

STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

JANUARY/FEBRUARY 2023



The finale of NHMC Cadwell Stages Rally
Photo kindly supplied by Charlie Fox (CF Photos)



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



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Editorial

Happy New Year everyone and welcome to 2023!

Memberships for the year are now due, renewal is quite simple (took me less than 5 minutes) the instructions for joining appear on page 6.

This month's magazine is packed with content including results of the 2022 championships, a calendar of key 2023 events plus questions and answers from the NHMC's highly successful quiz that took place in December.

There's information about the club's Maple Garage Autotest, this is a great opportunity for you to come along and compete.



Regarding Autotests, the club is on the lookout for new venues. We were recently offered the park & ride at Bridlington by ERYC but on inspection it appeared that the surface looks too vulnerable to damage and also there are holiday homes (which can be occupied all year round) adjacent to the site which is likely to prove a PR nightmare. If anyone knows of a similar venue – a large car park or open tarmac area - that is closed off for at least part of the time – please get in touch with details as there is a lot of interest in running more Autotests.

I took part in the club's Cadwell Stages Rally in November so there's my report on that event and also in November my wife bought me a copy of Jonathan Pulley's book 'The Yorkshire Rally Mafia', I visited him to collect it and get him to sign it. While I was there I twisted his arm a bit and he agreed to write a piece for this magazine. JP is hinting very strongly that he'll write a follow-up and is keen to gather material – especially about the exploits of competitors from the East Riding. Get in touch with him if you have owt.

While we're on the subject of rallying books here are a few of my favourites. Obviously I'm in the midst of reading 'The Yorkshire Rally Mafia' at present and can confirm it is excellent, more than meeting expectations (which were high), it'll probably be number one in my booklist when I've finished it.

5. Tony Mason - Mason's Motoring Mayhem: I encountered Tony Mason during a BTCC event at Donington Park in 1995, I felt his ego as he walked past and the book comes across in a similar way. Some very interesting information from a man who was a highly successful co-driver and who entertained me during the 1980s on Top Gear but I was just a little bit disappointed.



4. **Yuha Kankunen – My Road:** I picked this up from Juha in person and managed to get him to sign it along with Nicky Grist who had been co-driving for him when we competed against him on The Neath Valley Stages. Fascinating content but English is not Juha's first language and it feels as if there is a little lost in translation.



3. **Russell Brookes – Stage by Stage:** Another signed copy although in this instance I didn't get Russell to sign it in person. Picked up off eBay. Fascinating and detailed content depicting Russell's early years and rise to fame along with winning the British Rally Championship. Really well written and the book helped to endear me to Russell even more. It was always difficult to pick a favourite out of Russell and Jimmy McRae but the Andrews liveried Manta always just shaded it for me, can't understand why it's not on the front cover!

2. Yuk Hodgson - Yuk's Fast Book: Yuk - always one of the biggest characters in our local rallying scene. A book packed with fascinating stories about Yuk's escapades, some seem almost too far-fetched to be true. A chuckle a minute! All in aid of Yorkshire Air Ambulance. A rare, unsigned copy.

1. Mike Nicholson - Listen To Me: You may be surprised that I've chosen a book by a co-driver rather than a driver for my top choice. Mike Nicholson doesn't have quite the same wacky reputation that Yuk has but the stories in this book (some featuring Yuk) absolutely cracked me up. A hilarious and informative read from beginning to end. His recollection of an incident involving Pentti on the motorway is probably the funniest of all. Not signed but my copy includes a signed letter from Mike stashed in the middle.

HELP WANTED

We have some tyres to tidy up for transport on Melbourne Airfield. Provisionally on a week day in February, not too strenuous, just car tyres to start with.

Contact John or Robert Newlove

I also need help on the East Riding Stages, to manage car and service vehicle parking at Beverley Racecourse on Saturday 25th February, please contact Robert Newlove if you can help



North Humberside Motor Club Ltd

Membership for 2023

Dear Member,

Your current Membership is due for renewal on 1st January 2023.

Please renew your membership either by completing the form on the NHMC web-site (at <https://northhumbersidemotorclub.co.uk/nhmc-membership-renewal-2023/>) or by returning this form to the Membership Secretary, Dennis Robinson, at the address below, or in person at a Club Night.

The costs involved in running the Club are large and we are always running to a tight budget, so once again, can we ask you to please treat the membership fees as a minimum guide, and if you feel that you can afford to subscribe more than the suggested minimum, please do so.

The membership subscriptions below are as low as we can set them. They have not changed for many years. If you feel that you can afford a little more, to support your club, and the organising teams who go to great lengths to

organise the various events throughout the calendar, please feel free to add a little more to your subscription, rather than just the subscription rates quoted below.

Single Membership £12.00

Joint Membership (two members at the same address) £15.00

Family membership £15.00



DATES FOR POPULAR EVENTS 2023

12 th February	RIPONIAN (North Yorks Forests
26 th February	East Riding Stages Beverley & DMC
19 th March	Autotest Maple Garage
2 nd April	Alan Healy Cadwell Park
9 th April	LOOKOUT Stages Melbourne
30 th April	Sheffield & Hallam LECONFIELD
21 th May classic run	(NEW DATE) Tour of Holderness
2 nd July	John Overend Memorial Stages Rally
9 th July	Caves Classic
20 th August	SOD Classic run
27 th August	Sheffield & Hallam LECONFIELD
10 th September	Vale of York Stages Melbourne
22/23 September	Trackrod Rally Yorkshire
October	South Yorkshire Stages rally
19 th November	Cadwell Stages Rally
3 rd December	Autotest



CHRISTMAS QUIZ



The club hosted its Christmas Quiz in December and it was exceptionally well supported.

