

STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

Aug/Sep 2017

AGM
NOTIFICATION
INSIDE



INSIDE THIS ISSUE: Beaver Report, Marshals News, Forthcoming Events, Flashback to 1986, Stage Rally Championship, Caves Classic Report Manx National Report, AGM Notice, Stage Rally Roundup

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**Please do not telephone
these officials/committee
members after 10pm**

Future Committee Meetings
Wed 23rd August (Conference Call)
Wed 27th September (Tiger Inn)
Wed 25th October (Conference Call)
To commence at 8pm



Editors ramblings

Welcome to "STAGE TIMES".

As the dust settles after the busiest May we have ever had, with the successful running of the John Overend Memorial Rally and the inaugural NHMC Warcop Stages Rally, the organisers of the NHMC Cadwell Stages had had a site meeting with Paul Woodford the new Manager of Cadwell Park.

This does not seem to bad until you realise that to a great degree some of the same people are involved to some degree in all three events.

With the AGM coming up at the end of the month we are desperate for new blood behind the scenes.

As well as **Rob Brook** standing down as Clerk of Course and stage Commander from all three events whilst **Robert Newlove** has long wanted to stand down as Secretary of the JOMR.

Dennis Robinson (Membership Secretary), **John Newlove** (Chief Marshal) and **Alan Gilbert** (Web Master) have all indicated they would like someone to take over their role.

If you are interested in getting involved or want some more information then please contact any of the people listed on the facing page.

The NHMC Archive project has moved on and a website is currently under testing/evaluation. To give you an idea of the scale it currently holds 247 NHMC Magazines as well as other stuff!

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AGM Notification - Centre Pull Out

Cover Photos:
Tom Hutchings & Rob Brook
22/23 July 2017
Beaver Rally

**The opinions expressed in
STAGE TIMES are purely
those of the contributors
and should not be construed as
the opinions or policies of either
The Club or its Committee.**



FORTHCOMING EVENTS

AUGUST 2017

05	CARFAX STAGES	www.oxfordmotorclub.co.uk	SV-A
05	SOLWAY COAST	www.solwaycarclub.co.uk	SV-A
06	SOLWAY COAST JUNIOR	www.solwaycarclub.co.uk	SV-A
06	TYNESIDE STAGES	www.alnwickmotorclub.co.uk	MV-A
06	PHOENIX STAGES	www.eastwoodmotorclub.co.uk	SV-M
11	NHMC TRIP 1 TO M-SPORT	www.northhumbersidemotorclub.co.uk	
12	GRAMPIAN STAGES	www.grampianstages.co.uk	MV-F
13	BOCONNOC CARNIVAL	www.shmc.co.uk	SV-A
13	GARETH HALL RALLY	www.balamotorclub.co.uk	SV-A
13	PURBECK FOREST STAGES	www.bdcc.org.uk	MV-F
13	STONETHROWERS STAGES	www.tipperarymotorclub.com	MV-A
18-19	ULSTER RALLY	www.ulsterrally.com	MV-A
18-20	RALLY DEUTSCHLAND	www.adac-rallye-deutschland.de	MV-A
19	RED DRAGON RALLY	www.ptmconline.com	MV-A
20	NHMC SoD CLASSIC	www.northhumbersidemotorclub.co.uk	
20	DUKERIES RALLY	www.dukeries-motorclub.co.uk	SV-A
27	PENDRAGON RALLY	www.pendragonstages.co.uk	SV-A
27	MEWLA & MINI MEWLA RALLY	www.epyntmc.co.uk	MV-A
31	NHMC AGM	Tiger Inn, Beverley	AGM



FORTHCOMING EVENTS

SEPTEMBER 2017

01	NHMC TRIP 2 TO M-SPORT	www.northhumbersidemotorclub.co.uk	
01/02	PROMENADE STAGES	www.wallaseymc.com	SV/A
02	WOODPECKER RALLY	www.woodpecker-rally.co.uk	MV/F
02	LAKELAND STAGES	www.enniskillenmotorclub.co.uk	MV/F
03	VALE OF YORK STAGES	www.valeofyorkstagesrally.co.uk	SV/M
03	SMEATHARPE STAGES	www.bdcc.org.uk	SV/T
09	GALLOWAY HILLS	www.gallowayhillsrally.co.uk	MV/F
09/10	WEXFORD STAGES	www.rally.im	MV/A
10	BRIDLINGTON W/E MOTORING	www.tourbritannia.com	Tour
14/16	RALLY ISLE OF MAN	www.rally.im	MV/A
17	CLARE STAGES	www.claremotorclub.com	MV/A
23	MCRAE GRAVEL CHALLENGE	www.coltnesscarclub.com	SV/F
23	BUSHWHACKER RALLY		
23	RALLY DAY	www.gallowayhillsrally.co.uk	MV/F
24	HEROES RALLY	www.gallowayhillsrally.co.uk	MV/F
24	PATRIOT STAGES	www.gallowayhillsrally.co.uk	MV/F
29/01	CORK 20		
30/01	RALLY YORKSHIRE	www.trackrodmotorclub.co.uk	MV/F

ITEMS IN RED INDICATE



A CANCELLED EVENT

RANDOM NEWS

M-SPORT



Do you fancy a tour of the M-Sport premises at Cockermouth?

It was 2008 when we last visited and a lot has changed since then.

Two dates (16 on each) to take the 2.¼ hour tour which commences at 1400 and includes the museum and workshops. Cost of £20 per head, includes coffee and biscuits.

Friday 11th Aug and Fri 1st Sep 2017

Contact Graham Tabor for a place.

Rob Brook has decided to stand down from his organising role within the Club after 10 years as Clerk of Course and/or Stage Commander on the John Overend Memorial Rally as well as Stage Commnder on our Cadwell Park (2014-2016) and Warcop Stages (2017).

On behalf of the various organisers I would like to thank Rob for all his hard work and innovation.

We look forward to hopefully, welcoming him back in the future.

Gavin Heseltine



Congratulations to **Daniel Pearson** who has been competing in the British Mini Bike Road Racing Championship and finished second in the 2016/2017 Winter Series in his first season.

Replace the red/white with black/yellow and the glasses with headphones and instead of Where's Wally? We have

Where's Joe?



Easier this one as he is the only one in shot! Pit Garage 2017 Silverstone British GP



facebook.com/northhumbersidemc

www.nhmccadwellstages.co.uk

Flashback 1986

BEAVER RALLY

Adrian Mann/Ken Sturdy (Car 63)

6th/7th December 1986

A few weeks before this year's Beaver Rally, Adrian and I thought we might have a try in the Subaru. After getting the regs off Gin, we realised that we only had a couple of days to enter before the closing date. So, after discussing whether or not the car could take it after recent problems, the entry form and cheque were dropped through the entry secretary's door.

Confirmation of our entry, and application forms for competition licences and insurance were returned within a few days, so then it was time to start worrying about the car compared with others that might have entered.

