

# STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

**Oct/Nov 2017**



*INSIDE THIS ISSUE: Pendragon Report, Marshals News, Forthcoming Events, Flashback to 1980, Stage Rally Championship, Stelvio Pass Report, Vale of York Report, Hull's Works Rally Driver, Stage Rally Roundup*

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**Please do not telephone  
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after 10pm**

Future Committee Meetings (Start At 8pm)  
Wed 25<sup>th</sup> October (Conference Call)  
Wed 22<sup>nd</sup> November (Tiger Inn)  
Wed 27<sup>th</sup> December (Conference Call - TBC)



## Editors ramblings ...

Welcome to "STAGE TIMES".

It's been quite a busy last two months for me with 5 rallies to fit in around getting the magazine ready. Just when you think things are looking quieter on the horizon the entries open for our Cadwell events and six weeks of work getting ready for that.

I have just been reading on Facebook about the MSA fining Jock Armstrong (a Scottish Rally Champion) £1,000 and suspending his licence for six months for "mooning" whilst marshalling on a non spectator event on MOD land. The evidence being a photo posted on facebook. Is it April the first already!

We were competing on the Rally Isle of Man on the day of "Whitey's" funeral and so were unable to attend, but we exchanged anecdotes over a pint and raised a glass in his memory.

My own personal favourite happened at Alan & Cynthia Carvell's house, so it must have been an early Crystal Forest Rally. I had been going through the entry forms trying to do a preliminary seeding. I had them all in a nice neat pile when Whitey arrived and proceeded to "give me a hand". Once he had finished we had three different sized piles, I asked him what the piles were and he said the smallest pile was the people he did not know, the second smallest was the quick lads and the largest pile by far was "the w\*!kers".

He did offer to sort the largest pile into "quick w\*!Kers and slow w\*!Kers" if that helped. Whitey, he was a one off.

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Cover Photo

**Road Report - Stelvio Pass**

**By John Dixey**

**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

## **OCTOBER 2017**

07	Donegal Harvest Rally	<a href="http://www.donegalmotorclub.com">www.donegalmotorclub.com</a>	MV-A
08	Adgespeed Stages	<a href="http://www.wiganmotorclub.co.uk">www.wiganmotorclub.co.uk</a>	SV-A
08	Harold Palin Memorial	<a href="http://www.eastwoodmotorclub.co.uk">www.eastwoodmotorclub.co.uk</a>	SV-A
13-14	Jersey Rally	<a href="http://www.jerseyrally.com">www.jerseyrally.com</a>	MV-A
13-15	Mull Rally	<a href="http://www.mullrally.org">www.mullrally.org</a>	MV-A
14	Down Rally	<a href="http://www.rathfrilandmotorclub.com">www.rathfrilandmotorclub.com</a>	MV-F
22	Cheviot/Keith Knox	<a href="http://www.cheviotstages.org.uk">www.cheviotstages.org.uk</a>	MV-A
22	GSMC Mini Stages Rally	<a href="http://www.gardamotorclub.com">www.gardamotorclub.com</a>	MV-A
22	Peter Lloyd Stages	<a href="http://www.carmarthenmotorclub.co.uk">www.carmarthenmotorclub.co.uk</a>	SV-A
27-29	Wales Rally GB	<a href="http://www.walesrallygb.com">www.walesrallygb.com</a>	MV-M
27	Wales Rally GB National	<a href="http://www.walesrallygb.com">www.walesrallygb.com</a>	MV-M
29	Fastnet Stages Rally	<a href="http://www.skibbdcc.com">www.skibbdcc.com</a>	MV-A

## **NOVEMBER 2017**

04	Builth Showground Stages	<a href="http://www.donegalmotorclub.com">www.donegalmotorclub.com</a>	MV-A
04	Neil Howard Stages	<a href="http://www.wiganmotorclub.co.uk">www.wiganmotorclub.co.uk</a>	SV-A
04	Tour of the Sperrins	<a href="http://www.magherafeltmotorclub.co.uk">www.magherafeltmotorclub.co.uk</a>	MV-F
05	Malton Forest Rally	<a href="http://www.maltonmc.co.uk">www.maltonmc.co.uk</a>	MV-F
09-12	Rally of the Tests	<a href="http://www.heroevents.eu">www.heroevents.eu</a>	
10-11	Pokerstars Rally	<a href="http://www.manxautosport.org">www.manxautosport.org</a>	MV-A
10-13	Roger Albert Clark Rally	<a href="http://www.racrally.org">www.racrally.org</a>	MV-M



# FORTHCOMING EVENTS

2017			
	January	February	March
11	Kingdom Stages	<a href="http://www.glenrothesmsc.com">www.glenrothesmsc.com</a>	SV-A
11	Wyedean Forest Stages	<a href="http://www.wyedeanstages.co.uk">www.wyedeanstages.co.uk</a>	MV-F
12	Kerry Mini Stages Rally	<a href="http://www.kerrymotorclub.com">www.kerrymotorclub.com</a>	MV-A
17-19	Rally Australia	<a href="http://www.rallyaustralia.com.au">www.rallyaustralia.com.au</a>	MV-G
18	Cadwell Junior Rally	<a href="http://www.nhmccadwellstages.co.uk">www.nhmccadwellstages.co.uk</a>	SV-A
19	NHMC Cadwell Stages	<a href="http://www.nhmccadwellstages.co.uk">www.nhmccadwellstages.co.uk</a>	SV-A
19	Challenger Night Stages	<a href="http://www.bdcc.org.uk">www.bdcc.org.uk</a>	MV-F
23	Marshals Training Event	<a href="http://www.northhumbersidemotorclub.co.uk">www.northhumbersidemotorclub.co.uk</a>	Trg
25	Hall Trophy Rally	<a href="http://www.clitherordmc.co.uk">www.clitherordmc.co.uk</a>	SV-A
25-26	Glynn Memorial Stages	<a href="http://www.camconline.co.uk">www.camconline.co.uk</a>	SV-A
26	NHMC AUTOTEST	<a href="http://www.northhumbersidemotorclub.co.uk">www.northhumbersidemotorclub.co.uk</a>	Atest
<b><u>DECEMBER 2017</u></b>			
02	Grizedale Stages	<a href="http://www.grizedalestages.co.uk">www.grizedalestages.co.uk</a>	MV-F
02-03	Rockingham Stages	<a href="http://www.rockinghamstages.co.uk">www.rockinghamstages.co.uk</a>	SV-A
02-03	Killarney Historic Rally	<a href="http://www.killarneyanddistrictmotorclub.ie">www.killarneyanddistrictmotorclub.ie</a>	MV-A
03	Knockhill Stages	<a href="http://www.knockhill.com">www.knockhill.com</a>	SV-A
14	NHMC XMAS QUIZ	<a href="http://www.northhumbersidemotorclub.co.uk">www.northhumbersidemotorclub.co.uk</a>	Quiz
29	Turkey Run Stages	<a href="http://www.maidencitymotorclub.com">www.maidencitymotorclub.com</a>	SV-A
30	West Wales JAFFA Stages	<a href="http://www.carmarthenmotorclub.co.uk">www.carmarthenmotorclub.co.uk</a>	SV-A
30	Christmas Stages	<a href="http://www.northallerton-ac.co.uk">www.northallerton-ac.co.uk</a>	SV-A



# NOTICEBOARD

**NHMC CADWELL STAGES  
Junior (Sat) & Senior (Sun)  
18<sup>th</sup> and 19<sup>th</sup> November 2017**

Online Entries Open  
2000Hrs Friday 6<sup>th</sup> October 2017

**HELP REQUIRED  
IN RUNNING THE EVENT**

Contact either  
Sec of Meeting: Ian Sadofsky  
[iansadofsky@gmail.com](mailto:iansadofsky@gmail.com)

Chief Marshal: John Newlove  
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[www.nhmccadwellstages.co.uk](http://www.nhmccadwellstages.co.uk)



NHMC Christmas Quiz

Cottingham Golf Club

Skidby Lakes, Cottingham

Thursday 14<sup>th</sup> December 2017

**N.H.M.C. 50<sup>th</sup>  
ANNIVERSARY DINNER  
Saturday 21<sup>st</sup> April 2018**

*(that's right 6 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



[facebook.com/northhumbersidemc](https://facebook.com/northhumbersidemc)

[www.nhmccadwellstages.co.uk](http://www.nhmccadwellstages.co.uk)

# Rob White - "Whitey"

As most of you probably know by now Rob White passed away on Friday 1<sup>st</sup> September.

