

STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

JUNE/JULY 2022



www.facebook.com/northhumbersidemc

CLUB DIRECTORS*, OFFICIALS & COMMITTEE	
President Ian Sadofsky* 01482 635202 iansadofsky@gmail.com	Membership Secretary Dennis Robinson* 01482 651069 captjd@53wellard.karoo.co.uk
Chairman David James* 01262 606420 david@djames.org.uk	Treasurer Ian James* 07713 573432 ianjames@northhumbersideforestrally.org.uk
Vice President Dave Cogan 01482631963 davecogan@cogans.karoo.co.uk	Competition Secretary Robert Newlove* 01377 270888 gin@btinternet.com
Vice President, Vice Chairman & Chief Marshal John Newlove* 01904 608524 John.newlove@btinternet.com	Magazine Editor Dan Hart 0780 361 8406 nhmc@stage-rally.com
Secretary Gail Newlove 01377 270888 Nhmc.secretary@btinternet.com	Safeguarding Officer Chris Newlove* 07729 721937 christophnewlove@hotmail.com
OTHER DIRECTORS* & COMMITTEE	
Tom Hutchings* 07975 714159 Rally_ace@hotmail.com	Kirsty Thompson 07725 950344 Kirsty-jt@hotmail.co.uk
Carl Thompson* 01759 306671 carlthompson@tsicali.co.uk	Steve Varey* 01482 876641 vareylowfields@hotmail.com

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

Welcome to my second attempt at editing Stage Times.

For this magazine I've written the article I promised about February's East Riding Stages Rally, there's an article Gavin Heseltine had been saving about the NHMC event at Manby in 1990 and also Ken Sturdy's account of his recent rally at Leconfield.

At the last NHMC committee meeting I offered to run a DiRT Rally championship for the club. This is an incredibly realistic rally game available on Playstation 4, Xbox and PC. It is available for free from time-to-time and at present there is a free trial version. The full version is approximately £10 to buy for PC.



<https://northhumbersidemotorclub.co.uk/>

To find details about the game itself go to
<https://dirt rally2.dirtgame.com/> on the tinterweb.

The events generally take the form of 4 stages at events including Monte Carlo, Wales, Scotland, Finland, Sweden, Spain, Poland, Germany, Australia and New Zealand. Each event is limited to a WRC category such as Gp B 4WD, GpA, R5, R2 or various Historics. The events normally run for a week and each takes about an hour of driving. Depending on feedback I can change this to suit the participants.

To participate in a championship send me an e-mail NHMC@stage-rally.com If you know what you're doing I'll give you details of the championship, if not and you need help I'll try my best to assist. If there are sufficient entrants I'll set up a bespoke championship for members only, if there is a small amount of interest I'll add you to a championship I already run.

Finally thanks to Ian North who responded to my 'important questuin' in the last magazine: 1970s cars - which one would you have? With "It has got to be the Triumph.

I had one in the 70's and as in the magazine it was white.

Generally a good car but you had to have an allen key to remove the injectors and clean them when they blocked."

So there you have it.....



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East Riding Stages Rally 27th February 2022

This was an event I couldn't miss, Yorkshire's first ever closed road rally run in close proximity to my home. The Manta hadn't rallied since the Trackrod in 2017 when I broke the quill shaft/torque tube on the back axle and had undergone an extensive rebuild. My previous co-driver (Ash Young) had retired, then unretired and moved on to compete with a very well-funded team. Fortunately I'd been introduced to a suitable and very experienced replacement (Pete Littlefield) by a fellow Manta owner and we'd been talking about doing an event since before the Pandemic.



We submitted our entry and awaited the outcome of the lottery, the way in which this was handled seem very fair and sought to prevent people from bagging entries, not using them, then preventing others from entering. We were lucky to be one of the 85 entries approved and this meant I could motor on with getting the car prepared properly. I'll follow-up with another article about the work that went into the car but there were a lot of nice-to-dos that I'd been planning for a while and was able to get nearly all of these done as well as some bodywork, a new exhaust, AFR (Air Fuel Ratio) gauge, fuel level gauge, new fire extinguisher, fuse box, re-wiring, larger oil cooler and a fix to a common C20XE engine problem – a sticking oil pressure relief valve.