Our fears were confirmed when the entry list arrived with the final instructions; several 2.3 Chevettas and 2 litre Escorts appeared in it, and following our starting number of 63 were a couple of Escort twin-cams at 64 and 65, with a 1.9 Ascona at 66.

Extensive preparation occurred within the next week (Adrian fitted new Jubilee clips to the radiator hoses), and after buying a warning triangle and clearing out the car, all that remained to be done was to remove what seemed to be tons of mud and straw from under the wheel arches, left from setting up Goodmanham on the Crystal!

So, the big night arrived and we went down to the noise check at our allotted time. After seeing some of the bigger cars go through, we weren't at all surprised that we passed the check with 15 DbA to spare.

On to scrutineering, and problems arose when the scrutineer couldn't find the carburettor! After a guided tour of the engine bay, in which the spare wheel is stored, we convinced him that he wasn't looking in the boot and that there was an engine in there somewhere. But a second problem came to light when the other mechanic couldn't find anywhere to put his trolley jack. After ignoring other suggestions, Adrian pointed out a possible place under the front end of the car and the jack was cautiously raised. He decided it was OK, so off we went to the Market Place for the start and plotting of blackspots, SGW's, etc, began. A few comments were passed by spectators about the car like "God, I don't believe what I've just seen"!!

I collected the roadbook at 11.03 and plotting went down quite well, with no major problems. It was soon 12.33 and we left the start ramp after a brief description from the Radio Humberside commentator, who had obviously run out of things to say after 50 odd cars.

Then followed a drive out to the first control. We had 25 minutes to get there, and I had great difficulty getting Adrian to drive slowly, as he kept moaning

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Flashback 1986

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about the grand-dads who were doing 40 mph and passing us. Then followed a quiet (observed by Harry) to NTC3 manned by Dave Shipley at Old Ellerby. We set off from him reasonably quickly round the back of Burton Constable, but a messed up junction saw us chased and passed by one of the Escort twin-cams, but no further incidents occurred in the first section.

At the next NTC we parked up behind car 60, an Audi 80, who had lost time when he turned round after going down the wrong road, and backed into a ditch. We followed him off on the next minute, and after a few more controls we arrived at a time control with Rob White's Luton van parked up – but no Rob White. After a bit of shouting he emerged from the van wiping himself down. Apparently the navigator in the Audi hadn't been feeling to well and had deposited the contents of his stomach out of the window just as Rob had leant in to sign his time card. Anyway we finally got him to sign our card and off we went.

We stopped behind the Audi after the next neutral, and on enquiry the driver said his mate was always like this until his stomach adjusted to the pace.

So on we pressed, albeit a good few minutes behind time, and did a bit of spectator entertaining – some loud squeals coming from the standard road tyres. From Aldbrough to the half way halt was almost all competitive driving

and, according to the time card, we were just OTL, but so were most other crews, so we took the gamble that OTL would be extended and ran the last two controls at over 30 minutes late.

Arrival at Cranswick Autopoint confirmed that the organisers had misjudged the timing and OTL for the first half was extended by 30 minutes.

After a coffee and a hot dog, we queued up for the restart, and with three or four minutes to go, Adrian started the car up. But, when he turned the lights on nothing happened. A quick jog over to the garage produced a replacement fuse, but of a lower rating than the one that had blown. Anyway, we banged it in just in time to set off without losing our restart minute. After a few miles though the fuse started warming up, which slowed us down quite a bit as we were expecting to lose the lighting at any minute. Then followed several miles in thick fog, but no-one caught us so we must have been keeping up with the rest as we weren't last on the road. The fog had taken its toll though, as along the route we saw an Imp nicely stuffed nose-first in a ditch, with just it's reversing lamp and rear wheels visible over the edge, but they seemed OK and gave us a wave as we passed. A Mini was in a similar state a bit further down the road.

Our restart time from halfway had been 01.03 and we were losing quite a bit of time due to the fog and worrying

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Flashback 1986

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about the lights, and we had until NTC 22 before we could make up any time. We were almost out of time, but luckily we scraped in at TC21 with a time of 01.33 exactly one minute safe of OTL – quite a close shave.

After swapping fuses around, the lighting problem was temporarily sorted out, so we set off again with no penalties (they restarted everyone on their respective minutes), and a bit more confidence, and Adrian started really having a go. We gave some marshals a fright on a downhill approach to a passage control, as there seemed to be a lot of gravel around, but we just stopped in time before the SGW, and had a bit of a laugh at the looks on their faces. But a marshal gave us a fright a bit further along the route, as he had put his control board on the bumper of his car instead of back down the road, so that involved a bit of violent braking too.

After that, we'd only gone a few miles when spotlights appeared behind closing fast. It turned out that they belonged to a very hairy Escort, so we let them past. He hammered away from us on the next decent straight, but over-braked it on a 90 left, and did a very entertaining spin, though we only just missed him when we entered the bend. He managed to stay ahead, but we were now right behind him. However, he messed up the

next junction too, so we slipped past and never saw him again.

The next disaster occurred when Adrian reached to turn on the spots, after a quiet, and the switch came off in his hand! We pressed on for a while, but went wrong at a junction, as I was under the dashboard trying to find some wires. We managed to get back on the right route though, and got the spots working off a spare switch, so we were off again, moving at a fair pace.

After turning right at a crossroads, I lost my place on the map for a few seconds, and found it again but at the wrong crossroads down the road. So I was shouting dead straight for half a mile into a fast right, when suddenly a passage control and SGW loomed up. We almost killed John Butler in the process of stopping, who seemed most surprised at our sliding stop, but yet again we just made it (stopping, not killing John!). So off we went, visiting Geoff Allen and Baz, Harry and John, and quite a few other North Humberside marshals, including Steve Varey, who even cleaned our lights – Cheers!

We finally arrived at the last time control, so a slow drive followed, back to the Crest Motel for breakfast and results.

I was reasonably sure that we hadn't picked up any fails, and thought we'd done quite well in a standard car on our first event, but judging by what we'd

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RALLY REPORT MANX NATIONAL 2017

MANX NATIONAL RALLY

Friday 5th & Saturday 6th May 2017

Car 67 Allan McDowall/Gavin Heseltine
Opel Kadett 2500cc Class D

Having competed on the event last year we had hoped to be doing the same/similar stages so we could use the recce to fine tune last year's notes. Unfortunately for us the route had changed considerably with no town centre stages and only 4 of the 12 stages being the same as last year. We (Allan and I) arrived on Weds 3rd on the 0645 boat and after a leisurely breakfast at "The Caff" (highly recommended) we waited outside Turner & Reynolds premises in Douglas for George Collister to turn up so we could unload the recce car of wheels, tyres and assorted spares. Thanks George and Lee.

