

STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

JANUARY/FEBRUARY 2024



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NOTICES:

Club Meetings

The club meetings have become very poorly attended in the past year, so just a reminder.

We meet the first Thursday in the month, at the Fergy Fawcitt in Walkington, near Beverley.

We gather in the little snug room from 8.0pm.

Robert Newlove

Help Requested

Derek Lee rang me tonight

He has been contacted by Chris Woodcock who is apparently running a Targa Rally on Dishforth Airfield the same weekend as the East Riding Stages Rally. He says there is a quantity of the small red and white road barriers like what we use on Melbourne probably 200 in total, the Army want rid of them free of charge. Chris is taking 100 but says we can have the rest for Melbourne. He has had a word with Len and they are hopefully going to get a Luton van probably on Tuesday 27th Feb. He wonders if anybody is available to help possibly with a trailer. I can do that date.

If anybody can help please contact Derek on 07765146996.

Please pass this message on to anybody who might be able to help

Thanks

John Newlove



Editorial

Welcome to the first Stage Times of 2024.

I'm pleased to say that this is a well stocked issue based around a long article from Dave Shepherd (thanks Dave) about his experiences on last year's Roger Albert Clark rally.

I've also been promised an article from John Dixon so that means the next edition will be following in the not too distant future.

There are various reminders – about club night and membership renewal (if you haven't done already).



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

The magazine finishes with a whole section on competition including a description of Melbourne from Len Fowkes (Lindholme MC – who organise The Vale of York Stages at the venue), regs for the 2024 Melbourne challenge and ANCC Autotest championship followed by results of the 2023 NHMC Rally & Marshals championships.

Whilst I haven't competed lately I've had lots of fun with cars:

My Audi S4 has had an oil leak for a while, its been an advisory on the MOT for 3 or 4 years but was only using about ½ a litre every 3000 miles so wasn't bothering me. It had the cam cover gaskets changed a while back but it wasn't that. Then it started to get worse so I became more determined to fix it.



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I drive to Coventry every week and work full time so I don't have a great deal of spare time to work on my daily driver. My usual garage couldn't find the source of the leak so I booked it into Merlin Motorsport on the basis that I'd get proper expert advice and I don't have a ramp to put it on. They had it on the ramp and initially diagnosed that it was the front crankshaft oil seal. They ordered the seal and stripped it further, running it on the ramp with the cooling pack removed. At this point they confirmed it wasn't the crank seal. It had cost me a lot of money by this time with the potential to cost a lot more so I had it back.



I decided I wasn't going to be beaten (a good job because it then failed its MOT on the oil leak). I did a bit of Googling and now that I knew it wasn't the crank seal or cam covers it could only really be the oil filter housing.

The oil filter housing sits in the valley of the V8 engine and to change the O-ring (£10, pictured) you have to remove the inlet manifold – which is held in place by a dozen or so M6 screws, you also have to remove the fuel rail and various wiring harnesses and to get those off you have to remove the front bumper and cooling pack! There's also a valley sump in the Vee which is held in place by 17 M6 screws (Torx head and full of dirt/gunk – just waiting to be rounded off), accepted

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wisdom is to change the valley sump gasket while doing the oil filter housing. Every bit of hard plastic was brittle, every vacuum pipe snapped, I was cursing Audi engineers and in particular materials engineers but managed to get everything fixed/replaced (sometimes imaginatively) and the car re-started with no Malfunction Indicator Lamp (MIL).



I did all this lot (in 7 ½ hours because I was being bl**dy careful) and took the car for a thrash up to Kirkburn for a car wash/underbody wash (but it was closed). After I got back I left it running for 10 minutes and there was lots of oil burning off, eventually it stopped and the smoke hasn't come back again. It's now an MOT pass so I guess the garage is happy with it too.



I started a new job in November and ordered a company car, since I have to drive Coventry (which costs me nearly £100/week in the V8) I've ordered my first electric vehicle.



As is always the case in my life, this wasn't simple, the I-Pace is delayed but my boss has taken pity on me and loaned me his brand new 5 litre V8 supercharged Jaguar F-Type instead. The week before I took the car off him someone ran a truck into the side of it. It looked a right mess but at least I wasn't so worried about scuffing it now. The week I got it we had snow and I had lots of fun exploring the Wolds, the car has 4WD but it's something like 80% rear/20% front and is really only intended to help Americans get off their driveways. After the snow had gone I got the buffer out and gave it a good polish. It doesn't look bad at all now. The wife has been enjoying driving it to work in Hornsea and it's added grin factor to my journeys between East Yorkshire and Coventry. Apparently the I-Pace is even faster so that will be fun.





I said nothing in my life is simple; even getting a charger installed at home proved complicated but Ian Martin from Kilham (who I know as a fellow Manta owner) installed the charger. E.On energy were proving to be right a***holes installing a smart meter – they reckoned I couldn't have one because we have no EE phone signal and this was how they communicate. Eventually I managed to break them down on this and got one installed, they then admitted that they don't use EE any more. I switched to Octopus energy the next day and when the car eventually turns up I will be able to charge at around 9p/kWh. I will not be charging at service stations – this costs the same as filling up with petrol!!!!