Rob has been a member of North Humberside for many years (Joined in 1975) and was involved in all manner of Motorsport including Rallies, Autotests, Marshalling and was a Senior Official on many of our events.

He will be greatly missed.

Our sympathy goes to his wife Linda and his family.

Rob White or "Whitey" as he was affectionately known was one of the larger than life characters of the Motor Club. Everything he tackled was with unlimited enthusiasm. His flat out, tyre smoking, valve bouncing Autotest style always raised a smile on a cold/wet day for Marshals and fellow competitors alike.

His home built/self prepared vehicles and the abuse they took were testament to his Engineering abilities. Who can forget his conversion of a Duple coach to Car Transporter/Mobile Home/Results Office.

As well as a keen Competitor Rob organised many Autotests and was Clerk of Course on Holderness, Moonraker and John Overend Rallies as well as being involved from the beginning in the development of the Forest Rally.

Together with Ken Sturdy he masterminded the Shell/Larkspeed League victories and encouraged many others to become more active.

R.I.P. Whitey (30/08/51-01/09/17)



**Whitey in his element, big grins and lots of tyre smoke. You can almost here him laughing/cursing above the revs!**

Gavin

Please will you put in your next magazine, I would like to acknowledge everyone who has sent cards, messages, telephone calls etc to me after Robs death. I would also like to thank all who attended the funeral as some I didn't manage to speak to. The collection was for Macmillan Cancer Support which raised £530.00 to which I would like to say a big thank you & they are extremely grateful & send their thanks.

Many thanks  
Linda



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# Flashback . . . 1980

## Lombard RAC Rally with the Chequered Flag Rally Team

By John Newlove

Rob White was always saying his ambition was to do the RAC Rally and this year he was to try and fulfil this ambition. Unfortunately, he was only accepted as 17<sup>th</sup> reserve. This was very disappointing and thought was given to withdrawing the entry. However, after having words with the RAC Veterans in the Club it was decided to leave the entry in and see what happened.

As much preparation as possible was put in hand, although it was very difficult not to spend too much money just in case he didn't get a run. Rob White's navigator for this event was Ian Wells from 62 Car Club. Although they had both competed in national events they had never done an International.

Rob gradually worked up the reserve list and after a lot of preparation we set off for Bath on Saturday morning with him being 2<sup>nd</sup> reserve. The car was driven by Rob and Ian whilst we travelled in the Ex Steve Reed V6 Tranny Van. The service crew being myself, Johnny Walker, Keith Wells, Tim & Angela Allsop.

Rob's Colt Lancer was to run in Group 2, the only major change to get into this group was to remove his extra-large petrol tank and fit the original one underneath the car.

Accommodation had been arranged at a Motel at Corsham 7 miles outside of



Bath, and this turned out not to be a bad idea as Bath was overflowing with cars. They were due at Scrutineering at 5.45 still not knowing whether they were running or not. Whilst we were waiting for scrutineering, Rob went to see what he could get out of the Industry vehicles at the start, in return for displaying decals. He got oil from Duckhams, Plugs from Champion, Bulbs from Hella. We were also having trouble with the Terratrip but, fortunately, John Cartwright who makes them was there and he managed to repair it for us.



**Team "Whitey" ready for the RAC!**

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# Flashback . . . 1980

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The car was then sent for scrutineering, which according to Rob, was a waste of time as they hardly checked anything, although they had a big pile of foreigners crash-helmets which they had rejected. This completed, he came rushing back to tell us they had a run and had to report to the start the next morning. Although we were tempted to go and celebrate the fact that they had a run, we decided to get something to eat and have an early night. The Motel had a resident Minah Bird and Rob spent a lot of time trying to get it to say "W.Anchor", although he didn't seem to have a lot of success. (Allsop is a w\*!ker, etc.) but you can't print that!

*Course we can – Ed.*



**Chequered Flag Colt Lancer  
Rob White/Ian Wells**

We were up early next morning and decided to leave Rob and Ian to go to the start whilst whilst we would miss the first two service areas and go straight to Silverstone. As we arrived quite early it was interesting to wander around and have a look at the works service crews

at work. The Towses arrived with the Crystal Caravan, waiting for Mike Jackson who seemed to be going well enough with no major problems, After what seemed to have been hours of waiting, Rob arrived with dented front wing after trying to visit the Monkeys at Longleat. We soon tidied the car up and gave it a check-over. They then went to the stage start whilst we got off to Donnington as fast as possible as Rob would be right behind us. He soon caught us up and pushed us up the M1 to Donnington Park. Chunky tyres were needed here as some of the loose tracks were being used. Lights were also fitted as it was now getting on for 5 o'clock and it was dark.

It was obvious that with all the weight in the van we just didn't have the speed to make all the service areas, so whilst the competitors headed for Clipstone Forest, we headed for Haven Café on the A1 just above Doncaster. The van only just made it without running out of petrol. To both ours and the attendants amazement, by the time we filled up the van and jerry cans, the bill came to £36.

Rob and Ian arrived on time with Spot Light problems, which were traced to a faulty relay. This was rectified by connecting them to the fog lamp relay. Bramham was the next Stage, followed by a couple of forest stages. We decided to give service at Wetherby a miss and go to Kirby Moorside. This was at Spouton Quarry. We managed to get some sleep here as after Car No 80, there was an hour's delay at Bramham. We watched John Beadle arrive for service from Dennis Haynes and Dennis Webster. They seemed to have even more gear in their Estate car

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# RALLY REPORT - PENDRAGON STAGES 2017

**Just when you thought it was safe to go back in ..... or the Phoenix arises.**

In Greek mythology, a phoenix is a long-lived bird that is cyclically regenerated or reborn. A phoenix obtains new life by arising from the ashes of its predecessor. So, what has that to do with anything?

Well, August bank holiday weekend 2017 was the first time in over 25 years that I had been out driving competitively (well maybe not!) in a stage rally. I / We did the 2017 Pendragon Stages on Sunday 27 August 2017 at Warcop, Cumbria in our Micra now resplendent as a 1400.

So, you could say that I have risen from the ashes of my earlier existence as a club level stage rally driver. Also, those that remember my old Escort (OAG 141P, the ex -Myra Webster Mk 2) may also remember that it was painted in Ford Phoenix Red. In those days of carrying CB radios in the rally car and service vehicle / chase car so as to be able to talk to one another (yes; I am that old) we used the call signs Phoenix One for the rally car and Phoenix Two for the service car. Hence when I was thinking of a title for this article which in a way is about been there, done that, got the tee shirt and now doing it all over again, then "Just when you thought it was safe to go back in ..... or the Phoenix arises" came to mind.

