

STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

OCTOBER/NOVEMBER/DECEMBER 2022



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



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Editorial

Club Member Pat Cunningham has been in hospital for some time, we would like to wish her well.

Welcome to the Autumn edition of Stage Times. This is the fourth issue I have edited and in the same time period we have had three Chancellors, I wonder if there will be more along before I go to print again?

First of all I'm sure you're wondering what on earth that is on the front cover..... Perhaps it's a metaphor? Hallowe'en is coming.....



In reality, it's a close up of the engine block of my Opel Manta which managed to put a rod through both sides of the block (hence why you can see daylight) on the East Riding Stages at the end of February and it's the main reason I haven't been competing this year. I will go into more detail about what's been going on in my garage in a short article later in this magazine.

There's also an article by Ken Sturdy after his winning performance in a new car on the Trackrod Historic Rally Yorkshire. Ken is the most active competitor in the club at the moment (I'm jealous) and saves me by contributing an article to every issue – as well as printing the magazine.

I'm sure there must be more competitors out there so if you're one of them please drop me a long or short article for inclusion in a future magazine.

Much of this magazine is a call to arms (or many small calls for help if you prefer).

There is a request for marshals on the NHMC Cadwell stages as well as a request for more competitors to get entries in, I'm in the process of trying to persuade my co-drive to put an entry in with me in the Evo.

The club is also looking to build on where it is now and strengthen its future outlook. For this reason we would welcome anyone who has an interest in getting involved to step forward.

All the roles on the committee are outlined on page 2, it would be great if we could set up understudies for each of these roles so that when the incumbent goes on a well deserved holiday there is somebody to stand in. It's also conceivable that a committee member might move away from the area or find themselves with other life commitments meaning they can't continue in the role. The club stands a better chance of surviving and growing if there are capable and knowledgeable people willing to get involved.

If you want to find out more, please contact any member of the committee.



As well as the committee there is a lot of work to be done planning, preparing and setting up rallies and other events. Many of these people are the same people who are on the committee.

All the event roles are rewarding in their own right, some require a bit of prior knowledge and experience, some don't. All will benefit from someone coming along to an event or joining the event committee and having a go.

To help gain an understanding of what's involved I have been provided with brief job descriptions by John & Robert Newlove (respectively) for the roles of Event Chief Marshal and Stage Building.

The third item in this section is an invitation by MSUK to attend an Event Secretary and Event Steward workshop. Mileage expenses can be claimed, lunch and refreshments are provided. The nearest workshop is at Northallerton in 2023.

There are plenty of other roles as well which if you haven't done them will be a bit of a mystery but these will give you an idea of the opportunities available. If you want to know anything about these or any other roles, again please get in touch with a committee member.

Towards the end of the magazine together with the regular contributions from the committee (club/marshals championship etc) there is some feedback from Lindholme MSC on why they believe only slick tyres should be allowed at Melbourne for rallies. There has been some discussion about relaxing this rule by our committee in light of the reduced entries we seem to be getting. I am in the camp where I would prefer to compete on a rough venue like this using forest rubber and to sacrifice a little ultimate pace for peace of mind over punctures. Twyford for example has had a rule of 'knobbles only' and the laws of physics must be the same in both locations.

However, it's necessary to collaborate with other clubs and venues in order to secure locations for future use and if the committee agrees that running slicks to keep the peace is the best way forward, I'll gladly support this.



Pick one.....



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JOB DESCRIPTIONS FOR RALLIES

Event Chief Marshal Job Description

To recruit the number of marshals required for each particular event or stage

In the first instance this entails contacting other motor clubs, known marshals contacts etc usually by e-mail .

Respond to any replies and chase up no response etc.

Identify people with the skills, knowledge and experience for roles you need to fill, according to the predicted numbers given by the organisers,

For instance, Radio Operators, timing crews, in stage marshals etc.

Allocate these to the positions on the event or stage as requested by the Senior officials of the event

Organise signing on arrangements and send out required information to all the marshals you have recruited.

On the day of the event greet all marshals, give out any information, marshals goodies etc. make sure they are in the correct positions and in safe positions.

Conduct a marshals draw if required.