I'm looking forward to getting back competing in 2024 now that I've got some of my other jobs out of the way I'll get some time to put the Manta back together.

Please let me know if you have anything to say about the magazine.
Thanks.



North Humberside Motor Club Ltd

Membership for 2024

Dear Member,

Your current Membership is due for renewal on 1st January 2024.

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



From Carmarthen it started – Dave Shepherd

It was back in late 2022 after co driving along side Dave Watkins in his ex works mk1 Ford Escort twin cam albeit fitted with a 2litre BDA on the Trackrod and Malton rallies up in the Yorkshire forests that Dave asked if I would be interested in doing the 2023 Roger Albert Clark Rally (RAC). The route had just been announced at the awards ceremony by Colin Heppenstall to start in Carmarthen south Wales for 2 days before then to moving north to be based in Carlisle with a stages in south west Scotland before moving onto Kielder for a further 2 days making the whole rally 5 days in total, longer than previous ones.

Of course my answer was yes and so the frantic booking of hotel accommodation began with Dave sorting out the Carlisle part and myself to source the requirements for south Wales. It was important to get this booked as the event would attract up to 180 entries which along with service persons would mean in excess of 1000 not counting officials , marshals and spectators who would also be looking for accommodation. I managed to book a travel lodge in St Clears for the Wednesday night and a Premier inn at Merthyr Tydfil for the Thursday which along with the booking that Dave had made for of the premier inn at Carlisle for the remaining 3 nights had us sorted all before the regulations for the rally had even been released. In the event of not getting a place on the rally we could always cancel the bookings.

Dave and I had already agreed the due to the sheer cost of entering the event that we would split the finances 50/50 between us and that we hoped to be able to manage with total costs around £12k.



The regulations were published and I duly made our entry hoping to be selected. Success as we did get accepted now it was time to make the first payment. Payment was to be made in 2 payments and if both were paid by the end of April then a discount of £400 would be applied...we paid early and received the discount , happy days.

So now the long wait until November?? No plenty of things to do in preparation, Dave W was busy getting the car ready changing the engine over from the BDA back to the Twin Cam along with the rear axle while Dave S was acquiring OS maps and other sundry co driving necessities.

Other preparations included purchasing 20 tyres from Pirelli some to be collected at the Trackrod rally and the rest as and when on the Roger Albert. Fuel was also ordered from Vital Fuels. It was also decided that we would travel down to Carmarthen on the Tuesday 21 November to eliminate a potential early start on the Wednesday which was when scrutineering was to take place. This meant that another overnight stay within a short distance of Carmarthen, Dave S managed to find a farmhouse B & B and reasonable cost.

Part of the preparation was to enter the Trackrod rally as a shakedown to ensure that all was okay with the car featuring the engine change etc. A steady run saw a good finish with no problems to report. With the car duly washed down a quick check and then put away.

October was now approaching fast so Dave S ordered the route notes and dvd's from Pattersons Pacenotes which didn't materialise on the due date, a quick email to Pattersons and a reply back, with an attached electronic copy of the notes, indicated that there was a problem with their local post office and that a second copy was to be



dispatched by post the next day. This delay put us back nearly a week to study the notes and the DVD's however I managed to go through them twice making amendments and additions where required. Going through the notes for 33 stages was some task and took me quite a few days.

Meanwhile the decals and road books etc were to be available at 2 locations, Oswestry and Carlisle, neither of which is very local to East Yorkshire however Stuart and Linda Cariss were going over to the Lake District and so collected ours and a few others, Thank you Stuart and Linda. We were seeded at car 142 although reverse seeded would be the order of the day for the lower powered historic cars.

With the decals dropped off with Dave W to affix to the car Dave S started to study the road books and maps supplied by the organisers to get familiar with the itinerary and route.

There was a road book for each day, detailed OS stage maps and OS route maps for both rally car, management car and a road book for the service vehicle.

Management car would consist of Steve Young and Phil Craven in Steve's crew cab pickup truck while the service vehicle would be hired transit complete with tow bar to be crewed by Paul Owen and his mate Neil both who live over in Preston Lancashire. Unfortunately due to personnel reasons Neil was not able to come along, this meant we would be short of a service crew member. Dave W did some phone calls and managed to secure the services of Rob Brook from Clubman Motorsport for the Thursday and Friday of the rally only as Rob was booked to co drive at an event on Anglessey Saturday and Sunday. Rob was a great help as he would be able to



assist with the service vehicle set up and navigation to the service areas at Walters Arena and Sweet Lamb.

