starting & widespread electronic messaging along with self-certified scrutineering declarations have all improved matters. I was heartened to see Motorsport UK representation on the day but my favourite moment was, while waiting for my own start, seeing the smiles on the faces of the Juniors returning to the paddock having completed their runs. It really is what it's all about & I wish I was back in their shoes rather than counting down the seasons.

**25 - James Tointon/Ian Barnes,
Austin Mini, CIs 3**

I've never been to Melbourne before, but my co-driver Ian Barnes has on numerous occasions and assured me I would enjoy the venue. We arrived on a lovely morning, unloaded the min and had time for a walk round, Covid distancing of course.

After having done two rallies and a hill climb in the last five weeks after a 31 year lay-off, we were all feeling a little more relaxed regarding electronic paperwork etc, plus competing in general. Also, it was nice for Jayne to be able to bring our dog, Girly with us.

As always I leave everything to do with timing etc to my co- driver, I just don't understand timing controls etc, but it appears the Escort I followed into the first time control didn't either. We were right behind him when he set off as if he was on the first stage. Showered the min with stones but fortunately no broken glass. I wonder what they thought when they arrived at the queue for the stage start 300m further along. Heck.

On the first stage we had gained time on the car in front and found we were in his dust on the final straight which was a little hairy.

We enjoyed the stages, the venue was interesting with room to find more speed in many places, as I became more used to the car. I had done quite a lot of development work on the rear end since the last event and it seemed to be working. I understand a lot of work has been done to the venue and I for one thought the stages were great, although with no laps and splits a little short. But far better than been caught up in dust.

We had a spin braking in 4th gear. I
... continued from Page 19



MELBOURNE MUTTERINGS In their own words

... continued from Page 20

think the rear brakes when they warm up, are a bit too efficient, so altered brake balance to suit. The spin ended up with going sideways into a rut before gently hitting a round bale, and the rear suspension in built fuse broke, meaning we finished the stage dragging a rear wheel. Neil Danby, Ian and myself quickly repaired the damage in service. Obviously lost a bit of time as I had to do a three point turn to get back on stage, but no worries, I was thoroughly enjoying the stages and Ian and I were having a bit of banter.

Many thanks to the lads who came and offered to help with repairs and also thanks to the lad who gave us the video clip. Sorry I was a bit under pressure at the time to thank properly.

The min felt better, more stable under braking with brake bias changed earlier, and I was just starting to really enjoy when we lost steering coming out of a chicane. A uj had broken which really surprised me. I think we may have sustained some damage on a previous event that had not been seen. I've not had a chance to look at it yet but will obviously sort to make sure it doesn't happen again. Overall a well-run event, disappointed not to have finished, but thoroughly enjoyable. Just sad that Covid doesn't really encourage us to be able to see and say hello and thank you personally to all the organisers and marshals. Thank you.

28 - Stuart Bell/Stephen Sanderson, Vauxhall Astra, Cls 4

Distracted by low oil pressure on SS1 after new pump before the event which was resolved, also 1st gear selection problem SS1 & 2 which caused engine to bog in

2nd gear.

Going out of service after SS5 car wouldn't start, bumped it off, but voltage dropped to 6v before ATC6 so went back to service and retired with failed alternator.

This was my 100th stage rally (84 as a driver and 16 as a navigator) enjoyed the event up to then, stages were a bit short, a DNF was not the result we hoped for.

29 - Ian Ring/Paul Vasey, Mitsubishi Evo 6, Cls 6

Well organised and good event great to be back out 👍

107 - Max Speed/Alan Gilbert, Peugeot 107, Cls 7

So not rallied for 14 months and being a junior don't even get to drive on the road, some practicing and auto solos in between, anyway here goes.

Quite an eventful rally for myself and my dad.

Stage one probably pushing a bit hard and lost the back end into a chicane damage to front left wing, navigators door and rear quarter, lost some time but got through the stage.

Settled down putting in some good times until the flying finish of stage four when the gearbox let go and we limped over the line. Car got pushed back to service where dad set about changing the gearbox 1hr 35mins later and we were back in the queue for stage 5 setting 3rd fastest stage time.

By stage 8 we were 3rd overall but on stages 9 and 10 we somehow lost pace and ended up 4th overall.

All in all a great day and glad to be back rallying.



SPOTLIGHT on the ANWCC

... continued from Page 11

issued. What is of concern that when the seeded listing has been issued there are noticeably a number of crews who have jumped the queue – anyone who compares the first un-seeded list with the final list will be able to see this.

We would ask organisers to please give consideration to the first come, first served entries, although accept they must have paid the fees to complete the entry. Club entries are as important as the “stars”.

Our website home page is getting full with info on forthcoming events, and also results of the events that have run.