Following a full but uneventful day's recce covering each of the seven routes we met up with the Yorkshire element of the service crew, Guy Gladwin, Robert (Pat) Pattison and Jimmy Robson, who had arrived on the 1815 ferry into Douglas. After a refusal at our "local" the Queens – "we don't do food on Thursday", we ended up in a Thai restaurant close to our hotel.

John McDowall and rally car arrived on the 0645 boat on Friday and after breakfast we all departed to the service area at the TT grandstand. Our plan was some more recceing whilst the team put

the car through scrutineering. Guy elected to join us as he is considering returning in November to do the Poker Stars rally, navigating for Dave Jackson in the Ford Ka. I think he was suitably impressed with the stages he saw.

After scrutineering a problem arose with the car not wanting to rev cleanly; the laptop appeared and John soon had things sorted with a bit of tweaking and we were ready for the off.

A bit of a bombshell at the drivers briefing when, with only two hours to go to the start, we were advised that the MSA Safety Delegate was unhappy with part of the common route on stages 1 & 2 (the marine Drive south of Douglas) and stage 1 had been cancelled with stage 2 being shortened but run twice as revised stages 1 & 2. Personally I didn't mind as the section along the cliff edge with 100ft plus drops into the sea was my least favourite /most scary stage, but having decided it was "unsafe" this year will it ever be used again and what are the implications for other events if the MSA safety delegate takes similar action elsewhere.

Leg 1 – 6 Stages (44.25miles)

The first four stages ran in daylight for us with the second run being interspersed on the half minute. On stage 2 we started behind Car 93 which we caught/passed on a two lane wide road without any loss of time. The same scenario for stage 4 as we caught but did not pass Car 83 about 0.25 mile

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RALLY REPORT MANX NATIONAL 2017

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before the flying finish. A brief service on the industrial estate next to the airport before the last two stages of the night covering a further 29.41miles.

Stage 5 was the first of the lapping stages with 10.20miles of the 13.46miles covered twice, on the second lap we caught a car who let us by straight away without any time loss.

Stage 6 was the same lapped format with 13.38miles of the 15.95miles being "shared", we caught two cars on this one dropping a little time. The narrower nature of parts of the stage meant there was not always room to allow people to pass.

We arrived back at the TT grandstand at 0005 and spent around 30 minutes removing lights and checking the car over ready for the second half of the rally.

Leg 2 – 6 Stages (75.92miles)

With the event being re-seeded after leg 1 we were lying 25th overall and had a restart position of 29th on the road. Some of the front runners who had "dropped out" on leg 1 but were re-starting had been slotted back in front of us. Still we hoped this should reduce the instances of us catching slower cars on the longer stages.

Stage 7 (11.92miles) was a lapping stage and 5.25miles in we stopped behind Car 40's accident. We were second on the scene as Car 28, on his

second lap had arrived first. The road was blocked and the navigator was complaining of back pain so we cleared the road and waited for doctor/rescue to arrive. The stage was stopped with us being second of sixteen cars "trapped" in stage. The navigator of Car 41 was ok and after about 45 minutes we were instructed to drive WD back down the stage, leave the stage at the previous junction and make our way to the next stage. The stage did not re-start and all except the first 20 cars got the same nominal time.

As we approached the arrival for Stage 8 it was obvious that all those held at the start of Stage 7 had been sent here earlier than our group and so we found ourselves almost at the back of the field. Car 28 was the first to have the problem and he got an extra minute over Car 66 who had originally been 70th on the road following the re-start. As this stage was not a lapper we had no issues and had a clean run.

A 25 minute Service followed and with no re-group we were still running at the front of our little group at the back of the event.

Stages 9 and 10 were re-runs of 5/6 from Friday night and being lappers we again caught cars (three in total) which cost us about 30 seconds. In daylight it seems crews are less aware that they have been caught.

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2018 NHMC's FIFTIETH ANNIVERSARY YEAR

So what events would you support to celebrate the 50th birthday of North Humberside Motor Club?

A sub-committee has come up with some ideas and are looking for some feedback, feel free to suggest ideas.

Please advise any of the following (contacts on inside front page):
Graham Tabor, Ian Sadofsky, Robert Newlove, Tom Hutchings or Gavin Heseltine.

1. 50th Anniversary Dinner (See Below)
2. Motoring Activity Weekend (think Rosedale/Scarborough Weekend from the 70's!)
3. Touring Autotest - Multiple Sites
4. Foreign Coach Trip (think Le Mans revisited from the 80's) Suggestions
- Le Mans, Spa F1 GP, Ypres Rally or German WRC round.
5. 50th Anniversary Merchandise - clothing, mugs, umbrellas etc

N.H.M.C. 50th
ANNIVERSARY DINNER
Saturday 21st April 2018
(thats right 8 months plus notice)
Mercure Hull Grange Park Hotel
Three Course Meal
Guest Speaker Stuart Turner
and Live Music
plus discount accommodation

£30.00 per head
(Table of 10 £300.00)

To book a room(s) ring 08448-159037
and quote ref "NORT 21 04 18" to get the discount rate



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facebook.com/northhumbersidemc

www.nhmcwarcopstages.co.uk

Rally Report - Beaver Rally 2017

Beaver Rally - 22/23 July 2017

Tom Hutchings/Rob Brook Car 19

First job for this year was to make sure the car was still ok after last years event, as it was just washed off and parked up in the shed not turning a wheel until I moved it to start prep for this years event. The car being Maples venerable pool car which has had many pilots over the years who have all had good results, so no pressure then! With Phil planning to use the car at the back end of the year for 12 cars, the deal was to fit the new dog box, brakes and suspension and the car was mine to use. So after plenty of late nights, some choice language and a good wash the car was ready to go.

The event started from Maple Garage at Sproatley with five tests to do before the main road event started at midnight.

Test 1 at Smales Farm started with a run round the farm yard before going off down the first bit of the farm track. Being more used to stage rallies the lack of arrows and general stage furniture made it tricky to know where you were meant to be going. At one point in the yard I nearly turned left into a shed rather than past it to the next dark area which was between two buildings, but once onto the track it wasn't a problem. 11th fastest overall, fastest in class by 2 Seconds

Test 2 Smales Farm 2. This test used the rest of the farm track, and it was how I imagine Crystal Stages used to be 30 odd years ago, fast in places with some long sweeping corners with a few 90s chucked in for good measure. The car was working brilliantly and I felt we went pretty well, I was beginning to get used to the car moving on gravel, which as a driver I don't have much experience of. 10th fastest overall, fastest in class by 9 seconds

Test 3 Stevensons Farm. This again started in the farm yard with a very tight hairpin right round some cones next to a building followed by another hairpin right before running out of the yard and down a long straight to the finish. I had fitted a hydraulic handbrake in the run up to the event but had to use .700 cylinder instead of a .625, the one I had was faulty. I wasn't sure how well it was going to work on concrete. Not wanting to make a balls of it I decided speed was the answer and to try and send it in as best I could, what followed where two mint handbrake turns, much to my relief! Only being a short test it was important the shortest route was taken, so a big cut over some grass on the last 90L and we were at the finish. 9th fastest overall, fastest in class by 6 seconds

Test 4 Stevensons Farm 2. Quick trip over the road for the run down the farm track lots of 60 rights and lefts with a

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MARSHALS NEWS

Firstly many thanks to everyone who has helped on recent events, notably The Malton White Rose event, Alan Carvell, Mike Kitching and John Milner helped run a couple of tests. Also thanks to everyone involved in the Cave Classic with particular thanks to Dennis and Ian for organising the event.