The Micra was bought to be a rally car that Alex (James) could use in the junior championship whilst a junior. Juniors are limited to a 1000 cc engine size. The

intention had then been to subsequently change the spec to one that had a little more power, was a little more fun to drive and one that both he and I could drive. So, once Alex had finished as a junior competitor, the Micra was to be transformed from a 998cc Micra to a 1348cc Micra K11 engine (as fitted to a small number of the last of the Micra K11s). This was to be mated with a final drive ratio from the 998, so as to increase the acceleration and fit 13" wheels (post-coil pack K11s were on 14" wheels). We bought a CAT C write off Micra 1400 K11 donor car at auction on the Motorhog website for the bits.

The transplant took a little longer than planned. We simply couldn't get the Micra to fire up with the new engine. There is quite a difference between a M prefix reg and a 51 plate!

All sorts of suggestions were made, primarily around either the NATS immobiliser or the ECU having died during the transplant. At the 2016 JOMR, Gareth Hooper of Gareth Hooper Motorsport, the technical officer for Formula 1000 and therefore present at Melbourne overlooking the junior rally had lent me an ECU and matched immobiliser to try. However, I hadn't got around to trying that by the 2017 JOMR and Gareth then volunteered to take a look at the Micra himself for me.

Now, Gareth is Mr. K11. There isn't a lot that he doesn't know about Micra K11s. Also, Gareth had already converted at least one 998 junior spec K11 to a 1400

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# RALLY REPORT - PENDRAGON STAGES 2017

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K11 (being that of Sam Bilham, one of Alex's junior contemporaries and son of Tony). All this meant that Gareth had already seen the pitfalls once before at least, and knew all the answers to the upgrade. So, I took the Micra over to Keighley for Gareth to take a look at, dropped it off the trailer and left it with him. A couple of weeks or so after I had a text message to say that it was running and now needed a MOT. Once MOT'd it was ready for me to collect.

When I went to collect the Micra, Gareth said that he thought it looked very sad and really needed a nice paint job. He had just finished straightening and painting Tommy Meadow's Ford Ka which did look stunning. However, I suggested that we held off a paint job until I had driven it on a couple of rallies or so. I did subsequently prove to be correct on that one!

Gareth suggested that I went away and drove the Micra how it was, getting used to it in that state rather than going straight for the ECU mod which I had planned to do. The mod increases the power and allows 1000rpm more at the top end so that the engine doesn't drop off the cam as it currently when you change up a gear. It is a mod done by specialist tuners (at a cost!!!). Gareth has seen their work before. But, take away and drive seemed a sensible suggestion for the time being. I did ask "how does it drive?" for the response "well it picks up its heels far quicker than a 998 does". I should hope that it did or it hadn't been worth doing!

Now, running the closing car around Warcop for the NHMC event in May had proved to me that I really wanted to do the Pendragon, the other event that runs at Warcop. Gareth said that he too would like to do the Pendragon in his Opel Manta and that if he could get the Manta engine and box rebuilt in time, then he would take the Manta out. He also suggested shared service with him supervising the Micra. That offer was too good to miss so both he and I put Pendragon entries in.

David (James) was eventually persuaded out of retirement to sit alongside me. It was even longer since we had done an event together. My last rally was the Woodpecker in 1991 or 1992 and Yvonne had sat alongside me for that one. Our last outing as a pair had been a year or so before that I think.

John Dixon and Gavin Heseltine were also doing the Pendragon so I asked Gav if he could arrange accommodation for us too, please. Alex agreed to come up with me, so as to keep me company on the drive back at the end of the event to Grantham with the rally car on the trailer behind, ensuring that I would stay awake coming home, and to help with service. David was making his own way up directly from Bridlington. Many thanks Alex for what must have been a boring day for you (because the insurers still won't give cover for him to drive the Disco (not 25 years old yet) and there was no spectating either – so actually little to do for most of the day).

We made scrutineering on the Saturday,

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# RALLY REPORT - PENDRAGON STAGES 2017

... continued from Page 9

arriving about an hour before scrutineering closed. The very last thing that I packed in the back of the Disco before we left home was a spare radiator. What a good job that turned out to be! At scrutineering Bob Milloy (a Pendragon organiser) wound me up as to whether the Pendragon was a good event to do after 25+ years out of competing – after all there was a lot to hit here in the grass that could take a front leg out. Others had made similar comments. All of this made me very nervous. It didn't do David any good either. His last outing had been in the Micra when it was in junior spec at Brawdy, 5 years ago alongside Alex. That day ended with the biggest accident any junior had ever had to that time and David subsequently commenting that in 30+ years of competing (off and on) in the co-driver's seat, his 17 years old nephew had given him the biggest roll of anyone. Side over side 4 times!

So; David and I were both very nervous.

The following morning, we did eventually find Gareth in one of the service areas. He had dutifully parked his van with a service place alongside for our Micra and a place in front of the van for the Manta. We were seeded exactly 20 apart (Gareth at 67 me at 87) which meant ironically that Gareth started the 2<sup>nd</sup> stage of each pair of stages 30 seconds behind me on the first stage of each pair. A Manta is considerably quicker than a 1400 Micra driven by a returning pensioner! Umpteen competitors, including Gareth caught us because the stages were lapped. The number of competitors that caught us in stage 1 was only exceeded by the number already

parked up off the stage. In getting out of the way for one quicker competitor, rapidly catching us I had caught one of the "gruesome" concrete blocks – on David's side of course. Good job no paint job then! I thought that I had caught the nearside rear wheel as well, so I was driving very gently because I was expecting a flat at any time. At the end of stage 1, I asked the stop line marshals if we had a flat to be told well you have a bent side but no flat and no wheel damage.

Stage 2 was much more fun. Gavin had correctly predicted that, seeded as the penultimate car (I had asked to be the last car) meant that there was much less traffic for the 2<sup>nd</sup> stage of each pair and we consequently had a cleaner run at the 2<sup>nd</sup> stage as we weren't for ever pulling over. We were over a minute quicker in stage 2 than stage 1.

We returned to service with the car running hot, well definitely warm. Gareth asked if all was ok and I replied how hot does a 1400 Micra normally get in stage? He said shouldn't be above normal. "Hmmm well this is at the top of the white area on the gauge not far short of red". Oh dear not good news was the reply. Bonnet up, and Gareth noticed straight away what he had not noticed before – "that is a 998 rad not a 1400". I have a spare I said. Is it a 1400 rad Gareth asked? I fetched the spare only to be told by Gareth that it looked crap and if that were his spare he would skip it and, no it wasn't a 1400 rad either. You know, I think that the CAT C donor car only had a 998 rad in it when we bought it.

Furthermore, there was pink/red coloured

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# RALLY REPORT - PENDRAGON STAGES 2017

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fluid in the driver's floor well but that turned out on closer inspection to be powered steering fluid and not coolant. I had thought that the steering was very heavy through the chicanes. Every service from now on would be clean out the floor well and put more powered steering fluid in.

The service crew thought that it was probably the thermostat sticking that was causing the over-heating, so the thermostat was taken out. I said earlier that Gareth is Mr. K11 and when we were looking at the rad a second Micra crew were looking on. They said, "oh we have been competing with a 1400 for 3 years and never knew that it should have a bigger rad". Gareth explained that many factors would tell you that the rad is the same but that the 1400 core is at least half as thick again.