Equally, our championship tables are filling up and we are pleased to report that the number of registrations (206 as I write this) has now passed the final figure of 200 we had in 2020 – and there are still

over 30 that have not taken up our offer of a free championship registration this year – as those people appear on entry lists they are being reminded! We will, of course, also welcome newcomers (of which we have 29 so far this year) and those of you returning to our championship (23 this year). The list of contenders can be found by clicking on the link on the website home page – primarily so organisers can check championships as cards not to be viewed!

Hopefully, the Trac Môn events will run and I can get to meet all our championship contenders there, from at least two metres away, of course.

We're getting back to normality slowly, hopefully it will be a full recovery – stay safe

Dave V Thomas

ARE YOU AND YOUR LOGBOOK READY!

Just A Reminder re Competition Car Log Books (J2.1.6.):-

1. First issued prior to 1 Jan 2000 will expire on 31 Dec 2020.
2. First issued between 1 Jan 2000 & 31 Dec 2004 will expire on 31 Dec 2022.
3. First issued between 1 Jan 2005 & 31 Dec 2009 will expire on 31 Dec 2023.
4. All others will expire on 31 Dec 2025.
5. Once expired a new Vehicle Passport will need to be applied for.
6. Until expiry may continue to be returned to the MSA for amendment per 2.1.5.

Also remember the new fire extinguisher requirements from start of 2022.

Current Fire extinguisher service

Check the validity of your seat expiry

requirements.

date.



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JOMR and MJR 2021 Stage Times