So the big day came Tuesday 21 November and Steve, Phil and myself met at 10am at Dave W's for the journey down to Carmarthen. Steve's pickup was loaded with the essential tools and spares and hooked up to the trailer contained the rally car along with other overnight bags and sundries. With the 4 of us safely on board we set off. The journey down to Carmarthen took about 7 hours with a short stop off at Tamworth services for a comfort break, a quick sandwich and coffee. During the travel down we exchanged a few phone calls with Deg Burton who would be servicing for Keith Turner, car 100. Deg was already some distance in front of us in their service vehicle and had arrived at Carmarthen showground hoping to leave rally car and trailer there overnight as there was security in place. They did however find that scrutineering and noise check was available too and so managed to get their car sorted a day early. With this news we also decided to head straight for the showground and to leave our car and trailer there rather than taking to the overnight B & B. Upon arriving at the showground it was apparent that scrutineering was still open so we too managed noise check, tracker fitting and scrutineering a day early. Happy days once again. Once sorted and the car put back into the trailer and secured we set back off to the digs for the night arriving there about 7pm. With the advice of the B & B owners we managed to find local pub which was still serving meals and enjoyed a superb meal of welsh lamb. Completely fed and watered we retired back to the B & B for an excellent night sleep. Wednesday morning and after a very nice breakfast we departed for Carmarthen showground to set up camp for the day, the showground was already starting to fill up but we managed to find a suitable dry spot and laid out the groundsheet for the rally car. Mt



task was to liaise with Paul in the service vehicle as he was travelling down from Preston that day while others were dispatched to have tyres fitted and do some last minute car checks. We did manage to find time to peruse around the rest of the cars and the hectic and manic scrutineering area, so glad we managed to be scrutineered the day before.

Paul arrived and I met him at the entrance to the showground and guided him to our car and the rest of the team. Pleasantries exchanged then Paul told us of the issue with the service vehicle which had turned up a day early minus tow bar however he had managed to get it sorted. The replacement hired service vehicle also turned out to be a crew cab which was even better news as we could now have some where to sit and store overnight bags away from the spares and tools.

Wednesday passed quickly and we managed to get to the overnight hotel at St Clears before coming back to the showground for the ceremonial start in Carmarthen Town Centre. The organisers instructed crews to wear their fireproof overalls so suitably attired Dave W and myself set off in the rally car for the start. Initially the start was supposed to be in seeded car order but upon arriving in the town we were informed it was in any order and to proceed slowly, as we drove long the town centre started to emerge in complete splendour with Christmas lights festooned all along the route and crowds upto 5 deep either side of the road, it was like a scene from the Col de Turini with the crowds parting to let us through. Eventually we came across the start line where Howard Davies was interviewing each driver before being flagged off through the start gazebo. The Crowds still lined the streets for some distance before we left the town centre and back to the showground where the car was reloaded



back into its trailer for the night and we departed for the hotel and possibly the last good nights kip for a few days.



Thursday 23 November – The real start

Thursday morning and we were up early as our start time was to be 31 minutes behind the first car, reverse seeding was now in place. I sorted out the route notes, road book and relevant maps needed for that day and placed them in the rally car, this was to become my daily ritual for the next 5 days. A few words with both the management crew and service team so ensure all know what was required and the time came for the off. Nerves started but quickly dispelled as I had a job to do in keeping the car on the correct route and time to the first stage. The road section to the first stage was just over 30 miles and over an hour and 20 minutes in time. Arriving at the stage arrival in plenty of time we were greeted with a queue of



cars waiting. Balaclavas, helmets on, intercom leads plugged in and we awaited the start of Crychan the first stage of the 2023 Roger Albert Clark Rally. At 10 and half miles long it passed swiftly and without any incident then onto stage 2 Cefn. This was a very short stage but again no issues. Onto service at Walters Arena. I had not been to Walters before but found it to be the site of an old open cast mine and that the service area was made up of rough crushed concrete possibly from the old mine building luckily enough the guys had found one of the only remaining flat concrete slabs to set up camp on whilst other crews were having to cope with the rough surface. Walters Arena is owned by the Walters group, a civil engineering and recycling company but is now quite well forested and motorsports centre. After service it was the first of the stages to take place in Walters arena. Plenty of spectators lined the stage the surface of which showed signs of its heritage with remnants of coal residue and numerous tracks running off and alongside the actual stage route. This was to prove a bit of a problem later in the day when we would tackle the stage in the dark for the second time. Again we didn't have any issues and then onto stage 4 Glasfyndd. This was a very short stage but extremely rough and I hoped that this wasn't a sign of things to come. Following stage 4 it was back to Crychan for a second run through, a little bit looser this time through but then over 170 cars had passed through by it was our time. Cefn was next again a second visit and similar conditions to Crychan. By this time darkness was descending upon us and it was in complete dark that we started Walters for the second run. The numerous tracks and parallel roads along with the dark surface made it difficult to decipher the actual route through the stage and we had one slight deviation off track but no damage done and possibly only accounted



for a few seconds although our time for the stage was a lot slower than the earlier visit in daylight.

