

# STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

MARCH/APRIL 2024



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**NOTICES:**

**Help Requested**

JOHN OVEREND MEMORIAL STAGES RALLY  
ASSO  
THE MELBOURNE JUNIOR RALLY

**30<sup>th</sup> June 2024**

**We Need Your Help**

If our annual Single Venue event on Melbourne is to be another success we need everyone's help.

We need people to help with  
Pre Event Repairs

Set Up on the Friday and Saturday of the event weekend

Help on the day event with Set up, Marshalling, Radio Operators and Timekeepers.

After the event people to stay behind and help pack up all the equipment.

If you can help in anyway please contact

John Newlove [john.newlove@btinternet.com](mailto:john.newlove@btinternet.com) Tel 01904608524

**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**



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## **Editorial - (Personal Opinions of Dan Hart)**

Hello and welcome to the latest edition of Stage Times.

We have a relatively full magazine this month (which is great), leaving me exactly two pages for my Editorial.

As well as the usual content there is a report on the Autotest at Maple Garage written by Robert Newlove. There's an article by John Dixon describing and picturing all the competition cars he's owned/run over the past 50 years. Lastly there's a behind the scenes article about Powerboat Racing and a maiden win for Joe Sturdy (who many of you know from his Rallying and Autotest days).

At the end I've re-printed the 2023 Marshalls championship results as they were illegible last month.

At work I'm continuing to develop a strategy for all the future powertrain test facilities at Jaguar Land Rover (JLR), technology development is extremely rapid at present.

My I-Pace was built and delivered on the 1<sup>st</sup> March and so was one of the first new '24 registrations. This meant the F-Type had to go back to my boss and my wife really misses the car. The I-Pace however does not disappoint as it accelerates instantly and both the I-Pace and the F-Type have official 0-60 times of 4.5 seconds. The F-Type has a higher top speed but the I-Pace top speed (limited to 124mph) is plenty enough to be able to lose your license.

The I-Pace is a great car with more toys than the F-Type and obviously has space for passengers, in the first weekend I had it I fitted a new washing machine in the back – practical and stylish as they say!



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So far it's been 100% reliable. I had a 7kW charger installed at home. I switched to Octopus energy and their overnight rate is 7.5p/kWh – normally it's 30p/kWh. This means a full charge (which gives at least 210 miles when the weather is cold/more when it's warmer) costs £6.00 meaning an equivalent of nearly 250 MPG (based on £1.50/litre for petrol).

Charging away from home takes a bit more thinking about. Driving to Coventry (where JLR is based) is fine but there isn't enough charge to get me home again so I have to pick my chargers carefully. The first week I arrived and plugged into one of the chargers that is provided for employees. It's free but it's incredibly slow (<1kW), when I plugged in it reported that a full charge would take 5 ½ days!! I like the price but couldn't afford the wait. I plugged in at a local Hotel which was super fast (60kW+) but was 75p/kWh – I got just as much as I needed but this price is equivalent to 25 MPG, so more expensive than petrol. I've now found a cheap, reliable 25kW charger. Infrastructure is where progress is needed before all can properly switch to EVs.

Meanwhile I'm still running my 4.2L Audi S4 which has had a couple of issues. The expensive alternator belt that was fitted in December disintegrated and I had to take the cooling pack off again to change it. There was then a transmission oil leak which turned out to be a coupling that had been butchered when it had the expensive fan belt fitted. A new radiator (with integrated oil cooler) fixed the issue – along with 4 litres of ATF.

Lastly, I've got started building the Manta 16 valve engine.

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

**Dan Hart April 2024**

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# North Humberside Motor Club Ltd

## Membership for 2024

Dear Member,

Your current Membership is due for renewal on 1<sup>st</sup> 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

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**MAPLE GARAGE AUTOTEST 17<sup>TH</sup> MARCH**

The club managed to hold the first Autotest for quite some time. Dave Short designed the tests and Kirsty Short did almost everything else. Thanks to Deg & Phil Burton from Maple garage for letting us use the venue..