| No. | Driver | Class | SS 1 Stage 1 | SS 2 Stage 2 | SS 3 Stage 3 | SS 4 Stage 4 | SS 5 Stage 5 | SS 6 Stage 6 | SS 7 Stage 7 | SS 8 Stage 8 | SS 9 Stage 9 | SS 10 Stage 10 | Penalties |
|-----|---------------------|-------|-----------------|--|-----------------|-----------------|-----------------|--------------------|-----------------|-----------------|-----------------|-------------------|-----------|
| 1 | Martin Farrar | 6 | 3:56 | 3:41 | 3:33 | 3:29 | 3:29 | 3:24 | 3:22 | 3:18 | 3:07 | 3:06 | |
| 2 | David Longfellow | 6 | 4:00 | 3:51 | 3:36 | 3:33 | 3:30 | 3:31 | 3:34 | 3:29 | 3:15 | 3:14 | |
| 3 | Dave Hornbrook | 6 | 3:56 | 3:45 | 3:34 | 3:29 | 3:31 | 3:24 | 3:24 | 3:19 | 3:08 | 3:15 | |
| 4 | Scott Renshaw | 6 | 3:54 | 3:43 | 3:30 | 3:31 | 3:29 | 3:23 | 3:26 | 3:27 | Mechanical | | |
| 5 | Alistair Hutchinson | 4 | 3:59 | 3:47 | 3:35 | 3:29 | 3:25 | 3:23 | 3:23 | 3:19 | 3:03 | 3:04 | |
| 6 | Allan McDowall | 5 | 4:09 | 3:58 | 3:48 | 3:42 | 3:48 | 3:28 | 3:31 | 3:22 | 3:08 | 3:02 | |
| 7 | Craig Renshaw | 6 | 4:03 | 3:49 | 3:37 | 3:32 | 3:39 | 3:25 | 3:27 | 3:22 | 3:09 | 3:05 | |
| 8 | Miles Taylor | 6 | 3:56 | 3:46 | 3:38 | 3:36 | 3:33 | 3:30 | 3:29 | 3:23 | 3:12 | 3:07 | |
| 9 | Jonathan Lightbody | 6 | 4:01 | 3:50 | 3:39 | 3:39 | 3:35 | 3:29 | 3:29 | 3:22 | 3:13 | 3:07 | |
| 10 | Shaun Wilson | 6 | 4:04 | 3:59 | 3:41 | 3:42 | 3:44 | 3:40 | 3:36 | 3:32 | 3:26 | 3:22 | |
| 11 | Steve Pawson | 6 | 3:47 | 3:41 | 3:31 | 3:28 | 3:23 | 3:19 | 3:21 | 3:16 | 3:09 | 3:03 | |
| 12 | Chris Platt | 3 | 4:01 | 4:00 | 3:44 | 3:40 | Mechanical | | | | | | |
| 13 | Rob Brook | 4 | 4:02 | 3:52 | 3:49 | 3:40 | 4:27 | 3:32 | 3:30 | 3:26 | 3:16 | 3:15 | |
| 14 | Paul Street | 4 | 4:09 | 3:55 | 3:45 | 3:39 | 3:43 | 3:36 | 3:36 | 3:32 | 3:19 | 3:15 | |
| 15 | Philip Rowland | 5 | 4:08 | 5:27 | 3:48 | 3:45 | 3:40 | 3:34 | 3:34 | 3:29 | 3:17 | 3:15 | |
| 16 | Peter Outram | 5 | 4:10 | 4:00 | 3:48 | 3:45 | 3:43 | 3:38 | 3:37 | 3:35 | 3:22 | 3:22 | |
| 18 | Sir Andrew McAlpine | 6 | 4:05 | 3:56 | 3:40 | 3:39 | 3:45 | 3:34 | 3:44 | 3:26 | 3:14 | 3:08 | |
| 19 | James Evans | 3 | 4:13 | 4:03 | 3:48 | 3:45 | 3:44 | 3:37 | 3:35 | 3:29 | 3:22 | 3:16 | |
| 20 | Mark Mazzitelli | 4 | 3:59 | 4:12 | 3:37 | 3:33 | 3:34 | 3:24 | 3:26 | 3:21 | 3:08 | 3:06 | |
| 21 | David Mcleod | 4 | 4:25 | 4:11 | 3:52 | 3:46 | 3:49 | 3:40 | 3:39 | 3:33 | 3:21 | 3:15 | |
| 22 | Andy Hulme | 6 | 4:14 | 4:10 | 3:51 | 4:11 | 3:44 | 3:38 | 3:37 | 3:43 | 3:21 | 3:36 | |
| 23 | Steven Kenyon | 6 | 4:31 | 4:09 | 3:55 | 3:50 | 3:55 | 3:43 | 3:44 | 3:41 | 3:24 | 3:19 | |
| 24 | Steve Forster | 4 | 4:34 | 30:00 | 3:58 | 4:03 | 3:54 | 4:00 | 3:55 | 3:51 | 3:40 | 3:34 | |
| 25 | James Tointon | 3 | 4:12 | 4:05 | 3:56 | 4:08 | 3:48 | Mechanical | | | | | |
| 27 | Kevin Hullah | 2 | 4:46 | 4:32 | 4:16 | 4:12 | 4:12 | 4:05 | 4:00 | 3:56 | 3:46 | 3:44 | |
| 28 | Stuart Bell | 4 | 4:43 | 4:46 | 4:10 | 4:04 | 4:04 | Alternator failure | | | | | |
| 29 | Ian Ring | 6 | 4:02 | 4:03 | 3:47 | 3:43 | 3:44 | 3:37 | 3:34 | 3:31 | 3:20 | 3:28 | |
| 30 | Mark Blenkinsop | 6 | 4:11 | 4:02 | 4:07 | 3:47 | 3:47 | 3:36 | 3:36 | 3:27 | 3:17 | 3:17 | |
| 31 | Darren Grimston | 4 | 4:15 | 3:58 | 3:44 | 3:39 | 3:45 | 3:40 | 3:39 | 3:32 | 3:20 | 3:12 | |
| 32 | Nick Taylor | 4 | 4:11 | 4:09 | 3:48 | 3:42 | 3:40 | 3:39 | 3:41 | 3:32 | 3:21 | 3:17 | |
| 34 | John Hepworth | 4 | 4:19 | 4:07 | 3:55 | 3:51 | 3:55 | 3:44 | 3:45 | 3:42 | 3:30 | 3:27 | |
| 35 | Robin Shuttleworth | 3 | 4:10 | 4:01 | 3:55 | 3:50 | 3:50 | 3:44 | 3:44 | 3:38 | 3:29 | 3:27 | |
| 36 | Chris Marlow | 3 | 4:40 | Electric power steering fail after SS1 | | | | | | | | | |
| 37 | Adi Collins | 2 | 4:35 | 4:23 | 4:10 | 4:06 | 3:59 | 3:57 | 3:52 | 3:52 | 3:38 | 3:35 | |
| 38 | Jason Simms | 3 | 4:33 | 4:22 | 4:13 | 4:08 | 4:08 | 4:01 | 4:00 | 3:55 | 3:41 | 3:40 | |
| 39 | Mark Sands | 4 | 4:23 | 4:12 | 30:00 | 30:00 | 4:15 | 5:42 | 3:57 | 3:44 | 3:34 | 3:32 | |
| 40 | Christopher Ingram | 4 | 4:20 | 4:02 | 3:50 | 3:55 | 3:51 | 3:45 | 3:44 | 3:35 | 3:42 | 3:18 | |
| 41 | D F Ramsay | 3 | 4:51 | 4:38 | 4:40 | 4:24 | 4:17 | 4:10 | 4:07 | 4:02 | 30:00 | 3:49 | |
| 42 | Andy Walshaw | 2 | 5:22 | 5:04 | Mechanical | | | | | | | | |
| 43 | Martin Scoley | 3 | 5:07 | 5:02 | 4:45 | 4:49 | 4:56 | 4:50 | 4:43 | 4:31 | 4:17 | 4:11 | |
| 44 | Joe Mallinson | 4 | 4:38 | 4:15 | 4:03 | 4:01 | 3:57 | 3:50 | 3:51 | 4:49 | 3:34 | 3:33 | |
| 45 | Joe Bell | 2 | 30:00 | 30:00 | 4:51 | 4:16 | 4:13 | 4:07 | 4:02 | 3:56 | 3:37 | 3:34 | |
| 46 | James Greenall | 2 | 5:05 | 4:39 | 4:43 | 4:20 | 4:23 | 4:10 | 4:19 | 4:03 | 3:49 | Mechanical | |
| 48 | Marina Miller | 1 | 5:29 | 5:21 | 5:02 | 30:00 | 4:50 | 8:52 | 4:37 | 4:27 | 4:22 | 4:11 | |
| 101 | Lewis Hooper | 7 | 4:33 | 4:27 | 4:15 | 4:08 | 4:04 | 3:58 | 4:00 | 3:55 | 3:45 | 3:40 | |
| 102 | Archie Swinscoe | 7 | 4:31 | 4:23 | 4:12 | 4:04 | 4:03 | 3:58 | 4:00 | 3:55 | 3:48 | 3:41 | |
| 103 | David Jon Burden | 7 | 4:36 | 4:26 | 4:17 | 8:47 | 4:19 | 4:04 | 4:00 | 3:55 | 3:44 | 3:39 | |
| 104 | James Rudd | 7 | 4:50 | 4:42 | 4:33 | 4:26 | 4:24 | 4:10 | 4:13 | 4:14 | 3:55 | 3:48 | |
| 105 | Letisha Conn | 7 | 5:03 | 5:02 | 4:34 | 4:31 | 4:20 | 4:11 | 4:19 | 4:09 | 4:00 | 3:52 | |
| 106 | Sam Pattison | 7 | 4:55 | 4:34 | 4:19 | 4:12 | 4:15 | 4:06 | 4:07 | 4:02 | 3:46 | 3:38 | |
| 107 | Max Speed | 7 | 4:52 | 4:34 | 4:23 | 4:15 | 4:14 | 4:06 | 4:04 | 3:58 | 3:51 | 3:44 | |
| 108 | Jack Birch | 7 | 5:23 | 5:00 | 4:48 | 4:41 | 4:48 | 4:29 | 4:33 | 4:28 | 4:26 | 4:03 | |
| 109 | Isaac Spiers | 7 | 5:10 | 4:50 | 4:36 | 4:28 | 4:33 | 4:21 | 4:19 | 4:21 | 4:07 | 3:59 | |
| 110 | Samuel Luke Mason | 7 | 4:44 | 4:30 | 4:22 | 4:18 | 4:15 | 4:09 | 4:07 | 4:02 | 3:52 | 3:50 | |

