

STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

Jun/Jul 2017



INSIDE THIS ISSUE: John Overend Rally Report, Marshals News, Forthcoming Events, Flashback to 1996, Stage Rally Championship, MSA Extra (Closed Roads Update), Stage Rally Roundup

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

Future Committee Meetings
Mon 3rd July Meeting (Tiger Inn)
Wed 26th July Meeting (Tiger Inn)
Wed 23rd August Conference Call
To commence at 8pm



Editors ramblings

Welcome to "STAGE TIMES".

Well that has probably been the busiest month in the Clubs history. If you don't appreciate what I am talking about then you are likely to be among those "missing volunteers" who watch the world passing from a safe distance (or you might have been on holiday or ill!).

I am referring to the two Stage Rallies the club organised just two weeks apart at Melbourne (John Overend Memorial Rally) and at Warcop Ranges (NHMC Warcop Stages).

The workload amongst the Committee even resulted in the cancellation of the scheduled May meeting.

Both events were a success, with all stages being completed without the need for the medical/rescue services getting involved and Competitors went home happy.

I expect you will read more from the Senior Organisers in due course as they recover from their efforts.

On a personal level spending the week prior to the JOMR receiving/completing the Manx National rally meant I have not yet had time to write a report on the event.

Further delays to the production of this issue have also resulted from some of the usual collaborators being away on holiday during early June.

Hopefully next issue due early August.

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Cover Photos:

Arron Newby/Andrew Leech

First o/a John Overend Memorial Rally 2017

Greg McKnight/Laura Marshall

First o/a NHMC Warcop Stages 2017

**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.**



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FORTHCOMING EVENTS

JUNE 2017

23-24	YPRES RALLY	www.ypresrally.com	MV-A
24	ARGYLL RALLY	www.mullcarclub.co.uk	MV-F
25	RAVENS ROCK	www.carrickonsuirmotorclub.com	MV-A
30-02	RALLY POLAND	www.rajdpolski.pl	MV-G

JULY 2017

02	NHMC CAVES CLASSIC	www.northhumbersidemotorclub.co.uk	T/A
02	MID-SUMMER CAERWENT	www.southwalesac.com	SV-A
02	ENVILLE STAGES	www.warringtondmc.org	SV-A
02	ALMC STAGES	www.almc.ie	MV-A
08-09	NICKY GRIST	www.nickygriststages.co.uk	MV-M
08-09	RALLYSPRINT TBR	www.rallytbr.com	MV-A
08	LOUGHALL COUNTRY PARK	www.warringtondmc.org	SV-A
09	GREYSTOKE STAGES	www.greystokestages.co.uk	MV-F
09	BRAWDY STAGES	www.warringtondmc.org	SV-A
09	SLIGO STAGES RALLY	www.connachtmotorclub.com	MV-A
15-16	MACH 1 STAGES	www.dunfermlinecarclub.co.uk	SV-A
16	TWYFORD WOOD	www.mid-derbyshiremc.co.uk	SV-A
22 -23	BEAVER RALLY	www.bdmc.org.uk	Rd-R
22	DMC SUMMER RALLY	www.druidalemcc.org.im	MV-M



FORTHCOMING EVENTS

23	IMOKILLY MINI RALLY	www.immokillymotorclubcom.weebly.com	MV-A
28-30	RALLY FINLAND	www.nesterallyfinland.fi	MV-G
29	TYRONE STAGES	www.cookstownmotorclub.com	MV-A
30	HARRY FLATTERS	www.breconmotorclub.co.uk	MV-A
30	JIM WALSH RALLY	www.corkmotorclub.com	MV-F

AUGUST 2017

05-06	LES BOUCLES CHEVROTINES		MV-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
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	DUKERIES RALLY	www.dukeries-motorclub.co.uk	SV-A
27	PENDRAGON RALLY	www.pendragonstages.co.uk	SV-A



RANDOM NEWS

Have you visited the clubs facebook page recently? What do you think to the "new look" profile picture? Can you correctly identify all six of the Club members/vehicles in action.

The facebook page is an ideal way of keeping upto date with current events and a way of letting other members know what you have been up to.

Keep posting and viewing.

SITUATIONS BECOMING VACANT

Fancy a job?

The following positions are available as soon as you are ready to takeover as the current holders have stated they are looking for someone to takeover (or at least act as an assistant whilst learning the ropes).

Contact:

Chief Marshal - John Newlove
Membership Sec - Dennis Robinson

See inside cover for contact details.

Ilkley & DMC Targa Rally 4th June 2017

Congratulations to:
Dave Short/Roy Heath
Ford Escort
1st Class (5th O/a)
and

Robert Short/Kirsty Thompson
Proton Coupe
3rd Class (16th O/a)

38 Entries
23 Tests at 6 venues
20 Competitive Miles

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



**On the grid at Shanghai for
the Chinese F1 Grand Prix.**



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Flashback 1996

Dalton Hall Classic Run 1996

As an Event organiser the most satisfying moment is when all the paperwork is done, printing finished and sent to the four corners of the Universe, toilets, tents and awards organised to come together on the day and then just sit back and let the entries flood in.