We managed to get 8 entries, which was excellent for a small venue. We had a good mix of entries including a Mk2 Escort and a Striker kit car, Ken Sturdy (shown) managed to take FTD, having not done a Autotest since last year. See Results. Also thanks to all the marshals who helped on the day. (Robert Newlove)



Maple Garage Autotest 17th March 2020

Driver	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500
Richard Short	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500



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## **John Dixon – 25 cars in 50 years**

Since realising my motorsport involvement began more than 50 years ago (!) I thought it might be of interest to look at my competition cars. My first driving took place on the farm where I grew up. Driving tractors and machinery from an early age. I also had an old Ford Pop E93A to drive round the fields and in which I had my first roll over and with our sheep dog 'Bob' riding on the back seat.



My first road car was an 850 Mini, I later got a Mini Cooper 998cc that became the first car I used for motorsport, Autotests, night rallies, stage rallies etc. (Car 25 – Ed)



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**Car 1:** BWR 325 – Mini Cooper 998cc.



**Car 2:** EAT 965C – Mini Cooper 'S' 970cc – It became more of a rally car with stage rally mods.



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**Car 3:** Morris marina Coupe 1300cc – Built from a write-off and re-registered (KAG 454N) was going to have an 8 port head etc. but new business got in the way.



**Car 4:** 492 HBE Mini 'S' 1300cc lightweight etc. Acquired from Yukspeed



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**Car 5:** TVY 654H – Mini Clubman 1275GT 1293cc.



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**Car 6:** PKH 965R – Triumph Dolomite Sprint 1998cc. Built from a write-off, quick on tarmac.



**Car 7:** CWF 485K – Ford Escort Mk1, 2 litre Pinto. My first foray away from British Leyland/BMC.



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**Car 8:** JDN 635N – Mini Clubman 1300cc.



**Car 9:** ORH 721K – Ford Escort Mexico 1600cc.



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**Car 10:** WVY 790R – Ford Escort Mk2 RS2000. Bought from Ian Carr (Alex E Carr Engineers).



Pictured in 1980.

**Car 11:** LAT 615V – Talbot Sunbeam 1600cc. Built from a fire damaged write-off.



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**Car 12:** NRH 555F – Ford Anglia. 2000cc Pinto engine, Rocket box, Atlas axle, 5-linked etc. Built from road car.



**Car 13:** EVY 569S – Ford Escort Mk1. 2 litre Pinto, Rocket, Atlas, 4-linked etc. Did many events with this car.



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**Car 14:** WUF580K – Ford Escort Mk1 TC. Lotus Twin Cam engine, Rocket or 5 speed ZF gearboxes, Atlas axle, 4-linked etc. Possibly the car I have competed in most often (still have it). Picture from 2003.



**Car 15:** RUG 347R – Ford escort Mk 2. Full Group 4 spec. Pinto 2000cc.



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**Car 16:** BBT 258B – Mini 1300cc.



**Car 17:** TAG 59R – Ford Escort Mk 2. 2 litre Pinto, Rocket, Narrow Atlas axle etc. (Picture from 1987)



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**Car 18:** TAG 589R – Ford Escort Mk 2. 2 litre Pinto, Group 4 mods.



**Car 19:** XNB 608L – Hillman Avenger. Purchased from Rob Pattison.



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**Car 20:** GAT 602N – Lada 2101. Built to compete in the Lada Challenge which gave opportunity to compete on premier events at reasonable costs.



**Car 21:** B696 UAG – Lada 2105. Built to compete on the second go at Lada challenge.



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**Car 22:** HAT 863L – Mini 1300cc. Don't know quite where this car fits in the calendar!



**Car 23:** F604 WBV – MG Metro 8R4. 6R4 with Rover V8 3.9 engine. A first overall with this car. Financed with the sale of my house, whilst waiting to purchase my present garage.