So with 7 stages completed and the first day done we returned to the service area where the lads did the relevant checks and the car was placed back in its trailer for the night. Off to the Premier Inn at Merthyr Tydfil for the night. Rob had booked us all in for a meal at the adjacent restaurant and so a quick pint and food was following by an early night.



Friday 24 November – Day 2

So onto day 2 it was back at Walters Arena and my daily ritual completed for the start and the first stage of the day at Esgair Berfedd, a nice short stage and a smooth surface with no issues to report. It was then onto Myherin, this was a stage I was looking forward to as I last competed here in 1986 and was hoping to see if I could recall any of it alas no I couldn't but then it was over 37 years ago and things do change. A short delay at the start meant we had



chance to speak with some other crews and see if anyone had experienced any problems. Once through Myherin it was onto service at Sweet Lamb which hosted 2 service areas depending on your start number dictated which one you were allocated to and it did cause some confusion. The service area was like a quagmire but again our service boys had found a dryish spot, the benefit of running in the first few on the road??.

It was here that I made my first mistake and booked into the service out control a minute early incurring us with a minute penalty. Stage 10 Sweet Lamb was next and was a little loose and rough in places with numerous hairpins and triangles, a water splash to start with and plenty of spectators.

Stage 11 Hafren South followed before revisit to Myherin. Then onto second service before tackling Sweet Lamb and Hafren South again. Before the revisit to Sweet Lamb we had to go through a regroup which there was a delay, think this was due to spectators on the stage? This meant that we would certainly be doing the last 2 stages in the dark. As we were running in the historic category we couldn't take advantage of more modern LED or HID spotlights and had to use period halogen bulbs. Dave W took it cautiously through the stages and our times reflected this being slower than the previous daytime runs. So with those stages completed and no problems again we departed from service to Llandidoes Rugby club ground to collect the trailer said goodbye to Rob as he was departing to Anglesey and we set off on the long journey upto Carlisle.

Steve, Phil and Dave W set of towing the trailer and its contents while I sat in the service transit with Paul. Our original intent was to follow the organisers route through Wales but this was soon abandoned when we became aware of some road closures on route however we



managed to locate a fish and chip shop open in Newtown and after being suitably nourished plotted a route to avoid the closures not before Dave W was decanted into the service transit with the intent we would get to Carlisle first and hopefully more sleep. Route across country to the M6 duly sorted and then straight up to Carlisle saw us arrive at the hotel just about 2am with a queue of other crews also waiting to book in. Steve and Phil arrived approximately 30mins later after successfully depositing the trailer and rally car at H & H Auctions premises...the start venue for day 3.

I forgot to mention that on previous couple of rallies with Dave W I had felt a little motion sickness and had sought a few remedies to hopefully eliminate it, however for the last 2 days I was still suffering despite taking a prescribed medication, minimising food and drink intake and use of Dave W electronic pulse device. It was Steve suggested that I should refrain from eating or drinking anything prior to the start of the day and throughout until we had completed the day. Hence from this point onwards I became known as NBM ..Nil by mouth. And did it work? Yes it certainly did for the rest of the event I didn't suffer again but did look forward to eating and drinking every night.





Saturday 25 November – Day 3

Saturday morning another early one at 5am to be greeted with a frost. This could be tricky in the stages. Ae was to be the first stage of the day at just under 9 miles it was a superb stage and just a pity it was only to have the one run through it. Onto stage 16 of the rally at Dalbeattie a nearly 5 miler but again only the one run through. Stage 17 Glengap this was our first encounter with a bridge although cautioned in the route notes the approach and departure to the bridge was deep potholes which we hit with some speed and bottomed out the car so much tht Dave W was left fighting for control on the straight immediately following, he was also convinced that we had sustained suspension damage luckily enough service was next at Newton Stewart were the car was swiftly checked and apart from a small scar on the sump guard everything was declared ok. Service was located on a closed public road with servicing confirmed



to the left hand side to leave a route through on the right hand lane. It was at this service that we were joined by Chris Greenall and some others who I don't recall their names this helped and made up our service crew again. Chris had been contacted by Rob Brook to help out and was to stay with us until the Monday before having to depart back home to Selby. Following service 2 more stages Glencaird Hill and Arroch Hill however Arroch Hill had been cancelled earlier due to access agreements so only one stage then back to service. After visiting service for the second time it was back off to Glengap but this time the bridge was well cautioned both in my notes but also by the organisers with plenty of advance signing. Last stage of the day in the dark was Glencaird Hill. Slower time through again as it was done in the dark. Along road section back to Carlisle. Funny thing happened on the way back...we stopped at a garage to refuel when a police patrol car came streaming onto the forecourt blue lights ablaze and sirens wailing screeched to halt where upon the police officer in the passenger seat leapt out into the garage whilst the driver proceeded to dispense fuel into the patrol car, once fuelled up driver re-entered the car and started to drive off with blue lights and sirens engaged before realised his colleague was not in the car, fantastic moment whilst he did manage to get into the car before it sped off at great speed...it was like something off Starsky and Hutch (if you don't know who they are best google them). Back at Carlisle car was checked over and put away in its nightly garage before we all departed back to the hotel.