With all the work done the car was MOTd, insured, taxed and I embarked on some extensive testing determined to iron out any potential problems so we could get on and have a good crack at the rally. There was a lot of interest even from non-rally folk and I had a lot of visitors whenever I was busy in the workshop.

Local bikers and even the GP dropped by then Ian Martin from Kilham who is a prominent member of the Opel Manta Owners Club (OMOC) came for a look and a ride. Ian has a pristine road Manta with red top engine and couldn't believe how much more grunt mine had than his. Granted, mine is a lot less civilised but the lighter weight, additional 250cc engine capacity and Twin Webers in lieu of a single throttle body makes quite a difference.

I also went out for a drive round Wansford and Langtoft with a former colleague who had competed on road rallies in the area and knew the roads well. He was very impressed with the car, warned me about some danger spots (narrow bridges and tight/twisty sections) and ultimately concurred with the opinion I had already formed which was that a bit of ride height wouldn't go amiss given the rough sections and potholes I expected to encounter given the terrible road conditions around Nafferton.

I also decided that a set of knobbles wouldn't be a bad option; firstly I have a few sets and secondly the puncture resistance would hopefully make up for the few seconds of time I might drop due to lack of grip. I was hoping this local knowledge would give me some sort of advantage.

Competitors were not allowed on the actual roads of the event in the months running up to 27th February but there was a recce on the Saturday which was a new experience for me and meant we'd have a proper look at the roads before competing on Sunday.

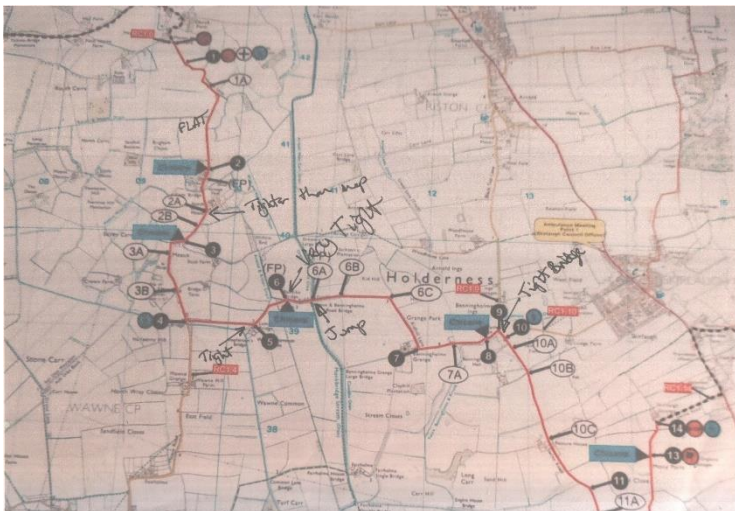


Concluding preparation I had a word with a journalist from Driffeld & Wolds Weekly and a bit about me and the car was included in the paper's feature on the rally in the week prior to the event.

Co-driver Pete arrived in Nafferton on the Friday afternoon and my wife and some other local friends had entered us into a pub quiz which was a good opportunity for Pete and I to get to know each other properly before jumping in the car together.

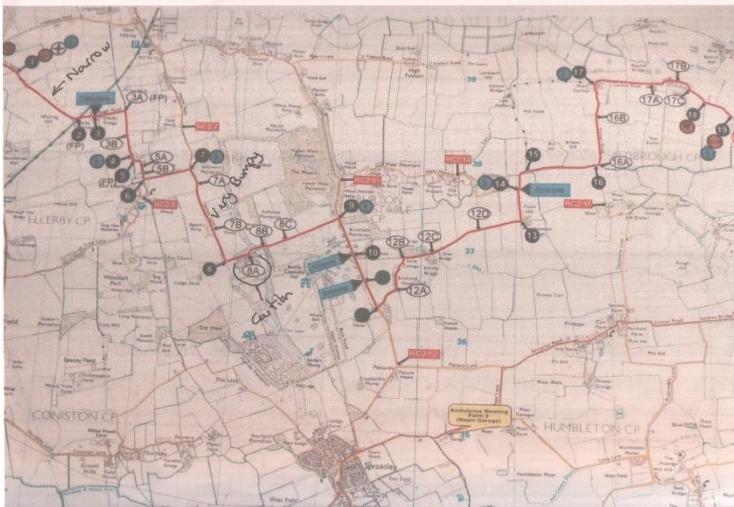
On the Friday morning we headed off in my Audi road car for signing-on and as we mingled with other competitors and event officials I realised that Pete through his involvement with Tynemouth MC knew absolutely everybody. I also met a number of the guys from NHMC who were marshalling in the loading/unloading area.