The rest of the Team, Dennis Webster, Clerk of the Course; Dennis Haynes, Time Keeper; Colin Wright, Chief Marshal; Roy Webster, Assistant Clerk of the Course and Steve Varey, who you just rely on for all sorts of things; they've all done their jobs and we all looked forward to the day.

Some hope!

First of all the Post Office lost 45 sets of Regs somewhere, the Motor Cycles had another event on just down the road at Sledmere so they wouldn't be coming. Not many Steam Engines either as Duncombe Park was on the same day

and Beverley Lions had their Carnival on the go. Beverley & District MC also had a Multivenue Rally running on the same day. By the weekend before our Event I had 5 entries for the Cars and 1 Motorcycle! It seemed like a disaster.

We had a Rally Meeting and decided to run the Event anyway, but felt we ought to offer the 1 Motorcycle entry the option of cancelling; then things started to come together.

South Bank MC contacted me asking me why no one had received any Regs and, after explaining how they had got lost in the post, South Bank offered to send out a flyer for The Dalton Hall Classic with the results for their event. A swift fax to Scunthorpe and this was done.

Our 1 Motorcycle said that he liked our Event and would come regardless, plus people who had promised entries confirmed that they would indeed enter.



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Flashback 1996

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The day arrived and was a completely satisfying experience for ourselves as organisers and, hopefully for the Entrants who seemed to enjoy the day. We had fourteen Cars and eight Motorcycle entries, a very manageable number. We sent them on a simplified treasure Hunt, organised by Colin and his Wife, for an hour in the morning, brought them back to display their vehicles for the Village Fete for an hour or so over lunch and then sent them on a beautiful run of seventy seven miles in the afternoon over The Wolds and into Thixendale.

Everyone returned to Dalton Park and stayed for the Results and Prize presentation. We rushed finalising the Results as it started to drizzle and, at this point, I would like to say a big "Thank You" to Dennis and Norma Webster who took over the Timing and Results as Dennis Haynes was very ill over the weekend and couldn't make it.

As an Organiser I would like to thank all the people who brought their beautifully turned out vehicles to our little Event and made such a superb display for the Dalton Village Fete visitors. We haven't paid all the bills yet but I hope to nearly break even.

As a point of interest I costed the Event on the basis of paying for everything at a "Going Rate" for services such as printing the Regs, toilets, the marquee etc and it came to around £750.00. It's a good job we have lots of friends, as we manage to do it all for around £170.00. On this basis we'll be back next year! So dig out those Vintage and Classic Machines and lets have more Entries: you'll like it. Honest!

I would like to thank all the Marshals and my own Little Helpers, Louise and Billy, without whom there would be no Event.

Thank you all.

Ken Hailstone

Dalton Hall Classic Run 1996 Results

Treasure Hunt

1 st No 74	1965 Morris Minor Conv.	Mrs Celia Parnaby
2 nd No 64	1946 Morris 8	John & Robert Newlove

Road Run

1 st No 64	1946 Morris 8	John & Robert Newlove
2 nd No 72	1978 Triumph	Steven Lyons

Concours – Cars

1 st No 65	1952 MG TD	Phil Craven
2 nd No 62	1939 MG WA	Ken Spoor

Concours – Motorcycles

1 st	1956 BSA B31	Baz Kitching
2 nd	1940 BSA M20	Alec Stuart



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Flashback 1996

The John Overend Memorial Stages Rally 29th June 1996

Rally Report(Organisers point of view)

It is pleasing to see that the memory of John Overend will live on with the creation of The John Overend Memorial Stages Rally. It is also pleasing to see that it is still the well run and managed event that it ever was.

Changing the date to the end of June would bring its own set of problems, a rallies always do, most notable was the weather. IT RAINED !!!!.

Friday morning at Manby greeted the set up crews with very heavy showers and a strong westerly wind making the initial set up a little disheartening, however, once the showers stopped it soon became clear that any amount of rain over the next 24 hours wouldn't stop us using the infamous loose tracks. In fact, as the event unfolded, the small amount of light drizzle on the Saturday kept the dust down for most of the day.

Those loose tracks that have eluded us for the last three years were the undoubted transformation of the event, changing it from a mad airfield blast to a forest type stage rally. REAL RALLYING AS A COUPLE OF COMPETITORS COMMENTED.

From a marshals point of view too, the rally became entertaining. We ended up using very mixed surfaces from tarmac /concrete to freshly mown grass, to solid

clay and loose gravel, all on one stage. We ran the advertised total of 8 stages with a total delay time of approx 37 minutes, 30 of them being lost to a clerical error at one of our time controls.