After the event, make sure everyone is thanked for their help.

STAGE BUILDERS AND SET UP

We are always short of help setting up, this job involves collecting equipment stakes, bollards etc, getting them to site and then building the stage as set out in the build manual or Road Book. It can be quite physically demanding work. The use of a good trailer is a good asset. Once the event



has started changes to the stages are made after each pair of stages. Our current helpers are either approaching or have passed the age of 70

John Milner who spends a lot of time sorting the gear out has just celebrated his 80th birthday !

Event Secretary and Event Steward Workshops

The first series of Event Secretary and Event Steward workshops will be held in October and November at venues across the UK, including Scotland and Northern Ireland. We encourage all individuals who are interested in, or actively perform these roles, to take part; however, attendance is not mandatory. These workshops will be as hands-on as possible and will provide an opportunity to learn more about the duties involved, help you to develop existing skills and allow you to share your experience with others. All are welcome to attend, however attendance is particularly encouraged from those within the grassroots disciplines of the sport.

IMPORTANT: Due to the limited space available on these workshops, preference will be given to those who primarily carry out Event Secretary or Event Steward duties and are not already licensed Motorsport UK Stewards or Clerks of the Course. **Licensed Motorsport UK Stewards and Clerks of the Course will have their own seminar series taking place in early 2023 and invites will be sent out for these in the coming months.**

Workshop calendar 2022:

30th October – Holiday Inn Newport, Monmouthshire

12th November – Hilton Belfast Templepatrick, Ballyclare

19th November – Dunblane Hydro Hotel, Perthshire

20th November – Holiday Inn Gatwick, Worth, West Sussex

26th November – DoubleTree by Hilton, Nottingham



To register for a workshop, please complete the registration form [HERE](#)

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Attendees will be able to claim their mileage at the rate of 45p per mile for up to 100 miles each way, and lunch and other refreshments will also be provided.

If you cannot attend any of the above dates, there will be a second series of workshops taking place in January and February 2023. Provisional locations for the 2023 workshops are Northallerton, Haydock, Cambridge and Exeter. You can register your interest for these workshops on the form above. Following the second series of workshops, Regional Associations and Clubs will be provided with the content so that training may be ongoing.

Dates for Your Diary

A new closed roads stage rally that includes classic south Yorkshire night rallying roads will take place in October 2023. The White's Bakery Penistone, South Yorkshire Stages Rally was launched last weekend at the Penistone agricultural show, where the organising team from Sheffield and Hallamshire Motor Club had a stand to publicise the event.

The rally is scheduled to consist of two loops of four stages using minor roads around Penistone and the East Pennines, with a further run through two stages to the northwest and southwest of Penistone. They will include roads formerly used on well-known local road rallies such as the Moorlands and Meadows, the Jackson Trophy and The Rally of the Dams.

Sheffield and Hallamshire MC already run two successful single venue rallies at Leconfield, near Beverley. However, the Penistone, South Yorkshire Stages will be their first foray into a closed roads event. Clerk of the Course, Stephen Ritchie, and his team made sure they had support from the local MP and councillors before they began major planning. He explained "We invited Miriam Cates (MP for Penistone and Stocksbridge) to attend Beverley Motor Club's East

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

Riding Stages in February. She was very impressed with the professional way rallies are organised, as well as recognising the economic advantages for the area. We are really pleased that Miriam is so interested and enthusiastic, because it gives us confidence to press on and make sure the event runs successfully.”

Writer: Ian Harden.

Source - <https://www.facebook.com/Hardens-Rally-News-104383902248367>

Cadwell Park – 1

North Humberside Cadwell Stages Rally 20th November.

Planning is well underway for our Cadwell event on the 20th November.

We will be looking for marshals in all disciplines to help us run the event safely.

We would be especially grateful if anybody would like to help in the running of the event, particularly in being part of the stage set up teams. Any volunteers would be placed with experienced set up crews. We would also welcome people willing to shadow officials on the event to help and learn for future events.