Sunday 26 November – Day 4

Once again another bright and early start up at 5 am – Today was to be the first of 2 days in the Kielder forest complex with the first stage Kershope before returning for service at Carlisle. The morning started



very frosty and on arrival at Kershope it was obviously that caution was definitely required. It was very icy throughout the stage but we managed to get through without any incident and back to Carlisle and service. Out of service and onto the second visit to Kershope, well it didn't take long before it was obviously the mornings frost and ice had taken its toll on some of the competitors and at one 90 left we saw Adam Milners mk1 Mexico upside down off the road in a very sorry condition...no hope of the re-joining the rally which was a drastic blow to Adam as he had been setting some top 10 stages times so far. A few other cars off the road including a Ford Cortina Mk1. Conditions had improved through the stage had the weather had warmed up plus the passage of 100 cars had loosened the surface up. Onto stage 25 Mount Common followed by S26 Harwood both of the stages contained elements not visited by a rally for some time plus a section that had never been rallied at all .. and it showed as both stages were very rough in parts in fact some bits resembled ploughed fields. It was in Mount Common that we had a slight off and hit a small tree damaging the front panel and breaking one of the front spots, we only lost possibly 30 or 40 seconds as the spectators were soon helping extract us from the ditch. I'm not sure what happened ..was it me not reading out the correct notes or were the notes wrong the jury is out on that one. Then it was into service at Kielder Dam where a replacement spotlight was acquired and the damage assessed before revisiting Mount Common and Harwood in the dark. Blow me down we had the same issue at the same point in the Mount Common stage as previous run. I had not made any change to the notes so down to me this time luckily no damage sustained this time either. Day complete it was back to H & H auctions in Carlisle where the service crew embarked on replacing the clutch release bearing and clutch, Dave W normally replaced the



bearing after every 3 rallies but we had now done 4 so well over due. All completed despite the rain and back to the hotel for 1am.



Monday 27 November – The final day but with a sting in its tail

Yet again another early start. Only 5 stages today but the last one, stage 33, was the BIG one being an amalgamation of the previous 3 stages plus the forest road sections between them. Shepherdshield was the first stage of the day and would only be visited once. Pundershaw followed then Roughside and then Hopehouse where I lost my place in the notes because I turned over 2 pages at once. The last service at Kielder Dam was then followed by a regroup control at Tower Knowe where cars were regrouped into fastest order for the last 39 mile stage. We were no longer running about 30th car on the



road now more like 60th. We started the stage well until about 10 miles into the stage when Dave W said he was having difficulty selecting gears and thought there was a problem with the gear box, struggling on for a mile or two further Dave W realised it was the clutch that was the problem and at that point we were stuck in 2nd gear and thus slowed down to preserve the gearbox until we were starting to be caught and passed by other competitors. Dave was reluctant to pull over to much as the sides of the track were very wet and boggy and we didn't much like the idea of getting stuck. It was on a small uphill section where the verge was ok that we ground to a halt whilst letting another car past, luckily for us we managed to procure the assistance of another crew who had bogged down in a ditch a little way ahead to help push to the top of the incline. By now selecting 1st gear and using the starter motor we got going again until a downhill section where Dave was worried about the overheating effect on the gearbox of crawling through the stage so we stopped once more to investigate the problem but could only make out that the clutch slave cylinder was operating correctly so the problem had to lie within the bellhousing. Once again we got going but this time in 2nd gear. We passed the stricken Lancia Stratos parked up at the side of the stage and continued at a slow pace to the finish passing over a dozen other stricken cars some well off the road and others just bogged down in ditches either side. We managed to complete the stage but on approaching the stop control we were faced with a Saab 96 in the control area getting its finish time and the likelihood that we were to hit it but at the very last second it drove off we us passing through the control Dave W warning the marshal's that we couldn't stop due to no clutch and myself holding out the final time card through the window. We came to a stop just a few metres after the control and I exited the car to retrieve the timecard while at the



same time our management crew appeared. I had been trying to contact them whilst in the stage but was unsure if they had got the message, they had sussed out something was wrong when we had not turned up at the stage finish at the approximate time. With the time card in hand we coasted down the hill to the road section and the management car. Phil and Steve jacked the car up to investigate but couldn't find anything amiss so we managed to start up and trundled to the passage control to hand in our last and final timecard. We had taken a stage maximum for the last stage but did finish it. It was at the passage control when it dawned that we had 50 mile road section to complete back to the MTC at Carlisle, we couldn't drive that far in traffic without a clutch nor could we be towed back so it was decided that the management car would return back to Carlisle and return with the trailer. In the meantime we offloaded our trackers to a fellow competitor who returned them back to Carlisle, thank you crew of car 169. The passage control closed after the last competitor had passed thorough and we were left along with Mark Casey in the cold and dark awaiting the return of the trailer and management car. The rally car was loaded and we set off home despondent that we had got so far but not had a finish breaking Dave W's record of finishing all previous RAC rallies.