If you can help on any of these events or need help in registering as a marshal please contact:
John Newlove
Chief Marshal
North Humberside Motor Club
Tel:01904608524
email:
john.newlove@btinternet.com

Phoenix Stages (Fulbeck) **Sunday 6th August 2017**

Signing-on 0630-0830
Chief Marshal: Martin Freeman
chiefmarshal@eastwoodmotorclub.co.uk
07977-400471

St Wilfrids Classic (Ripon MSC) **Sunday 6th August 2017**

150 miles & 12 special tests
See the marshals link on the website
www.rmssc.org.uk

Pendragon Stages (Warcop) **Sunday 27th August 2017**

Have a closer look at our new venue?
Chief Marshal: Martin Dentice
martindentice@hotmail.co.uk
07793-555986

Sutton Upon Derwent Village Hall

Sunday 20th August 2017 from 1pm

On Beacon Green, Sutton upon Derwent, Nr York
(By kind permission of Sutton on Derwent Parish Council)

Classics on the Green

An Informal Gathering of Classic Cars, Motorcycles,
Tractors and other interesting vehicles.

We invite owners of Classic cars, Motorcycles, Tractors and other interesting vehicles to join us. - No entry forms - No entry fee
BBQ food and bar available

Contact

John Newlove 01904 608524 email john.newlove@btinternet.com



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facebook.com/northhumbersidemc

www.nhmccadwellstages.co.uk

MARSHALS NEWS



Saturday 12th August 2017 WORKING PARTY

The Vale of York Stages Rally team are doing some pothole concreting at Melbourne and would appreciate any help from North Humberside MC and Trackrod MC members.

0900 for start of cleaning up;
Mixamate booked for 1000

Sunday 3rd September 2017 THE RALLY

Marshals wanted for this the third event of the season at Melbourne.

Signing-on 0700-0745, please let me know if you can help **John Newlove**.

Bridlington Weekend of Motoring Sunday 10 September 2017 East Riding of Yorks Council

We need a couple of people for signing- on 0800-1100 then a couple to do the finish at Sewerby Park (they could be the same). Also people to manage passage checks.

Please let me know if you can help
John Newlove



Saturday 30th September 2017

We are once again running the 13.5 mile Langdale stage on Rally Yorkshire.

Dave Cogan is Stage Commander.

Langdale is the first stage on the Saturday, provisional time of first car is 09:14

I would estimate that latest signing on will be at 07:45, hopefully finished just after Lunch time.

Based in and around Filey.

Colman Tyres Navigational Rally 9th/10th September 2017

Starting at Thirsk Auction Mart. The marshalling required will be manning time controls within the route, the rally will run through the night finishing in the early morning.

if you are able to help please contact Ilkley MC's Francesca Baglow
francescabaglow@gmail.com

Cheviot Stages Sunday 22nd October 2017 Otterburn Ranges

We are looking for marshals to ensure the safe running of the event.

Radio marshals please contact lindsay.burnip@jimclarkrally.org, marshals in other disciplines please contact our Chief Marshals
marshal@cheviotstages.org.uk

MARSHALS NEWS

Roger Albert Clark Rally 10-13 November 2017

I am taking registrations for the Roger Albert Clark Rally.

The return of this great event has been well received and the maximum entry has already had to be increased to 120 due to the demand for places.

I don't have details of the stages yet, but if you want to put your name down to work on the event, please send me your names and contact details and I will come back to you with information as and when I receive it.

Many Thanks,
Joy Hewson
Staffing Officer

Roger Albert Clark Rally
joyhewson@googlemail.com

.....
Pat and Dave Cunningham have been asked to run Kielder Services on Saturday 11th November.

Which will run 3 times.

Sunday free to do anything like marshalling or spectate.

Monday which will run twice.

Finishing about 3.30pm.

RAC will be providing some accomodation in Kielder Lodges.

If any one would like to help us, please get in touch with Pat C.

Phone No. 01430 449985

Email: patdlmc@dlmc.karoo.co.uk

RALLY OF THE TESTS

**Thursday 09 to Sunday 12
November 2017**

North Humberside MC have been asked to run a test on Sunday 9th November 2017 at the Thirsk Auction Centre from 10am until 1pm

Entries received, rally route etc are all on the rally website

[www.heroevents.eu/
event-type/rac-rally-of-the-tests](http://www.heroevents.eu/event-type/rac-rally-of-the-tests)

If you can help please contact:

Ian Sadofsky

email:

iansadofsky@gmail.com

Dates For Your Diary

Sunday 20 August 2017

Sutton upon Derwent Classic Run
John would like a couple of marshals to help on this event.

Sunday 10 September 2017

ERYC Weekend of Motoring
Full details on back cover

Saturday 30 September 2017

Rally Yorkshire

Langdale Stage 13.5miles

Dave Cogan is Stage Commander
latest signing-on 0745

Sat 18 & Sun 19 November 2017

NHMC Cadwell Stages

Details to follow.



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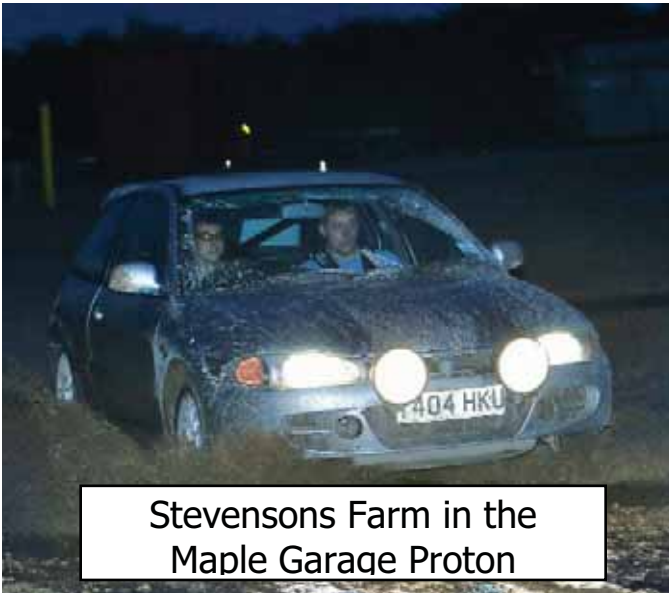
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www.nhmcwarcopstages.co.uk

Rally Report - Beaver Rally 2017

.... continued from Page 11

very deep dyke to the right, keep it in the tracks and keep it pinned, 90 left small cut 90 right onto the old railway



Stevensons Farm in the Maple Garage Proton

line long straight and very bumpy took my time down there as the dyke on the left was very deep. We did drop a bit of time down there but I wasn't fussed. 11th fastest overall fastest, in class by 6 seconds.