A chock on a stick!

In the past few months, it seems speed records at Elvington have been in the news for one reason or another.

This made me think of my early days in the realms of Motorsport. As well as becoming a member of NHMC when I began to compete in rallies my co-driver, a work colleague Mike Walmsley, was a motor-cyclist and so a member of Auto 66.

When we began to compete regularly Auto 66 (Peter Hillaby) thought it may be a good idea to have a car section to the club and so gave a small sponsorship to carry Auto 66 decals. As a trade off I began to get involved in the set-up side of events. A memorable event was the British Land Speed records weekend at Elvington airfield in the early 1970's.

Starting on the Thursday before the event we had to set up the measured eighth and quarter mile area on the main runway. Down one side of the runway was a roped off area for spectators and on the other side we knocked in a series of sheep net stakes (2.1/2" wooden stakes) to support the sponsors banners (shandy drinks) the full length of the quarter mile.

The weekend was available for any motor-cycle to attempt:-

| | |
|-------------------|----------|
| Standing 1/8 mile | } plus |
| Standing 1/4 mile | } metric |
| Flying 1/8 mile | } equiv- |
| Flying 1/4 mile | } alents |

Also, some other vehicles were able to attempt a British record.

One of these vehicles was based on a Citroen Safari chassis still with its

air/hydraulic suspension and fitted with a Westinghouse 46 aircraft jet engine and named Silver Streak II.

The Saturday morning began with smaller engine bikes doing their runs and setting records including 50cc standing and flying. At the start-line it was necessary to have the vehicle "staged" for the standing start at the timing beam, to prevent the competitor rolling back and in effect taking a run at the beam. A wooden chock on a sweeping brush handle was held at the back of the rear wheel by a marshal which during the day I had the privilege(!) of doing for some very hairy drag bikes, one of which showered me with the components of its exploding clutch. In the seventies 4 wheel dragsters, "as seen at Santa pod", known as rails were very powerful nitro burning V8 engined monsters, two of the top exponents, Dennis Priddle and Clive Skilton, came to Elvington to set records.