The quiz was won by 'The Captains Table' a team consisting of :

Dennis & Liz Robinson/Dave & Lyn Cogan/
John Milner.

Thank you to everyone who attended.

Here are the quiz questions – if you were unable to attend or if you'd like to remind yourself what you were asked.

The answers are published at the back of the magazine.

ACRONYMS (what a set of initials are short for)

1. What do the initials OED stand for?
2. What is the full title of NATO?
3. What is "Light amplification by stimulated emission of radiation" normally known as?
4. As regarding fuel what does DERV stand for?
5. In WD40 what does WD mean?
6. In the organisation called OPEC what exactly does the E stand for?
7. In The bank known as HSBC, what does the H stand for?
8. We use Post codes, but America uses ZIP codes, what does ZIP stand for?



9. In the TV program QI what is QI short for?
10. What is RADAR short for?

CAPITAL CITIES

1. Ankara is the capital of which country?
2. Which city is the capital of Croatia?
3. LIMA is the capital of which country?
4. Which city is the capital of Syria?
5. Which city is the capital of Eire, or Southern Ireland?
6. Kathmandu is the capital of which Asian country?
7. What is the capital of Australia?
8. Which city is the capital of New Zealand?
9. What is the capital city of Jamaica?
10. Capital of Switzerland?

HISTORY

1. In what year was the Falklands War?
2. Where did Captain Cook Die?
3. How old was Queen Elizabeth II when she was crowned the Queen of England?
4. How many old pence in half a crown?
5. What name was given to a series of 20th-century confrontations between the United Kingdom and Iceland?
6. When were MOT tests first introduced in the UK?
7. 1958, 1960, or 1965, for an extra point, the original test was for vehicles at 10 years old, when did it change to 3 years old?
8. When was the Berlin Wall built 1955, 1961, or 1963?
9. What nationality was Sir Edmund Hillary, who with Sherpa Tenzing, was the first to reach the summit of Everest in



1953?

10. How many men have walked on the moon?
11. When did Amazon first arrive in the uk mainly selling books 1991, 1998 or 2003?

PANTOMIMES (OH! NO IT ISN'T)

A seasonal round to keep your spirits up

1. What is the name of the fairy in Peter Pan?
2. What does the giant in Jack and the Beanstalk smell after crying "Fee, fie, fo, fum"?
3. What does Cinderella's Fairy Godmother, turn into a coach?
4. The name of which pantomime is also the name of a character voiced by Antonio Banderas in the Shrek films?
5. A witch living in a gingerbread house features in which fairy tale?
6. The sound of bells call Dick Whittington back to London. Which bells are they?
7. Which pantomime was on at Hull New theatre this Christmas?
8. What is the name of the father of Cinderella and the ugly sisters?
9. In Pantomime, what is Aladdin's surname?
10. In which pantomime would you see a ticking crocodile?

MOTORING (SORT OF)

1. Approximately how far is it by car from Lands End to John O Groats 750,840, or 910 (miles)?
2. What is the national speed limit in France on single track roads 70 kph, 80 kph or 90 kph?
3. Which country's car International registration plate is GBZ?
4. A recent television series covered life at a motorway service area called TEBAY services which motor way is it on?



5. The M8 Motorway links two UK cities, can you name them, a point for each ?
6. When dealing with the DVLA, what is a V5C?
7. What does ABS stand for?
8. Traffic lights In the UK what is next after the following sequence? RED/ RED AMBER/ GREEN what comes next?
9. Who is the largest car manufacturer in South Korea?
10. The M90 is Britain's most northerly Motor way, which City does it finish at, at its most northerly point?



Photo by Charlie Fox @ NHMC Cadwell Stages – a S. Korean Car

GENERAL KNOWLEDGE

1. Which large animal annually kills more people than any other large animal in Africa?
2. Which month in the UK is the longest?
3. Which Apollo mission landed the first man on the moon?
4. Bronze is an alloy consisting primarily of copper and which



other element?

5. Your eyes are always the same size from birth true or false?
6. What is nitrous oxide commonly known as?
7. How many wisdom teeth do humans have?
8. Who was the first monarch to live in Buckingham Palace?
9. Which German word means lightning war?
10. The GPO stopped delivering post on Christmas Day in which year, 1940/1950/1960/1970?

ALL THE ANSWERS ARE BIRDS

1. This bird went sailing with a cat.....
2. This was the Riley badged version of the Austin/Morris 1100/1300.....
3. Is it a bird or is it a chocolate biscuit?
4. This bird does not want the pearl but wants to eat the shellfish.....
5. This bird will give something a lift.....
6. An Australian (and other countries) Ford car named after a bird of prey.....
7. This bird's beak can hold more than its belly can.....
8. A quick Suzuki
9. This bird is a Caribbean pirate.....
10. Tiny Tim's Christmas meal.....
11. In some countries crossing the road in the wrong place can get you into trouble.....
12. Right or left. Which way to go.....
13. It's difficult to tell if this bird is butter or not.....
14. Some of these birds can talk but not in a major way.....
15. This bird seems to have forgotten the words to the song.....