Test 5 Smales Farm. This time the test was run in the other direction using the full farm track and finishing just before entering the yard. Had a really good go in there and got the car hooked up really well in the twisty stuff with plenty of handbrake to get the car turned in. Unfortunately when we got to the finish we learned the test had been cancelled, as we found out later that car one had caught the course car!

The afternoon rain had nicely wetted the tracks meaning dust wasn't a

problem so once back at Maple a quick check of the results saw us 11th overall and 1st in class with a 19 second lead going onto the roads. So happy with that and with Phil's words of "Keep it pinned " we set off into the night. Now I have to admit that some local knowledge did help because there were a fair few roads I had been on before and knowing where a few of the grass triangles where helped as well!

Test 6 Sandfield. This is usually a sloppy mess but suprisingly it wasn't too bad only a short test and once again the lack of furniture meant I didn't really have much of an idea of where I was meant to be going! Robs eagle eyes spotted a code board miles away to his left, which I hadn't spotted. I kept it fairly tidy and thought we had dropped loads in there because we were crawling at one point but it was the same for everyone. 4th fastest overall, equal fastest in class

A few sections later we wrong slotted I thought we were miles off route but surprisingly we only dropped 4 minutes. Unfortunately for us it was a section that was easily cleanable so the only option now was to get on it and see what happens!

Test 7 Swift Caravans 1. This was basically a run through the gate over the yump 90Rs round the paddock

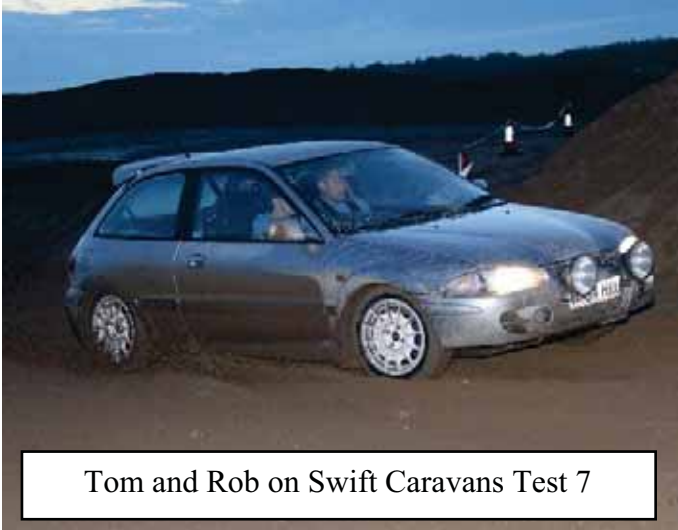
continued on Page 16 ...



Rally Report - Beaver Rally 2017

.... continued from Page 15

down the side workshop back round the paddock and split left long hairpin left to finish at Pete Smiths near Driffield. Good



Tom and Rob on Swift Caravans Test 7

fun little test with a couple of photographers in there. Again going well through there. 3rd fastest overall, fastest in class by 12 seconds.

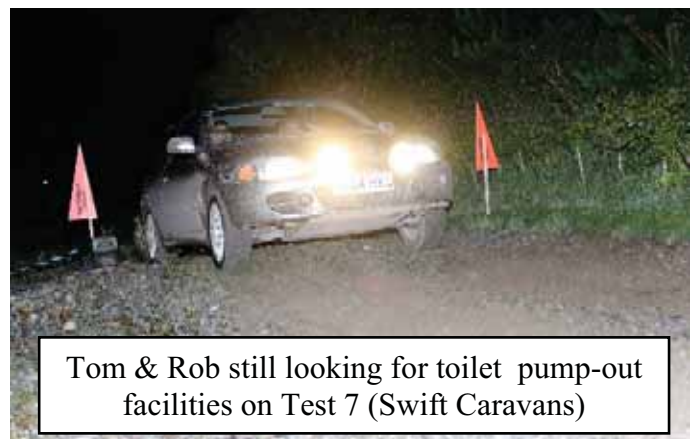
Petrol at Driffield saw us 11th overall and 2 mins 35 down on the class leader James Taylor.

Test 8 Swift Caravans 2. Pete was there on the startline checking out his old car and probably wondering who the reprobate was driving it! Pushed a bit harder and coming up to the finish which is timed to the marshals feet. The car however locked up on the wet mud, slid past the marshals and very nearly off the road, unfortunately for us the marshal can't stop the clock if they're jumping out of the way, so our time was a second slower than the first run! 8th fastest overall and fastest in class by 2 seconds.

The last few sections were tricky as I was starting to flag a bit and I was glad when Rob said that was the last timed section on the road. All that was left now where two longer tests at Sandfield.

Test 9 Sandfield 3. This used the same first section as earlier in the night before running down a wide track to a dead end with some long flowing corners on concrete before finishing on dirt. I felt we had a good run and was a little disappointed to be 9th fastest overall and 3rd fastest in class.

Test 9 Sandfield 4 The run back down the road we had just come in on with a slightly different finish, we knew we had nothing to gain so just went as fast as we could with some big slides and some driving that was just about on the fast side of wild, we reached the finish.



Tom & Rob still looking for toilet pump-out facilities on Test 7 (Swift Caravans)

Equal 3rd fastest overall and fastest in class 2 seconds.

Final results saw us come home with 9th Overall and 2nd Semi Expert

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CAVES CLASSIC

A Grand Day Out!

The morning dawned dry and sunny so we set off for Drewton's, on the outskirts of South Cave. Fuelling up on the way, we arrived in plenty of time for signing on and to have a coffee.

The event was about 110 miles and we had already travelled 20 to get to the start. With only a 5 gallon tank and an average fuel consumption of 20mpg, we would need to refuel before the end. (We do carry a gallon can of petrol for emergencies).

Setting off through South Cave brought back childhood memories, through Elloughton, Welton (School memories!), and then onto Ferriby, heading for the Humber Bridge.



With a gusting wind in a light open top car this made for a hairy crossing and a few moments for overtaking motorists! Now in Lincolnshire and in uncharted territory, without any means of measuring distances, and a tulip road book, we were soon lost! Not to worry,

we followed the signs towards Brigg. (Half way stop was at Brigg Garden Centre).



We came across a code board and we're able to follow the correct route to half way point.

In Brigg town centre a clevis pin connecting the advance/retard lever to the distributor fell out. We drove the last mile retarded!!

Sandwiches and coffee from the wicker picnic hamper were consumed. I then used the elastic strap from my goggles (from the days before a proper windscreen!), to hold the distributor in the advanced position and the car was back to good health!