These rails did burn outs and grip juice soaked the tyres, I then had to place the chock on a stick at the back of the wheel and see the thing disappear in a flash – memorable.

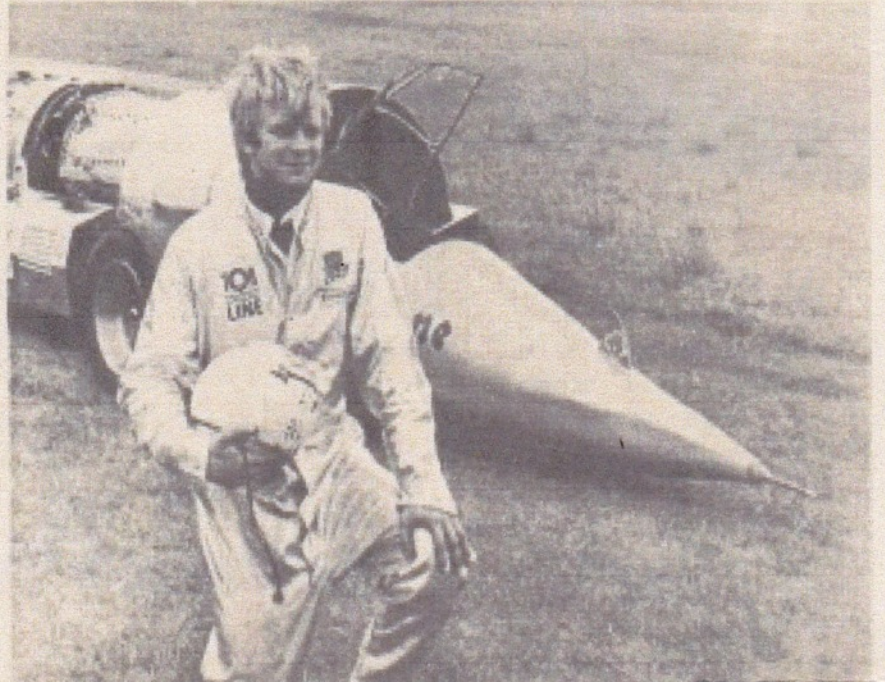
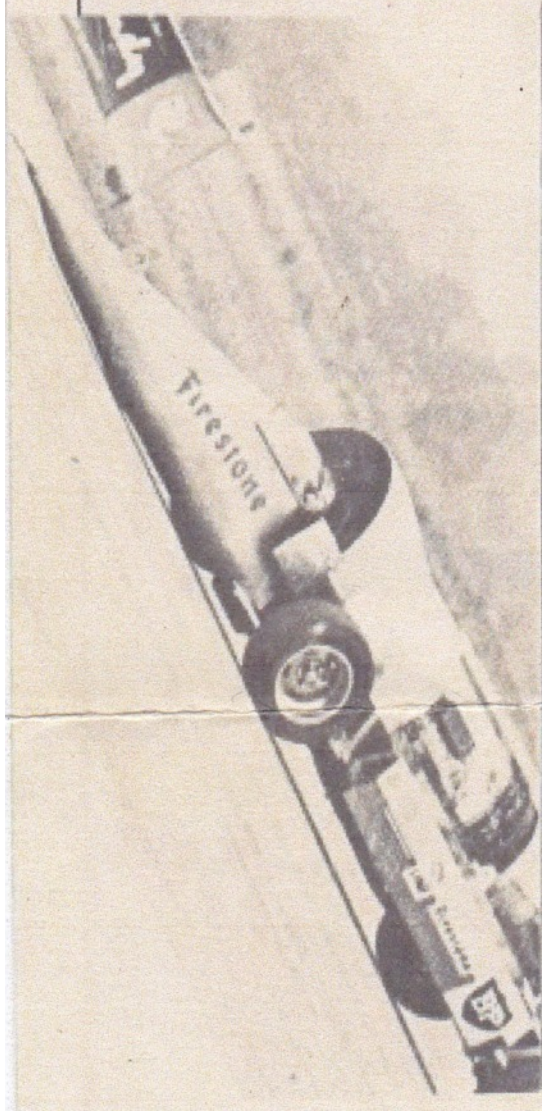
Later Silver Streak II's turn came to attempt a flying kilometre driven by a Swedish gent named Arnold Sundquist. To achieve the best entry speed at the start beam he began his run at the very end of the runway, the jet engine roared and the machine gathered speed.

Myself and Mike were at the start area of the kilometre, Silver Streak arrived at
continued on Page 23 ...



A chock on a stick!

