

STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

Apr/May 2018



Now (2018)
&
Then (2017)



INSIDE THIS ISSUE: Warcop Rally Report, Marshals News, Autotest Roundup, Flashback - 1978, Stage Rally Championship, 50th Anniversary Dinner,



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**Please do not telephone
Officials/Committee Members
after 10pm**

Future Committee Meetings (Start At 8pm)
Wed 28th February (Tiger Inn)
Wed 24th March (Tiger Inn)
Wed 28th April (Conference Call - TBC)



Editors ramblings ...

Welcome to "STAGE TIMES".

By the time you receive this we are at most only 9 days away from our 50th Anniversary Dinner.

Having been part of the team pulling this together I would like to single out Graham Tabor for having the enthusiasm and vision to drive this on with the willing assistance of Club President, Ian Sadofsky. As one of the founder members who is still an active member it means a lot to Ian to make this a success.

If everybody turns up we are expecting around 185 including many old faces.

Sadly lots of past members are no longer with us with and the recent news of the passing of Garry Webster and Steve Wren is reported within the Magazine.

The loss of the use of Melbourne Airfield for 2018 is explained in detail inside and we look forward to it being back better than ever in 2019.

The recent weather had decimated Stage Rallying at the beginning of March with several events having cancelled with some unable to find an alternative date being lost altogether this year. We had our eye on the forecasts for our Easter Sunday running of the NHMC Warcop Stages with snow being forecast.

We were very lucky on the day, as were those of the Organisers who went straight home on Sunday night. For some who stayed Sunday and travelled home on Monday morning encountered 3in of snow and snow-ploughs on the A66.

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Cover Photos

Now and then, Greg McKnight winning the NHMC Warcop Stages 2017 & 2018

Photos courtesy of Kevin Mooney

**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

APRIL 2018

14	Rallynuts Stages	www.rallynuts.com	MV-F
14	Condor Stages	www.condormsc.co.uk	SV-A
14	Moonraker Forestry	www.munstercarclub.com	MV-F
15	SMC Stages	www.smcstages.co.uk	SV-A
21	50th Anniversary Dinner	www.northhumbersidemotorclub.co.uk	
21	Speyside Stages	www.speyside-stages.co.uk	MV-F
21	Lark in the Park Rally	www.namcc.com	SV-A
21-22	Rally Salamandre	www.salamandre-rally.be	MV-A
22	Clacton Stages	www.corbeauseatsrally.co.uk	MV-A
22	Kames Stage Rally	www.eastayrshirecc.co.uk	SV-A
26-29	Rally Argentina	www.rallyargentina.com	MV-G
28	Pirelli International	www.pirelliinternationalrally.co.uk	MV-F
28	Horiba D'Isis Stages	www.quinton-mc.org.uk	SV-A
29	Dixies Challenge	www.dixieschallenge.com	MV-A

MAY 2018

04-05	Rally Sulingerland	www.rallye-sulingen.de	MV-A
05-06	Monteberg Rally	www.monteberg.com	MV-A
05-06	Rally of the Lakes	www.rallyofthelakes.com	MV-A
05	Corinium Stages	www.cirencestercarclub.com	SV-A
06	Harlech Stages	www.harlechdmc.co.uk	SV-A
07	St. Angelo Rally	www.enniskillenmotorclub.co.uk	SV-A