The journey via Newcastle was uneventful until I checked on Sportity for any results, the results had been made provisional and showed us having finished in 57th place 5 in class, with baited breath and fingers crossed we awaited the results being made final and sure enough we were there registered as finishing 57th and 5 in class ... what a result and spirits lifted the journey home was soon over arriving back in Beverley about 2 am.

So will we do it again? You bet bring on 2025!!!



DATES FOR POPULAR EVENTS 2024

11th Feb Riponian Rally, we are running Cropton

17th March Maple Autotest

7th April Lookout Rally on Melbourne

30th June John Overend Memorial Stages Melbourne

7th July Cave Classic

18th August Sutton Classic

27/28th September Rally Yorkshire

27th October Autumn Autotest

3rd November Malton Forest Rally (Provisional date)

17th November Cadwell Stages Rally

Melbourne Old Airfield – Rally Venue

Location: Melrose Farm, Melbourne, York YO42 4SS

Length: a typical special stage is 6.8 miles; rally total around 45 miles

Summary:

Melbourne is a former RAF airfield, mostly used by Halifax bombers during World War Two. In recent decades, it has been used for many single venue rallies, and as a Drag Race strip along the main runway. Track surfaces are now mostly asphalt, with some limited sections of wartime concrete. The varied surfaces offer a challenge to crews:



asphalt-spec tyres are now mandatory, and are the fastest option in any case. The rally clubs collaborate to develop the site together with the landowner and generous support from the British Motorsport Trust (via Motorsport UK). This has resulted in resurfaced or repaired tracks costing close to a six-figure sum.

Competitors can enter one or more of the three rallies: Trackrod Motor Club's Lookout Stages (April), North Humberside Motor Club's John Overend memorial Rally (July) and Lindholme Motor Sports Club's Vale of York Stages (September). The rallies are of "Interclub" status, and feature in several Regional Association Championships, plus the Melbourne Challenge.

Fascinating Fact: during wartime, Melbourne Airfield had a very large FIDO. This wasn't a large dog, but the fog dispersal method of flaring off fuel oil to clear the runways of the mists well known in the Vale of York.

The most challenging sections are those along the former perimeter tracks, whilst the fastest section is a straight-line route along one of the cross-runways. Rally organisers are obliged to install some "bus stops" and chicanes to control speeds, but always endeavour to maintain a flowing route. It's not a race circuit, and never will be, but will remain a rewarding experience for clubman competitors.

The venue is a non-spectator site when rallies are in progress. This is a requirement of the landowner. It also means that marshals can concentrate on their essential function of safety for competitors. Each rally needs something like 80 volunteer marshals, plus other specialist officials. Being a very open site, marshals get to see the action up close, plus also further away, no matter where they are located!



Competitors, their service crews and general helpers often attend scrutineering the day before the rally, and camp overnight. That makes the rally day a very social occasion, with support and banter always available in the Service paddock. Most teams will self-cater on the event, supplemented by a mobile catering unit on site. The Melbourne Arms is a popular pub nearby, with others not too far away in Pocklington and Holme on Spalding Moor. The historic city of York is about 12 miles away, with a wide range of shops, hotels and restaurants.

To prepare for competing at Melbourne, why not try a session at Ti Rallyschool, which operates on the same site. Good fun even if you are not a competitor!

By Len Fowkes (Lindholme MC)

The ANCC Melbourne Rally Challenge 2024 Regulations.

1. The ANCC in conjunction with the Melbourne User Group will promote the Melbourne Rally Challenge in accordance with the General Regulations of Motorsport UK, (Incorporating the provisions of the International Sporting Code of the FIA), and these Melbourne Rally Challenge 2024 Regulations.
2. The championship registration number is TBA
3. The Melbourne Rally Challenge 2024 will consist of all three Special Stage Rallies to be run at Melbourne Airfield Nr York.



4. The Rally Challenge is open to the majority of entrants on the three rallies (see 13.)

5. The Three Special Stage Rallies will take place on these dates:

The Lookout Stages (Trackrod MC)	Sunday 7 th April
John Overend Memorial Stages (NHMC)	Sunday 30 th June
Vale of York Stages (Lindholme MSC)	Sunday 8 th September

6. Should any of these rallies have a change of date; the new date will be applicable for the Challenge.

7. Eligible Drivers and Co-Drivers entering the above events will automatically be registered for The Melbourne Rally Challenge 2024. There are no registration fees. The results will be accessible from the ANCC and any of the three club websites.

8. The Championship Coordinator is David Thompson
trackrodmc@gmail.com 07934 008792

Eligibility Scrutineer: Chris Woodcock

9. All correspondence regarding The Melbourne Rally Challenge 2023 should be addressed to the Championship Coordinator

10. The Awards for the Melbourne Rally Challenge 2023 awards will be presented at Melbourne Airfield at the presentation of the last event.