The Yorkshire Rally Mafia

By Jonathan Pulleyn

No one really knows who invented the name 'Yorkshire Rally Mafia' for the teams of Yorkshire rally drivers who tackled various rallies around the UK and overseas. The word 'mafia' has perhaps somewhat sinister connotations, so maybe 'Yorkshire Rally Family' is more appropriate. And I am sure that is what was meant when the name was created, but the name has certainly stuck. Family they were and still are. Yorkshire folk stick together: the teams would often travel together, stay at the same hotels and help each other if they were stuck. Many have shared navigators and co-drivers. Some have swapped cars and many entered in the same teams and motor clubs. A few have even become professional drivers or co-drivers. Some have now sadly passed away, some retired from the sport years ago and quite a few still compete to this day and are still a force to be reckoned with.

Quite what made these competitors so good is also open to speculation. The somewhat dauntingly fast Yorkshire forests may have something to do with it - where bravery and commitment as well as skill play a big part in being the fastest in special stage rallying. Dalby, Langdale and Cropton forests bring unique challenges with long, very fast straights on quite narrow, slippery tracks. The road rally competitors grew up with night time selectives such as Cockayne, Caydale Mill, and the flat-out Yorkshire Moor roads around Castleton, Glaisdale and Hutton le Hole, or the Yorkshire Dales narrow twisty roads with high stone walls in areas such as Buttertubs, Blubberhouses and Hawes.



I have been aware of The Yorkshire Rally Mafia from a very young age. In the 1960's, when my interest was ignited by family friends who were already competing, my parents would take me to watch them. I remember vividly as an eleven-year-old, standing by the gates at the finish of the Kilburn stage on the Seven Dales Rally. We watched my rally heroes complete the stage in Ford Cortinas, Mini Cooper S's and Hillman Imps. People such as Jack Tordoff, Eric Jackson, Bob Bean and Phil Cooper, John Heppenstall, Tony Fall, Chris Knowles-Fitton, Peter Clarke, Don Griffiths, John Forrest and Tony Viles all achieved remarkable success as drivers or navigators.

As the 60's moved into the 70's, more heroes appeared on the scene. Some were given nick-names such as 'Mad Dan' Grewer, 'Kamikaze' Pelling, Yuk Hodgson, Mike 'Bilko' Jackson, Dick 'Dickspeed' Rowland, David 'Piggy' Thompson, Steve 'Banner' Bannister, Phil 'Shorty' Short, Steve 'Korky' Ward, and Tony 'Drumbo' Drummond. You did not have to have a nick-name, but sometimes it just happened. Some of the drivers and navigators specialized in road rallies held in the dark, on open public roads. Names such as Ron Beecroft, Peter Smith and John 'Milly' Millington took on the best at club and national level and often won. Many crews competed in both disciplines.

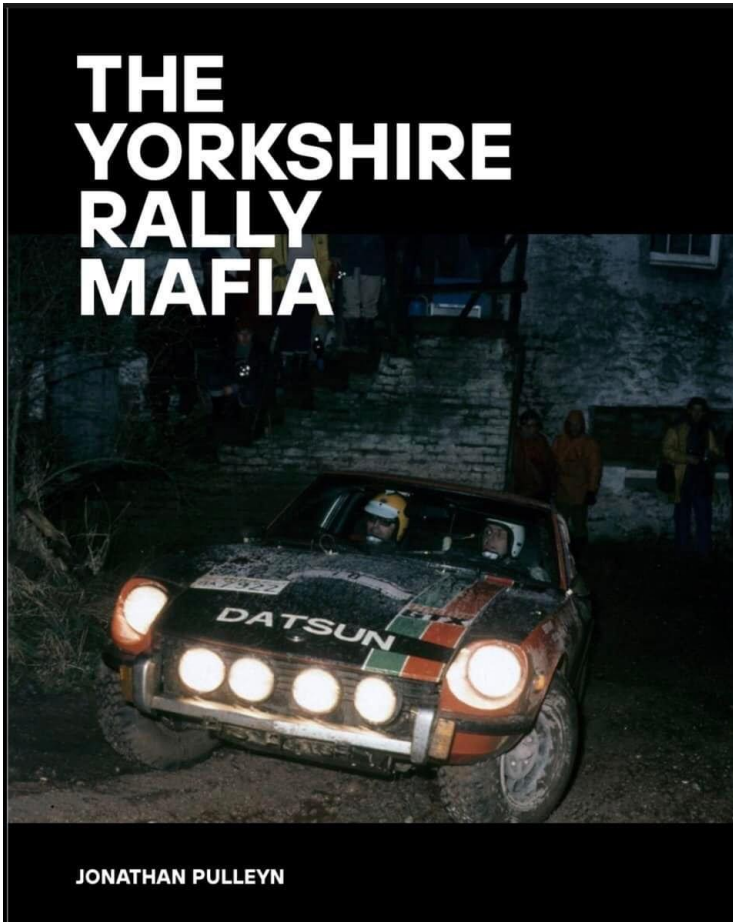
All these talented drivers and navigators are written about in this book. They are all truly characters who have had amazing careers in motor sport and have stories which should be told.