If you are available to marshal , or interested in helping in other roles please contact myself or Carl

Thompson marshals@NHMCCadwellStages.org.uk

To keep updated with the event please visit

<https://www.nhmccadwellstages.org.uk/index.shtml>

Thanks

John Newlove



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Cadwell Park - 2

Entries are disappointingly low (57 at the time of writing), so we have not had to perform the random draw that was envisaged in the regulations.

Receipt numbers are being allocated, acknowledgements of entries and requests for payments are going out today.

The list of entries received will be available later today.

Whilst this level of entries means the event will run at a substantial loss, let me make it clear that the event will run - the terms of the Circuit Hire Agreement with MSV mean that once we have signed the agreement (which we did in March) we have to pay the full circuit hire fee whether or not the event runs.

We would lose much more by cancelling than we lose by running.

However, this level of loss is not sustainable going forward, so if you want to see the event running in future years and can enter this year, please do.

PROPOSED DATES FOR 2023

(These are very provisional and may be subject to change)

- 5th February Autotest
- 19th March Maple Garage Autotest
- 14th May Tour of Holderness (new Classic tour Event)
- 2nd July John Overend Memorial Stages Rally
- 9th July Caves Classic
- 20th August SOD Run
- 19th November Cadwell Stages Rally
- 3rd December Autotest
- TBC – Warcop & Tour of Holderness



CHRISTMAS QUIZ



I am hoping to resurrect the famous Xmas quiz, it was last held in 2019

Provisional date is the 8th of December, at Skidby Lakes Golf Club,

More details later

TRACKROD RALLY YORKSHIRE HISTORIC CUP

**KEN STURDY / GLYN THOMAS – FORD ESCORT MK2 RS1800
9th Overall, 6th Class D5**

Back in 2014, my son Joe began a successful rallying partnership with talented young York driver Nick Carr - they went on to win the BTRDA Rally First championship and did a season in the Junior British Rally Championship before rallying took a back seat in order for them to pursue their respective engineering careers.

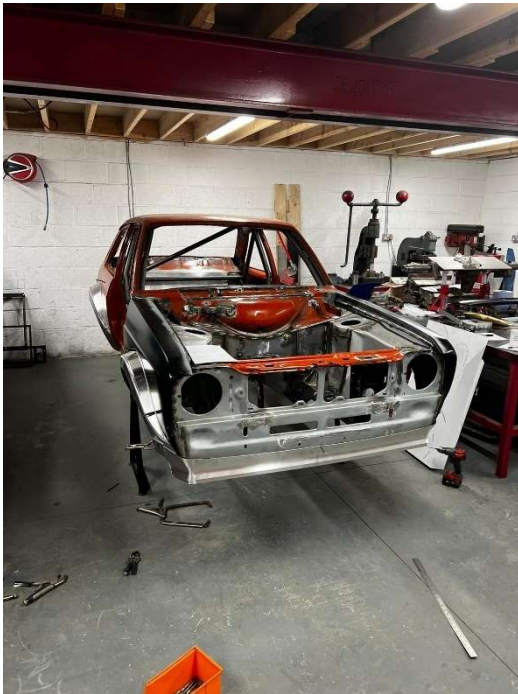
Nick learned his trade with Ralloy Engineering in Sherriff Hutton and Rally Sport Developments in Malton before establishing his own business CarrPrep with the intention of specialising in the build of Historic (and occasionally modern) spec Fords.

At the time, whilst I was doing the occasional gravel rally in my Historic spec Pinto engined RS2000, Nick and I hatched a plan to find me a donor car with the intention of one day building a proper full Gp4 Spec BDA RS1800.



Back in July 2019 we found a standard Mk2 Escort 1600L in very good condition, a Swedish left hand drive car advertised on a German website by a Dutch motor trader! It had only done 50,000 kms from new and had to be bought. Coincidentally at the time Tony Shields from Bradford was in France delivering a 2CV to a customer, so I got him to go over to Holland with his empty trailer and bring the car back for us.

Having imported the car, an interesting process of NOVA (Notice of Vehicle



Arrival), Customs and DVLA paperwork, the car finally became registered and road legal in the UK. It was in such good condition that it seemed a shame to just put it in storage until the build commenced, so I put it on the road and used it for the occasional trip out.