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**Car 24:** TCK 723T – Ford Escort Mk2. Duratec 2.2 litre engine, tractive sequential gearbox, 5-linked etc.



My current competition car and I still want to compete, health permitting.



By Ron Dixon – March 2024



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## Behind the Scenes at Tom Brady's Dominant

### Powerboat Team

Brady's post-retirement empire boasts a curious new addition: an international, all-electric boat-racing squad.

We have the scoop.

BY [TOM WARD](#)

March 31, 2024 8:00 pm



The GOAT meets the fledgling E1 Series. Let's go!

*Courtesy of Team Brady*

From a distance, the boats look like children's toys on a lake. It's a sense heightened by the comparative lack of



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sound; the world is almost quiet, save for the rhythmic slap of the boats' bellies on the otherwise calm waters. Only up close do you appreciate that these vessels, with their sleek, compact cockpits and sharp, extended noses, are barreling along in excess of 50 knots (57 mph). That they are piloted not by grubby-handed children, but professional pilots with everything to play for.

Powerboat racing enjoyed its noisy, high-octane heyday in the 1980s and '90s before slowly sinking from public consciousness. This new tour is not a return, but something else entirely. On February 3, the main event of the inaugural UIM E1 World Championship was held in Saudi Arabia – the first stop in the world's first all-electric race-boat series. Eight teams took to the course, their pilots racing along the otherwise calm waters of Jeddah, a coastal city on the Red Sea.

Inspired by Formula E – the eco-friendly offshoot of F1 – [E1 seeks to revamp](#) what has previously been a brash and environmentally disruptive sport into something greener, and altogether more grown-up. Formula E has attracted interest from the likes of Leonardo DiCaprio; E1's celebrity backers breathe equally rarified air. Among the eight team owners are DJ Steve Aoki, Didier Drogba (Chelsea FC's fourth-highest goal scorer of all time), 22-time Grand Slam men's tennis singles winner Rafael Nadal, Red Bull Racing's Sergio Pérez...and one Tom Brady.

Such a group needs competition as a shark needs constant movement. "I know you guys are great champions, but it doesn't matter," Brady's squarely-handsome face tells the group via Zoom before the first race. "We know who's gonna win this: Team Brady. Let's go!"



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But, as with any new and vastly expensive sport (estimates put each boat around \$650,000), the potential for mishaps is enormous. [Team Brady](#) co-team principals Ben King, 33, and Joe Sturdy, 32 work towards Brady's famous guiding principle: "We have to win."



If you carry the name, you carry the man's expectations, too. Team Brady must win.

Courtesy of Team Brady

### **The TB12 Way**

Watching the contests from the monitor bank in the race control building by the Jeddah waterfront – in his words, a "dark room with screens" – Sturdy says that half a lap into the first semifinal of the day, "It wasn't looking good at all." Their pilot, Emma Kimiläinen, 34, was plum last. "She got stuck in dirty water. It's like in Formula 1, if you're following the dirty air coming off the car in front, it massively affects your performance," King explains. Amazingly, Kimiläinen managed to leapfrog three



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competitors to finish the lap in first place – and to finish the first ever E1 semifinal in first place overall.

In E1, each team goes through four heats, with just four boats racing at any one time, followed by two semifinal competitions per group, so that each of a team's two pilots will race in a semi. The top four teams advance to the final, which is again split into two legs so that both pilots can race, with a team's finishing position based on their performance in the final alone.

For the final race of the competition, it was Team Brady's second racer, Sam Coleman, 39, in the pilot's seat. Coleman came out of the first turn in third place, patiently weathering the chaos ahead of him – the boat in the lead massively jumpstarted by about three seconds and got a penalty, while the boat in second lost control during cornering by "hooking" their inside foil too deep in the water. For Sturdy and King, restricted to watching through TV screens, it was difficult to keep track of what was actually happening on the water, but it became clear that, out of nowhere, Coleman had suddenly taken the lead, crossing the finish line in first place.