Stages 3 & 4 – the same stage, again run interspersed and again with Gareth right behind me off the start line. It didn't take long to be caught again by someone on their lap and I pulled over for him. What I hadn't seen was Gareth (now up to the mid-20s overall in the results) in turn bearing down on him at a very great rate of knots, but I was already pulling back out again as Gareth passed us so that we nearly had contact with Gareth's boot lid as he passed us right behind the one I had pulled over for. The Hans devices and wrap around head protection on the seats now really do make it very difficult to see through side windows. I don't think that it is good news to have contact with the guy running your car on that event; nor would it have been good as a licensed Rally C

of C to have been reported to the MSA for body contact! Stages 3 & 4 were each 2 miles longer than stage 1 & 2; 9 miles as opposed to 7 miles and I thought that we weren't going to get out of stage 3 because the engine was running so hot. At the point that I was going to pull over and park up David said less than a mile to the end of the stage – so I risked it.

In fact, the engine was boiling by the end of stage 3. So, we parked up beyond the card collect after stage 3. I telephoned Alex to let him know we were just waiting for the engine to cool and ask that he pass that message on to Gareth. David telephoned the entries secretary to tell him that we were missing stage 4, but then hopefully re-starting for stage 5. Being organisers ourselves we were aware that the Pendragon organisers might keep stage 4 open until our OTL time; when we already knew that we wouldn't be doing stage 4. So, trying to do our good deed for the event, keeping it on time etc., David had let the organisers know that we would not be attempting stage 4. It would mean a maximum for stage 4.

Finally, we got to service. Gareth asked did we want to retire or try the spare rad (the one fit for the skip – remember?). I said try the spare rad. Alex had been very keen that whilst we had rally conditions and a spare rad that we fit it to find out once and for all whether the over-heating was the rad or something else. On taking the rad in the Micra out, a member of the service crew, a far more clever man than I (a recovery club mechanic by day job (on a busman's holiday)) declared that as the water was taking so long to come out

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# HULL'S WORKS RALLY DRIVER!

## AMY JOHNSONS' WORKS TEAM DRIVE

By Betty Haig

Celebrated pilot and local Hull girl Amy Johnson was also a "works" rally driver. I came across this article in the January 1968 issue of MotorSport Magazine.

I first met Amy soon after she took up motoring sport. At that time I was managing to get my first few jobs in motoring journalism in order to scrape up funds toward competition driving and I was delighted when the Editor of the *Daily Sketch* asked me to interview Amy Johnson on the question of her attitude to the sport.

As the result of an interesting talk I had with her, I was able to condense the following facts on to paper. To quote:- "In view of Miss Amy Johnson's participation in motoring trials people are wondering whether she intends to give up flying, the answer is most definitely 'No,' from the lips of Amy herself. She prefers aeroplanes, but record-breaking flights must now be few and at between. They are not profitable any longer. She satisfies her engineering ability by driving cars, but she admitted to me that she found the mechanism of the modern sports car more complicated than her aeroplane." In fact, in this and subsequent talks she told me privately quite a lot about the current air-record situation as it affected herself and Jim Mollison.

She said "It's really finished now, but having got so far one can't afford to drop back; in order to get good jobs one must keep going, because public memory is so

very short." Motoring sport was for her the answer to this situation in the late 1930s.

In February 1938 the French firm of (Lago) Talbot decided to enter a team of three cars for the Paris-St.Raphael Rally. Talbot were at that time on the crest of the wave with their splendid 4-litre cars. They had won in the 1938 Monte Carlo Rally and were out to do the "hat-trick" by following this up with wins in the Paris-St. Raphael and Paris-Nice, which were the three popular big international rallies in the late 1930's.

Two of these cars they entered were fast saloons, both capable of winning the General Classification, one was assigned to Mrs Betty Lace, who was fancied as a likely winner and the other to Miss Amy Johnson who featured as their Ace for publicity purposes.

Their third car was quite a projectile to enter for a tough road event; it was in fact the big stark sports-racing car which was raced on circuits by Rene le Begue, quite a handful for the mountains in the snow! For this Rallye Feminin the car was handed over to Mlle. Lamberjack who at that time had had many wins with big cars in international rallies; the object of this entry was of course to make fastest time of the day in all the speed tests. Mlle. (or Doctor) Lamberjack was, incidentally, the daughter of the well-known old racing driver of that name.

To assist Amy Johnson *en route* the Works sent Rene le Begue as passenger in her car, but as the Rally progressed this may

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# HULL'S WORKS RALLY DRIVER!

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have turned out a mixed blessing! I was driving the little PB M.G. which was one of the cars that *Motor Sport* wrote about in the "Cars I have owned" series, (An idea for future articles perhaps-ED) some time back. Being in the smallest capacity class I did not see the big Talbots leave the Paris Control at the start of the Rally, but I afterwards heard that Amy's car was in trouble very early on, when the distributor broke down. Rumour reported that almost immediately a mechanic sprang like magic from behind a bush in Fontainbleau Forest with a brand new Delco in his hand which he fitted to her Talbot!

As the strict rule in all rallies was that to accept any organised outside assistance meant instant disqualification, there were some rumblings among the drivers of other makes. However, as in this very sporting rally it was never the done thing to lodge a protest which would have involved another competitor, the team got away with this one. I don't imagine that Amy had a clue about anything so complicated as rally regulations; she just drove as ordered!

As the days and the kilometres rolled by, Amy seemed to be having some problems other than mechanical ones. Several times I passed her sitting by the roadside in her car, alone and rather dejected, while young racing driver Rene le Begue worked on the open racing Talbot. For the elegant Mlle. Lamberjack to have opened it's bonnet herself would have been a pointless procedure, for she was the first to gaily admit that she couldn't tell a

sparkling plug from the magneto! Though several cheerfully malicious French friends assured me that there were also problems more personal than mechanical, I am sure I wouldn't know anything about that! Every time that Amy's Talbot drew up at a Control, huge crowds pressed round the car all craning to see the famous "Madame Jon-ston" while endless Press cameras flashed and reporters gabbled questions at her. In fact, I would have said that the poor woman was having a hell of a rally – but she continued to do her job perfectly, always smiling and polite to the public!

Amy was on her own at the overnight Controls and during the nine days which the Rally and festivities lasted – February 14<sup>th</sup>-23<sup>rd</sup> – I saw quite a bit of her and we had several meals together. In discussing various things, she told me something which has always stayed in my memory; she said "When Lord Wakefield gave me £1,000 after my first flight to Australia, as soon as I got the money I spent half of it at once, £500 on an outfit of good clothes. Many people thought this was extravagance, but what they did not understand was that I had to do it as an investment. A woman cannot succeed unless she is smartly dressed. Before this I had not a penny to spare for clothes, so this I had to do in order to go further." I realised that this was a wise remark. Amy, as I remember her in Paris, 1938, had come a long way from the rather homely little figure in the early record-breaking photographs. She was very smartly turned out and while she was no beauty she had her unusual personality.

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# MARSHALS NEWS

Firstly many thanks to everyone who has helped on recent events, notably York Vale stages on Melbourne, we ended up doing the flying finish and stop line on this event, myself and Gareth Pennall on flying finish with John Milner, Graham Hudson, Richard Hay on the stop line with Alan Carvell on Radio.

The Bridlington economy run David James took the lead in organising our team on this unusual event, thanks to John Milner, Carl Thompson and John Milner for marshalling with Graham Tabor doing the course car and Ian Sadofsky as sweeper,

As I write this we have just returned from Langdale on the Rally Yorkshire, thanks to everyone who played a part in running our stage.