I think this year saw the least number of people from this Club getting involved in the setting up and running of the event and at times it caused some concern as to how we would cope with any major changes of the stages. These thoughts meant a quick re-think of our strategy and with some forward planning and luck, all the proposed changes were built onto the airfield on Friday and parts of Saturday which meant that our turn round times between each batch of two stages was very quick and easy. This was helped along by the few club members who did turn out to marshal on the day. In previous years this work had been left to the two van crews, but this year saw our other attending members getting involved, just leaving the arrows to be stapled into place and the whole thing got under way a lot quicker. **Its thanks to those members that the event ran as well as it did.**

Our chicanes caused one or two problems with one of them being constantly demolished, some would say because they were too tight and others would say not. This idea of chicanes is to dramatically reduce speed and a constant redesign each year makes them better and more manageable for both competitor and stage builder. Hopefully

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RALLY REPORT - JOHN OVEREND MEMORIAL RALLY

JOHN OVEREND MEMORIAL STAGES RALLY and MELBOURNE JUNIOR RALLY Sunday 14th May 2017

A full entry of 65 crews, split between the Juniors (15) and the Adults (50), was led away by the Juniors completing Stages 1 & 2 back to back before service. Rain had made the stages slippery but had stopped before the event started.

With none of last year's first 4 finishers entering (are they too old now?) it was the returning pair of (101) Ewan Tindall 7.55 and (103) Tom Llewellyn 8.03 setting the pace with venue newcomer (108) Elliot Payne 8.05 in third. The second run saw these three share the top 3 places but with Payne setting fastest on 7.44 with Tindall and Llewellyn tying on 7.47. All 15 Juniors completed both stages, could the Adults do the same?

Once the Juniors had all cleared the stage the adults had there go, with everyone attempting Stage 1 followed by a short Service and then all doing Stage 2. Arron Newby - Subaru (1) was fastest on both stages to lead by 18 seconds from Dave Welch in his similar Subaru (2) with Daniel Mennell (2) and Mick Pickles (6) both in Subarus lying third and fourth having swapped places after Stage 1.

The classes:

Stephen Oade (39) was pulling away from Robert Kennedy (40) establishing a

28 second lead over the only other Class 1 entry.

The two crews in Class 2 were having a bit more of a fight, Neil Raven (37) opening up an 8 second advantage over Connor Tolson (51) only to drop 17 seconds on the second run to give Tolson a 9 second lead.

The more competitive Class 3 with 7 crews was headed by **Stephen Barmby** (42) with a 9 second lead over James Crosland (30) and 27 seconds ahead of Lorraine Leeming (43) but an engine blow-up on Stage 2 saw his early retirement. Crosland was fastest on Stage 2 from Dave Jackson (38) by 1 second and **Chris Newlove** (34) by 10 seconds. Both Jackson and Newlove had experienced issues on Stage 1 dropping 3.27 (gearbox issue) and 2.27 (2 minute penalty for late at MTC1 – gear linkage fell apart in Service leaving for MTC1) respectively.

Class 4, with 8 Crews, had a close battle at the front with George Hewick (21) taking 3 and 2 seconds from Andy Graham (18) and gaining a lead of 27 seconds over third in class Adrian Day (15). Early retirees were Des Moody (28) and Scott Armstrong (44).

The 9 crews in Class 5 were chasing Jason Lepley (7) who had a Class lead of 58 seconds after Stage 2 and was lying an impressive sixth overall. Philip Rowlands (11) was second and Peter Outram (24), a further 11 seconds behind, in third.

Class 6, with the top 3 overall likely to be from this class the rest (17 crews) were hoping to pick up a class award for
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NOTICEBOARD



FORD FOCUS 2.0 RALLY CAR FOR SALE

Built by Fords at Boreham,
as kit cars for the 2002/2003 Ford Irish Focus Championship.

2.0 Litre Duratec ST engine with motec

M4 engine management system, remapped to use 99 fuel.

5 speed focus sport g/box with QUAIFFE Lsd.

New Helix 4 paddle competition clutch needs running in, new slave cylinder.

PROFLEX suspension 3 way all round.

Seats and belts in date like new condition.

Alcon 4 pots f/brakes and rears disc ford capilers.

15 and 17 inch wheels and tyres.

Uprated fuel pump.

New lower ball joints and drive shalfts 2 stages old.

Sump and tank guards ford rally sport parts.

Ligthing pod. Heavy duty battery.

Spares: engine /gearbox, body parts, two shalfts.

Ready to rally. This is a reluctant sale due to terminal illness.

£8250.00

Contact: Linda 01964 670674
or 07704 870620



Contact: Linda 01964 670674
or 07704 870620

Awards Presentation Night - 2016 Season

The 2016 Season Awards Presentation took place on Saturday 25th March 2017 at the Skidby Lakes Golf Club. Robert and Gail Newlove organised the informal affair attended by approximately sixty club members and guests.