Unlike, say, the 100-meter dash, E1 doesn't operate on a first-one-over-the-finish-line-wins principle. Instead, it's judged on a point system, one which, at this early stage, even the team principals were struggling to get to grips with. "Bear in mind, we had the 60 pages of rules sent to us three days before the event started. You get the points that are ordered for the first leg and then you add that to the points order for the second leg," says King, who frantically worked it all out in his notepad in real time.



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As the final ended, King shared his jottings with Sturdy; together they were fairly certain that they'd won. "I look around the room. No one else is celebrating and I say, 'Okay I think we've won,'" says King, recounting possibly the most subdued sporting victory in history. When the news was finally confirmed by the race adjudicators, the team "went crazy," recalls King. "It was pure elation." For Brady, victory had never been in doubt. Watching from home, he messaged "Yes!!!!" in the team's WhatsApp group. Race one, win one. Onto the next.



Brady has reportedly had a heavy hand in the day-to-day operations of Team Brady...including the design and branding of its boats.

Courtesy of Team Brady

### **What Is E1, Anyway?**

The E1 Series is a relatively new concept. It was dreamt up by Alejandro Agag, a Spanish businessman, and Rodi Basso, a former director of motorsport at McLaren, where King remembers him discussing the idea for E1



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back in 2019. Agag had founded Formula E, along with Extreme E ([the SUV off-road racing series](#)), and Basso approached him with the idea of E1 during lockdown. Agag was in; reviving powerboat racing in a sustainable way seemed like the logical next step. The series was announced in 2021.

Much of the backing for E1 comes from Saudi Arabia's Public Investment Fund (PIF), which recently announced a multi-year partnership called [Electric 360](#), tying together Formula E, Extreme E and E1. It's part of Saudi Arabia's huge and [well-documented drive](#) to reposition itself as a global leader in sport, a move that has already seen the founding of the Saudi Pro League in soccer, and the LIV Golf league, both funded by the PIF. Following the Jeddah launch, the E1 Series will continue with a Venetian race in May, before cumulating in the [Race to Hong Kong](#) in November, with stops in Marbella, Monaco, Geneva and Rotterdam along the way.



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## **To Get the World Excited About Electric Boats, E1 Offers a “Punch in the Face”**

The team behind the RaceBird talks about their eye-catching vessel, and their hopes for the global racing series it will star in

For King and Sturdy, two down-to-earth British guys who attended Oxford Brookes University together (no, not *the* Oxford), the move into E1 made sense. After working as a partnership manager and advisor to the team principal at Virgin Formula E from 2015 to 2018, King carved out a career as head of business strategy at McLaren Automotive (the supercar side of McLaren) from 2018 to 2023. Sturdy did a master’s degree in engineering after his undergraduate studies, then took a role with Manor Grand Prix as an R&D engineer, before going on to work in trackside roles with Renault F1 and then Red Bull F1. He was Max Verstappen’s power-unit engineer, on the team that won 49 Grand Prix and three world championships.

“We’ve been thinking about doing something together for quite some time,” says King. “We were looking at Extreme E, but that was probably a bit of a pipe dream because it had already been going for a couple of seasons and the money required to get on the grid is quite big.”

King spoke to Basso again in 2022, expressing admiration that he had succeeded in making E1 a reality. Believing it was now or never, he convinced Sturdy it was time to join forces and put a team together. They began with a PowerPoint presentation, which they delivered to a number of potential investors without much success. An acquaintance advised them that their



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best bet was to get a celebrity backer on board. It just so happened that Tom Brady had recently been brought into the series and was looking for experienced people to run his own team. The stars had seemingly aligned and the three were brought together.

### **Tom Brady: Hiring Manager**

King and Sturdy describe a virtual grilling from Brady's business partner to make sure their ecological values and work ethic were aligned. Then, finally, they Zoomed with the man himself. "The one thing that we were told before we even had a conversation with them is that Tom and his team absolutely *have* to win," laughs Sturdy. "It kind of piles on the pressure a little bit, but we approached that head-on, because we absolutely want to win it as well."