Fast forward to October 2021 and Nick announced that my shell build slot had arrived (CarrPrep build #9) so we spent a day stripping the donor car to a bare shell and work commenced.

Although initially the plan was to just complete the shell and then progressively build the car between other projects, the fantastic experience of unexpectedly doing the 2021 RAC Rally in Mike Reed's car got me wanting to get the new car finished as quickly as possible, so the engine was ordered from Sherwoods (long lead time) and Nick got to work on getting everything else ready for the full build.





As the job progressed, we started to look at dates for completing the car, and a conversation with Rory Clark and Duncan Lambert at Rix Petroleum led to a request for the brand new car to appear on the Rix stand at the Driffeld Show in July, so that became our deadline. We then planned for a test at Walters Arena and a competition debut on the Trackrod Rally Yorkshire in September.

The car was done just in time for Driff Show, the test at Walters went well, as I steadily tried to get used to the big power increase over the Pinto, and the Trackrod entry was confirmed with Tom Hutchings in the co-driver's seat. Nick and the CarrPrep lads burned the midnight oil in the run up to the rally, not only putting the finishing touches to my car but also building a similar car for Richard Jordan in record time, and everything looked set until a few days before the rally, when unfortunately Tom's wife Sam became ill and ended up backwards and forwards to hospital leaving Tom with no option but to back out of the rally (get well soon Sam!)

At this point (the day before scrutineering) Sam Collis came to the rescue and ran a facebook co-driver recruitment/speed dating campaign for me,

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which resulted in the complete stranger but very experienced Glyn Thomas agreeing immediately to drive up from the Bristol area and step in for Tom. As soon as I spoke to Glyn I knew we'd get on well – and as an added bonus he only tipped the scales at 10 stone wet through (although that's almost obese compared to Tom!)

Glyn immediately took charge and sorted everything out for me leaving me to concentrate on the driving (which I was beginning to get pretty nervous about – first time out in a brand new car in Dalby in the dark).

The CarrPrep lads along with my usual crew of Nellie Mike and Widdy took care of getting the car to Filey for scrutineering, whilst Glyn and I met to go through the notes and the route video. With everything sorted we drove down to the start by the beach in Filey and as darkness fell the first cars began to depart for the road section to the Dalby stage – leg1 of the rally. Dalby was a big learning curve, getting the feel of 265bhp on gravel for the first time competitively, but after a couple of miles things started to flow and I got into a bit of a rhythm, although it all felt a bit scrappy with a lot of lifting in the faster sections. Glyn was great on the notes which worked really well (we use 1-6 with 1 fastest) and the car was faultless – it was a relief to get to the end of the stage in one piece (which was our only target) and we were pleased to find we were lying 15th overall at the overnight halt.

There was no parc ferme so we took the car back to CarrPrep's HQ near Malton (along with Richard in the sister car) and both were cleaned off, checked over and re-fuelled ready for the next morning, with some decent pizzas for us and the crew thrown in.

The Saturday re-start was from the NY500 café near Pickering, with a decent turn-out of spectators to see us off. The rain started just as we left, and a decent downpour ensured the morning stages would be a bit on the damp side.





We'd changed from Pirelli GM8's all round to the harder GM6's on the rear, and set off to Cropton for the first stage of the day. A good clean run saw us emerge at the Stape end of the stage in 12th place, keeping our helmets on for the short road section over to Gale Rigg, which was probably my favourite stage of the event with things really starting to come together, and a bit more confidence on the faster stuff confirmed by the Monit GPS showing a top speed of 106 mph.

Staindale came next, which was our best overall time of the rally, keeping us in 12th place. At this point we had to use the remote fuelling service at Adderstone so we brimmed the tank with Vital super unleaded before the long road section back to Filey for service.

With no issues to report on the car all that was needed was a quick spanner check and a change to harder front tyres, putting us on GM6's all round for the final two relatively long Langdale and Dalby stages.

On the run back out to Langdale via Forge Valley, we noticed a bit of a misfire in traffic but put it down to gassing up a bit in slow moving traffic, as when we could get some revs on it seemed to clear, but as we set off on Langdale there was a misfire above 7,500 rpm. On the old Pinto Escort that was as far as it went, but with the BDA good for 9,500 rpm it became noticeable, although in all honesty I don't think it was costing us much



time, and on one straight we still reached the rev limit in top (113mph on the telltale, fast enough!).