Having signed on without difficulty (partly due to much of documentation being completed in advance) we head off on our first recce.



SS1 Wawne Common

Stage 1 started between Tickton and Long Riston with some tricky narrow tight bridge sections, narrow lanes, deep ditches and some fast flowing sections at the end before finishing near Skirlaugh. I was immediately struck by the condition of the roads as they were so much better than I was expecting and a lot better than what I'd experienced around Nafferton. Maybe my choice of knobbies was a bad one and I certainly seemed to be in a class of one as everyone else was running slicks but I was committed now.

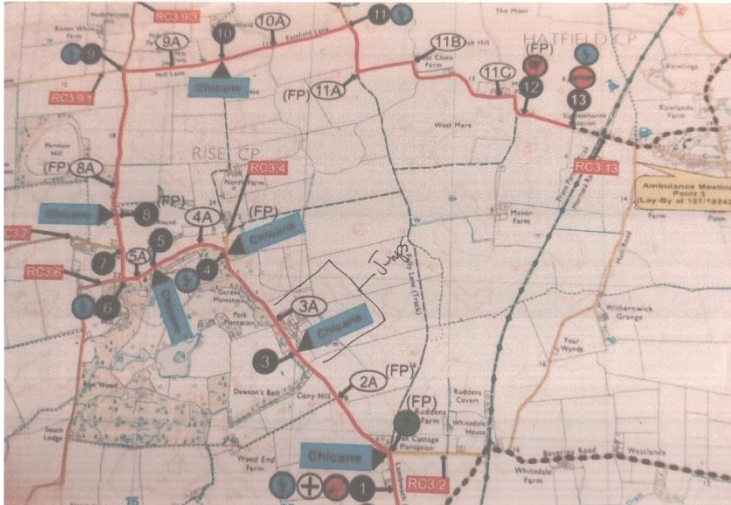


SS2 Coom Hill

There was a very short road section just over a mile between SS1 & 2 and then into Coom Hill which started between Skirlaugh and New Ellerby. The stage ran down towards Sproatley passing the spectator area at Burton Constable Hall before heading up to the finish near Aldbrough. Again the roads were in much better



condition than I was expecting with some really fast sections but plenty of chicanes to make sure speeds didn't get too out of hand.

