

STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

APRIL/MAY 2022



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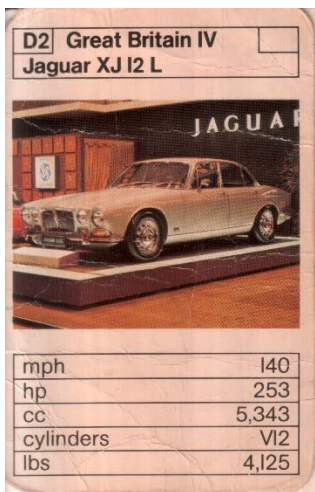
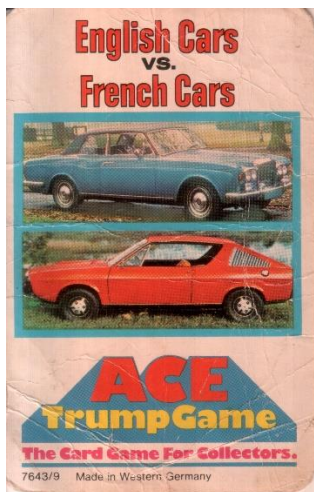
Directors indicated with an asterisk (*) after their name

Please do not telephone directors, officials or committee members after 9pm except by prior arrangement.



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Editorial

Like all NHMC members I was saddened and surprised to hear of Gavin Heseltine's untimely passing. He was one of a few members of the club I've had dealings with due to submitting some of my own articles to him as he was magazine editor. However, I didn't know Gavin as well as many members did so don't feel qualified to comment extensively on his life & legacy.

It is fortunate therefore that Gavin was planning to include an article about an event he competed in almost 30 years ago and it has been kindly typed up by Kirsty Jane Thompson for inclusion in this magazine.

I volunteered to take over as magazine editor following an appeal from Chairman (of the NHMC Board of Directors) David James as I have previously compiled magazines for other clubs and have also run several websites.

I've been a member of NHMC since I moved to my Mum's home town of Driffield in 2015, my first involvement with the club though was when I competed on the North Humberside Stages Rally in my Opel Ascona in 2002.

I've been a member of various clubs since I started in motorsport back in 1988. As I've moved around the country these have included Leeds University MC, Wigan, West Essex, Chelmsford, Coventry & Warwickshire, Rugby, Loughborough & Mablethorpe.

Having got together this first edition of the magazine I now have the framework in place and I will try my best to improve presentation and formatting with future issues.

The magazine will only be as good as the articles it contains so I urge you to provide me with anything you have so that I can publish something worthwhile at regular intervals.

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Articles can be e-mailed to me NHMC@stage-rally.com or you can call me on 0780 361 8406 if there are any articles you'd like to discuss.

As well as Gavin's article 'Night of the Navigator' there is a report on the Roger Albert Clark Rally by Ken Sturdy and contributions from the various club officers.

I've included a couple of photos from the East Riding Stages which both Ken Sturdy and I competed on in February. Ken got an excellent result with a decent improvement on seeding whereas I unfortunately managed to blow up my engine (threw a rod through the block) near the end of SS1.



I'll write-up a proper article on the ERSR for inclusion in the next magazine.

Dan Hart



10/07/1993 or 11/07/1992

Night of the Navigator

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

So, Friday lunch time saw the fine Neil Fewlass, Gavin Heseltine, Nick Black, Bernie and Steve Nolan depart the premises of unit 1 Motorsport at Beverley for the trek to Kelso.

With a scheduled scrutineering time of 18:22, we arrived at the trailer park and noise check at Kelso Racecourse at 16:30 and as no one was present, departed to our hotel in Kelso town center.

We later returned to noise and scrutineering to complete the formalities without problem. The service crew who had accompanied us to scrutineering spent most of the time inspecting a shortened (i.e. 3 door) Rover SD1!!

Documentation proved to be extremely expensive as the rally organizers and North East Rally Maps between them relieved us of £61.00. this covered 2 memberships of Berwick motor club (£16), a set of large-scale forest maps (£31) and all the necessary labels, stickers etc. for carrying fuel (£14). Attempting to cut his losses Neil tried to get some ESSO Scottish Championship stickers out of coordinator John Fife. After initial difficulties (these Scotts have a funny accent) he was eventually successful. A quick check of the pack contents and notice board for any amendments and it was back to the hotel (100 yards on foot) to dump the gear and out on the town for something to eat.