Another top up with Vital fuel and into Dalby for the last stage of the event with a determination to keep it clean and tidy and not compromise our result (we were now in the top 10).

Apart from the slight misfire all went well until some over exuberance on the exit to the woodyard saw us half spin and become wedged between 2 banks. An embarrassing 3 point turn back into the woodyard (in front of the biggest crowds of the event), a failed donut and another 3 point turn cost us half a minute, and my red mist over the next couple of miles cost us more until Glyn managed to calm me down and get me concentrating again, with no more incidents to report before the stage finish.

Pleased to have made it to the end, and hoping we'd not thrown away the top 10 finish with the woodyard incident, we headed back to the finish on the seafront in Filey, both of us refusing to shake hands and congratulate each other on a job well done until we checked into the final MTC.

The car began misfiring more noticeably on the final road section, and we began to speculate that the Vital fuel was perhaps part of the problem (the car was perfect on the V-power we used earlier in the rally and on talking to Rich in Car 2 they had a similar experience) but we made it to the finish and were delighted to find out we'd finished 9th overall, 6th in Category 3 and first overall in the HRCR Motoscope Northern Historic Championship – a great end to the debut of the new car.

The whole experience was brilliant – one of the best bits being that we returned to CarrPrep and within an hour the car was steam cleaned, dried off and up on stands in the workshop ready for re-prep for the Malton Forest Rally – its normally the worst part of a rally for me.

On that note I have to say a massive thanks to Nick Carr and the CarrPrep boys (Chris and Sam) assisted by Magic (Paul Daniel!) and Ant Carr (not forgetting Jane Carr who did the catering). The car is superb and a credit to the team. Nellie Mike and Widdy (the KXS boys) did a great job with all the logistics of getting cars/vans/trailers where they needed to be, but I know they'll be looking forward to running the Avenger on Cadwell in November and being at the sharp end again – thanks all of you.

Glyn was a star – first class on the notes, great at keeping me focussed on the driving, and an inspiration in terms of stamina (after a post rally curry



and beers in Pickering he got up at 3am Sunday morning, drove to Horton in Ribblesdale in time for daybreak and went on to run up and down Ingleborough – hard core or what?) – thanks (my new) mate!!

All being well November will see us complete the Malton Forest Rally in the Escort (with Tom back on the notes) and the NHMC Cadwell Stages Rally in the Avenger (with Andy Funnell in the co-drivers seat) – more to follow after those.

Bye for now

Ken



Words From The Workshop

Whilst Ken Sturdy has been out and about competing on various events I've been ensconced in my garage, getting my hands dirty and progressing with various things.

The Manta's engine failure in February was a massive disappointment, coming as it did before the end of the first stage. It was only when I looked back and realised that the engine had been used in competition for ten years that it had achieved a pretty good innings. I already had a 2 litre block on the engine stand so I got started on that. The previous engine was a 2.25 litre Vauxhall red top, achieved by using a Frontera 2.2 block and crank over bored to 87mm with special pistons and long, steel con-rods.

The inevitable characteristic of a long stroke engine is that there will be a greater con-rod angle which isn't so good for high rpm and can cause excessive loads in some parts of the bottom end. Dismantling the engine revealed the third conrod in small pieces as well as a gudgeon pin in fragments and most of the little end



at the piston ripped out. My conclusion is that the first point of failure was the piston itself as the gudgeon pin appeared to have ripped out of the bottom of the piston. If the con-rod or big end had failed first there wouldn't have been a mechanism to cause this damage – i.e. no con-rod, nothing to pull down on the piston.

2.2 Fronteras are few and far between these days so I have little hope of getting another block crank so the new engine will be a 2 litre with a 1mm overbore. I have a set of 'slipper' pistons which have only been run briefly on a dyno and another set of steel rods. These in a 2 litre installation will



give a very small con-rod angle with the potential for much higher RPM, potentially greater power and more robustness.