Not only is the book's title a little controversial, but also who has been left out. Please do not be too disappointed if your Yorkshire hero has not been mentioned: it had to stop somewhere. The book has now just about sold out however Horton's books in Wiltshire have a few copies left.



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

If I write a volume 2, I need to give serious thought who would go in that one from East Yorkshire. I would think folks like Ron Shipp, Peter Kitching and Steve Howard deserve a place. If anyone has any stories, cuttings and photographs on these characters, I would love to speak to you. Please contact me at j.pulley@yahoo.com



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NHMC Cadwell Stages Rally – Dan Hart (Car 31, Mitsubishi RS Evo 1)

I'd only started one rally in 2022 (the East Riding Stages in my Manta) so when NHMC Chairman David James issued a call to arms in October, I decided to act. David publicised that more entries were needed for the club's event at Cadwell on 20th November and I reckoned I could get the Evo ready in time.

The car's last outing had been on the time trial at Melbourne during the first lockdown year of 2020, since then it hadn't competed. I'd had a bit of a play around with the boost control but when I increased boost from 0.7bar to 1 bar the clutch started slipping and I realised the friction device was on its way out meaning that the car had been sat on my 'to-do' list.

Cadwell has always been (in my mind at least) a power venue, maybe this was part of the reason I started experimenting with boost. The Evo is basically a GpN+ car so apart from the 34mm turbo restrictor the powertrain is pretty standard (246BHP), this is a long way down on what the competitive cars are producing.

Previous visits to Cadwell had yielded little more than disappointment. My notes of the last two rallies there are as follows:

28/2/04	Cadwell Park Stages	Cadwell Park Circuit	Opel Ascona 16V	Dan Hart	Robert Hardy	DNF (Clutch exploded)
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"Freezing cold and snowy - the ploughs were out early at Cadwell Park on the morning of the rally. Meanwhile Dan was on his way up the A1 whilst all the spare wheels from the trailer were on their way back down the A1. The tyre rack had become insecure due to a broken weld and the wheels had fallen off! Undaunted the two



attacked the snowy stages using the only set of tyres they had (slicks!). The first stage was cancelled and as the snow cleared the duo found themselves up as high as 14th at the end of SS2, malfunctioning brakes made this rally more of a thrill-ride than usual and they gradually dropped down the order to 21st. By SS9 a finish of 21st looked agreeable and achievable but disaster happened in the form of an exploding clutch. As a consolation the two were awarded the Rust's car hire hard luck trophy!"

15/4/14	Cadwell Park Stages Rally	Cadwell Park	Opel Manta 2.25 16 valve	Dan Hart	Jonathon Stockdale	Crash SS6
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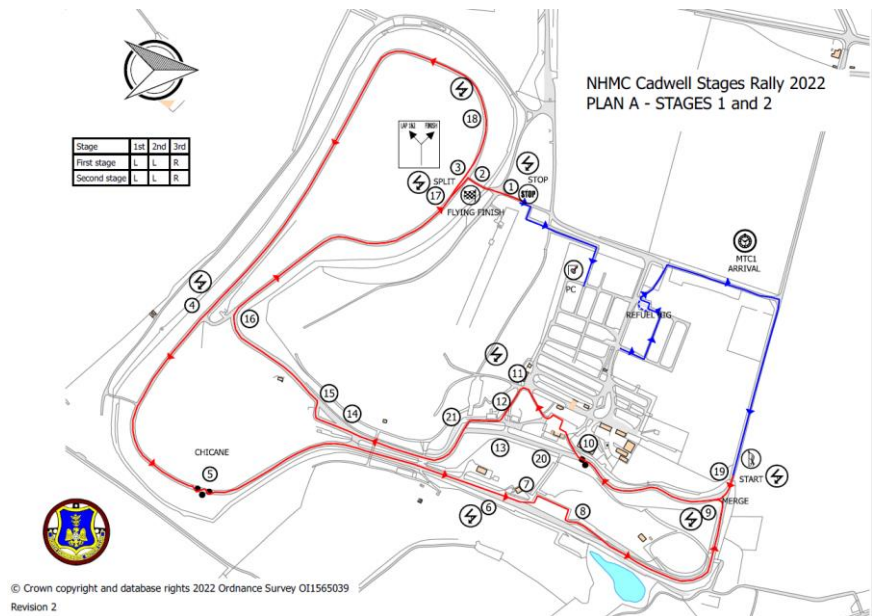
"Car veered right unexpectedly in paddock area. Hit Gate, game over." This was eventually traced to the car having an incorrect (wrong length) steering arm on one side.

I'd also been to a track day at Cadwell when I bought my dream car (a 1980 Porsche 911/930 Turbo). I came away with the certain knowledge confirmed by spectators that the car had broken head studs. I'd bought the car in this condition and it was going to cost me a lot of money!