The second half started well with 7 code boards spotted. Then we got lost again. We took the A614 to Radcliffe and on to Goole. Just as we approached the roundabout at Glew's garage the engine spluttered and stopped. We managed to freewheel to the garage to fill up.

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Caves Classic Run **Sunday 2nd July 2017**

For once, the day dawned bright and sunny. No Mist or Fog. No rain and very few clouds. After last year's disappointing entry which resulted in the event being cancelled, this year we had 24 entrants.

Drewton's opened on the dot at 8.00am and it was not very long before the first entrants arrived, Richard and Kay Stapely in their 1972 Vauxhall Lotus Viva.

As the entrants rolled in, so the restaurant filled with early breakfasters and whilst Ian and Malc did the signing on outside I joined them.

By 9.30 we had a very presentable line up of vehicles including John & Sue Wylie, in their 1949 MGTC, plus Ian and Mary North in their 1951 Singer Roadster. Rob Pattison arrived in a 1932 Wolsey Hornet special, as a late entry, but one or two entrants could not manage it on the day. I think Robert and Gail were still jet-lagged after their dash back from France. Actually, 21 cars started the event.

Once the field had got away, we cleared up the arrows and the club banner from Drewton's and I set out as Sweeper picking up the letter boards on the way.

At 19 miles in, I came across Ian and Mary who had succumbed to a

puncture, but how lucky can you get,... Ian had already finished changing the wheel and was already putting his gear away. Mary suggested that the sweeper should carry a trolley jack, but refrained from adding that the sweeper should be a lot closer to the competitors so that he could change the wheels for them. I gave them a few minutes start and then slowly set off after them.

By the time I got to the Rest Halt, at Brigg Garden Centre, all seemed well. Phil Craven and John Dixon were in charge of the time control and the competitors were all nicely parked up, but it seemed that some were missing. I had seen no sign of them so I decided to get a cup of coffee in the meantime. I found Dave and Lyn Cogan in the coffee shop, who admitted to getting seriously lost before abandoning the route to get to the Garden Centre.

After the refreshments, the missing crews had turned up, Howard and Ruth with Simon and Fiona, also admitted to getting seriously lost.

With the crews away, I collected the arrows etc. and followed on "sweeping". I did not see any problems on the way, but I did see a ginormous grass snake crossing the road in Thorne Marshes. It must have been well over 3 feet long!

continued on Page 19 ...



CAVES CLASSIC

What a difference a tank full of cold petrol makes. We sped through Goole, Gilberdyke, Newport and into North Cave. We arrived at the Gala thinking we might be last (but we weren't) but knowing we hadn't won!

With all the cars finally parked up in the sun we were a mixed bunch, from a Ferrari California to our Wolseley Hornet! A difference of 77 years!

We had a great day and were happy with the way the car went. I was, however, relieved to be home although we were sunburnt and very windswept, not easy doing that mileage in an open, 85 year old car on a windy day!

Thanks to the organisers and marshalls for their efforts!

Rob Pattison

No signs of any lost competitors and amazingly, no missing letter boards, until I reached North Cave to retrieve the last letter board when I came upon Jon and Vicki Seth in the Ferrari waiting for "time" before proceeding to the finish around the corner.

As I booked in, Ian and Malc reported that all the competitors were back, so we set to with the Road Books to see who had seen what, or more importantly who had missed what.

With 25 letter boards put out, not one crew got a clean sweep, but with 1 fail each, Jon and Vicki Seth and Roger Stanford with Rosemary Sadofsky were joint first, so as a decider we had to see who came closest to the requested 24mph average, who were Jon and Vicki in the Ferrari Californian, averaging 25.1mph.. With 2 fails in car 10 were Alan Gilbert and Tony White in the 1973 Vauxhall Viva who came in a creditable third.

It was quite an eclectic entry with crews from Barnsley, Market Weighton, Pocklington, Stamfordham, Northumberland, Liversedge, Spalding, Castleford and Carnforth in Lancashire, and as far away as Cumbria taking part, as well as our Usual Suspects. Sadly Ken and Julia suffered damage to their new stainless exhaust system....hopefully not too expensive to repair, Ken.

Thanks to Ian for coping with the secretarial aspects which included learning very late on that we had to have 3 rally route liaison officers involved, Malc for continuous assistance in devising the route, liaising with Start, intermediate and finish venues, not to mention driving me around the route for the checks, John and Phil for marshalling the halt and Steve Varey for doing the independent route check, and last but by no means least, our Sponsor for the event, Rob Woolley

Dennis and Ian



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NHMC WARCOP STAGES 2017

NHMC WARCOP STAGES

Part 1 – Organising

BACKGROUND:

The initial driver for this event was in April 2015 when a letter was received by the club from Landmarc, the MOD agents, offering the use of MOD facilities for civilian events. The committee agreed we should follow this up and **Ian Sadofsky** embarked on a long drawn out correspondence with Landmarc. Our initial request was for the use of Leconfield and/or Driffield but this was rejected. We asked about Catterick and initially the response was favourable but during more detailed discussions it transpired that restrictions applied and only "slow-speed" events would be allowed – think Rally of the Tests, etc. During a conversation that this had been a wild goose chase as they had nothing close to us we could use, Landmarc suggested Warcop Ranges was our nearest site but possibly too far away. Most of the committee had no knowledge of Warcop with only **David James** and **Gavin Heseltine** being enthusiastic. David had done results there whilst Gavin had competed there (but not very successfully).

SITE VISIT:

Arrangements were made to visit the camp, meet the relevant staff and have a tour of the venue. So on 11th September 2015 it was that Ian Sadofsky, Gavin Heseltine and David James had their first opportunity to see

the venue and decide how likely it was that we could run an event.

Only one other event was using the venue, the Pendragon Stages Rally (organised by Kirkby Lonsdale MC with assistance from Eden Valley MC and Northallerton AC). Our initial concerns were that if we went public too soon we might find ourselves gazumped by another club getting in first and the worry why no one else seemed to be prepared to use the venue.

The military warned us of the potential for bad weather, with snow as late as March not being un-common. Mindful of the need to keep a reasonable gap between any event we chose to run and the Pendragon in late August/early September it seemed as if a date in April/May seemed best.

PROS AND CONS:

Positives: the venue had superb roads and could offer in the region of 70 miles almost all on a good sealed surface. Being an active military site meant no issue with spectators, they were not allowed and the security fencing/CCTV made this easy to enforce. Not overused with only one other event. Relatively cheap venue hire compared to Cadwell Park.

Negatives: limited access for planning, distance from our "home area", only available limited "non-firing" weekends, no central service area and the potential loss of permission at short notice should the military want to use it.

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NHMC WARCOP STAGES 2017

.... continued from Page 20

DATE 1:

By the time we had got to the stage of applying for a date we were already into 2016 and the calendar of events had already been finalised. We decided that it was too short notice to run the event from scratch and we should look to secure a date for 2017 in time to go public and have it in the calendar for that year.