The first task was to build up the bottom end, I had a new set of big end bearings but found that I didn't have a new set of main bearings so I ordered some and installed the crank. Next up to fit the rods and pistons. The pistons had come with two sets of rings but having installed a new set from Wossner packets I wasn't happy with the amount of movement. In fact they didn't seem like the right rings at all and the other set was even worse.

I contacted Wossner who after taking the details confirmed that these were a pretty old special build piston and they could no longer supply the rings. Fortunately I managed to order some Total Seal pistons rings from Performance Unlimited in Wilberfoss but then these took over 10 weeks to arrive from the USA. I have to admit (after this long wait) that over the warm summer months I found it difficult to get motivated and the rebuild ground to a halt. They're in now though.

Over the summer I busied myself instead sorting out my two-stroke Jetski, carrying out a carb and fuel pump rebuild, replacing trim cables and diagnosing/replacing a failed splined shaft in the jet pump. I also rebuilt a two-stroke Mini-moto I'd been given in the hope that my son would ride it. (Un)fortunately he's not as daft as me and so far the only people who've ridden it are me, Ady Barton (when I took it in the boot of my Audi S4 to visit him in Lincolnshire) and my mate Max's 70+ year old dad.

Now that summer has gone I'm back involved with the Manta again. It looks like the cylinder head has survived (good – will save me a bit of work). I have a set of Jenvey throttle bodies to fit with an Omex 600 engine management but I'm a little nervous about fitting this instead of the nicely set up Webers/MBE that I already have as it could delay getting out and competing further – mainly because of the need to put a return through the cabin for the fuel system. Likewise I have a dry sump set up that I acquired over lockdown but now I'm thinking the extra complication will be a disadvantage so I might stick with a standard wet sump.





The other big job I made for myself was by smashing the front air dam on the trailer when I loaded the car. I had a special unit combining a GT/E air dam with the mating parts for the light pod of a Manta 400.

I've been quoted over £500 for a new one so decided on an alternative plan which manifested itself when I found a second hand Manta 400 body kit with a new front air dam.

I've always wanted a 400 kit but Ady Barton (who was my main man in the service area for a good few years) banned me from having one on the Ascona or the Manta as he said I'd just knock the arches off on chicanes. Hopefully this won't be the case.



Having made good progress repairing them and rubbing them down (see photos) it's now too cold to paint them (unless I want to risk a bit of orange peel) so the timeline is challenged again.



To motivate me the guy I bought the bodykit off has found some pictures of the donor car in various conditions, these are shown below.



Lastly I mentioned that I might look at getting the Evo out for Cadwell, currently this needs only an MOT and a clutch so will be quite a bit less work to get prep'd than the Manta. It would be nice to get out again this year and make use of my competition licence and the new extinguishers I bought in January. Otherwise it'll be another expensive year – and then both cars need new seats in January!

There will be more workshop witterings next time.....



COMPETITION SECRETARYS BIT

AUTOTESTS

The situation with Autotest venues is no better, if anyone can suggest a venue, please let me know.

CLASSIC RUNS

After having two very successful classic runs, we had hoped to have one in October in the Holderness area, unfortunately it didn't get off the ground, but we hope to run it a bit earlier next year



Melbourne rallies – Tyres Permitted – “tarmac only”

Summary of some views after VoYSR, should “knobbly” tyres be allowed?

1. It's up to the landowner: JR and ER were concerned by soil and stone ejected onto the braking test track at the far end of Service. It did sweep up the next morning without any problems. When wet, knobbles create significant damage to looser sections. Pressing for a change might make landowners think again about whether to continue with rallies.
2. We are obliged to use TMD's turning squares at both ends of the runway. What damage might knobbles create – and at what cost to repair the high grade tarmac? Funds would be better spent on more repairs elsewhere, to reduce risk to wheels & tyres. That should be the priority for all three clubs.
3. Only one complaint about wheel & tyre damage from VoYSR competitors, and that was in context of satisfaction with the rally overall.
4. Tarmac tyres are by far the most competitive type for overall performance.
5. No known reluctance to compete on 'tarmac tyres only' from VoYSR database of competitors. It might make a difference to some crews, but we have no data on that. Don't be distracted by any comments on social media (against the tyre rule) by people who are not active competitors at Melbourne.
6. In assessing the entry levels on rallies, what crews want is good promotion of the event, value for money on mileage, and slick organization on the day. These are all 'human' factors, not technical matters about the site.
7. On balance, the tarmac tyre rule should be retained – and explained fully to our customers if need be.
 - ❖ Collated by Len Fowkes (Lindholme MSC). October 2022



Marshals News

Thanks for everyone who has turned out so far this year, especially on the John Overend , greatly appreciated.