11. The six classes for the Melbourne Rally Challenge 2023 will be:-



0. Cars up to 1000cc
1. Cars 1001 to 1400cc
2. Cars 1401 to 1600cc
3. Cars 1601 to 2000cc
4. Cars over 2001cc
5. All 4wd Cars

V1

Event classes can be amalgamated at the organiser's discretion. In such cases, competitors will score points in the amalgamated class in which they take part.

N.B. Engine capacities will be actual capacities. Cars with forced induction and rotary engine cars: regulation R 48.2.4. will apply and have engine capacities multiplied by 1.7 to determine their class. All vehicles must comply with Motorsport UK Technical Regulations for special stage rallies with due attention to R 46 - R 48.10.11.

12. Points may be scored on all of three rallies, based on performance in Class:
20 for 1st; 19 for 2nd, and so on. If crews enter in different classes on different rallies, the tally of points will still be carried over for the overall Challenge Champions.
13. Crews competing in current or older specification World Rally Cars (WRC), Rally 1, R5 or Rally 2 cars will not be eligible for



championship points. Any queries regarding vehicle eligibility must be made to the Championship Coordinator prior to the round where a crew intends to score championship points. The championship coordinators decision regarding vehicle eligibility will be final.

14. The Driver & Co-Driver with the highest number of points will be declared the Challenge Champions.
15. The Champion Driver & Co-Driver of The Melbourne Rally Challenge 2023 will be presented with awards. To be eligible the winners must start all 3 rallies.
16. To be eligible for any class awards the crew must start at least 2 out of the 3 rallies

2024 ANCC Autotest

Championship Regulations

CHAMPIONSHIP BRIEF

The aim of this championship is to be a middle ground/bridge between Club level and the full national Autotest championships. With the goal of allowing drivers the opportunity to hone more skills needed to progress from club to championship. This includes learning



to reverse more proficiently without anything complicated plus learning to J-turn and use the handbrake. The mixing of the club level and championship competitors will allow club level drivers to ask questions and grow as autotest drivers.

For the above reason all Drivers that have, or are competing currently in either National Autotest championship will run in a separate class (class X) and will NOT count towards the event overall or ANCC overall or any other class award apart from Class X.

CHAMPIONSHIP REGULATIONS

1. The Association of Northern Car Clubs (ANCC) will promote an Autotest championship to be known as the Fern Motorsport ANCC Autotest Championship 2024
2. The Championship will be held under the General Regulations of the Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations, any written instructions issued by the Championship Coordinator and any written instructions that the organising clubs of the individual events may issue.
3. The Motorsport UK Championship Registration number is: TBA
4. Entry to the Championship is restricted to fully paid up members of member clubs of the ANCC. Registrations must be received no later than 5 days after the first round a contender competes in for that round to be counted.
5. The Championship will consist of ??? rounds with the best ??? scores to count towards the championship total.



6. The list of events comprising the Championship rounds is shown at the end of these Supplementary Regulations. The Coordinator reserves the right to reduce the number of events, or amend which events will comprise the Championship if necessary. In this case all contenders will be notified.

7. Registration for the championship is free. Registration must be made via the online form, MCM

8. Competitors must make space available on any competing car for the prominent display of Championship decals and any advertising specified by the Coordinator.

9. The Championship will be divided into 5 classes:

- Class A: Minis, Novas front wheel drive up to 143inch
- Class B: Small front wheel drive from 143 inch to up to 164 inch
- Class C: Large saloons/hatch/coupe over 164 inch fwd or rwd
- Class D: Sports cars and road going kit cars.
- Class E: Specials and kit cars (non road)
- Class X Anyone who has competed in 6 or more National championship rounds in the last five years. Or at the championship coordinators discretion.

*** Classes specific car make or models may be moved to alternate classes for performance at the discretion of the championship.**

*** Class X driver are only eligible for class award and won't be counted in overall positions at all.**



10. On events using a different class structure to that used by the Championship, results will be calculated according to the classes used in the Championship.

11. During the Championship, registered contenders may compete in more than one class. Individual classes will be calculated separately but all scores are eligible for the Overall awards irrespective of the class entered.

12. Scoring: Points will be awarded to registered competitors relative to their positions overall and in each class as follows,

1 st o/a	20 pts	1 st in class	10 pts	
2 nd o/a	19 pts	2 nd in class	9 pts	
3 rd o/a	18 pts	3 rd in class	8 pts	
4 th o/a	17 pts	4 th in class	7 pts	
5 th o/a	16 pts	5 th in class	6 pts	
6 th o/a	15 pts	6 th in class	5 pts	
7 th o/a	14 pts	7 th in class	4 pts	
8 th o/a	13 pts	8 th in class	3 pts	
9 th o/a	12 pts	9 th in class	2 pts	
and so on down to	19th o/a	2 pts	10 th in class	1 pt

13. Scoring events will be as follows:
number of events 12- best 9 to count
11- best 8
10 -best 8



9 - best 7

8 - best 6

7 - best 5

6 - best 5

5 - best 5

14 Championship positions will be determined as specified in these Supplementary Regulations. In the event of a tie, the winner will be the contender with the highest individual score on any round, assessed over as many rounds as is necessary to resolve the tie.