DATE 2 & ORGANISING TEAM:

Having announced the intention to run in 2017 at the 2016 AGM volunteers were sought to join the organising team. The core organising team for the Cadwell Stages were joined by **Carl Thompson** and the **Smith's (Steve, Amanda & Iszie)** from the former Forest Rally Team. A date of 16th April had been agreed and championship places secured in the North of England Tarmac, ANWCC Stage Rally and ANCC Stage Rally Champ'ships.

All seemed to be in order until in early December 2016 we were advised by Landmarc that the original date was no longer available.

DATE 3 & COMPLICATIONS:

Trying to sort out an alternative date was difficult as the options offered were either clashing with other events in the same area or championships. We came close to abandoning the event but news that the Jim Clark Rally was cancelling for 2017 and their date was one of the alternatives offered was the stroke of luck we needed. The downside was that the new date was only two weeks after

our own John Overend Memorial Rally and also meant that two of our organisers (Ian Sadofsky & Ian James) would either be unavailable on the weekend or only available on the weekend but not in the preceding weeks.

THE RALLY IS ON!:

Now we had a usable date we could push on with the organising, which due to the previous delays was compressed into a 12 week period of intense activity. We decided to replicate the stages used by the Pendragon Stages Rally in 2016 as we knew they worked and had been approved recently by the MSA. With permit applied for, we had our first "oh shit" moment when to our surprise the MSA told us we had applied for the wrong permit. We had assumed the event would be a "multi-venue" as it had road mileage and had been classed that way for the Pendragon for at least five years. It would be classed as a "single venue" as parts of the stage would be used more than four times in the same direction. The problem with this was that single-venue events are not allowed to use safety notes and we had published regulations and taken entries already on the basis of safety notes being used which was previously the norm for this challenging venue. We sweated for 24 hours as to the viability of the event as a map-only event whilst waiting some more feedback from the MSA.

Whilst this was going on we also had contact from Landmarc about an issue

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NHMC WARCOP STAGES 2017

.... continued from Page 21

with an unhappy "neighbour" of the venue and so a meeting was arranged with the business concerned and Ian S and Gavin did the limited PR required whilst visiting the owner of the Haybergill Retreat who had some concerns. The main gripe seemed to be with the Army over a number of issues and a potential loss of business for which compensation was required. We sympathised with the issues and offered to amend our route to reduce impact as well as off-stage barriers and tape to negate any attempted spectator parking but declined any issue of compensation. Things improved when we talked about the possibility of hiring the facilities ourselves for accommodation, food and

possible Rally HQ next year. If this were possible then no restrictions on the route would be required as we would only be disturbing ourselves rather than the retreat's usual meditation & yoga customers. An email was sent the next day to Landmarc outlining the deal we had with the Haybergill's owner to remove his objection.

The MSA (Ian Davies) confirmed the event should be covered by a single venue permit but also gave us a waiver to use safety notes (the nature of the roads "It's not an airfield is it!") And allowed 30 second starts with traffic interposed. Things looked good but ...

continued in the next magazine.

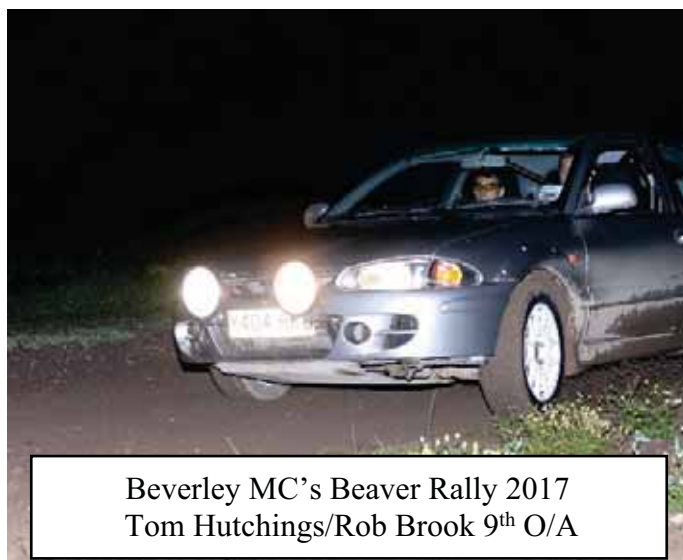
Rally Report - Beaver Rally 2017

... continues from Page 16

crew, 1 min 5 seconds off class winner James Taylor.

Overall we had a fantastic nights sport doing what I set out to do which was try harder than last year and get a top 10 finish!

Thanks go to Rob for sitting in and doing a great job on the maps all night, Chris for his help preparing the car but most of all thanks to Phil and Deg at Maple Garage for the car, the upgrades and the encouragement!!



Beverley MC's Beaver Rally 2017
Tom Hutchings/Rob Brook 9th O/A

Photos purchased from Matthew Rudd and Jason Taylor.

Tom Hutchings



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RALLY REPORT MANX NATIONAL 2017

.... continued from Page 9

Stage 11 was a re-run of the one we didn't get to complete earlier and went well with us passing one car in stage and following another over the flying finish. The final stage was a re-run of Stage 8 and took us via Brandywell Cottage to the outskirts of Douglas.

Final result 20th Overall and 6th in class.

Everything loaded up and back to the hotel for a few beers whilst waiting for everyone to get showered/changed. A walk along the prom to our "local" – the Queens - to eat, included a detour when I pointed out to Jimmy that his shortage of hair gel maybe resolved as the "grooming establishment" we were passing was open, he promptly marched in followed by the rest of the lads (except me), to speak to the woman who was attending to a client at the back of the shop. He was the last to realise it was dog grooming and decided not to ask if they sold gel.

Another failure to eat at the Queens as we were told they stopped doing food at 2030, it was pointed out that it was only 2028 bit to no avail. So it was oriental again as we settled on the chinese restaurant close to our hotel.

By coincidence we met up with Alan and George Kirby who had arrived on the island on Saturday night on their motorbikes. It was a rearranged trip for George's birthday, the original cancelled when storms stopped the ferry's sailing, and they had not realised the rally was on.

Thanks to John, Rob (Pat), Jimmy and Guy for giving up your time to Service and help us eat foreign food.

We hope to be back for Rally Isle of Man in September.

Gavin Heseltine

Flashback 1986

.... continued from Page 7

seen of some of the other cars "taking off" from controls, we weren't over-confident about our result.

The results were finally posted at about 8.30 am and we were pleased to find that we had collected no fails, but even more pleased to find that only 15 cars were in the similar position of having no fails. A quick check on the times of these 15 cars put us in 11th place overall, 3rd in the Beginners Class, and either 2nd or

3rd in the 1301 to 1600 cc class, depending on the capacity of one car which was a late entry.