**John Newlove**  
**Chief Marshal**

## HELP WANTED

### **Harold Palin Memorial Stages Rally** **Sunday 8<sup>th</sup> October 2017**

Eastwood & District MC  
Fulbeck Airfield

### **Cheviot Stages** **Sunday 22<sup>nd</sup> October 2017**

Otterburn Ranges

Radio Marshals contact  
[lindsay.burnip@jimclarkrally.org](mailto:lindsay.burnip@jimclarkrally.org)

Other Marshals contact  
[marshal@cheviotstages.org.uk](mailto:marshal@cheviotstages.org.uk)

### **Malton Forest Rally** **Sunday 5<sup>th</sup> November 2017**

Details to follow

## **Marshals Training Event Thursday 23<sup>rd</sup> November** **Ferguson Fawcett Walkington 8pm**

One of the requirements of the new marshals registration is that they must undertake regular training to retain your grade.

To enable marshals to achieve this objective I have organised a short training session to be delivered by Bob (The Shorts) Wright an MSA Trainer.

The session will cover a number of topics and give registered marshals a tick in the box for attending a training session. Please bring your record cards with you.

I need some idea of number so please let me know if are intending at attend.

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





# 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](mailto: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](mailto:patdlmc@dlmc.karoo.co.uk)

## RALLY OF THE TESTS Thu 09 - Sun 12 Nov 2017

North Humberside MC have been asked to run a test on Sunday 9<sup>th</sup> November 2017 from 10am until 1pm

at

**Lightwater Valley Theme Park**  
(not Thirsk Auction Centre as originally stated)

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](mailto:iansadofsky@gmail.com)

## Sat/Sun 18<sup>th</sup>/19<sup>th</sup> November NHMC Cadwell Stages Rally

A little different this year. The Junior event will be held on the afternoon of Saturday 18<sup>th</sup> and the Senior event will be held on Sunday 19th November.

MSV, the owners of Cadwell Park are planning to put on a Firework display after the event.



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# RALLY REPORT - VALE OF YORK STAGES 2017

Two non-finishes on the **Phoenix** and **Pendragon Stages** down to a faulty cut-out switch. Not your run of the mill switch but a "smart" unit that reacts to problems and shuts the engine down before any serious damage can occur. (That was my understanding of John's explanation).

A new unit was obtained/fitted/tested with prolonged road miles/stop starts etc and we were ready to put it to the test with a late entry to the **Vale of York Stages** on Melbourne Airfield.

As Car 68 we were slotted into the running order behind Car 21. We made it about 400 yards into the stage and incredibly the engine cut out at the first chicane!!! John reset things and we carried on with him repeating the reset until the unit refused to reset and we stopped on lap 1. We eventually got out of the stage after a temporary fix and took a stage maximum.

Stage 2 now saw us starting around Car 50 on the road and we had some fun catching/passing cars but a massive tank slapper, taking out some of the maize at the pylon and a bent steering arm towards the end of the stage dropped us at least a minute as we limped out.

Assisted by our Service Crew of Chris Newlove and Robert Overend, John fixed the car and we went out for SS3 and again caught cars only to end up losing brakes towards the end of the stage. This was cured for SS4 which went ok.

Stage 5 was the first in the "other direction" and we were flying catching the Subaru 30 seconds in front of us,

despite having had a spin. A mix of John's natural late braking, red-mist and hot brakes saw us in the field vaulting the earth bank at the chicane as we failed to slow down. We rejoined the stage and with deranged steering (again) we got out

## John Dixon/Gavin Heseltine



of the stage.

Stage 6 and having trashed the tyres on the previous stage we resorted to eight year old second-hand A2's on the front. John confessed he had no idea how they would work and so we started cautiously but were soon back at it as the tyres worked well once up to temperature.

Stage 7 went without major incident with the tyres again ok.

Stage 8 was delayed starting and we had a serious over-heating issue in the queue but managed to start the stage and the temperature started to fall. Again a clean run but at the stop line the over-heating issue returned.

Despite all our issues we came home 43<sup>rd</sup> overall and 4<sup>th</sup> in class.



# COMP SEC'S BIT

I have been away for a while, got back just in time for Rally Yorkshire.

Whilst in France we came across a classic rally of British classic cars, or "Les belle Anglaise," as the French call it.

I was mystified to see a MGB very similar to my own, it had a Union Jack flag on a pole, together with brush, on enquiring with the Frenchman in my best French with a Yorkshire accent, it appears he was the last car in his group, what we used to call a closing car, but now known as a sweeper car !, hence the brush.



"The broom wagon?"

The next Autotest is scheduled for the 26<sup>th</sup> November, which is only a week after The Cadwell Rally, so I will have to get

organised. I have printed the Championship results so far below.

**Robert Newlove**

## NHMC AUTOTEST CHAMPIONSHIP

Pos	Name	New Year	February	March	November	Total
1	Dave Short	51	55	51		157
2	Robert Short	46	59	41		137
3	Stephen Short	41	45	46		132
4	Ken Sturdy			56		56
5	John Dixon	55				55
6	Lawrence Green		55			55
7	Dave Garvey	50				50
8	Alastair Brown		45			45
9	Michael Scarri		40			40
10	Chris Newlove	30		10		40
11	Howard Patterson	10				10
12	Michael Wood			10		10



## NHMC WARCOP STAGES 2017 (Part II)

... continued from last months Mag Page 22

### Recap ...

The MSA (Ian Davies) confirmed the event should be covered by a single venue permit but also gave 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. Thinks looked good but ...

### Continued ...

with only two weeks to go to the event we still did not have the licence signed off by Landmarc. Following our PR visit to the Haybergill Retreat a meeting between them and Landmarc was supposed to take place on the Monday/Tuesday to confirm we had alleviated any issues and if all was ok issue the Licence. For whatever reason the meeting did not happen.

We were now in a position of having lots of arrangements provisionally in place, but without having committed any expenditure, that we could cancel if necessary. The danger was if we did not finalise arrangements soon then it may be too short notice to guarantee availability.

We looked carefully at how we could "get out" of thinks if the Licence was refused and we had to cancel.

Accommodation was split between that which we could cancel at no cost up to 7 days before (good old booking.com!) and that which we had had to pay a deposit.

The Pattersons (Brian & Michael from N.Ireland not Howard and Robert from

E.Yorkshire) had carried out the route survey for the Safety Notes so we had incurred some cost but we may be able to pull the plug before they printed/distributed the information to Competitors.

The event documentation was already for printing but as the bulk of that was being done in-house, thanks to the generosity of Ken Sturdy and IT@Spectrum, we had the luxury of delaying when it was done to almost the last minute (well up to 4 days before the event).

Equipment had been provisionally arranged subject to confirmation but we had to give reasonable notice and in some instances make payment (cleared into the companies account) before we could expect delivery. As we were operating in a new area away from our normal sphere of operations we had no existing accounts or credit history so all transactions were effectively cash!

This covered such things as the two telehandlers, portable toilets and the supply of straw bales.

Whilst all this was going on entries were still trickling in. The initial flood had reduced but we were in the high seventies and still increasing.

Despite several phone calls from Ian Sadofsky to Landmarc during the week it seemed that they didn't have the same urgency to reach a decision as we did.

We had decided that if we had not had the Licence issued by close of play Friday (8 days before the rally) then it was a non starter.

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## NHMC WARCOP STAGES 2017 (Part II)

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The good news came late Thursday afternoon that Ian had received a call from Landmarc that the Licence had been signed off and would be with us by Monday.

This was a huge relief but also triggered a massive workload as we now had to confirm the various arrangements, chase people for payment details, make the relevant bank transfers and then chase again to confirm payment had been received and deliveries would be made as agreed. A last minute hiccup was with the tele-porter hire, at the point of confirming the order we were asked for proof of our insurance! Several phone calls and two days later we had the necessary cover and proof to copy to the hire company.