"It was all a bit surreal," he adds. "Having gone to various tests, seeing the first and second prototypes of the boat in Monaco...before we knew it we're buying team kit, we're ordering equipment, employing people and jumping on a flight to Jeddah for three weeks of madness."

"The values of E1 are all things I believe in; we want to be the forefront of change and to leave the world in a better place than when we came into it. We're all stewards of this amazing planet, and E1 is about making a positive difference and inspiring people to live in a more environmentally conscious way," says Brady, who was unavailable for an interview, in a statement.

Sturdy thinks Brady was convinced to join forces with them partly because they were the only guys in E1 with a background in F1, and partly because of parallels



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between his career and Brady's. "With Red Bull, we won all but one race last season, and with the Patriots, they won all but one game in their 2007 season," he laughs. "Then there's maybe the similarity that we've all seen sport done at the absolute highest level, and feel like we can drag powerboat racing in that direction."

As part of his homework, Sturdy watched a documentary on Brady's time with the Patriots and noted that the former quarterback would have a sit-down with his coach Bill Belichick every Tuesday. Now, Team Brady's meetings are on Tuesdays too. (At the time of writing, King and Sturdy are yet to meet Brady in person.) King says Brady has given them autonomy to run the team, but that he's also heavily involved, down to bringing in a design agency he's worked with in the past and advising on the livery on the boat. "He's cool. He's really fired up about it," says King. "We're learning a lot from Tom and his management and, hopefully, they're learning a lot from us in the process."

It helps that the boats look cool, too. "E1 combines a lot of things that I love; to be on the water, great competition, and hopefully winning!" says Brady. "The boats look amazing, they're so sleek, cool, modern – 100kph and fully foiling, exactly what you would think for an electric racing boat."



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The E1 Series occupies an ethical gray area. On one hand, it's trying to create a greener racing series; on the other, it's supported by the sovereign wealth fund of Saudi Arabia.

Courtesy of Team Brady

### **A Better Powerboat for the Planet?**

Team Brady touched down in Jeddah three weeks before the first race. Before they could think about winning, King and Sturdy had some teething problems to address. It turns out that Jeddah was the first time all eight teams met up with their personnel and boats.

To begin with, all teams will use the same boat, in the same way that Formula E and Extreme E began with uniform cars and SUVs. Designed by [SeaBird Technologies](#) founder Sophi Horne, the RaceBird clocks in at seven meters in length and three meters in width, with a weight of just 1,764 lbs (800 kg). Add to that McLaren electronics, a Mercury power unit and a Kreisel high-voltage battery system, and you've got yourself a



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serious bit of kit. As Seabird's PR materials add, "RaceBird boats are equipped with advanced electric propulsion systems and foiling technology, ensuring high performance with minimal environmental impact."

Sturdy breaks down the piloting experience like this: "The pilots have four main controls that they use to balance the boats in the water. [They have] steering and throttle as you'd expect, and then they're also able to use 'trim' and 'lift' to move the angle/height of the rear hydrofoil relative to the rest of the boat." There's also a handy boost button located on the steering wheel of each boat, which gives its pilot an increase in power for short periods.

According to SeaBird CEO Richard Draisey, the E1 Series is "a showcase for sustainable maritime innovation, aiming to spark a shift towards cleaner, electric solutions within the industry.... Seabird is developing breakthrough innovations in electric propulsion systems that will bring clean, quiet, efficient, high-performance systems to the leisure and commercial market."

Indeed, E1's official materials outline its commitments to "healing our coastal waters and ecosystems...through innovative clean technologies and aquatic regeneration." To that end, marine ecologist Carlos Duarte has been recruited as E1's chief scientist. Duarte is currently working alongside Ph.D. students to measure the impact the RaceBird has on the aquatic soundscape above and below the water.