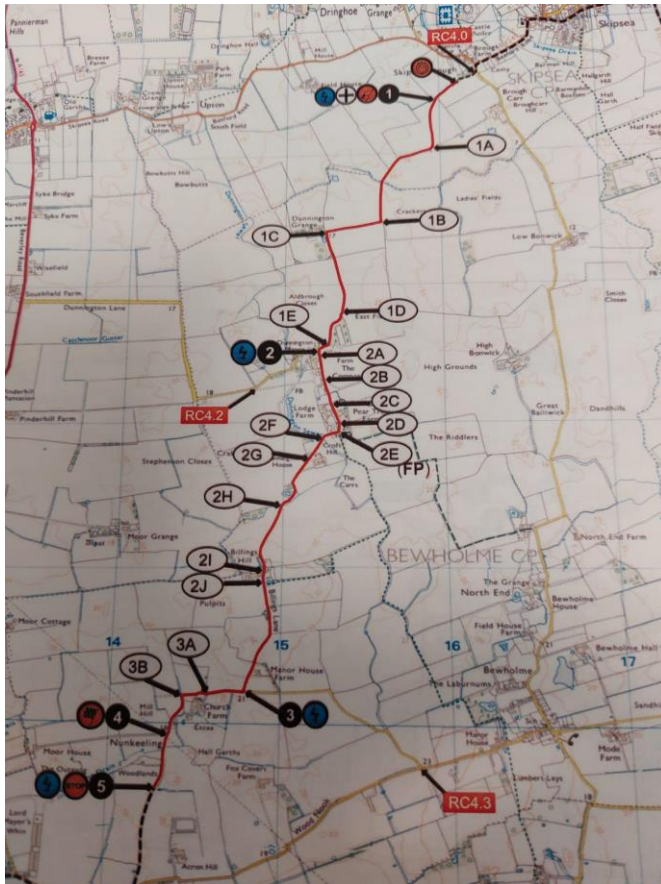


SS3 Rise

This stage started near to Rise Hall (made famous by Sarah Beany's TV programme about the property) and we'd been warned to expect jumps between junctions 3 & 4. In the event these seemed pretty innocuous and we were confused by one of the chicanes and ended up following some other competitors the wrong way round a triangle and down a side road. The stage finished near Great Hatfield and again the surface conditions were very good for the sub-five mile stage apart from a massive flood across a field and the road by West Close Farm between junctions 11 & 12.

The longest inter-stage road section of the event (10 miles) from Rise SSF through Hornsea to Skipsea and SS4 Dunnington followed.





SS4 Dunnington

This 3.41 mile stage had only 2 junctions which gives some idea how remote the location is. More of the same with some interesting sections through houses and farms before finishing at Nunkeeling and returning to Bishop Burton via a 15 mile road section.



Having completed the first loop of the rally we returned to Rally HQ where service crew Matt & Max had brought the Manta with my service barge (my wife's car). We headed off for noise and scrutineering on the edge of Beverley near Woodmansey. We got through noise first which was a relief as my new exhaust is quite a bit bigger than the old one then through scrutineering with no difficulty and finally had the cradle for our rally tracker fitted.

Back to service and then out for the second loop of the recce – which was exactly the same as the first except that we got stuck in the middle of some sort of fox hunt for about half an hour.

After two loops we had made very few notes as the official notes were excellent so we headed back home for a good night's kip (something of a rarity for me, especially before a rally). The next thing we knew we were back at Bishop Burton in the morning for a proper crack at the rally.

The first road section passed quickly and before we knew it we were sat at stage start and away we went. It was a surprisingly warm bright day for February so sunglasses were needed. Even so the tyres took quite a bit of time to warm up and I struggled with confidence and excessive understeer at first, the knobbles were looking like a poor choice. We passed a car not far from the start who had retired and then a few more so at least we would not be the first retirement.

I have to admit to feeling a little rusty, apart from the tyres I found I was lacking confidence in the brakes, they don't have much feel and I've suffered with braking problems in the past so I found I was backing off and even down shifting too early.

We weren't setting the world alight but there were 7 more stages to make up for it so I was feeling quite happy with our progress as we neared the end of the stage when disaster struck. The engine



note changed and I looked in the mirror to see plumes of white smoke. Pete was convinced the gearbox or axle must have gone bang but we still had drive and the engine wasn't sounding or feeling at all right so I coasted to the side of the road close to junction 11 then switched off the engine. We hit the OK button on the Rallitrak, put out the OK board and the triangle before some marshalls from the next junction came to check we were ok.

I lifted the bonnet and had a good look around, there was a lot of oil and a big hole in the side of the engine block. We called Max to bring the trailer to the end of the stage and awaited recovery.

The recovery team scooped us up and dropped us at stage finish where we faced our next problem; the car was pointing up hill and the borrowed trailer had no winch. A bit of head scratching when Max turned up and we backed the trailer down to the car. I figured that as the engine had been running when we stopped I should be able to get it started again and I'd try to drive it on the trailer but figured I would only get one attempt. Luckily I was right as the engine started I gave the engine a little rev and drove it forward onto the trailer. I made it on at the first attempt but overshot a bit and destroyed the front spoiler on the trailer's tool box.