ELVINGTON REPLAY



Arnold Sundquist seen here beside his Westinghouse J.46 jet engined machine "Silver Streak II", crashed in an attempt to better the existing record for the flying kilo. The car veered to the right as he approached the start line. Arnie thinks it was due to the extra power from the afterburner that he switched approaching the line at some 280 mph! As he got "outashape" Arnie pulled the 'chute. In spite of this the jet went through the Chandy crash barrier demolishing it before halting four hundred yards away in the surrounding field. The cockpit, fuel tanks and rear exhaust outlets were damaged but thankfully Arnie just needed a few stitches in a leg.

... continued from Page 22
high speed and as the after burner pushed out a surge of power the car crossed the runways old white painted markings and it kicked sideways. It came back straight but was now on the grass and doing 200+ MPH. Fortunately not the side of the spectators but soon all the stakes and "shandy" banners had been taken out and Silver Streak II was a small dot in the distance.

(Richard Hammond was not the first).

The rescue crews and medics soon followed and found the driver compartment encroached by at least one of our net stakes, fortunately only stitches were required at hospital. Later in the day the driver returned wearing his white race suit and matching face colour, I believe this was his last appearance.

Still setting-up events almost 50 years later it didn't put me off.

John Dixon



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Arnold Sundquist & Silver Streak II

The Swede Arnold Sundquist, born in Motala but moved early to Gothenburg, travelled over to the US for education. He took a pilot's license and enlisted as a volunteer in the U.S. Air Force.

After his father's death, he came home to Sweden to work for the family's company, Partille Hårdkromverk. With him in his luggage he had, among other things, a newly purchased jet engine from Westinghouse of 25,000 Hkr with lit afterburner chambers.



The jet was intended for the Cutless Fighter attack plane. Fuel consumption was 4 liters per second, or about 250 l per minute. When idling, it does 180 km/h.

Arnold took the car over to England for record attempts. Unfortunately, it didn't go so well, the car started rotating and hit the finish with the back end first and then edged off the track. The speed was then about 600 km/h. Arnold survived the crash, and is therefore the only one to have done so at such a high speed.



Theoretical speed above 1,000 km/h. The car was built in 1972, is about 8 m long and about 2 m wide.

The car is normally available at Motala Motormuseum (shown in the photos).

Well worth a visit.

Thomas Ericsson



NHMC

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MEMBERSHIP SECRETARY

Joined/Re-joined for 2021
(11th March to 10th June 2021)

Single Membership (51):

John Anderson, Adam Blenkinsop, Mark Blenkinsop, Eamonn Boyle, James Ducker, Mike Jackson, David McLeod, Chris Marlow, John Milner, Philip Morley, Catherine Parker, James Robson, Robin Shuttleworth, David Smith, Linda Sterriker, Nigel Turton and Steve Varey.

Joint Membership (52):

Neal and Jack Critchley, Pat and David Cunningham, Ken & Julia Hailstone, Chris and Hannah Newlove, Steven and Sam Nolan, Howard and Ruth Paterson, Stephen and Amanda Smith.

Family Membership (15*):

Rob, Hazel, Morgan and John Brook, Stuart, Natasha and Affrica McLaren, Mike, Wendy and Will Norton.

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 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 31st 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

North Humberside Motor Club Ltd

Caves Classic Run 2021

Sunday 4th July

Route approx. 96 miles by Tulip diagrams and mileage

Start : Drewton's South Cave
Midway Halt : Brigg Garden Centre
Finish : William's Den

Drewton's provide everything from a cup of coffee to a Full English Breakfast.
Refreshments and toilet facilities available at the halfway halt.
William's Den has lots of food and drinks available.

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

Entries Secretary and Secretary of the Meeting :
Ian Sadofsky : iansadofsky@gmail.com

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£20

NHMC

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2021 NHMC STAGE RALLY CHAMPIONSHIP

| DRIVERS | 1 | 2 | 3 | 4 | 5 | 6 | Total |
|-----------------------|--------|--------|---|---|---|---|-------|
| 01 Rob Brook | 43 (4) | 61 (6) | | | | | 104 |
| 02 Robin Shuttleworth | 56 (4) | | | | | | 56 |
| 03 Stuart McLaren | 10 (2) | 43 (5) | | | | | 53 |
| 04 Ken Sturdy | 45 (5) | | | | | | 45 |
| 05 Allan McDowall | 39 (4) | | | | | | 39 |
| 06 David Mcleod | 36 (4) | | | | | | 36 |
| 07 Mark Blenkinsop | 35 (4) | | | | | | 35 |
| 08 Pete Gunson | 10 (1) | 10 (5) | | | | | 20 |
| 09 Chris Marlow | 10 (4) | | | | | | 10 |