FORTHCOMING EVENTS

11-12	Manx National Rally	www.manxautosport.org	MV-A
12	Plains Rally	www.plainsrally.co.uk	MV-F
12	Tour of the Sperrins	www.magherafeltmotorclub.co.uk	MV-A
13	John Overend Memorial	www.northhumbersidemotorclub.co.uk	MV-M
13	Cetus Stages	www.wiganmotorclub.org.co.uk	SV-A
13	Carlow Stages	www.carlowcarclub.ie	MV-A
17-20	Rally of Portugal	www.rallydeportugal.pt	MV-G
19-20	TSH Stages Rally	www.shmc.co.uk	SV-A
19	Scottish Rally	www.scottishrally.co.uk	MV-F
19	Loughall Stages Rally	www.namcc.com	SV-A
26-27	ORC Canal Rally	www.orc-rally.be	MV-A
26	Red Dragon Stages	www.emcos.co.uk	SV-A
26	Leuchars Granite Rally	www.admc.org.uk	SV-A
27	Mid Wales (re-arranged)	www.newtown-mc.co.uk	MV-F
27	Frank Williams Rally	www.rhyldmc.co.uk	SV-A
29	Dixies Challenge Rally	www.dixieschallenge.com	MV-A

JUNE 2018

01-03	Acropolis Rally	www.rallyacropolis.gr	MV-A
03	Mini Epynt Stages	www.herefordshiremotorclub.co.uk	MV-A
03	Circuit of Munster	www.limerickmc.ie	MV-A
09	Carlisle Stages	www.racrmc.org	MV-F



NOTICEBOARD

North Humberside Motor Club

50th Anniversary Dinner Dance 21st April 2018



To celebrate the club's 50th year, we are holding a special Dinner Dance at The Mercure Grange Park Hotel, Willerby, Hull. We are hoping that as many members and former past members will attend.

We have two guest speakers for the evening,

Stuart Turner - Former Ford Competition Manager.

Phil Mills - 2003 World Champ Co-driver (with Petter Solberg).

MC is Paul Woodford, Special Stage TV and Manager at Cadwell Park RC.

Meal is three course and the menu options are on the facing page.

A free raffle will take place with up to 10 sponsored prizes.

The evening will conclude with dancing to live music.

Dress code is smart casual please.

For table reservations, £30 per person, please contact **Graham Tabor (01964-544196)**. Tables are for a maximum of 10 people.

Accommodation at Mercure (Grange Park Hotel) at £75.00 for a double/twin room bed and breakfast. Ring direct on 01482-534260 and quote ref NORT 21 04 18.

Note - We will only be presenting awards for the winners of the Club Championships, other Club awards will be presented at a later event.



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NOTICEBOARD



North Humberside Motor Club

50th Anniversary Dinner Dance 21st April 2018

MENU

STARTERS:

Crispy breaded brie, pear and walnut salad, cranberry relish. (V)

Pimm's marinated melon, raspberry sorbet. (V)

Slow roasted tomato soup, basil oil. (Vegan)

MAINS:

Prosciutto wrapped chicken breast, mushroom and tarragon sauce.

Seared salmon, crispy leeks, champagne sauce.

Asparagus, leek and potato bake, herb sauce. (V) (Vegan) (Gluten Free)

All served with seasonal vegetables and potatoes.

DESSERTS:

Baked vanilla New York cheesecake, apple and blackberry compote.

Chocolate orange profiteroles, orange cream filled, dark chocolate

Pink gin and tonic poached pear and raspberries.



Obituary - Steve Wren



Sad to announce the death of Steve Wren.

Steve and his wife Pat were members of NHMC, and regular attenders at Club Nights in the Cross Keys , Lairgate, and

later at the Grange Park Hotel before they went to America, being head-hunted for his skills in Tanning Leather. Steve use to do sprint and hill-climb events with his Healy Sprite, much modified, with a formula Junior engine and other demon tweaks.

In America, when he had established himself and Pat with a more or less permanent pad, he started racing Fiat X-19's. His last residence was in Wisconsin, not too far away from one of America's top racetracks, Road America, where Liz and I managed to join them for a week or two and took part as his pit crew for a race weekend there.

Steve and Pat retired and returned to the UK, settling in Nettleham near Lincoln, but Steve

was already showing signs of dementia, which eventually took over both their lives.

Steve Passed away on 16th March at 10.30. There will be a funeral and cremation but due to the destructive effect that the disease had on Steve, the date for this is not yet known.

I will pass on the date etc. when known...