I dropped Pete back at service from where he headed home and then I took the car back to Nafferton. I managed to get the car started again so I could get it off the trailer but then it seized and I had to push it into the garage. The engine obviously isn't salvageable but I already had a spare 2 litre engine sitting on the engine stand so I soon got to work assembling that with new steel rods and pistons that I had been saving for a few years. Unfortunately the piston rings that came with the pistons turned out to be wrong so I've had to order a new set from Total Seal in the USA. As I write this (5th June) they've just turned up this week so I have had over a 10 week wait and made no progress.



The overall rally is a disappointment but I'm now approaching my 50th stage rally and this happens every so often. I'd done all the testing and preparation I could do but the engine has been used for over 10 years (although with very little mileage) and you can't get hold of 2.2s blocks any more so I think it just had its time. Pete thought the engine might have buzzed but I checked the logger on the rev counter and the peak RPM was 7400 so I don't think that's what it was. Maybe it did get a bit more rpm than it wanted when I was down shifting but a red top with steel bottom end should take it so I'll just put it down to 'one of those things'. We couldn't check the in-car as we'd forgotten to switch the camera on.

One silver lining was that the Hull Daily Mail chose a picture of my car for their article on the event. I've not been in the HDM before and kind of hope I never am again but if I'm going to be in it for anything it might as well be a picture of my bright yellow rally car.



Dan Hart

P.S. Pete and I will be back for some forest action later in the year.



A date for your diaries Rally Yorkshire 24th September we are running Staindale

NHMC CLASSIC RUNS

CAVES CLASSIC 10th July 2022

We still have a few places still available. The route in East Yorkshire is a compact 73 miles with eating and toilet facilities at the start, half way and finish venues

Organised by Dennis Robinson and Ian Sadofsky. There are a few places left, entry form on the website or contact Ian on 07842417275.



<https://northhumbersidemotorclub.co.uk/>

SUTTON ON DERWENT (SOD) CLASSIC SCENIC RUN 21ST AUGUST 2022

I have started planning this year's route. I have decided to move the start back to Hutton Cranswick, but not the Farm Shop as before but the village's Sports and Recreation Club. The event as usual will finish at Sutton on Derwent. So put the date in your diaries (if you still have one).

Hopefully the spitfire will be back, but we haven't heard anything yet.

Details on the club website when I get back from my holidays

Robert

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Rally Report

EVERQUIP STAGES

Report by Julie Darley

Photography by Julie Darley / Paul Harvey

Saturday, 17th February, was the date chosen by North Humber-side MC for the 1990 Everquip Stages. Forty eight crews waited to start the day with a minimum of eight stages set out round the disused airfield at Manby.

The weather was typical of February, dull and overcast with only a slight hint of the mist lifting to a haze of the sun beyond.

Shortly after 9 am, whilst setting up of the stages was being finalised, an ambulance was to arrive at the scene. Sponsor of the event, John Everard of Everquip Garage Equipment suffered a coronary and was rushed off to hospital, leaving the service crew of car 10 with no driver. John had intended to drive his Mitsubishi Lancer Turbo as a competitor throughout the day, a quick thinking service crew took things into their own hands and ran the car on John's behalf, as far as can be found out, he has been detained at Louth County hospital for a few days. We wish him well.

The first car finally left the line at 9.50am instead of the intended 9.30. Car 1 was local garage proprietor Ian Burton of Burtons, Louth, with lady navigator Pam Shearwood. As this was the second round of the newly formed Trakatak challenge, Ian and Pam were out in the Trakatak Rally School Fiat Uno; the school recently set up by Steve

Markham of Pinchbeck. After a hard day of being chased and chasing, the pair managed a 6th overall position.

In second position, Martin Robinson/Dave Barker, of Grimsby Motor Club, were determined to take home a trophy after a slight error at Cadwell the week before had dropped them from 6th overall to 66th. They certainly were out of competing with all others. In fact, after stage 4, Martin Robinson/Dave Barker kindly produced and fitted a new head for the Escort of car 12, Tony Yates/John Lindsey, after their own cylinder head developed a crack. Now that's being a sport! Tony then proceeded to chase Martin, taking vital seconds throughout the day. Martin just managed to hold

onto his second place, behind the winning Escort of Phil & Mick Gallagher.