Marshals Wanted

Sunday 28th August Sheffield and Hallamshire
Rainworth Skoda Stages (and Junior Rally) on Leconfield, still short of in stage marshals

Rally Yorkshire Saturday 24th September we are running
Staindale

1st Car is due at 11.00am

So I guess signing on is going to be around 9.00am to 9.30am latest.

Last car due at 13.30

Desperately short of marshals

Lindholme Motor Sports Club Vale of York Stages - 11th
September

The third event of the year on Melbourne , they have a full entry so should be a good day.

Malton Forest Rally – Sunday 6th November 2022

No details yet but we usually help on Gale Rigg.

Marshals Championship

Please see updated results in this magazine, please let me know if any errors.

John Newlove

Chief Marshal

John.newlove@btinternet.com



	Riponian	East Riding Stages	Autocross March	York Classic	look out DST Lecrofield Stages	White Rose Classic	John Overend Lecrofield	Skoda Rally Vale Stages	Rally Yorkshire Events	Other Events	Total
Mike Kitching	1	1	1	1	1	1	1	1	1	1	11
Alan Carvell	1	1		1	1	1	1	1	1	1	10
John Milner	1	1		1		1	1		1	1	8
Richard Hart	1			1	1		1	1	1	1	8
Gareth Pennell	1	1			1	1	1	1	1	1	7
John Brook	1	1			1	1	1	1	1	1	7
Graham Hudson	1	1			1	1		1		1	6
Robert Newlove	1	1	1		1	1			1	1	6
Nigel Turton	1			1	1	1	1		1	1	5
Dave Cogan	1		1	1			1		1	1	5
Graham Tabor	1	1	1				1		1	1	5
Dennis Robinson	1							1	1	2	5
Gail Newlove	1		1		1				1	1	4
Carl Thompson	1		1				1		1	1	4
Kirsty Thompson	1		1				1		1	1	4
Trevor Davies	1	1			1		1		1	1	4
Ian Saddsfly	1			1							4
Dean Carter	1				1				2		4
Jane Carter	1				1				2		4
David James							1			2	3
Sarah Kitching							1		1	1	3
Ian James	1						1		1	1	3
John Dixon		1					1			1	3
Chris Newlove					1						2
Dave Watkins	1						1				2
Phil Craven	1						1				2
Geoff Craven	1						1				2
Robbie Overend	1								1		2
Rosemary Saddsfly				1							1
Carl Oglesby	1										1
Stuart Cairns	1										1
Mark Tabor	1										1
Dave Shepherd										1	1

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)	36(10)	350
Robbie Overend	41(8)	34(9)					75
Neil Fewlass	37 (4)	35(7)					72
Allan McDowell	59(9)						59
Dave Watkins	46(10)						46
Bernie Nolan	38(7)						38
Chris Marlow	35 (2)						35
John Dixon	34(9)						34
Eamon Boyle	33(9)						33
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
Rob Brook	42(7)	34(9)	42(10)				118
Dave Shepherd	35 (2)	38(7)	46(10)				119
Rebecca Overend	41(8)	34(9)					75
Steve Varey	37 (4)	35(7)					72
James Robson	59(9)						59
Christopher Harrison	34(9)						34

2022 NHMC STAGE RALLY CHAMPIONSHIP EVENTS				
10	Trackrod Historic Cup	24/09/2022	Forest	N. Yorkshire
9	Vale of York Stages	11/09/2022		Melbourne
8	JOMR	19/06/2022	SV	Melbourne
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



Tailpipe

Here's a picture of Ken Sturdy's Escort in standard, road going format – before it's transformation into BDA engine rally winner.