| NAVIGATORS | 1 | 2 | 3 | 4 | 5 | 6 | Total |
|--------------------|--------|--------|---|---|---|---|-------|
| 01 Tom Hutchings | 74 (5) | | | | | | 74 |
| 02 James Ducker | 10 (2) | 48 (6) | | | | | 58 |
| 03 Jonathan Cragg | 53 (5) | | | | | | 53 |
| 04 Joe Sturdy | 45 (5) | | | | | | 45 |
| 05 Rob Brook | 43 (5) | | | | | | 43 |
| 06 James Robson | 39 (4) | | | | | | 39 |
| 07 Eamonn Boyle | 36 (4) | | | | | | 36 |
| 08 Adam Blenkinsop | 35 (4) | | | | | | 35 |
| 09 Pete Gunson | 34 (3) | | | | | | 34 |
| 10 Dave Shepherd | 10 (4) | | | | | | 10 |

| Events Since Last Magazine | | | | |
|-----------------------------------|-------------------------------|------------|------|--------------------|
| 6 | Rex Pet Hotel Flying Fortress | 13/06/2021 | SV-M | Grafton Underwood |
| 5 | Neil Howard Memorial Rally | 31/05/2021 | SV-A | Oulton Park RC |
| 4 | John Overend Memorial Rally | 30/05/2021 | SV-M | Melbourne Airfield |



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2021 NHMC STAGE RALLY CHAMPIONSHIP

Events Since Last Magazine

| | | | | |
|---|-----------------------------|------------|------|--------------------|
| 3 | Melbourne Junior Rally | 30/05/2021 | SV-M | Melbourne Airfield |
| 2 | Harold Palin Memorial Rally | 02/05/2021 | SV-M | Fulbeck Airfield |
| 1 | Snetterton Stages Rally | 25/04/2021 | SV-A | Snetterton RC |

STAGE RALLY ROUNDUP

Snetterton Stages Rally

Following the Covid-19 enforced cancellation/postponement of earlier rounds this became the second round of the 2020/2021 Motorsport News Circuit Rally Championship rather than the scheduled fifth round. The event started 96 crews out of a maximum possible of 100. A total of 8 Stages covering 45 miles made up the days action.

Pete Gunson/Jonathan Hayes (Vauxhall Astra Gsi) Car 62. A good start on SS1 with 41st fastest overall and 4th out of 21 Class C rivals. No times for SS2 onwards so a disappointing day after a good start. DNF.

Harold Palin Memorial Stages Rally

Eastwood & DMC event at Fulbeck airfield had 6 stages on offer totalling 38.20 miles. Of the 57 crews who started the event 43 made it to the finish.

Stuart McLaren/John Anderson (Opel Kadett GTE) Car 48. A steady start with 42nd and 39th fastest on the first two stages to be just inside the top 10 in class was all for nothing as retirement with an engine issue followed. DNF.

Pete Robinson/**James Ducker** (Subaru N12) Car 50. A bad day from the off! A two minute penalty for being two

minutes late at ATC1 was compounded with no boost pressure resulting in 45th quickest on SS1 and the car back on the trailer! DNF.

Melbourne Junior Rally

This was the first round of the Covid-19 delayed 2021 Junior championship and attracted 10 entries including one from Northern Ireland and a couple doing their first event. 10 stages and a limited 31.5 miles.

James Rudd/**Pete Gunson** (Nissan Micra) Car 104. A consistent performance setting times between 5th and 8th fastest on every stage. The afternoons anti-clockwise stages suited the crew better as the average time lost to the fastest on each stage dropped from 20.25 secs to 14.33 secs. 6th O/A and 6th in Class.

John Overend Memorial Rally

Run over the same stages as the Melbourne Junior Rally we had 44 Adults joining the 10 Juniors for the 60 available places- 3 withdrawals in the last 48 hours doubled the shortfall from 3 to 6. This was our (NHMC's) first event under the Covid 19 protocols having lost four rallies (five with Juniors) to lockdown in 2019/20.

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STAGE RALLY ROUNDUP

... continued from Page 27

Ongoing work on the venue reduced the mileage as it was not possible to run lapping stages.

Allan McDowall/James Robson (Opel Kadett) Car 6. A tale of two halves as they struggled with a misbehaving paddle shift. The first five stages gave an average of 17th fastest (17, 13, 17, 16 & 22) with the second five netting an average of 6th fastest (8, 11, 6, 3 & 1). They wanted to start again after a fastest overall on the last stage. 10th O/A and 1st in Class.

Rob Brook/Cat Lund (Peugeot 205) Car 13. A quick start on the first two stages with 11th and 10th fastest and 3rd/2nd quickest in class. Dropped to a low of 21st overall after SS5 having had 22nd, 14th and 39th fastest. Problems resolved over the last five stages with two 10th's and 3 12th quickest to climb back up the leader board. 15th O/A and 5th in Class.

David Mcleod/Eamonn Boyle (Ford Escort MkII) Car 21. The first outing in their beautiful new build was also suffering with the paddle shift bug. SS1&2 suffering gear selection problems until in frustration the unit was unplugged and better progress was possible using the "stick". Times in the low twenties improved to 18th and 12th fastest on the last two stages. Happy with a finish first time out in the new car. 21st O/A and 7th in Class.