Update:

Cremation at Lincoln City Crematorium

Friday 27th April at 12.30

Afterwards at Pat's Home, in Nettleham.

Dennis and Liz will be going, if anyone else is ask Dennis for directions.



Dennis Robinson



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facebook.com/northhumbersidemc

www.nhmcwarcopstages.co.uk

NOTICEBOARD

Garry Webster

(Aged 75 years)

We are sorry to announce the passing of the last surviving brother of Dennis and Roy.

A church service to celebrate his life was held at Hedon Church on 6th April 2018

Donations to Myeloma UK and St. Augustine's Church, Hedon

York Motor Club Autotest Practice/Training Day 29th April 2018 Acaster Airfield

If you fancy a go at autotesting and are not doing the Maple Garage Autotest on the 29th April 2018 York MC are running an Autotest Practice Training Day.

It's at Acaster airfield, apparently you don't have to be a member of York MC to take part.

If you need any more information please contact Ray Jude

Raymond.Jude@sky.com



North Humberside Motor Club Ltd

Caves Classic Run 2018

Sunday 15th July



Route approx. 90 miles by Tulip diagrams and mileage

Start : Drewton's South Cave

Midway Halt : William's Den

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



Full Regs and entry form will be available on the club website

www.northhumbersidemotorclub.co.uk

£15

NHMC

Entries Secretary and Secretary of the Meeting :

Ian Sadofsky : iansadofsky@gmail.com

Flashback ... 1978

RALLYE INTERNATIONAL "BOUCLES DE SPA MONOPOLE"

Let's do the Boucles de Spa said my navi, sure says I, where is it? Belgium he says, there's a free entry and hotel accommodation, can't be bad eh? So we fixed up a service crew of Ronaldo Shipp and Pete Adkins with a Range Rover for transport. Geremy organised all the paper work with the Belgians and the R.A.C. and I booked our passage with North Sea Ferries.

The rally starts on Friday night 3rd February and it is a pace note event, the navi and I went a couple of days before the start with Ron and Pete following on the Thursday night. The rally takes the form of eight loops containing seven stages per loop. You are allowed three hours to complete each loop which leaves you about 10 – 15 minutes for servicing during the seven stages. The three loops are fun on Friday night and five loops on Saturday afternoon and night, it is all very hectic. There are three passage controls en route and they are housed in the local bars!!

Friday afternoon was taken up with scrutineering and the cars placed in parc ferme for the 8 p.m. start. The entry list was very impressive with the works Fiat of Didi, the works Ford of Stapelere the Chevette of Sclater plus the works Skoda, Porsche and Kadettes.

Unlike some British events where most people in the town concerned have no idea what is happening, Spa gives itself totally to the rally every year. During

the weekend the shops and bars stay open 24 hours a day and bus loads of spectators flood in from all over Europe adding to the atmosphere of the event. Spa, despite its fantastic carnival atmosphere and apparent casual organisation is in fact a very tough event. The weather like Britain is very unpredictable and changes totally unlike Britain in the space of 4 kilometers.

Now to the start, we were set off at 1 minute intervals passing through the Fiat marquee which houses a bar and discoteque and a car showroom. Now on to the first stage.



SS1 Clementine - this stage is an old coaching road through the forest, the total distance being one kilometre. The stage is all hairpins at the start up to the top of the hill and then the road descends and you are left with an amazingly fast downhill stretch where flat out motoring is only for the brave or those who have very good pace notes. The number of people on this stage was truly amazing very similar to the crowds you see on the R.A.C. in Wales.

SS2 Aywaille - a very rough stage, part tarmac and part cinders.

continued on Page 9 ...



Flashback ... 1978

... continued from Page 8

SS3 Harze – this stage is very exciting with tarmac, loose, forest and tarmac again, a really excellent stage.