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

Suitably ensconced on stools at the bar, we watched the comings and goings of Kelso's "Party animals" at what appeared to be "the" place to be.

As best as I can recall at some point, the landlord stopped selling pints and would only serve "nips" (shorts to you and I). This seemed a suitable point to switch to green pints which caused quite a stir amongst the locals.

The next morning, we all assembled for breakfast at about 8:15am. The main topic of conversation was how I had come to have a series of cuts and bruises about my head and nose. This was a mystery to me as I had woken up with them but had no recollection of leaving the pub. Everyone then tried to piece together our movements of the previous night. Bernie and Steve had left the pub early (honest Catherine) whilst Neil, Nick and myself had finally been thrown out at about 00:45am. We had all returned to the hotel and I had apparently gone back out in search of food! Neil remembered me waking him up when coming into bed at about 04:30am. The gap in the middle was a mystery.

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



Whilst upstairs in the hotel room plotting the route, I heard a commotion out in the street. Looking out of the window at what appeared to be a scene from Cinderella with the hotel landlady offering, not a glass slipper but one of my trainers to Neil, who was laughing and pointing to me hanging out of the window. I went downstairs to find out what was going on. Apparently, the landlord had found me asleep on the staircase at around 4:30am that morning, he had woken me and I had gone to my room leaving behind my trainers. Another piece of the jigsaw of the night's activities fell into place.

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

On the start line Neil advised the commentator that this was his first time in Kielder and that a steady run for a finish was our intended tactic and then we were away on a 54 minute road section to the first stage. Apart from my customary wrong slot on the first road section, stage 1 (Wauchope East) was reached without further incident.

By this time it had started to rain fairly heavily. The 7.10 mile stage was described by the organizers as "loose and twisty". What they forgot to say was F***ing slippery!!! The first couple of miles proved to be quite sphincter nipping as we almost had several offs, (quite a few others had achieved this). With the track raised up like a railway embankment the middle of the road was the place to be, although staying there was not easy. After a couple of miles Neil seemed to have got over his death wish and we settled into a steady rhythm. 49th out of 80 who came out of the stage, (8 didn't) was the net result and glad to have survived. We had an 8 mile run to stage 2 via roadside service. A quick check that nothing was falling off (it had been very rough in parts) and a fuel top up was all

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that was necessary. Stage 2 (6.06 miles) and 3 (6.36 miles), Ogre Hill East & West, shared a common route for 2.38 miles to a split junction. It was now raining so hard that even with the wipers on fast we had to back off twice as we couldn't see for water on the screen. Others must have had the same problem as these two stages accounted for 16 retirements. Unfortunately, 10 of these were behind us so we only moved up 6 places, despite a half spin on stage 2. After 3 stages we were lying 43rd out of 65 still running and 5th out of 10 in our class.

Another 10 minute service on the playing field in Byrness for a spanner check and fuel (still raining) followed by an 18 mile run to stage 4 Falstone (5.33 miles). Falstone was described by the organizers as a "good fast stage" and 0.30 miles in we arrived too fast at a tightening right hander into a bridge. Realizing we would not make the corner, Neil straightened out the angle of departure and avoided a roll, nevertheless we were now off about 6-8 feet below the road in an area free from trees on the outside of a bend. A quick shunt about and we were lined up at an angle to the road and with bags of revs we attacked the embankment and much to my surprise leapt up it and landed on the top. Another quick shunt around to get pointed in the right direction and we were away again. The next mile or so was covered fairly steadily whilst Neil established everything was still working and by the first chicane at 1.23 miles we were back "at it". As no one caught us or went past whilst we were off, I estimate we only lost about 40 seconds. I think we were very lucky but Neil puts it down to all the time spend at Steve Herds 4X4 center. Despite the off we were 35th quickest out of 54 who completed the stage and were now lying 33rd out of 54 and leading our class by 42 seconds from a nova GTE with another nova 5.33 seconds back in 3rd place. Half a mile from the end of stage 4 we had to stop on a road section to change a rear puncture (it was still raining). A 17 mile road section, with roadside



emergency service available, led to the final 8.20 mile stage, Wauchope West.