A total of 13 awards were presented covering the four NHMC Autotests in 2016 with 8 of them going to the Short family. The recipients were:

New Years Autotest

FTD	Dave Short
First Class	Robert Short
First Class	Lawrence Green
First Class	Ben Blanchard

February Autotest

FTD	Robert Short
First Class	Stephen Short

March Autotest

FTD	Dave Short
First Class	Stephen Short
2 nd Class	Robert Short

October Autotest

FTD	Ashley Simpson
First Class	Ashley Slights
First Class	Robert Short
First Class	Gary Hodgson

Quiz Bingo followed with the best score achieved by Jimmy Robson/Robert Pattison who won £10.

After an excellent buffet the main awards were presented as follows:

Autotest Championship

- 1 Robert Short - Macklin Trophy
- 2 Dave Short – Norman Jordan Cup
- 3 Stephen Short – An Award



Stage Rally Championship (Driver)

- 1 Allan McDowall – Thelwell Trophy
 - 2 Stuart Cariss – Stephenson Cup
 - 3 Mike Reed – An Award
- Plus £100/£75/£50 Voucher

Stage Rally Championship (Co-driver)

- 1 Tom Hutchings – Parish Trophy
- 2 Gavin Heseltine – 98/99 Cup
- 3 Linda Cariss – An Award



Awards Presentation Night - 2016 Season



John Overend Memorial Trophy

James Sparrow/Phil Pickard

Hessle & Dist Enthusiast Trophy

John Milner

Marshals Awards

Carl Thompson, Nigel Turton, Brian Lamb, Kirsty Thompson, Richard Hay, Alan Carvell, Dennis Robinson, Trevor Davies, Graham Hudson, Dave Cogan, and Gareth Pennall.

Special Award

The 2016 John Overend Memorial Stages Rally was voted the best gravel rally by EMAMC. This award was presented to organisers who made a significant contribution to its success.

Clubmans Championship

Robert Short – Dan Gibson Memorial Trophy



Marshals Championship

Mike Kitching



Alan Gilbert, David James, Ian James, John Newlove and Robert Newlove. Rob Brook was absent from proceedings but had collected it at the EMAMC awards do earlier.

Thanks to Robert Newlove, Ian Sadofsky & Dave Cogan for MC'ing and presenting the awards. Graham Tabor/John Newlove for arranging the raffle and Gavin Heseltine for the quiz.



MARSHALS NEWS

Firstly many thanks to everyone who has helped on recent events. The Lookout Stages, the first event on Melbourne, was another successful event supported by our marshals.

The Alan Healey Memorial Rally at Cadwell Park ran on a really nice sunny day and was a really good event. It was important that we support this event as the Organisers, Border Motor Club, help us on our event later in the year.

Then of course our clubs first event of the year The John Overend Memorial Stages, seemed to be a really good event. I think mainly due to the support we received from our Club members in setting up etc., I signed on over a 100 marshals for the event and that didn't include event officials, set up teams etc., so a great turn out thanks to everyone for their support.

As I write this report the dust ([no dust John it is an all sealed surface event - nearly - Ed](#)) is settling on the new Warcop event, Carl Thompson took on the role as Chief Marshal, after a lot of effort I think he managed to get enough marshals.

Sunday July 2nd North Cave Classic
Dennis would like a couple of marshals to help on this event, please contact Dennis captjd@53wellard.karoo.co.uk

Sunday 20th August Sutton Upon Derwent Classic Run and Show we may need one or two marshals please.

John Newlove - Chief Marshal

APPEALS FOR HELP

Dmack Carlisle Stages Sat 10th June 2017 Ash Park Stage

Details are as follows:

Location: Kershope Forest, Cumbria
Stage Name: Ash Park SS1 & 4
Sign On: 06:45 - 07:15 at stage start
FCD: 0850 & 13:15 so very little
down time in between runs.
Stage Entry is Map 86/NY 491 779 or
GPS Coords: 55.093720,-2.797911

Please Contact: Trevor Leathley

trevorleathley35@gmail.com

Buccaneer Motor Sports Club

01482 862377 (home)

07980 476122 (mob)

Malton Motor Club
White Rose Classic Rally
Sunday July 2nd

Taking to the roads of North Yorkshire, start/finish in Malton. We need to man road-side controls & off-road tests so hopefully an entertaining day for all.

Signing-on is in Malton market-place, finish at Malton & Norton Rugby Club. All marshals are welcome at the finish for a complimentary buffet supper and to enjoy the presentations.

*Dave Cobley Chief Marshal
White Rose Classic Rally-2017.*

07968 269162

marshals@maltonmc.co.uk



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facebook.com/northhumbersidemc

www.nhmccadwellstages.co.uk

MARSHALS NEWS

APPEALS FOR HELP

The Tyneside Stages Sunday 6th August 2017 Otterburn Ranges

We are looking for marshals in all disciplines to ensure the safe running of the event. Radio marshals please contact me, marshals in other disciplines contact our Chief Marshals
Marty O'Hanlon
fme655@hotmail.com
and Nev Simmons
neville.simmons@live.co.uk

APPEALS FOR HELP

Cheviot Stages Sunday 22nd October 2017 Otterburn Ranges

We are looking for marshals in all disciplines 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

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

Organised by the Tour Britannia organisers, part of the weekend is an economy run and we have been asked to provide marshals.