On top of all this we had our first experience of dealing with the new safety requirements and had a Safety Delegate appointed by the MSA. The regulations require you to liaise with your Safety Delegate, providing route/safety information in advance and I think the suggestion is six weeks in advance, so that a two way process can allow for modifications/queries/updates to flow. This process was somewhat compromised when our Safety Delegate was appointed only 17 days before the event and was then out of the country for part of that time.

A disappointment was the number of entries that withdrew in the last week before the event. The maximum number we could accept was 90 and

we peaked at 82 but in the end we only started 64.

So 26 months from the original receipt of Landmarc's letter offering use of their facilities for Motorsport here we were about to run the first NHMC Warcop Stages Rally.

As you will see from the previous comments it had been a long hard road with a few false starts and had come close to not happening at all. Thanks must go to Ian Sadofsky, Gavin Heseltine, Steve Smith, David and Ian James for getting us to the starting line.

The stage build and general set-up was a big learning curve with it being a new venue that hardly any of them had seen prior to turning up on the Saturday before the rally. We learnt a number of lessons for next year and coped with the limited equipment we had and the odd curve ball thrown by the Safety Delegate but all in all we ran a successful event.

In no particular order (well hopefully alphabetical) thanks to the following for your work in setting-up and taking down the stages:- Rob Brook, John Dixon, Jamie Duguid, Neil Fewlass, John Milner, Rob Overend, Dennis Robinson, Carl Thompson and Steve Varey plus Dave Ewin from Warcop Village.

Thanks to all other officials, marshals etc and look forward to seeing you all again on Easter Sunday 2018 (1<sup>st</sup> April - honestly)

**Gavin Heseltine**



# ROAD REPORT - STELVIO PASS

## The Triumphant Trip

A while ago I accompanied a friend in an attempt to cross the Alps in his TR6. Due to a master cylinder failure we had to abandon the attempt. However this year we planned our run not only crossing over the Alps, but by one of the highest passes - the Stelvio pass! By taking the overnight ferry from Hull to Rotterdam, we saved a long drive to the south coast.

### Day 1

#### **Rotterdam to Heidelberg 320 miles**

We took a route through Germany thus avoiding any toll roads, arriving in Heidelberg around 4.30pm. Heidelberg is a



small university town, it lies in a small valley with the Rhine. It has a very German traditional market place surrounded by pavement cafes. We stayed there overnight and resumed early the next morning.

### Day 2

#### **Heidelberg to Pfunds 300 miles**

On leaving Heidelberg we headed for Stuttgart and the Mercedes Museum. The museum is very impressive building. Firstly taking a lift to the top floor, the exhibits are arranged in chronological order so as you walk in a spiral down you see how Mercedes has developed over time up until the current day. We spent longer there than we had planned and so left around 1.00pm to drive to Pfunds in Austria. On the way you could see the mountains starting to climb on the horizon in the distance. Pfunds tends to be used as ski resort so was very quiet in June. We found a hotel and a bar and passed a very pleasant evening there looking at the mountains in the distance we were to tackle the next day.



# ROAD REPORT - STELVIO PASS

## Day 3

### Pfunds to Aprica 130 miles over the 9000 feet Stelvio Pass.

We brimmed the tank on leaving Pfunds knowing that we would be using first gear a lot and fuel stations don't feature very often in the Alps. We started the climb almost immediately up through pretty little alpine villages, the weather was warm and sun was shining and there seemed no better place to be. We had picked the Stelvio as it is the second highest pass over the Alps and is said to have around fifty hair pin bends. It is featured as one of the best driving roads in Europe. It certainly didn't disappoint. The road had been climbing its way up for around a couple of hours and we had stopped to take in the views along the way. Believing we could see to the top of the Pass we stopped taking in the view and looking up at the hairpins still to do.

The car was feeling the altitude at this point almost stalling at idle and popping and occasional backfire. Convinced this

Looking back at the Stelvio Pass



was due to nothing more than the air getting thinner we pushed on up. As we carried on climbing it became apparent that the summit we had seen was a false one and a new one after a new one kept appearing. Eventually with a sigh of relief we finally hit the top, the car despite complaining had made it. What a brilliant achievement!!

We parked up and walked around taking pictures, luckily the weather had held we could see clouds making their way up the valley. People were skiing on the mountain at the side of us. There was a short path leading around 150 feet up to a fortification built during the war. We walked up and it suddenly became very apparent why the vehicle had struggled so much after a few paces we were out of breath, the altitude really did make a difference.

The weather was starting to close in with a thick fog, so we decided to start the long decent down through yet more hairpin bends down into Aprica still at an altitude of around 4,000 feet (Ben Nevis).

View up the Pass



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# ROAD REPORT - STELVIO PASS

## Day 4

### Aprica to Zug 200 miles

We set off soon after breakfast, our route was to take us over the two passes during the day the Julier 7493 ft. and Oberalp Pass 6706 ft. and finally into Zug. Initially Climbing through small Italian Villages with road signage only the Italians could get away with. At one point we were sharing the train tracks through a village for a short way! Around lunch we were very close to San Moritz, so decided to make a stop there, St Moritz is built up around a lake. With Building's looking over it, with ski lifts going in all directions up



into the mountains. On leaving we climbed over the Julier Pass up to Chur and along a valley road leading to Andermatt then over the Oberalp Pass. On the climb up to the Oberalp Pass we had a slight hiccup. We were lucky to have had a very hot day and we were running low on fuel. The result being the fuel was getting incredibly hot the engine started to develop a severe misfire and became seriously down on power and on a narrow road around six miles from Andermatt came to a complete halt. We came to the

conclusion the injectors were sticking open. Luckily we had a jerry can with five litres of cool fuel we added this and we were good to go again. It wasn't cured but had enough to get us to a filling station where we filled up with cold fuel and replaced one injector. All was well again making Zug that night was a real relief.

## Day 5

### Zug to Metz 270 miles

We made the decision to venture into France for a bit of variety on making our way back to Rotterdam. Metz seemed about half way so was chosen as a good point to break the journey. It looked big enough to have restaurants and hotels. Our route took us up through the Black forest, stopping in Freiberg for a quick look round the old town. We arrived in Metz around five easily finding a hotel for the night. There appeared to be a festival on with the market place being coned off. We soon found somewhere to eat and enjoyed a few beers on what was to be our last night on the continent.

## Day 6

### Metz to Rotterdam 260 miles

We left around 9.30 with the idea of stopping off in some Belgian towns to break the journey on the way to the ferry. Arriving in Luxembourg we stopped to refuel. This is where it nearly went so wrong. Four and a half hours later we were still parked with everyone else in the same services. It became apparent talking to people around us that a Lorry had caught fire and was blocking the carriageway.

A few miles down the road. Eventually we got going again but in very slow moving





## ROAD REPORT - STELVIO PASS

Having a rest !



traffic, so we decided to branch off to the east and travel up to Trier the Liege and onto Rotterdam. The Satnav now showed 260 miles still to do and only 4 hours to cover it. We drove faster than we had ever dared push the car before in an effort to make the ferry. This necessitated another stop to refuel. We covered the distance in 4.5 hours arriving at the port late, but luckily were allowed to board being the last vehicle on.

**John Dixey**

## RALLY REPORT - PENDRAGON STAGES 2017

... continued from Page 11

when the rad was turned upside down that he would guess only a quarter of the matrix was working. Gareth asked what the spare was like for water circulation to be told by the recovery club mechanic well does it matter? That is all we have so let's see what happens. We will also permanently wire the engine fan in and, Ian will just have to keep a very close eye on the temperature gauge and pull over in stage and park up if it gets hot a third time.