After service for fuel and repairs to a strut mount and tie bar all damaged in the off, we successfully completed the last stage with no further incident. A quite reroute on the run back to Kelso due to a road traffic accident blocking the intended route and we booked back in for a most welcome finish. After a trip to our hotel to get washed, changed and dried out, the lads went for a meal while I alternated between rally HQ and the restaurant to keep an eye on the results. After almost 90 minutes, due to a protest, we eventually were confirmed as winners of class (8 & 9 amalgamated) and unexpectedly first group N, also 33rd overall out of 51 finishers, winning the Provost of Kelso Cup. Suitably impressed, despite John Fife refusing to take our photograph, we dropped the trophies off at the hotel and returned to the Red Lion, the scene of the previous night's festivities.

It was during the evenings post rally celebrations that light was thrown on my missing hours of earlier that day as various individuals approached me with the tales of the activities in Kelso square between 01:00am and 03:30am of which apparently, I was one of the ringleaders. Personally, I think they were winding me up, and I deny everything. Another late night ensued but we were still all up for breakfast by 08:15am and heavily loaded up left Kelso for home very happy after and excellent weekends socializing and rallying.

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

GTN (RIP)



1992 Class 9

3	Dom Buckley	Mazda GT-X		Retired SS1	
4	Gordon Smith	Sierra Cosworth 4X4		Retired SS4	
5	Phil Walker	Mazda 323 4X4		Retired SS4	
20	Bryan Gill	Daihatsu Charade		Retired SS4	
59	Leslie Robertson	Nova GTE	2	55:22	36th O/A
62	Neil Fewlass	Toyota Corolla	1	54:34	33rd O/A
66	Peter Vassallo	Astra GTE 16V		Retired SS2	
82	David Martin	Vauxhall Nova	3	60:24	43 rd O/A
83	Ian Archer	Peugeot 309 GTI		Retired SS2	
85	David Coleman	Toyota Corolla	4	62:26	46 th O/A

1	2	3	4	5	
9.08	7.40	7.21	19.51	10.34	
49 th	49 th	43 rd	39 th	35 th	Quickest



ROGER ALBERT CLARK RALLY 2021

KEN STURDY/JOHN MILLINGTON

FORD ESCORT MK2 RS2000 – CLASS D3

22ND OVERALL, FIRST IN CLASS

Up until 48hrs before this year's RAC rally, my role on the rally was to drive the management (chase) car for Mike Reed, who had entered with co-driver John Millington (previous winner of the event with Malcolm Wilson and Gwyndaf Evans) in his 2 litre Pinto engined Mk2 Escort.

Mike had done a number of events with John in the run up to the RAC to get match fit and make sure the car was thoroughly tested, and had then spent a great deal of time and effort re-preparing the car ready for the big one.

John had arranged to meet Mike and I two days before the event at Goodmanham to go through the route and service schedule, sort out tools and spares etc, but when I arrived all was not well. The previous afternoon Mike had been diagnosed with an eyesight/retina problem which meant spending 5 days in a rally car was a non-starter.

The car was ready, John was prepared, the rest of the support crew had all arranged to have a week away on the rally, accommodation and motorhome were booked, tyres and fuel were ordered, so Mike proposed that I take over from him and drive on the event.

I'd never driven in Keilder, Scotland or Wales, didn't really know John, hadn't driven Mikes car before, and hadn't had a moment to think about it, otherwise I was fully prepared and good to go! I was gutted for Mike and stunned that he'd made me the offer, but soon came round to the idea that this was a chance I couldn't turn down.



So next morning John and I set off for Carlisle with the chase car, rally car and trailer, accompanied by the motorhome crewed by Geoff Warkup and Dave Howell. We got the car scrutineered, sorted documentation for the change of driver, then went to the hotel to start going through the route notes and DVD.

Next morning Mike arrived with the van, service crew Paul Wildbore and Neil Wilson, and chase car navigator/mechanic Tom Hutchings. Final prep was done before the Thursday evening start, and before we knew it we were heading out to the first pair of stages in deepest darkest Kielder.

A steady start saw us in 55th place overall back in service at Carlisle, I'd got a feel for the car and the tyres, and realised that John and I were going to work very well together. Back out for the next pair of stages before the overnight halt, and despite fog in SS3 and ice forming as temperatures dropped, we ended the first leg 43rd overall, and 2nd in class 12 seconds adrift from the leader.