We were extremely pleased with our result, but our little band of supporters who had marshalled then met us at the finish had cleared off, and we didn't know anyone else, so we couldn't let anyone know our result.

Still, you can't win 'em all!

Ken Sturdy

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NHMC STAGE RALLY CHAMPIONSHIP

Positions As At 4th June 2017

* All subject to confirmation that membership was current at date of the event.

<u>DRIVERS</u>	1	2	3	4	5	6	Total
01 Stuart Cariss	38 (1)	10 (3)	48 (6)	53 (11)			149
02 Allan McDowall	60 (7)						60
03 Rob Brook	58 (4)						58
04 Daniel Hart	47 (4)	10 (8)					57
05 John Dixon	10 (4)						10
06 Nick Heard	10 (5)						10
07 Chris Newlove	10 (8)						10
08 Stephen Barmby	10 (8)						10

<u>NAVIGATORS</u>	1	2	3	4	5	6	Total
01 Linda Cariss	38 (1)	10 (3)	48 (6)	53 (11)			149
02 Gavin Heseltine	10 (4)	60 (7)					70
03 Tom Hutchings	38 (9)	10 (10)					48
04 Guy Gladwin	42 (2)						42
05 Rob Brook	35 (12)						35
06 Amelia Heard	10 (5)						10
07 Linda White	10 (8)						10
08 Mike Woodcock	10 (8)						10



NHMC STAGE RALLY CHAMPIONSHIP

Events Since Last Magazine				
12	Greystoke Stages	09/07/2017	SV/F	Greystoke Forest
Events Previously Covered				
11	Severn Valley Stages	03/06/2017	MV-F	Builth Wells
10	NHMC Warcop Stages	28/05/2017	SV-A	Warcop Ranges
9	Middlewick Stages	21/05/2017	SV-A	MOD Woodbridge
8	John Overend Memorial	14/05/2017	SV-M	Melbourne
7	Manx National Rally	05-06/05/2017	MV-A	Isle of Man
6	Pirelli Carlisle Rally - Historic	29/04/2017	MV-F	Carlisle
5	Alan Healey Memorial Rally	09/04/2017	SV-A	Cadwell Park
4	Lookout Stages Rally	02/04/2017	SV-M	Melbourne
3	North Wales Stages Rally	01/04/2017	MV-F	Dolgeleau
2	Malcolm Wilson Rally	11/03/2017	MV-F	Cockermouth
1	Riponian Rally	19/02/2017	MV-F	Thirsk

STAGE RALLY ROUNDUP

With only one event too add to the scores in the last two months the roundup is much shorter than usual.

Rob Brook opened his account in the navigators table with a 35th overall and 8th in class sitting alongside Jim Stephenson in his Talbot Sunbeam Ti on the Greystoke Stages Rally.

Incidentally the event winner overall was **Greg McKnight**/Heather Grisedale showing that Mr McKnight is just as capable on loose as tarmac having won our Warcop Stages in May.

Forgetting the Stage part of the title and just calling it Rally Roundup allows me to mention the Beaver Rally.

A full report appears elsewhere but congratulations to **Tom Hutchings/Rob Brook** who finished in the top ten in the Maple Garage loaned Proton.

Hopefully thinks will pick-up for the next Magazine, I personally have entries in for the Phoenix Stages and Pendragon with John Dixon as well as the Ulster and Rally Isle of Man with Allan McDowall.



East Riding of Yorkshire Council **BRIDLINGTON Weekend of Motoring**

Saturday 9 & Sunday 10 September 2017

Tour Britannia are organising 3 separate motor orientated events over the weekend on Saturday 9 September and Sunday 10 September on behalf of East Riding of Yorkshire Council, some of which interlock, all based in the Bridlington area.

Sportsman's Dinner – Saturday 9 September 2017

Dinner in The Spa, Bridlington with the Original Stig, Perry McCarthy as guest speaker. Dress informal. The evening kicks off with a welcome drink courtesy of one of our sponsors at 7.30pm. Guests will be encouraged to take their seats for Dinner at 8.00pm. Tickets £30.00 per head, or £300.00 for a table of 10. Guaranteed to be light hearted with lots of banter. Space is limited so do book early to be sure of a place.

Sewerby Hall Car Show and Bridlington Parade 11.30 am to 3.30pm on Sunday 10 September 2017

We want people with classic cars, super cars, quirky cars, motor bikes, racing & rally cars in fact anything novel and of interest, to display their cars. We are receptive to One Make Clubs and the like. There is no entry fee but people need to book their car in, to be sent their reserved ticket (all passengers enter free as well).

There will also be a vehicle Parade through Bridlington on the Sunday morning. People displaying their cars at the Sewerby Show have the option to meet earlier from 10.00 am at the Park & Ride on the South side of Bridlington.

There they will be lined up with similar vehicles so they can Parade through the town to take their places at the Sewerby Hall Show on the North side.

It is not a problem if some would prefer to take go straight to the Show. The Sunday Challenge cars will finish at the Show and have their own display area. There will also be a prime location at the Show reserved for businesses to display their wares, on a commercial basis.

Sunday Challenge – Sunday 10 September 2017

This is an 85 mile drive down the coast and across the Wolds incorporated into an Economy Run. It starts at the Hilderthorpe Road Coach Park in Bridlington adjacent to Tesco's Filling Station in the morning and finishes at Sewerby Hall during the early afternoon.

No qualifications are necessary other than a driving licence and a mate or two to help you find your way round the easy to follow route. Our objective is to get you round the route easily and safely, with no trick navigation. No special rally skills are necessary.

You can even use a sat-nav if you wish. Entry fee of £20.00 per car. Must have a crew of 2 (or more). A simple description – a fun event, open to all.

**North Humberside MC have been asked to marshal the Sunday Challenge event.
More details www.tourbritannia.com**



North Humberside Motor Club Ltd

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting of North Humberside Motor Club Ltd will be held
at the **TIGER INN, Lairgate, Beverley, on**
Thursday 31st AUGUST 2017,
Starting at 8.00 pm prompt.

Note: Only paid up club members will be admitted to the meeting.

AGENDA

1. Apologies for Absence.
2. Minutes of the 2016 AGM.
3. Matters arising from the 2016 AGM.
4. President's Remarks.
5. Treasurer's Report.
6. Club Officers' Reports.
Membership Secretary
Competition Secretary
Chief Marshal
7. Election of Director (Companies Act).
8. Election of President.
9. Election of Vice Presidents.
10. Appointment of Club Accountants
11. Elections to committee
12. A.O.B

PTO

2017 NOMINATION FORM

Gail Newlove, Nans Cottage, Orchard Lane, Hutton Driffield YO25 9PZ to arrive, no later than Monday 28th August

PRESIDENT/VICE-PRESIDENT/DIRECTOR/SENIOR OFFICAL/COMMITTEE MEMBER

Print Name	Date
Signed.....	
Address	
.....	
.....	