15. Championship Awards will be presented as follows:

- 1st Overall
- 2nd Overall
- 1st Driver in each class

The winners of the Overall Championship will not be eligible for any class awards. To be eligible for any award contenders must have entered at least four championship events in either role. The Championship Coordinator reserves the right to add to the list of awards or amend the nature of awards. Awards will be presented at an Awards Ceremony early in 2023.

Contenders will be notified of the details. Award winners must be present in person or nominate a proxy to collect any awards. Awards will not be sent by post.

20. The Officials of the Championship are:

Coordinator: Steve Morten 07736 581 248

Assistant Coordinator:



Steward :

21. It is the responsibility of contenders to obtain regulations for events and to enter events. Event contacts are indicated in these regulations. The Championship Coordinator may notify contenders of the publication of event regulations on websites or e-mail regulations but accepts no responsibility for contenders obtaining regulations or submitting entries in time to get accepted on any Championship round.

22. It is the contenders responsibility to inform event organisers of their Championship registration via event entry forms. Failure to do this may mean that you are not listed as a Championship contender on the entry list and therefore may not be picked up by the Championship Coordinator when results are calculated.

23. Results will be posted on the ANCC website (www.ancc.co.uk) and emailed to all championship contenders after each round where possible. Provisional results will be issued by email to all contenders after the last round and contenders will be advised of the date on which they will become final.

24. Any queries relating to interim results should be raised at the earliest opportunity with the Coordinator.

25. A condition of entry is that contenders agree to the storing of the information requested on the registration form by electronic and paper means and that this information will be used for the organisation of the Championship, including passing on names and addresses to organisers of the events included in the Championship. Phone numbers and e-mails may be supplied to event organisers and may be used by the Championship Coordinator to provide results and information relating to the championship.

www.facebook.com/northhumbersidemc



2023 NHMC STAGE RALLY CHAMPIONSHIP

Driver	1	2	3	4	5	6	7	TOTAL
Ken Sturdy	48 (1)	56 (2)	71(3)		10 (5)	45(6)	10(7)	240
Dave Watkins	50 (1)	48(5)	43(7)					141
Robbie Overend	34 (3)	42(8)		50(4)				126
Bernie Nolan	10(2)							10
John Dixon	10 (3)							10

2023 NHMC STAGE RALLY CHAMPIONSHIP

NAVIGATOR	1	2	3	4	5	6	TOTAL
Dave Shepherd	50(1)	10(2)	43(5)	48(7)			151
Steve Young	34(3)	42(8)					76
Kayleigh Overend				50(4)			50
Tom Hutchings	48(1)						48
Chris Harrison	10 (3)						10

2023 NHMC STAGE RALLY CHAMPIONSHIP

EVENTS

8	Cadwell Park Stages	19/11/2023	circuit	Cadwell Park
7	Roger Albert Clark Rally	23/11/2023	Forest	UK
6	Malton Forest Rally	5/11/2023	Forest	Yorkshire Forests
5	Rally Yorkshire Historic Cup	23/09/2023	Forest	Yorkshire Forests
4	John Overend Stages	02/07/2023	SV	Melbourne
3	Rainworth Stages Skoda	30/04/2023	SV	Leconfield
2	ER Stages	26/02/2023	Cl Rd	E Yorks Stages
1	Riponian	12/02/22	Forest	North Yorks



NHMC Marshals Championship 2023																																						
	Epworth	East Riding Stages	Autolite March	Fork Classic	Lockout	DBT Leconfield Magna	White Rose Classic	John Overend	Stoke Rally Leconfield	Fork Vale Magna	Sept Autolite	Malton	RCF	Cadwell	Rally Yorkshire	Other Events	Total																					
Mike Kilbuck	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
David Dykes	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Johnathan Dykes	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
John Milner	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Alan Carvell	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
Richard Kent	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Graham Hudson	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Nigel Turton	1				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Dave Cogan	1		1					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
John Brook	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Kimby Short	1		1					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Dennis Robinson	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Robert Newlove	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Carl Thompson	1		1					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Robbie Overend	1				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Steve Young	1				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Graham Tabor	1		1					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Ian James	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Thomas Irvine	1				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Gareth Pennell	1				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Phil Craven	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Dennis Davies	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
John Dixon	1	1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Rob Short	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Dean Carter	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Janis Carter	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Tim Abopp	1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Angela Abopp	1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
David James	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ian Saffoley	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Dave Watkins	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Chris Newlove	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Stuart Carriss	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Bob Patterson	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Clive Alcock	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sarah Kilbuck	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1



TAILPIPE