"When RaceBird raced, noise levels were hugely reduced relative to that emitted by a similar-power combustion engine boat," Duarte says. "In fact, the main feature captured by microphones above water was the



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singing of birds in the forest near the shore of Lago Maggiore, where the experiment was performed. In contrast, the strong noise emitted by the combustion engine vessel lead to birds going silent and giving up on attempts to communicate.”

Duarte’s team also found that the RaceBird noise was dissipated more quickly under water than a standard powerboat, while its foiling design created less turbulence on the surface. “And of course, the electric boat does not generate emissions of gasses derived from combustion, nor oils and other chemicals to the water column,” he adds.

“When you look at the marine industry, it’s probably a good 15, 20 years behind the automotive industry in its journey towards electrification and zero-emission technologies,” says King. “Being at the forefront of that change and driving that disruption has a lot of opportunities.”

Season three of E1 (scheduled for 2026) is when the teams will have full autonomy to enhance the technology in the RaceBird to their own design. For now, newly arrived in Jeddah and having recently completed a Pilot Academy in Italy, the pilots were just getting to grips with the RaceBird.

“So eight teams, two pilots to each, receiving the keys to the boat, essentially for the first time,” Sturdy recalls of those first days in Saudi Arabia. “They were pushing the limits of the boats immediately, going absolutely as fast as they could in a straight line and throwing it into a hydrofoil on the first corner. They identified issues that the series hadn’t identified with the boats before. So that was quite an interesting process. But we got the boats



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to a standard where we could race and not have any reliability issues, and we went through the entire race weekend with all boats finishing and not impacted in any way, which was remarkable.”



One benefit to a boat racing league? Spectators can watch the entire course at once.  
Courtesy of Team Brady

### **Calling All Pilots**

Because E1 aims to attract people from different disciplines, only one pilot with a background in powerboat racing is allowed per team. “There’s rally drivers, Extreme E drivers, jet-ski racers – it’s a real mix and it just adds an extra dimension to the series,” Sturdy explains.

Sam Coleman began racing powerboats in 2016 after a successful motocross career. He says that the E1 RaceBird is “unlike any other powerboat – it doesn’t reward aggression or require huge physicality to drive.

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You must unlearn some of the habits that can make you fast in a more traditional race boat. Lose water pressure on the upper surface of the foil and you lose lift and stall, it can feel more akin to airplane than a boat...it requires a hyper focus to get the best out of the boat. It's addictive, and visceral."

Emma Kimiläinen's background is in motorsport. The move to E1 came when she was contacted by the series and asked to take part relatively late, in September 2023. "I'm not a big fan of water and I'm pretty seasick, too," she admits.

Despite never having driven a boat in her life before, she approached it with an open mind. She says "the thought of drowning feels the most uncomfortable," but that handling the boat "requires the same talent as on land with any vehicle. It comes down to feel. Understanding the vehicle, feeling where its limits are compared to the surface and using your senses to make a comprehensive understanding of the situation."

In other words: it's a learning curve for all involved.

Whether Team Brady can continue to obey their namesake's instructions to keep winning is a difficult question. One victory does not make a champion. And there's already talk of another team joining for Venice as the sport inevitably grows. For his part, King suggests eight to 10 teams would feel about right. Audiences seem to be keen to embrace this new entertainment, and its green credentials, too.

"I think now that race one has happened, it's much easier for people to understand what this is about, and the potential it has," King says. He adds that guests in

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Jeddah were already claiming the sport is more engaging than Formula 1, in part because they could see the entire course, not just a blur of a race car every 30 seconds.

“There’s gonna be a lot of educating and that kind of thing for fans,” he says, “but I think once they’re in, they’re gonna love it.”