Only four cars retired in the early stages, Graham Hawkrigge/Steve Retchless blew their engine on the second lap of the 1st stage. How disappointing! Martin Farras/Mandy Farras and John Cuthbertson/Rick Spooner also retired with mechanical problems. Mark Giles managed to roll his Escort on Stage 6 losing front and rear wind-screens.

Michael Kheng/Andrew Johnson with their Oasis Fun Pool Astra managed to finish the day in 5th overall position.

Car 48, the Fiesta of Daryn Speed, negotiated a bend on stage 6 then travelled 100 yds without touching the ground.

RESULTS

1. Phil Gallagher/Mick Gallagher	65m.10s
2. Martin Robinson/Dave Barker	65m.45s
3. Andrew Rowe/Paul Collins	65m.49s
4. Brian Gill/Graeme Dawson	65m.53s
5. Michael Kheng/Andrew Johnson	68m.05s
6. Ian Burton/Pam Shearwood	68m.18s
7. Simon Stevenson/Terry Edmondson	69m.06s
8. Steve Adamson/Judith Litter	69m.35s
9. David Arnold/Ann Arnold	69m.51s

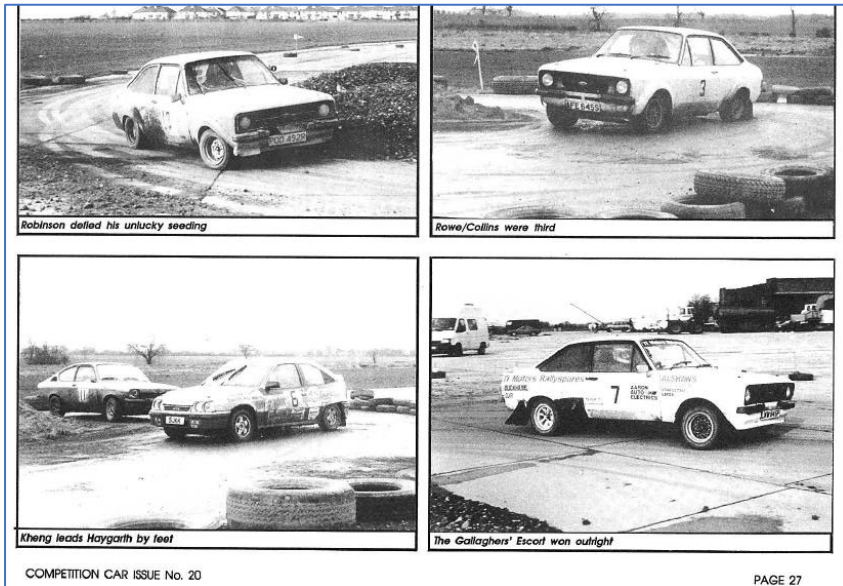


Brian Gill splashes his way to fourth



Michael Kheng's Astra came fifth





Marshals Championship

I have tried to update the championship results , but have only had one person actually Email me to claim points

John Newlove

Chief Marshal

John.newlove@btinternet.com



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	NHMC Marshals Championship 2022								
	Riponian	East Riding Stages	Autotest March	Autotest	York Classic	Look out	DST Leconfield Stages	White Rose Classic	Total
John Milner	1	1			1	1		1	5
Robert Newlove	1	1	1			1	1		5
Mike Kitching	1	1	1		1	1	1	1	7
Sarah Kitching						1			1
Dennis Robinson	1								1
Gail	1		1				1		3
Nigel Turton					1	1	1		3
Carl Thompson	1		1						2
Kirsty Thompson	1		1						2
Dave Cogan	1		1		1				3
Gareth Pennall	1	1				1	1		4
Alan Carvell	1	1			1	1		1	5
Robbie Overend	1								1
Graham Tabor	1	1							2
John Brook	1	1					1		3
Graham Hudson	1	1					1	1	4
Trevor Davies	1	1					1		3
Ian James	1								1
John Dixon		1							1
David James									0
Chris Newlove						1			1
Ian Sadofsky	1				1				2
Rosemary Sadofsky					1				1
Roger Stamford									0
Carl Ogleby	1								1
Lyn Cogan									0
Dave Watkins	1								1
Phil Craven	1								1
Geoff Craven	1								1
Rob Brook									0
Dave Short									0
Stuart Carriss	1								1
Mark Tabor	1								1
Dave Shpheard									1
Richard Hart					1				1
Dean Carter	1						1		1
Jane Carter	1						1		1