SEE BACK COVER FOR FULL DETAILS

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

**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**



MARSHALS NEWS

Roger Albert Clark Rally Friday 10th to Monday 13th November 2017

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

COMP SEC'S BIT

As our Competition Secretary and Club Secretary are on their annual holidays in La Belle France the following has been influenced by "Allo Allo".

Listen very carefully I shall say this only once

Ello Umberside, Ello Umberside this is Nighthawk (aka Robert) calling - can you hear me.

I am ere with Madame Edith (aka Gail) in the other secret location but don't tell Mr Alfonse - swiftly and with style (aka Dave Cogan) as there are no pitches left.

We are recovering from the manouveres at the Melbourne Airfield and think everything went well despite anything Ex Officer Crabtree (aka Alan Gilbert) may say. The Colonel (aka Rob Brook) and Von Klinkerhoffen (aka John Dixon) put in an excellent days work to ensure things ran on time. Even Gruber (aka Dave Watkins) had a good time in his little tank (aka 0 Car). My twin (it's a long story) had plenty of help on the day from the communist resistance & others.

I am not sure you will be able to ere me, as the radios we got from Herr Flick (aka Dennis Robinson) and Von Smallhausen (aka Gavin Heseltine) are crap.

I will have to go now as Madame Edith (aka Gail) has just got the kareoke out and I need to find some cheese!

Over and out!

Rene/Nighthawk/Robert

Dates For Your Diary

Sunday July 2nd 2017 North Cave Classic

Dennis would like a couple of marshals to help on this event.

See Flyer in Magazine

Sunday 10 September 2017 ERYC Weekend of Motoring

Full details on back cover
We have been asked to provide marshals

Saturday 30th September 2017 Rally Yorkshire Langdale Stage



SOAPBOX SOAPBOX SOAPBOX SOAPBOX SOAPBOX

ON EVENT AWARDS

What is the point of on event awards?

On many events awards presentations after results have gone final are poorly attended with many awards going uncollected whilst those present stand around looking for signs of movement to indicate the recipients heading towards the stage.

If event sponsors are present this does not present an encouraging representation of the perceived worth of their investment of time/money. Un-collected awards present the organisers with expending more time/effort and money to pack and post them out or arrange alternative collection at a later event. Should uncollected awards be crushed before posting to make packing easier?

Do the competitors value an award, maybe they mean more to those at the back of the field unlike the "head-men" who have enough shiny plastic momentos of their failure to finish in the top three! Do these awards (if collected) take pride of place on display for all to see or do they languish at the back of the cupboard or in a box in the loft.

Do events have too many awards? Why specify gender (lady driver/mixed crew), experience specific (novice) or marque awards. Surely we all compete in the same capacity classes, is that not enough.

Should we look at awards that are more readily deliverable in a standard envelope or even electronically. Photos are an option, subject to doing a deal with the event photographer, another choice could be printed certificates (along the lines of what was presented to Jim Kilmartin after last years NHMC Cadwell Stages).

Adopting this policy would reduce the cost of awards and make the job of the Secretary easier. Ordering would be after the event so nothing ordered if not required and all sent via the post. If this is too radical only apply it to second/third in class awards.

How about letting the competitor choose to be eligible for a class award. This is similar to contributions to the marshals draw fund. A fixed amount would be paid with the entry which would determine the budget for the awards. In order to win an award the competitor would have to finish in the relevant position in the final results and have paid into the awards fund.

Got something to get of your chest? Let me have your rant for a future magazine.

What do you think, printable responses welcomed for inclusion in a future magazine.



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the options for photo/ certificate awards and additional funds could be generated for the event.

If we are to continue as we do now should awards be more generic i.e. no date and maybe no event name – just club name and first, second or third in

class. Awards could then be bought in bulk and be shared by all events.

The exception to this would probably be the “perpetual/ named” trophies usually presented to the overall winners and second/third overall.

Gavin Heseltine

Flashback 1996

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for 97, we'll get it right (i.e. no one hitting them).

The event was finished off with the presentation of the awards and then the organising team enjoying an evening barbecue on the lawn in front of the control tower, something which we haven't been able to do before, **because of the weather.**

Dave Cogan ?

Does anyone have any documents for the 1996 JOMR please. Wanted regulations, entry list, results and photos for the club archive.

Gavin Heseltine

John Overend Memorial Stages Rally (Competition Secretary's Bit)

Even though we only had 59 entries, the event went very well, mainly due to all the hard work put in by the organising team, and other club members.

Clerk of the Course Rob White, deputy's Dave Cogan, Steve Varey and Chief Marshal Martyn Milner would like to thank all who helped on the day and afterwards.

We managed to avoid the rain, but only just!

Robert Newlove

NEW CLUB CLOTHING RANGE

A full range of clothing is available.