So onto 2022; the main prep involved changing the clutch, as usual this wasn't straight forward. I ordered a new three piece clutch from California but as soon as I clicked I realised I'd ordered an Evo 6 clutch by mistake. I contacted them but no reply so I ordered a clutch for an Evo 1/2/3 as well. Eventually I sold the Evo 6 clutch for £50 less than I'd paid for it, I could have returned it but shipping to California was £75 and I'm far too Yorkshire to stomach that sort of loss these days. Losing £50 was better but not by much!



I'd had a bit of man-flu and temperatures were getting cold in early November, this meant that changing the clutch (now that I'd got the right one) was pretty uncomfortable and I was feeling my age compared with the last time I'd changed it 15 years ago. Nevertheless, I got it in and working and having ensured the car had an MOT before I'd started work on the clutch I was able to get some miles on in order to see if anything fell off. Nothing did. The syncro was completely shot on first gear but Cadwell has no tight chicanes requiring bottom gear so I figured it would be alright. It was jumping out of gear when pootling around but I could hold it in place so that was ok too. After removing all the air intakes and so on when I changed the clutch there was a bit of an issue stalling when manoeuvring around but I jacked the idle a bit and it stopped stalling. I decided to run with 0.7 bar boost for now.



I fitted a new set of Mintex M1166 (tarmac) front pads, borrowed the LED light bar off my wife's car, brimmed the petrol tank and ready to go. I drove to Cadwell on the Saturday for scrutineering where I met co-driver Pete Littlefield who had driven up from the Forest of Dean. Despite warnings that the scrutineers were being very strict we got through pretty much plain sailing. Secured ourselves a spot in the paddock and returned to Nafferton for some dinner.

In the morning I picked up Matt & Max my service crew from elsewhere in the village and the four of us headed for Cadwell. There had been a biblical downpour and some roads were closed but we managed to get onsite before the curfew started.

The stages looked incredibly slippery from what I could see, there had been a trackday the day before and Ken Sturdy confirmed that it was as slippery as it looked. There wasn't really a great deal of standing water so rather than use the road tyres I'd brought as 'wets' I decided to run with a set of Hoosier slicks since I couldn't see the road tyres being better under any circumstances.

Off we went to the start, seeded at 31 right behind Phil Rowland/Phil Woodcock in the very fast BMW M3 so not a bad seeding at all.

The track was indeed slippery and as I came up the hill before junction 9 (see map) the car went sideways and I had to apply a bit of opposite lock to keep it on the tarmac. I was wise to this on the second lap so didn't get caught out but as we came out of the merge I realised we were behind a Ford KA and wouldn't get past before the narrow paddock section. We sat in there behind him and by the time we were out of the complex car no 32 (Ginetta) had also joined the queue. The KA signalled to let us past but on the first corner after the chicane (16 on map) I lifted off and the car spun round. The Ginetta



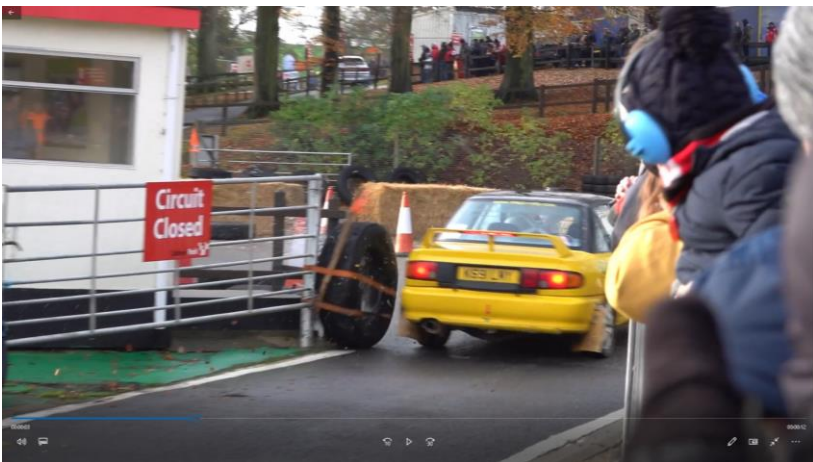
took avoiding action going off to the left of the track and the KA meanwhile sailed past on the right overtaking us both. This part of the circuit was cautioned from SS2 onwards with mention of an oil spill but I don't know for sure if this is what caused the spin. I was frustrated by the time we'd lost but 'that's rallying'. We returned to service for a nice cup of tea but the kettle took longer to boil than the length of the service so I went without.



SS2 was a repeat of SS1 and I didn't expect too much bother, how wrong was I? There was a slight ramp up to the Portakabin (junction 10 on the map) after which was a sharp left turn (not as map). The Evo has a bit of lag and the 1st gear synchro problem meant that I had to use 2nd gear at this slow part of the track. My solution was to keep accelerating up the ramp so there was still a bit of boost to pull me out of the other side. As we approached this ramp I kept my toe down as I had before but when I went to brake the car continued

accelerating and we slammed sideways into a tyre protecting a gatepost. We bounced off and the engine was still running so I put my foot down and carried on. There was obviously a fair bit of damage, Pete's window was hanging out and I could feel the left rear tyre rubbing on the bodywork but we were here to compete and I stormed around to compete the stage. Despite the accident we were 30 seconds quicker than on SS1.