Marshals News

Thanks for everyone who has turned out so far this year, we have had marshals out on The York Classic and White Rose Classic, Lookout stages and the event on Leconfield. It was a good day on Leconfield, the event ran very well, a really fast and furious rally, at times it was more like circuit racing.

The number of events for this year seem to be on the increase.

Marshals Wanted

Sunday 12th June Rex Pet Hotel Flying Fortress

Stages at Grafton Underwood airfield please contact

Jon Leckenby Email: jonleckenby@aol.com

John Overend Memorial Stages and Melbourne Junior Rally. 19th June

Lots of marshals and help need on this event

10th July NHMC Caves Classic one of the clubs classic runs, they may need a small number of marshals, please contact Denise Robinson captjd@53wellard.karoo.co.uk

Scottish Rally - 23rd July 2022 Elizabeth Klinkenberg is asking for help on Twiglees which is SS3. If you are willing to help please contact Elizabeth myrallyemail@gmail.com or Mob 07713 324499

Sunday 24th July Delacy Targa Rally Ian Sadofsky has been asked to run a test on this event please contact him on Ian Sadofsky iansadofsky@gmail.com

Sunday 28th August Sheffield and Hallamshire 2nd event on Leconfield



2022 NHMC STAGE RALLY CHAMPIONSHIP

Driver	1	2	3	4	5	6	TOTAL
Ken Sturdy	67 (2)	58 (4)	63(5)	58(6)	68(7)		314
Neil Fewlass	37 (4)	35(7)					72
Keith Turner	42(7)						42
Bernie Nolan	38(7)						38
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)	63(6)	68(7)		275
Andrew Funnell	63(5)	58(6)					121
Dave Shepherd	35 (2)	38(7)					73
Steve Varey	37 (4)	35(7)					72
Rob Brook	42(7)						42

2022 NHMC STAGE RALLY CHAMPIONSHIP EVENTS

7	DST Leconfield Stages Rally	01/05/2022	SV	Leconfield
6	Alan Healy Memorial Rally	03/04/2022	SV	Cadwell
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	06/02/22	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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AND **BEST CONTACT NUMBER.**

Stop Press (Marshals Appeal):

On July 24 De Lacy Motor Club are running the second DeLacy Targa Rally based at Catterick Army Camp and the club has been asked to run a Test and Time Controls. If you are available to marshals please contact Ian Sadofsky iansadofsky@gmail.com or 07842417275. We have no timing or location details yet.



DST LECONFIELD STAGES RALLY

KEN STURDY / TOM HUTCHINGS / TALBOT AVENGER

Got off to a good start in damp conditions on wet tyres, 6th overall and first in class after SS1.

SS2 and tyres went off in drying conditions, slipped back to 7th overall second in class.

Changed to soft slicks for SS3, big improvement, but a 360 spin onto the grass on SS4 cost us time.



Harder tyres for SS5 & SS6 helped us get back to finish 7th overall and 2nd in the 2 litre class.

Great job by Tom Hutchings in the co-drivers seat and Mike, Nellie & Widdy for keeping the car running faultlessly all day

Hopefully we'll be back on Leconfield for the next event in August.

Great East Yorkshire day out with Mike Reed, Neil Fewlass, Phil Burton, Bernie Nolan and Keith Turner (and us!) flying the flag for the locals.



Tailpipe

THE MOTOR, MARCH 27 1963

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