Off to stage 5 and then 6 and an engine whose temperature gauge read normal at the end of both stages. Back in service again for the last time, Gareth had to admit that the rad to skip was the original (not the spare) but advised that a 1400 rad was still needed and the spare consigned back to being just that - the spare!

When we had been about 30 seconds from starting stage 6 but still at the arrival control; Ronnie Sandham & Kevin Savage (Malcolm Wilson Secretary of

Meeting and C of C respectively) plus the MSA safety delegate Nicky Moffitt decided to come and talk to us – rudely I let the clutch up and went for the start line – sorry guys and gal, and I hope your toes and feet are still intact and not broken. Not the best choice of a time to talk to us!

In stages 7 & 8 another problem developed. 3<sup>rd</sup> gear was difficult to find and on the road section between the stages so was 5<sup>th</sup> suggesting to me that we had a selector problem. I missed 3<sup>rd</sup> at one point in stage getting 1<sup>st</sup> instead. Fortunately, the speed and engine revs had dropped a lot whilst I had been trying to find 3<sup>rd</sup>, but I will worry now for some time that the engine might go bang! (been there done that got the tee shirt with the Escort 30+ years ago). The good news was that Gareth yet again starting 30 seconds behind us for stage 8 whilst we were doing stage 7 didn't catch us but he was very close behind into the flying finish – so I must have been going better. In fact, we were only caught by one competitor on stage 7.

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# RALLY REPORT - PENDRAGON STAGES 2017

... continued from Page 23

Ronnie and Kevin were at the end of stage 8 and congratulated us on a finish; the stop line marshals shook us both by the hand too – and that was a new experience for me at the end of a rally as well! I'm guessing that in all the years we have known Ronnie and Kevin she and he have never seen us out competing together before. Clearly Ronnie and Kevin's toes were ok. Not so sure about Nicky Moffit's toes though as I didn't see him again after starting stage 6!! But as I haven't had the call from the MSA ordering me to a tribunal I guess I missed his feet too!

Last finisher with one stage maximum. But at least we finished and with a relatively straight car.

So: what did we learn?

Alex wants an outing in the Micra and his mother wants to co-drive him (that should be fun!);

Yokohama AO48s are fantastic on dry tarmac on a Micra; The combination of Nissan 100NX 1.6 calipers on vented, cross drilled and grooved disks matched to the AO48s gives the best braking I have ever experienced; and that includes the RX8;

The K11 is a really fun car to drive when it has a 1400 in it, as Alex said: "it is really great compared to the 998 – it pulls in every gear including 5<sup>th</sup>";

Don't run a powered steering rack as a quick rack but not connected to a pump and with no fluid in it as we had done on the Junior rally car to give the quicker rack but not sap any engine power – it is incredibly heavy steering without the pump and it knackers the rack hence

the pinky red fluid in the driver's floor well;

The suspension (upgraded when the car was still a junior spec car) works well but Gareth suggests that we can get better handling with a caster kit and uprated anti-roll bar too;

A new Micra K11 1400 radiator should work wonders;

Hans devices are a pain; it was the first time either David or I had worn them in anger;

Warcop is a very tricky venue; it needs treating with respect. There are many corners with rocks in the grass on the inside of the bend and, yes many would smash a front leg, there are also a number of places where heavy braking can leave the suspension compressed and hence ground out on the sumpguard;

Alex with a little encouragement from John Dixon is a quite gifted panel beater (remember the concrete block?); the panel has pretty-well pushed straight out;

The spare powered steering rack needs to be fitted before the next outing and the selector problem investigated;

Kirby Stephen doesn't serve hot food on a bank holiday Saturday or Sunday evening unless you pre- book it;

We may be out on the Cheviot on Otterbun in October;

The experience competing at Warcop may stand David and I in good stead for next year's NHMC event there, as we have now seen the venue as competitors and;

We hope to be back for the 2018 Pendragon!

**Ian James, September 2017.**



# Flashback . . . 1980

...continued from Page 7

car than we had in the van. John seem to be going alright – their biggest problem being a drooping radio aerial.

Our crew arrived with yet more lighting problems, this time caused by Cliff Spencer from Bridlington, who was running in front of them, backing into Rob's spotlights. Fortunately, they didn't break, although they went out and Rob had to drive for two stages without spots. We found that one of the bulb connectors had been pushed on to the back of the light causing the fuse to "blow".

20 miles in Dalby were next followed by our stage in Cropton. Rob got through Dalby ok, but had a rear wheel puncture in Cropton, although he managed to drive through the stage before changing it. Next service was up a very narrow forestry track in Wykeham. Conditions were very bad here with deep mud everywhere. Rob and Ian arrived with only one spotlight working – this time a bulb had gone.

Up to now the car seemed to be going well and proving very reliable. Ian was managing to keep Rob on time and keep him at a steady pace on the stages, although it is very difficult as he was running last car on the road.

Next service was at Flask Inn but we gave it a miss and went to the Breakfast halt at Stockton on tees. Here service was allowed and then the cars placed in Park Ferme whilst the crew had something to eat.

They were left to their food whilst we headed for the next service near Bowes, between Scotch Corner and Penrith. It was getting light now and we had removed all the lamps from the car. As we approached Scotch Corner it really poured down with rain, so at service we made camp with the big wagon sheet over the side of the van.

Angela cooked us a welcome breakfast of bacon and scrambled egg, followed by fruit cake? Competitors started arriving – these foreigners seemed to drive as fast on the road as they do on the stages, entering and leaving service area's sideways. One even lifted a wheel coming into this service. Rob was overdue and we began to get worried, then Cliff Spencer arrived with the news that Rob was off on the last stage in Stang Forest. They thought it was not too serious and that some spectators might get him back on again, so we decided to sit and wait.

After half an hour it was obvious that they were not coming. We now had a problem as we were using 1/4 maps and couldn't find the exact location of the stage. We could imagine Rob sitting at the stage with smoke coming out of his ears, wondering where we had got to. The route to the start of the stage was terrible. We thought the van wouldn't make it and at one point we all had to get out and push it up a hill.

The Car had been towed out of the stage by a Landrover – it had gone off into a ditch and a pile of logs. The fan was in the radiator and the anti-roll bar had pushed up and broken the oil filter. The steering arm and front strut had also been bent

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# HULL'S WORKS RALLY DRIVER!

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The Rally rolled on it's way through France and back and forth through the snow and ice of the French Alps and Switzerland, before finally heading south for the finish at St. Raphael, a huge self-contained army of cars – competitors, officials and Press cars – which with the usual crop of dramas, crises and hilarious incidents, added up to the splendid mixture which constituted the old international rallies!

While the average speeds were slower, the cars were less reliable and the fuels, tyres and roads much worse in those days! In this Rally the four speed events always counted in the "General Classification as well as carrying individual Cups. On these four events, each different from the other, it would be interesting to try to assess how Amy Johnson rated as a driver, as against her two team-mates with their greater experience and skill.



The results of the tests were as follows:-

## 1st Test – 500 metres, standing start:

1 <sup>st</sup> Mlle. Lamberjack (FTD)	18.8sec
2 <sup>nd</sup> Mrs Lace	21.4sec
3 <sup>rd</sup> Miss Amy Johnson	22.2sec

## 2nd Test –1,000 metres, flying start:

1 <sup>st</sup> Mlle. Lamberjack (FTD)	20.0sec
2 <sup>nd</sup> Mrs Lace	26.0sec
3 <sup>rd</sup> Miss Amy Johnson	27.2sec
3 <sup>rd</sup> Mme. Rouhalt (Delahaye)	27.2sec

## 3rd Test – St. Sebastien Hill-climb:

1 <sup>st</sup> Mlle. Lamberjack (FTD)	34.6sec
2 <sup>nd</sup> Mrs Lace	38.0sec
3 <sup>rd</sup> Mme. Rouhalt (Delahaye)	39.8sec
4 <sup>th</sup> Mme. Roux (Amilcar)	41.0sec
5 <sup>th</sup> Miss Amy Johnson	42.2sec

## 4th Test – Driving Tests:

1 <sup>st</sup> Mrs Lace (FTD)	46.2sec
1 <sup>st</sup> Miss Haigh (PB M.G.) (FTD)	46.2sec
2 <sup>nd</sup> Mlle. Lamberjack	47.6sec
(Unplaced) Miss Amy Johnson	

Final placings of Talbot Team in General Classification of the Rally.