Polo Shirts £12.00

Fleeces £22.00

Sweatshirts £14 .00 } round or

Pullovers £14.50 } v neck

Plus £1.00 towards postage

Any colour but NHMC usually navy blue Embroidery of Club Badge, Club Name and your name if you wish.

Sizes S, M, L & XL (36" to 46") larger sizes are available plus Ladies "tapered fit" in sizes 10 to 16

Contact John Newlove to order.



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MSA EXTRA

MSA ACHIEVES CLOSED-ROAD MOTORSPORT FOR MAINLAND BRITAIN

In one of the biggest developments in the history of UK motorsport, the Motor Sports Association's long campaign to bring closed road events to mainland Britain has been successful, with the enabling legislation commencing on Monday (10 April).

Since 2010 the MSA has called for a change in the law to allow local authorities to suspend the Road Traffic Act for authorised motorsport events, without requiring individual Acts of Parliament. Independent research commissioned by the MSA and conducted by the Sport Research Institute at Sheffield Hallam University showed that local communities across Britain could generate up to £40m of additional revenue by closing roads to host a limited number of motorsport events.

Primary legislation providing the framework for closed-road motorsport was passed in the 2015 Deregulation Act. The MSA has since worked closely with the Department for Transport (DfT) on the secondary legislation required to make this framework available to event organisers. This comprises an impact assessment with the commencement order.

The commencement order names the MSA and its sister governing body for

two-wheel UK motorsport, the Auto-Cycle Union (ACU), as the two authorising bodies for closed-road motorsport events from 10 April onward.

Rob Jones, MSA Chief Executive, said: "This is a seismic shift for UK motorsport, and one that the MSA and the wider motorsport community have pursued determinedly for many years. We can now take motorsport to the people, and in turn those local hosting communities have the opportunity to benefit from the economic boost that these events may provide.

"Many people have contributed to this long campaign and we must first give special mention to my predecessor as MSA Chief Executive, Colin Hilton, for starting down this road seven years ago. Thanks also to our former Director of Communications, Ben Taylor, for his relentless lobbying, and to our Rallies Executive, Ian Davis, for his invaluable contribution to the required legislation. We owe a further debt of gratitude to Ken Clarke MP and Ben Wallace MP and for their tireless support in Westminster."

Andrew Jones MP, Transport Minister, said: "Britain is a world leader in the motorsport industry and this will further cement our position. There are already races of this kind in some areas of the British Isles which are incredibly popular, attracting thousands of spectators. New road races will boost local economies through increased tourism and



MSA EXTRA

hospitality, and offer community opportunities such as volunteering.

"Among those welcoming the news was the all-electric FIA Formula E Championship, which stages events in capital cities across the globe. It said: "The FIA Formula E Championship warmly welcomes the news that the UK's Road Traffic Act has been amended, permitting the closure of roads and allowing for the possibility of regulated motor racing on closed highways.

"We recognise the key role that the MSA, and its Chief Executive Rob Jones, have played in making this happen. This move considerably helps the prospect of the London ePrix returning to the streets of the British capital.

"Nigel Mansell CBE, 1992 F1 world champion, was equally enthusiastic. He said: "I have seen first-hand the very significant impact of motor sport on the economy of the Isle of Man and Jersey, so this is a great move forward for the sport and will bring visitors and pride to parts of the country that wish to stage such events. I am delighted that this government is embracing motorsport, which will assist the UK's world-leading position and improve the sport's ability to help provide opportunities and focus for young people."

Meanwhile Tendring District Council (TDC) has been in discussions about the possibility of bringing an event to the

District. Tanya Ferguson, TDC's Cabinet Member for Tourism and Culture, said: "There is no doubt at all that hosting such an exciting event would be a massive draw and bring people into our area to boost the economy. Our talks are at a very early stage but we are very interested in the prospect and hope that the idea can be developed with Tendring."

What has changed?

Existing statutory provisions to close roads have simply removed the rights of the public to access the road. All other statutory requirements, including vehicles' compliance with the Road Traffic Act, have remained in place during closures.

Therefore previously, any event seeking to use a closed public road for a regulated motorsport event has had to obtain an event-specific Act of Parliament to suspend the Road Traffic Act, which can be both costly and time consuming.

Highway Authorities will now have the legal provision to close roads for such an event without requiring an Act of Parliament, providing that the event has been approved by the MSA or ACU, as appropriate.

Why is this so significant for UK motorsport?

UK motorsport comprises around 5,000 MSA-permitted four-wheel motorsport



MSA EXTRA

events per year. However most take place away from conurbations and require the public to travel in order to spectate.

This new legislation allows event organisers to take the sport to the people and host events much closer to population centres. It also brings the UK into line with many countries in mainland Europe, where successful closed-road motorsport events are relatively commonplace.

Which types of motorsport are most likely to make use of this new legislation and why?

The cost of satisfying all organisational requirements, including those of the Closure Orders, will mean that medium-to large-scale events will be best placed to realise the opportunities that this new legislation provides.