Pete was concerned that we might not be allowed to continue but into service and the scrutineers came to visit. They gave the car the once over and concluded that if we made sure Pete's door could be opened, covered his window and stopped the rear tyre from rubbing we'd be ok to carry on. Visibly there was a lot of damage – at least a pair of LHS doors and the front wing. Parts are getting incredibly rare for these early Evos and while we fought to get the car ready for SS3 I also fretted about where I'd get parts from.



The instant after impact captured on video by Charlie Fox.

I managed to get Pete's door opened but as I was trying to sort out the window I accidentally pushed down the lock button and it would not come open. Matt who had been doing a grand job of fettling the rear wheel arch with a crowbar he'd borrowed now set to trying to jemmy the front door open. Unfortunately it wasn't jammed, it was locked and it was only when I'd managed to pull off the door trim (difficult as it was tight up against the cage) that I could access the internals and persuade it to unlock. Having got the door open I taped a bin bag in place to block off the window but the scrutineers weren't happy with this since any marshalls wouldn't be able to see if the crew were moving if there was another incident. Off came the bin bag, Matt had been off foraging again and had somehow found an 8 foot sheet of Perspex from somewhere. This would have been ideal if we'd had a few hours to cut it to shape but we didn't have hours, we had minutes. Fortunately Mick Rust (from my former club Mablethorpe) came to our rescue having obtained a sheet of clear polythene from another competitor. We taped this in place and off we went.

SS3 & 4 passed quite incident free and we came into the longer lunch time service with enough time to actually boil the kettle so I could have my first cup of tea of the day. This was a great time to catch up with a lot of old friends, as well as Rusty I ran into Garry Carver, Ady Barton, David Patrick (DAP) plus former co-drivers Jonathan Stockdale (Foz) & Adam Sutton. Cadwell is an ideal location for this as most of the crew I used to rally with before moving to Yorkshire are based in and around Louth/Skegness.

I'd been wondering after SS2 why the throttle had stuck before the accident. Had the throttle actually stuck? Was it something to do with when I'd jacked the idle? It happened again on SS3 (without the



same consequences) and the truth became apparent. As I'd switched from throttle to brake the edge of the toe on my (admittedly quite large) trainers had caught the throttle just as I'd started to brake. As the car was still boosting there was a fair bit of power whereas I'd only started braking lightly so rather than slow down we seemed to speed up. After the event Pete sent me a link for some motorsport pixie boots to prevent this happening again. The truth is I already have a pair but I find them uncomfortable for walking round the service area so I don't bother with them. I'll have to find a compromise for next time.

For SS 5 & 6 the direction was reversed and the track had started to dry out. We settled in and got some pretty steady times. On SS6 we were behind Phil Skipp in his Astra GSi after the merge but I figured he'd be pretty quick – which in fact he was. Surprisingly I was catching him in the tight, technical sections but on the fast straights he was pulling out a few car lengths on me. That Astra must have some decent power but not as much as Alasdair Stables in the black Chevette HSR. He'd been flying past us all day and when I met him in the service area he confirmed that his car was producing 300BHP.

After SS6 I made sure the light bar was working properly but when I went to start the car the battery was flat. I hadn't had battery problems before so this must have been something that had developed throughout the day. Also, despite having filled up before the start of the rally and having driven less than 40 miles, the fuel light came on while on the way to the start of the stage. I decided I'd try to get some petrol for SS8.

We sat in the dark queueing for SS7 for what seemed like hours. I was trying to save fuel and the battery so every time we moved I'd switch off the engine then as we rolled down the hill I'd bump start



the engine. Eventually we were told that the stage was cancelled due to an Escort having rolled and processed through the stage at non-competitive speed.

Off we went to try and get some fuel but the event fuel suppliers refused to serve as we hadn't booked any. I had in fact sent them an e-mail on the Friday asking how the service worked but when they replied the following Monday they told me fuel had to be booked two weeks in advance. I decided to try to scrounge some but Pete told me we were due at stage start and there wasn't time.

Off we went with the fuel light flashing on-and-off (albeit with the gauge showing about ¼ of a tank and SS8 started as normal albeit after another session of fuel/battery saving.

SS8 was going well until we caught up with Phil Rowland & Phil Woodcock who had stopped with difficulties at the top of the off circuit drop from the top of the mountain to the main circuit and we got held up for a good while. Once we got going again the car was clearly suffering from fuel starvation – only half a lap from home, popping and bangin' we slowed right down (could only do about 20mph) and got passed by the Ginetta for the first time that day. We made it to the finish, we got some good in-car and a creditable result in 36th with a total time of 45m16s. Without the time we'd lost on the first and last stages we'd have been a couple of minutes quicker and this would have put us in 31st – so whoever did the seeding made a pretty accurate job of things. It's always interesting to think of what could have been but 31st or 36th is much of a muchness. During the course of the rally I managed to find a couple of doors from the facebook Evo 1-3 owners group and picked these up the following week. The wing will be more difficult as I ordered one from Lithuania but they refused to deliver it to East Yorkshire as "it's too far off the beaten track". It looks like I'll be panel beating the



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

old one into shape, I just have to wait until the weather warms up enough to do some spraying.



Social media sometimes gives you a bit of a lift when you need it.