## **DATES FOR POPULAR EVENTS 2024**

**30<sup>th</sup> June John Overend Memorial Stages Melbourne**

**7<sup>th</sup> July Cave Classic**

**18<sup>th</sup> August Sutton Classic**

**27/28<sup>th</sup> September Rally Yorkshire**

**27<sup>th</sup> October Autumn Autotest**

**3<sup>rd</sup> November Malton Forest Rally (Provisional date)**

**17<sup>th</sup> November Cadwell Stages Rally**

**EMAMC Calendar**

[https://www.emamc.org.uk/dates/index\\_dates\\_2024.html](https://www.emamc.org.uk/dates/index_dates_2024.html)

### **2024 NHMC STAGE RALLY CHAMPIONSHIP**

Driver	1	2	3	4	5	6	TOTAL
Ken Sturdy	58						58
Dave Watkins	38						38

NAVIGATOR	1	2	3	4	5	6	TOTAL
Dave Shepherd	38						38

Event 1: ER Stages 25th Feb 2024 CLD Roads East Yorks



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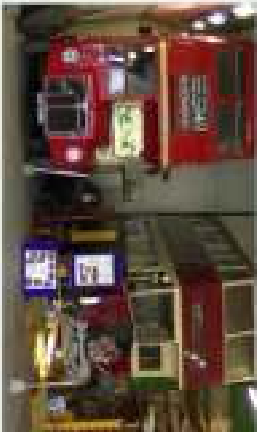
## EASTWOOD & DISTRICT MOTOR CLUB SCENIC TOUR

**Eastwood & District Motor Club will be running a Scenic Tour on Sunday 27th June 2024.**

The event will start and finish at the fabulous Nottingham Transport Heritage Centre at Ruddington. The route is a historical drive of around 100 miles of lovely country lanes in Nottinghamshire, Leicestershire and Rutland. The route can be followed using the simple road book provided which contains fully diagrams and written information.

More details and entry forms can be found on the Club Website <https://www.northhumbersidemotorclub.co.uk/entry-form>

This event is being run in memory of Nick Hickman and Paul Davis.



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NHMC Marshals Championship 2023

	Hydrogen	East Siding Stages	Hydrogen Marsh	York Classic	Wooden Junction	OST Levenfield Stages	White Rose Classic	John Overend Leven Field	Scide Rally Leven Stages	Wine Valle Autocross	Scot Autocross	Madison F100	Carlisle F100	Rally Woodside Event	Other Event	Total
Alan Dunning	1	1	1	1	1	1	1	1	1					1	1	11
David Dyball	1	1						1	1	1				1	4	11
Christopher Dyball	1	1						1	1					1	4	11
John Mather	1	1	1	1	1	1	1	1	1	1				1	1	11
Alan Levens	1	1		1	1	1	1	1	1	1				1	1	11
ALLI and Matt	1	1		1	1	1	1	1	1	1				1	1	11
Carlisle Hudson	1	1		1	1	1	1	1	1	1				1	1	11
Nigel Turner	1				1	1	1	1	1	1				1	1	11
Tommy Cooper	1							1	1	1				1	1	11
John Brock		1			1			1	1	1				1	1	11
Cliff Scott	1							1	1	1				1	1	11
Deron Stammers	1							1	1	1				1	1	11
Robert Newby	1	1	1		1	1								1	1	11
Carl Thompson	1							1	1	1				1	1	11
Bobbie Overend	1													1	1	11
Steve Young	1													1	1	11
Barham Thorp	1													1	1	11
John Jones	1							1						1	1	11



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NHMC Marshals Championship 2023

Thomas Irvine	3																						
Garth Reynolds	1				1																		
Phil Craven																							
Trevor Davies	3																						
John Dixon			1																				
ROD SHOT																							
Dean Carter	3																						
Jan Carter	1																						
Jim Alsop	3																						
Angela Alton	3													1									
David James																							
Jan Satchell																							
Dave Miskin																							
Chris Newlove	1																						
STUART CAMBS	3																						
Rob Paterson	3																						
Oliver Alcock	1																						
Sarah Attridge																							



## **TAILPIPE**



Dennis Robinson would like to do the John Overend in this car!

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