The legislation offers particular scope for hill climbs, which are currently restricted to private estate roads and therefore limited in length compared to similar events on the continent, where courses are typically measured in kilometres rather than yards.

Stage Rallies are also likely to benefit; this could mean incorporating an urban stage into an existing forest-based event, or joining existing stages currently interrupted by lengths of highway, or even introducing full closed-road rallies.

Finally there will be opportunities for regulated circuit racing on closed public roads, not seen since the Birmingham SuperPrix in the 1980s.

When are we likely to see the first events and how many events can we expect to see per year?

Currently the MSA is aware of – and working with – a small number of event organisers who are well advanced with plans to use this new legislation. The MSA is not yet in a position to say which event will be the first to benefit but it is likely to be a stage rally.

What will the basic process be for organisers?

Rigorous. Before an event organising club can apply to the local highway authority for a road closure, giving the minimum of six months' notice, they must first have attained permission from the MSA (or ACU in the case of a motorcycle event). The MSA will not be in a position to give that permission until it has vetted the route and the draft safety plan, and has liaised with the other authorities stated in the legislation.

Realistically, a club will typically need to allow 12 months to go through this approval process, assuming that everything runs smoothly throughout.

The MSA will publish more detailed information on this process in due course.



RALLY REPORT - JOHN OVEREND MEMORIAL RALLY

... continues from Page 8

their efforts. Early pace setters being Mick Pickles (6) with a lead of 2 seconds over Dave Hornbrook (10) and 6 seconds up on Ben Cressey (16), but these three still had ambitions for a top 3 o/a finish.

Class 7 was for Historics and had two entries with Stewart Scott (31) building a lead of 24 seconds over Lee Sellars (45). The most unlucky crew of the day was Car 9, David Longfellow/Danny Ward who failed to make it as far as MTC1. The format of the Juniors doing two stages back to back followed by the Adults doing the same pair of stages with a service between was repeated to take us to the lunch halt after four stages. The stages were now dry and tyre choice no longer a gamble.

Payne (108) was obviously enjoying his first visit to Melbourne, setting joint fastest time with Tindall (101) and then fastest on his own beating Tindall (101) by 1 second. Llewelin (103) and Sam Adams (105) shared joint third fastest on SS3 dropping 4 seconds whilst James Hall (104) was third quickest on SS4 only 2 seconds of the quickest time. The order of the leader board stayed the same with gaps of 6 and 14 seconds to the leader. All 15 crews completed the first four stages.

With Newby (1) being quickest on every stage and Welch (3) being second or second equal every time the top of the leader board retained a familiar look.

Newby (1) leading Welch (3) by 46 seconds. Pickles (6) was lying third a further 27 seconds of second.

The classes:

At halfway the class leaders were now Class 6 Mennell (2) 4th o/a, Class 5 Lepley (7) 6th o/a, Class 4 Graham (18) 16th o/a, Class 7 Outram (41) 18th o/a, Class 3 Crosland (30) 25th o/a, Class 1 Oade (39) 32nd o/a and Class 2 Raven (37) 33rd o/a.

Tindall (101) and Payne (108) consolidated their first and second places with fastest and second fastest on Stages 5, 6 and 7 and joint fastest on Stage 8. Tindall increased his lead by 16 seconds over the 4 stages. Llewelin (103) and Rawlings (102) shared two third and two fourth fastest, with the net advantage to Llewelin (103) by 4 seconds. Stage 6 saw the first retirement, Adams (106) with a gearbox issue and on Stage 7 Edward Lewis (109) also retired due to gear selection problems.

Final Top 3

1 st	101 Tindall/Hudson	Citroen C1
	66.39	
2 nd	108 Payne/Rogers	Citroen C1
	67.01	
3 rd	103 Llewelin/Crozier	Peugeot 107
	67.23	

Newby (1) continued to extend his lead on every stage but the hard charger in



RALLY REPORT - JOHN OVEREND MEMORIAL RALLY

the afternoon was Martin Farrar (4) who pulled up from 8th o/a at halfway to finish 3rd o/a and taking an impressive 50 seconds out of Pickles (6) to demote him to fourth overall.

Final Top 3

1st 1 Newby/Leech Impreza 54.59
2nd 3 Welch/McNulty Impreza 57.03
3rd 4 Farrar/Ward Impreza 57.29

The classes:

The "best of the rest" in class 6 took up the next six positions with the award winners being 1st (6) Pickles/Warren, 2nd (16) Cressey/ Swallow, 3rd (2) Mennell/ Ward.

Class 5 had been dominated by (7) Lepley with fastest time on the first 7 stages to lead the class by 1.57 in 8th overall but retirement on the last stage handed the class win to (11) Rowland/Woodcock in 10th overall.

Quickest in class on the last three stages was enough to more than double the lead for (18) Graham/Cornforth to take first in class 4 and 12th overall.

Only 2 out of the 7 starters made it to the finish in class 3 with (30) Crosland/Bramfoot collecting the award (20th o/a) after setting 5 fastest in class times.