Day 2 (Saturday) was to be the biggest and most challenging day of the event – 8 more stages in Kielder with over 100 stage miles – a day which began dry and bright and ended with the snow, ice and blizzards of Storm Arwen. Never have I seen such conditions; minimal to zero visibility in places, treacherous conditions, cars in the scenery everywhere, trees blowing down – Armageddon!

We were extremely happy to get out of the forests in one piece and head back to Carlisle with the storm still raging, avoiding falling trees and debris on the road section. Other later cars weren't so lucky and ended up stuck in the stages or surrounding villages, sleeping in their cars or a pub function room that had been made available, waiting for the storm to subside and roads to be cleared.

Ironically the final 17 mile stage of the day was our best overall stage time of the rally with a 23rd fastest, and we ended day 2 in



28th place overall, with the class lead, albeit only 12 seconds ahead after nearly 3 hours rallying.

Day 3 (Saturday) should have seen us in the Scottish stages based out of Lockerbie, but the previous night's carnage forced the organisers to cancel this leg as fallen trees and snow had made running the stages a non-starter, so we got a day to re-prepare the car and get some rest before the long trek to Welshpool ready for the start of Day 4.

The Welsh stages were very icy, getting better early afternoon but treacherous again by the evening, but we just got our heads down and got stuck in, clocking some decent times but taking no major risks and ending the day 24th overall, extending the class lead to nearly 3 minutes.

The final day dawned and found us in Walters Arena for the first (icy) stage of the day, and it was great to see son Joe who was home for a couple of days between the Qatar and Saudi F1 races come and give us some support for the final leg of the event. With another 4 South Wales stages to follow, again we just plugged away, keeping tidy and crossing the finish ramp back in Carmarthen in 22nd place overall, winning the class by just over 6 minutes.



Throughout the event, under Mike's guidance, the support effort ran like clockwork – Mike and Tom met us at every planned rendezvous point with the chase car fuelling up, changing tyres, fitting lights etc. Paul & Neil did the major services with the van, and Geoff and Dave kept the whole team fed and watered from the motorhome at every service area.

The car was an absolute credit to Mike and his preparation – throughout the whole event it only needed 2 replacement fuses, and a half-shaft was swapped as a precaution when we were trying to eliminate a vibration. Apart from that, all it required was fuel and tyres and it finished without a scratch or mark on it.



We stayed back in Carmarthen for the awards presentation, headed to Cardiff for last orders and a curry, then made the long journey home Tuesday morning after a fantastic week of rallying and a result that I didn't dare to dream was achievable at the outset of my unplanned RAC debut.

HUGE HUGE THANKS to Mike for trusting me with his car, to John for agreeing to ride with an unknown stranger at a moments notice, and to Tom, Paul, Neil, Geoff and Dave who gave their time up under false pretences thinking they'd be looking after Mike – I will be forever grateful to them all.

Best wishes to Mike for a full and fast recovery

Ken Sturdy

FUTURE DATES FOR YOUR DIARY

3rd April Border MC Cadwell Park Alan Healey Memorial Rally
10th April Trackrod MC Lookout Stages Melbourne Airfield
1st May Sheffield & Hallamshire MC LECONFIELD
19th June John Overend Memorial Stages Rally Melbourne
10th July Caves Classic, Classic run
21st August SOD Classic scenic run
18th September NHMC Classic Run (New)
20th November Cadwell Stages Rally

John Overend Memorial Stages Rally 19th June

Please note the date, we need lots of help, especially with Stage Building

18th September is a provisional date for an additional classic run, possibly in Holderness



East Riding Stages Rally 27th February 2022

Ken Sturdy finished 29th overall and 3rd in class C on the East Riding Stages Rally (Photograph by David Dudley).



Despite many late nights in the garage and extensive testing, Dan Hart's Class D 2.2 Manta suffered from a thrown rod near the end of SS1 – more to follow (Photograph by Kevin Money)



COMPETITION SECRETARY'S BIT

AUTOTESTS

After a two year gap, the club finally managed to run an Autotest meeting.

The Maple Garage Autotest was held on 10th March, at Maple garage Sproatley, many thanks to Deg and Phil for the use of the venue.