Mark Blenkinsop/Adam Blenkinsop (Mitsubishi Evo 9) Car 30. With a fastest time of 12th= and a slowest of 32nd most of the day was spent in the high teens/low twenties for a steady and consistent pace. 20th O/A and 11th in Class.

Robin Shuttleworth/Chris Slater (Ford Escort Mexico) Car 35. Best performances came on the first two stages with 19th and 18th quickest O/A. Consistent over the rest all between 24th and 26th quickest O/A plus 7 second fastest and 3 third fastest in class. 22nd O/A and 2nd in Class.

Chris Marlow/Dave Shepherd (Citroen C2 VTR) Car 36. A late change of car as the Escort was diagnosed with an engine issue. A promising start with 2nd in Class only 5 seconds behind the leader on SS1. Disaster struck when trying to leave Service to go to SS2 with the power steering malfunctioning causing only full left hand lock to be available. After much searching the problem was traced to faulty wires on the electrical unit and a temporary fix made. It was unsurprisingly decided to call it a day as the consequences of a failure on stage was not a comfortable one. DNF.

Neil Howard Memorial

Having been postponed three times the event finally went ahead as the third round of the 2020/2021 Motorsport News Circuit Rally Championship and the opening round of the 2021 British Rally Championship. An expanded entry of 142 crews started out of a maximum possible of 144. A total of 8 Stages covering 56 miles was advertised in the SR's.

Barry Morris/**Tom Hutchings** (Darrian T90 GTR+) Car 29. The reigning Circuit Rally Champions found themselves in an unusual position due to the presence of the BRC runners. Losing SS1 to a notional time after only 18 cars saw them in 19th equal place with 125 others! Improving times from 40th= on SS2 to 22nd= on SS8

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STAGE RALLY ROUNDUP

... continued from Page 28

saw them climb the leader board and consolidate class position. 28th O/A and 2nd in Class.

Ken Sturdy/Joe Sturdy (Talbot Avenger) Car 69. A mixed day for father and son debuting the newly acquired Avenger resplendent in it's new livery. Loosing SS1 and SS8 to the nominal time issue suffered by most of those outside the first 50 seeds they also gathered a maximum on SS5 for "passing at the wrong side of a marker". 105th O/A and 17th in Class.

Danny Cowell/**Jonathan Cragg** (Ford Escort) Car 118. Lost SS1, 4 and 8 to nominal times. Times between 85th & 104th on the rest. 88th O/A and 9th in Class.

Pete Gunson/Jonathan Hayes (Vauxhall Astra) Car 125. Nominal times on SS1 and SS4 and a maximum on SS5 summed up a forgettable day with times outside the top 100 on the other two. DNF.

John Carroll/**Rob Brook** (Honda Civic EP3 Type R) Car 128. Having competed (driver) at Melbourne the day before Rob had arranged to Service at Oulton Park but answered a late plea for a Navigator and planned on doing both!. The reduction in mileage may have helped!! Another crew to suffer three nominal times. 116th O/A and 19th in Class.

Stuart McLaren/John Anderson (Opel Kadett GTE) Car 140. One of only four genuine historic entries was, like all those seeded towards the back, only to get a clean run at five of the eight stages. 109th O/A and 4th in Class.

Footnote:

Did the event take on too much? The SR's stated that they had added 30 places for the BRC and as a result had reduced the stages by one to 8 loosing only 2 miles. The new offer was 56 miles.

Three stages were affected by nominal times for a total of 243 cars. The results system shows the actual stage distance as 50.24 miles (80.86Kms) of which around forty only got 31.52 miles (50.73Kms) approximately 56% of what was advertised. That was the same as we planned/ran at Melbourne with single laps! I have encountered this problem before when running at the back or doing the "lesser event" but this was usually on closed road events like the Manx, Mull and Jim Clark not a Single venue. It would be interesting to hear what the MSV Circuit Championship regulars thought of the BRC being included.

Rex Pet Hotel Flying Fortress Stages

Eastwood & DMC event at Fulbeck airfield had 6 stages on offer totalling 38.20 miles. Of the 57 crews who started the event 43 made it to the finish.

David Campling/**James Ducker** (Skoda Fabia R5) Car 3. Things started off badly with a 30secpenalty on SS1 for a wrong direction and then caught up in a nominal time for the first 15 cars on SS2 after an accident. The last two stages achieved 4th quickest on both. 14th O/A and 9th in Class.

Rob Brook/Cat Lund (Peugeot 205 GTi) Car 24. Best performance was on SS1 with 10th fastest. Slipped back to 16th overall on SS2 before settling down to climb back up the leader board. 12th O/a and 3rd in Class.

Gavin Heseltine

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 |