Thanks to all involved for a great event. **Dan Hart**
There's a full video of the rally at <https://youtu.be/Ry9q3cfb3Qw>



www.facebook.com/northhumbersidemc



NORTH HUMBERSIDE MOTOR CLUB
MAPLE GARAGE AUTOTEST 2023



1. The North Humberside Motor Club Ltd will organise a Clubmans Permit Autotest on Sunday 19th March 2023 at Maple Garage, Aldbrough Road Sproatley HU11 4NA
2. This meeting will be held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), and these Supplementary Regulations, and any written instructions the organising club may issue for the event.
3. Motorsport UK Permit Number 128701 has been issued for the event.
4. The Event is open to ;
 - (i) All Fully Elected Members of the Organising Club
 - (ii) Members of Beverley & DMC, York Motor Club , Club Triumph MG Car Club, and Yorkshire Wolds Motor Club
5. The programme of the meeting will be as follows:-
Scrutineering starts at 10.00 hrs, individual times of Scrutineering will be notified in Final Instructions , any competitor not signed on by 10.45, may be excluded. The First Car will start at 10.45 hrs.
6. All competitors must produce, a current Club Membership Card.
7. The Event will consist of 5 Classes as Follows:-
 - 1) Front Wheel Drive up to and including 1100 cc.
 - 2) Front Wheel Drive over 1100 cc.
 - 3) Rear Wheel Drive up and including 1600 cc.
 - 4) Rear Wheel Drive over 1600 cc.
 - 5) All Sports Cars and Specials.
 - 6) Road Car Class (cars must be driven to the event)
8. All Vehicles must comply with Motorsportuk Technical Regulations.



9. Awards will be presented as follows:-

Fastest Time of the Day - An Award

1st in each class - An Award (Minimum 3 entries in class)

2nd in each class - An Award (Minimum 6 entries in class)

3rd in each class - An Award (Minimum 10 entries in class)

All Awards are perpetual. No person may win more than one award.

10. The Entry list opens on the Publication of these Regulations and Closes on Sunday 19th March at 10.00. The entry fee is £15.00. We would prefer payment by bank transfer or cash. To pay by bank transfer, use these details.

Account name: North Humberside Motor Club Ltd.,

Sort Code: 40-22-13

Account number: 01029967

Please use your name as the reference on the payment.

PLEASE NOTE YOU WILL NEED A CLUBMAN RS LICENCE, THIS IS FREE AND CAN BE DONE ON LINE

All entries must be made on the Official entry form and accompanied by the appropriate fee.

11. The Secretary of The Meeting to whom all entries must be sent is:

Mr R.Newlove

Nans Cottage

Orchard lane

Hutton

Driffield

01377 270888

12. The maximum entry for the meeting including reserves is 30. The minimum is 10. The maximum for each class is left open, the minimum for each class is 3. Should any of the above minimum figures not be reached, the organisers reserve the right to cancel the meeting or amalgamate classes as necessary.

Entries will be selected in order of receipt. Entry fee's may be refunded in full, up to the closing date of entries and thereafter at the organisers discretion.



13. The Officials of the Meeting are :-

Stewards - Dave Cogan.

Clerk Of The Course - Robert Newlove

Chief Scrutineer - Graham Tabor

14. Provisional Results will be published as soon as possible following the end of the event.(D26)

15. Any Protest must be lodged in accordance with (Section C).

16. (a) Details of the Tests will be issued at signing On , or may be sent out prior to the day

(b) Each Driver will have all runs on each test to count for results.

(c) Timing will be by Hand Held Watches, timing to commence when the Front Wheels cross the Start Line.

(d) The Starting signal will be “Start in your own time”.

(e) The order of attempting tests will be in numerical order unless practical considerations make this impossible.

17. Practising will not be allowed. (M 6.3).

18. Competitors will be identified by competition numbers supplied by the organisers.

19. Marking and penalties will be as printed in the appropriate section of the Motorsport UK General Regulations.

20. All other general regulations of Motorsport UK apply as written except for the following which have been modified: Section M, Appendix 1 - Pylons may be less than 1 metre in height
Vehicles need not be taxed or registered as the event takes place wholly on private land.

21. Awards will be presented after the event at the Motor Clubs Annual Dinner Dance to be held in 2024.



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)	67(13)	381
Allan McDowell	59(9)	35(12)	63(13)				157
Chris Marlow	35 (2)	39(11)	32(12)				106
Dave Watkins	46(10)	50(12)					96
Robbie Overend	41(8)	34(9)					75
Neil Fewlass	37 (4)	35(7)					72
Liam Clark	57(12)						57
Eamon Boyle	33(9)	32(13)					55
Bernie Nolan	38(7)						38
Dan Hart	10 (4)	30(13)					40
John Dixon	34(9)						34
Josh Payton	10(13)						10

NAVIGATOR	1	2	3	4	5	6	TOTAL
Tom Hutchings	32 (1)	54 (3)	58 (4)	63(6)	68(7)	54(12)	329
Dave Shepherd	35 (2)	38(7)	46(10)	39(11)	50(12)		208
Andrew Funnell	63(5)	58(6)	67(13)				188
James Robson	59(9)	63(13)					122
Rob Brook	42(7)	34(9)	42(10)				118
Rebecca Overend	41(8)	34(9)					75
Steve Varey	37 (4)	35(7)					72
Ben Wild	57(12)						57
Christopher Harrison	34(9)						34
Dave Cunningham	32(9)						32
Bernie Nolan	32(12)						32
Guy Gladwin	32(13)						32