We had seven starters to compete on the day, the eventual winner being Stephen Short in his Nova. First in class went to brother Phil, and Kevin Hardwick taking second.

Thanks to Dave Short for drawing the tests, on what is quite a compact venue.

Also thanks to Kirsty for results, Graham Tabor, Mike Kitching, Carl Thompson and John Milner for marshalling. Plus Dave Cogan for being steward.

Event Winner Stephen Short



Marshals News

Marshals Wanted

Sunday 3rd April Border Motor Club Alan Healey Memorial Stages Rally Cadwell Park

Full details at [Alan Healy Memorial Rally - Marshals \(ahmr.co.uk\)](http://ahmr.co.uk)

Signing on will be between 6.45am and 8.15am

Sunday April 3rd The North Yorkshire Classic Rally

We have been asked to run a test on this event please contact Ian Sadofsky if you want to help Ian Sadofsky iansadofsky@gmail.com

Trackrod Motor Club Lookout Stags 10th April Melbourne Airfield

The first of the three single venues on Melbourne. Lots of help required.

Sunday 1st May Sheffield & Hallamshire MC are again running their event on Leconfield. This was a great event last year, I am compiling a list of people who are available .

They are running another event on Leconfield on 28th August



Note: "Important News Flash from Eastwood & DMC -

Harold Palin Stages Rally Sunday 1st May 2022 - has been cancelled.

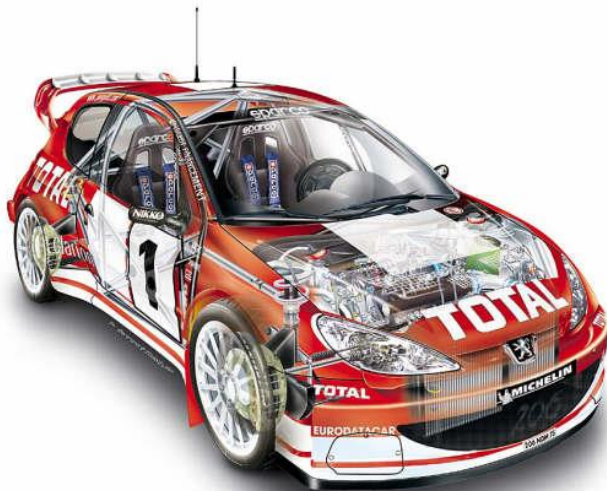
Marshals Championship

With all marshals signing on being done remotely in recent times I have no idea who has gone whereas regarding claiming points for the marshals championship, It would help if you could let me know which events you have marshalled on in 2021.

John Newlove

Chief Marshal

John.newlove@btinternet.Com



2022 NHMC STAGE RALLY CHAMPIONSHIP

Driver	1	2	3	4	5	6	TOTAL
Ken Sturdy	67 (2)	58 (4)	63(5)				188
Chris Marlow	35 (2)						35
Dan Hart	10 (4)						10

NAVIGATOR	1	2	3	4	5	6	TOTAL
Tom Hutchings	32 (1)	54 (3)	58 (4)				144
Dave Shepherd	35 (2)						35
Andrew Funnell	63(5)						63



2022 NHMC STAGE RALLY CHAMPIONSHIP EVENTS



5	Donington Rally	13/03/2022	SV	Donington
4	East Riding Stages Rally	28/02/2022	MV	East Yorkshire
3	Snetterton Stages Rally	19/02/2022	SV-A	Snetterton RC
2	Riponian	6/02/22	Forest	Forest Rally
1`	Brands Hatch Stages	15/02/22	SV-A	Brands Hatch

Gail Newlove is working out the points, you need to submit your results via the claim form on the club's website. Gail can be contacted at nhmc.secretary@btinternet.com



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G1 France III Simca 1000 Rallye 2	H4 France IV Citroen CX 2200
	
mph 103	mph 109
hp 82	hp 112
cc 1,294	cc 2,175
cylinders 4	cylinders 4
lbs 1,920	lbs 2,820

F3 France II Renault 16 TX	D1 Great Britain IV Triumph 2.5 PI
	
mph 105	mph 106
hp 93	hp 122
cc 1,647	cc 2,498
cylinders 4	cylinders 6
lbs 2,425	lbs 2,770

We close this edition of Stage Times with an important question:
1970s cars - which one would you have? Interesting/humorous suggestions to the editor please.....



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