The only survivor from the two starters in class 2 finished 28th o/a and naturally picked up the 1st in class award (37) Raven/Forster whilst with a 100% finishing record in class 1 - both cars finishing - (39) Oade/Oade too the honours with 25th o/a.

So Arron Newby dominated the event, fastest from start to finish on what was the fifth anniversary on his win on the event in 2012 in his first outing with a four wheel drive machine at the age of 17. Old age hasn't slowed him down!

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.

BATTLE OF THE DRIVERS

Do you remember the flashback article from last year about Ron Shipp winning the, Hull Police organised, Courtesy Driving Competition, on behalf of the club. Well a similar chance has arisen with a "Battle of the Drivers" being organised by East Riding of Yorkshire Council.

They are looking for volunteers, ideally pairs or groups, to participate in a fun driving study this Summer. To find out more visit:

www.eastriding.gov.uk/driverbattle

BUT YOU WILL HAVE TO BE QUICK AS

REGISTRATION DEADLINE

TUESDAY 27th JUNE 2017



MEMBERSHIP SECRETARY

Joined/re-joined between 4th April and 1st June 2017.

Single Membership (65): Stephen Barmby, Phillip Boyle, Ian Chadwick, Anthony Cope, Ashley Curtis, Trevor Davies, Mike Dowson, Neil Fewlass, Richard Hay, Gary Hirst, Andrew Leech, Jason Lepley, Aaron Newby, Jane Robbins, Robert Rook, Roger Stanford, Alex Taylor, David Teasdale, Russ Watson & Michael Woodcock.

Joint Membership (42): Nick & Amelia Heard.

Family Membership (18*): John, Daniel & Simon Pearson.

Life Membership (1):

MAGAZINE BY POST

Following a revamp of the membership database in March the field indicating if a magazine should be posted has been compromised.

Can you please advise me if you unexpectedly received a Magazine by post or if you are now having to rely on the web version and would prefer a hard copy by post.

Dennis Robinson

North Humberside Motor Club Ltd

Caves Classic Run 2017

Sunday 2nd July

Route approx. 90 miles by Tulip diagrams and mileage

Start : Drewton's South Cave
Midway Halt :Brigg Garden Centre
Finish : North Cave Village Show

Drewton's provide everything from a cup of coffee to a Full English Breakfast.
Refreshments and toilet facilities available at the halfway halt.
North Cave Village Show has barbecues, teas , coffees cakes and a fully licenced bar

Entry Fee to include all tolls

Full Regs and entry form will be available on the club website
www.northhumbersidemotorclub.co.uk

£15

Entries Secretary and Secretary of the Meeting :
Ian Sadofsky : iansadofsky@gmail.com

BRIGG
garden centre



GALLERY NHMC WARCOP STAGES RALLY 2017



2nd O/a Gary Adam/Gordon Adam



3rd O/a David Wright/Michael Wilkinson



1st Class 1 Stephen Bethwaite/Ann Forster



1st Class 2 Stevie Irwin/Tan Middleton

Photos reproduced by kind permission of Kevin Mooney (kevin.money37@btinternet.com)



1st Class 3 Alistair Hutchinson/Stjohn Dykes



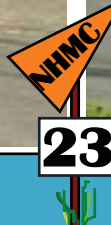
1st Class 4 Rob Snowden/Andy Brown



1st Class 5 Adrian Spencer/Mark Hewitt



1st Class H2 John Nicholson/Kari Bates



NHMC STAGE RALLY CHAMPIONSHIP

Positions As At 4th June 2017

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

DRIVERS	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

NAVIGATORS	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 Amelia Heard	10 (5)						10
06 Linda White	10 (8)						10
07 Mike Woodcock	10 (8)						10



NHMC STAGE RALLY CHAMPIONSHIP

Events Since Last Magazine				
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
Events Previously Covered				
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

Our sole representatives at Cadwell Park, for the Alan Healey Memorial Rally suffered a retirement in the Dynamics Abarth 500. **Nick and Amelia Heard** had a failure in the "fly by wire throttle system which saw them parked-up just off the start line on Stage 8 of 9.

Stuart and **Linda Cariss** continued their assault on the British Historic Championship with back to back finishes on the Pirelli Carlisle Rally (15 o/a) and the Severn Valley Stages (19 o/a). A notional time, when stopped behind someone else's accident on the Severn Valley has not stopped them climbing to third in Category 2 of the Championship.

Allan McDowall/Gavin Heseltine took the Kadett to the Isle of Man for the Manx National and came away with 20th o/a and 6th Class.

The **John Overend Memorial Rally** was not kind to our competing club members with all three crews retiring. See separate report for details.

Tom Hutchings represented the club navigating for David Kirby on the Middlewick Stages (9th o/a, 2nd in Class) and at Warcop for our **NHMC Warcop Stages** with Charlie Barlow but sadly retired on Stage 1. Tom then offered to help the organisers and navigated the sweeper car for the rest of the day. Well done Tom, thanks for your help.



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**