2 <sup>nd</sup> Mrs Lace
6 <sup>th</sup> Miss Amy Johnson
7 <sup>th</sup> Mlle. Lamberjack

(Mlle. Lamberjack's "sports/racer" carried a heavy handicap on Formula, so her final placing was good.)

To sum up: Amy was a very competent driver. Though not in the first flight as a competition driver, she would certainly have improved considerably with practice. However, the war came unfortunately and several names from this Rally

disappeared. These included Amy Johnson and Rene le Begue.



## Flashback . . . 1980

... continued from Page 25

badly. So unfortunately, that was it! All we could do was to make the car towable and head for home.

At this point we had travelled 950 miles and used £84 worth of petrol.

Thanks must go to our sponsors who made our trip possible. Firstly to Chequered Flag Service Station, Beeford, for all their help and support. To majestic Garages, Howden, for financial backing, to Keenan Suspended Ceilings of Manchester, to Beach Bank Holiday Centre, Skipsea and to the Burlington Press, Bridlington.



**Try the Minah Bird with  
"Allsop can be a useful w\*!ker"  
as he makes the Car towable.**

## STAGE RALLY ROUND UP

The Phoenix Stages Rally at Fulbeck saw **Mike Dowson/Russ Watson** come home in 20<sup>th</sup> overall and 4<sup>th</sup> in Class whilst **John Dixon/Gavin Heseltine** had a DNF with a broken half-shaft following some electrical problems (a recurring theme!).

The **James brothers** have reported elsewhere on the Pendragon Rally but also competing was **Guy Gladwin** reading the notes for Dave Jackson - the pair finishing 49<sup>th</sup> overall and 10<sup>th</sup> in class after a testing day. **John Dixon/Gavin Heseltine** had a recurrence of the electrical problem and after two maximums and then a puncture decided to call it a day.

**Rob Brook/Matt Blood** were out on Rob's "home venue" on the Vale of York Stages and had a difficult day collecting a maximum on Stage 2 when a drive-shaft broke on the start line. Perseverance was rewarded with 44<sup>th</sup> overall and 7<sup>th</sup> in class.

**John Dixon/Gavin Heseltine** have reported elsewhere on their exploits.

**Allan McDowall/Gavin Heseltine** took the Kadett on two boat rides collecting a 22<sup>nd</sup> overall and 4<sup>th</sup> in class on the Ulster Rally and a DNF on the Rally Isle of Man when a sheared stub-axle caused retirement with two stages to go whilst lying 14<sup>th</sup> overall and 1<sup>st</sup> in class.

The Trackrod Rally comprised two events, the Historic Cup and Forest Stages. Both covered the same mileage on Saturday but the Historic Cup also did a stage on Friday night. Historic stalwarts **Stuart/Linda Cariss** had a good run with a class win and 20<sup>th</sup> overall followed closely by near neighbour **Rob Rook/Mark Sharpley** with second in the same class and 22<sup>nd</sup> overall. Jim Stephenson/**Rob Brook** had a DNF in the Sunbeam. **Dan Hart/Ash Young** also had a DNF in the Forest Stages.

# NHMC STAGE RALLY CHAMPIONSHIP

## Positions As At 1<sup>st</sup> October 2017

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

<b>DRIVERS</b>	1	2	3	4	5	6	Total
01 Stuart Carris	38 (1)	10 (3)	48 (6)	53 (11)	52 (18)		201
02 Allan McDowall	60 (7)	37 (14)	10 (17)				107
03 Rob Brook	58 (4)	38 (16)					96
04 John Dixon	10 (4)	10 (13)	10 (15)	42 (16)			72
05 Daniel Hart	47 (4)	10 (8)	10 (19)				67
06 Mike Dowson	51 (13)						51
07 Rob Rook	46 (18)						46
08 Ian James	33 (15)						33
09 Nick Heard	10 (5)						10
10 Chris Newlove	10 (8)						10
11 Stephen Barmby	10 (8)						10

<b>NAVIGATORS</b>	1	2	3	4	5	6	Total
01 Linda Carris	38 (1)	10 (3)	48 (6)	53 (11)	52 (18)		201
02 Gavin Heseltine	10 (4)	60 (7)	10 (13)	37 (14)	10 (15)	42 (16)	169
03 Guy Gladwin	42 (2)	38 (15)					80
04 Russ Watson	51 (13)						51
05 Tom Hutchings	38 (9)	10 (10)					48
06 Rob Brook	35 (12)	10 (18)					45
07 David James	33 (15)						33
08 Amelia Heard	10 (5)						10
09 Linda White	10 (8)						10
10 Mike Woodcock	10 (8)						10



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# NHMC STAGE RALLY CHAMPIONSHIP

<b>Events Since Last Magazine</b>				
19	Trackrod Forest Stages	30/09/2017	MV-F	Filey, N.Yorkshire
18	Trackrod Historic Cup	29-30/09/2017	MV-F	Filey, N.Yorkshire
17	Rally Isle of Man	14-16/09/2017	MV-A	Isle of Man
16	Vale of York Stages Rally	03/09/2017	SV-M	Melbourne
15	Pendragon Stages Rally	27/08/2017	SV-A	Warcop Ranges
14	Ulster National Rally	18-19/08/2017	MV-A	Londonderry, NI
13	Phoenix Stages Rally	06/08/2017	SV-A	Fullbeck
<b>Events Previously Covered</b>				
12	Greystoke Stages	09/07/2017	SV-F	Greystoke Forest
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	Dolgellau
2	Malcolm Wilson Rally	11/03/2017	MV-F	Cockermouth
1	Riponian Rally	19/02/2017	MV-F	Thirsk



# NHMC 2018 DRAFT CALENDAR

Sunday 7 <sup>th</sup> January	New Years Autotest	Brandesburton
Sunday 11 <sup>th</sup> February	February Autotest	Brandesburton
Sunday 18 <sup>th</sup> March	Maple Garage Autotest	Sproatley
Sunday 1 <sup>st</sup> April <b>(Easter Sunday)</b>	Warcop Stages Rally	Warcop
Saturday 28 <sup>th</sup> April	50 <sup>th</sup> Anniversary Dinner	Willerby
Sunday 13 <sup>th</sup> May <b>(Mothers Day)</b>	John Overend Memorial Rally	Melbourne
Sunday 1 <sup>st</sup> July	Caves Classic	North Cave
Sunday 19 <sup>th</sup> August	Sutton on Derwent (SoD) Classic	Sutton-on-Derwent
Saturday 17 <sup>th</sup> November	Cadwell Junior Stages Rally	Cadwell Park
Sunday 18 <sup>th</sup> November	Cadwell Senior Stages Rally	Cadwell Park
Sunday 25 <sup>th</sup> November	November Autotest	Brandesburton
Thursday 13 <sup>th</sup> December	Christmas Quiz	Skidby

**At this stage dates are subject to possible change/confirmation.**