Peter Littlefield	30(13)						30
Jamie Vaughan	10(13)						10

2022 NHMC STAGE RALLY CHAMPIONSHIP KEY TO EVENTS

13	Cadwell Stages	20/11/2022	SV	Cadwell Park
12	Malton Forest Rally	6/11/2022		N.Yorkshire
11	Greystoke Stages	03/07/2022		Penrith
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



Picture by Charlie Fox from NHMC Cadwell Stages Rally 2022



Marshall's Championship 2022

	NHMC Marshalls Championship 2022															
	Riponian	East Riding Stages	Autotest March	York Classic	Look out	DST Leconfield Stages	White Rose Classic	John Overend	Skoda Rally Leconfield	York Vale Stages	Malton	Cadwell	Rally Yorkshire	Other Events	Total	
Mike Kitching	1	1	1	1	1	1	1	1		1	1	1	1	1	13	
Alan Carvell	1	1		1	1		1	1	1	1	1	1	1	1	12	
John Milner	1	1		1	1		1	1			1	1	1	1	10	
Richard Hart	1	1		1	1			1		1	1		1	2	10	
Graham Hudson	1	1				1	1		1		1	1		1	8	
Gareth Pennell	1	1			1	1		1	1				1		7	
John Brook	1	1				1		1	1	1			1		7	
Robert Newlove	1	1	1		1	1							1	1	7	
Dennis Robinson	1										1	1	1	2	7	
Dave Cogan	1		1	1				1			1		1		6	
Nigel Turton				1	1	1								1	5	
Graham Tabor	1	1	1					1						1	5	
Gail Newlove	1		1			1						1	1		5	
Carl Thompson	1		1					1				1	1		5	
Kirsty Thompson	1		1					1				1	1		5	
Trevor Davies	1	1				1						1	1		5	
Ian Sadofsky	1			1				1				1	1		5	
Dean Carter	1					1								2	4	
Jane Carter	1					1								2	4	
David James								1				1		2	4	
Ian James	1							1				1	1		4	
John Dixon			1					1				1	1		4	
Sarah Kitching					1			1					1		3	
Chris Newlove					1						1				3	
Dave Watkins	1							1				1			3	
Phil Craven	1							1				1			3	
Geoff Craven	1							1				1			3	
Robbie Overend	1										1		1		3	
Rosemary Sadofsky				1								1			2	
Carl Oglesby	1														1	
Stuart Carriss	1														1	
Mark Tabor	1														1	
Dave Shepherd														1	1	
Steve Young											1				1	
Rob Patteron											1				1	
Clive Alcock												1				
Ken Hallstone												1				



QUIZ ANSWERS

ACRONYMS (what a set of initials are short for)

1. OXFORD ENGLISH DICTIONARY
2. NORTH ATLANTIC TREATY ORGANISATION
3. LASER
4. DIESEL ENGINED ROAD VEHICLE
5. Water Displacement
6. Exporting (Organisation of Petroleum Exporting Countries)
7. HONGKONGI (Hongkong and Shanghai Banking Corporation)
8. Zone improvement plan
9. Quite Interesting
10. Radio Detecting And Ranging

CAPITAL CITIES

1. Turkey
2. Zagreb
3. PERU
4. Damascus
5. Dublin
6. Nepal
7. Canberra
8. Wellington
9. Kingston
10. Bern

HISTORY

1. 1982
2. Hawaii
3. 27



4. 30
5. Two Shillings and six pence
6. The Cod Wars
7. 1960 / Bonus: 1967
8. 1961
9. New Zealander
10. 12
11. APOLLO 11,12,14,15,16,17
12. 1998

PANTOMIMES (OH! NO IT ISN'T)

1. Tinker Bell
2. The blood of an englishman
3. A Pumpkin
4. Puss in Boots
5. Hansel and Gretal
6. Bow Bells
7. Jack and the Beanstalk
8. Baron Hardup
9. Twanky (as in Widow Twanky)
10. Peter Pan

MOTORING (SORT OF)

1. 840
2. 80 kph (49.7 MPH)
3. Gibraltar
4. M6 Cumbria
5. Glasgow, Edinburgh
6. Car Log book or registration document
7. Anti-Lock Braking system
8. AMBER
9. Hyundai



10. PERTH

GENERAL KNOWLEDGE

1. Hippopotamus
2. October (plus one hour for clocks going back)
3. Apollo 11
4. Tin
5. TRUE
6. Laughing gas
7. Four
8. Queen Victoria
9. Blitzkrieg
10. 1960

ALL THE ANSWERS ARE BIRDS

1. OWL
2. KESTREL
3. PENGUIN
4. OYSTER CATCHER
5. CRANE
6. FALCON
7. PELICAN
8. SWIFT
9. SPARROW
10. GOOSE
11. JAY (WALKING)
12. TERN
13. STORK
14. MINAH
15. HUMMING BIRD



TAILPIPE



More Charlie Fox pictures – Andy Corner's 205 and Stephen Tilburn's Escort





Daniel Poole's Super 1600 Corsa



The winning Fiesta of John Griffiths (both pictures Charlie Fox)