SS4 Bordeaux – we now come to the first of the brown pants stages. It is a 50% tarmac and 50% forest stage which starts off on sheet ice where you can open the car up to whatever speed you dare, a real skid marker, when you try to slow down for a tricky slot right! It is a real relief to drop below the snow line and back on the rough track to the finish.

SS5 Ster – this is the one!! This stage is the biggest bowel mover of them all where cars were going missing in all directions. The reason being a narrow tarmac stage right up in the hills where the stage was totally covered in snow and ice. There was simply no grip to be had at all, some nosing into the snow banks. There were a number of T Junctions where you slither down to the junction, bounced into the straw bales and if you were lucky you didn't need a push to get going again it was always a relief to finish this one.

SS6 Creppe - another all tarmac stage finishing right in the middle of a housing estate. This stage featured a number of floodlit bends, this of course enabled the spectators to have a much better view.

SS7 Spa – a 75% tarmac stage again on the public road, finishing off down a rough track to the famous ford which is unbelievably rough. Here Marlborough have a marquee with a bar open for the spectators.

21st BOUCLES DE SPA RESULTS

1 st	Jean-Louis Dumont/Josy Matere Opel Kadett GT/E	4.16.32
2 nd	"Didi"/Willy Lux Fiat 131 Abarth	4.19.56
3 rd	Guy Col soul/Alain Loper Opel Kadett GT/E	4.21.43

107 Entries/Starters 51 Finishers

NB 1977 winners

Tony Pond/Fred Gallagher

Triumph TR7 3.48.52

After the first three loops we were 15th overall, this being because of the slippery conditions (modesty).

One thing about this rally is that you run with the works cars and there is nothing like waiting at the start of a stage and looking in your mirror to see Stapelere or Didi waiting to start after you, it don't half make you go quick!!

We restarted on Saturday afternoon number 15, by the 4th loop we were 12th and by the fifth loop 11th – then disaster struck as we reached the end of Harze the torque tube carrier broke away from the body of the car mangled the prop shaft in the process and with no spares we were out. On returning to Spa our final position up to the end of Harze was 10th overall.

Next year – who knows? Yes we hope to go back and recapture some of the atmosphere which only Spa seem to have.

Peter Smith



RALLY REPORT - NHMC WARCOP STAGES

NHMC Warcop Stages Rally Sunday 1st April 2018

Car 51 Dave Jackson/Guy Gladwin
Ford Ka, Class 2 (upto 1600cc)

Well after this year's Malcolm Wilson rally been cancelled due to the inclement weather conditions and a rally Dave Jackson and I like competing in and are familiar with, we were getting rally withdrawal symptoms. We decided to put an entry in for Warcop even though Dave says he doesn't like tar and prefers gravel.

Anyway, I met up with Dave and service crew Colin, Nicky and Ryan at the service area at Warcop on the Saturday afternoon for scrutineering. The car passed and we signed on with no issues at all and we were in the digs (pub) in Appleby all done & dusted for half three. A quick check of the notes and general check of the car and we were good to go Sunday morning. Sunday morning day came dry but cold conditions awaited us for the rally.

Stage 1 (Booth's 1) 12.30 miles

Nearly 13 miles of Warcops infamous tar roads awaited us for this stage. Going to the start Dave and I had discussed the issue of not cutting corners on the stage and how Warcop can bite back hard if you do!!

5 4 3 2 1 away we went doing nothing stupid just finding our feet again after a 7 month lay-off since we last did a rally. Everything seemed to be going ok until we came into a '6L dc' except that we did cut, hitting a rock with our name on with the



near side front wheel. We carried on and the car felt ok for all of about 300 metres when the dreaded vibration through the car started that you get from a punctured tyre. I told Dave we need to stop and change it as there were nearly 10 miles of the stage still to complete which is too far to go on a flat. Very reluctantly Dave pulled over out of everyone's way and we proceeded to change the wheel. I started to undo the wheel nuts whilst Dave started to jack the car up with what I could only describe as the most pathetic horrible scissor jack I have ever seen. Off came the punctured wheel promptly followed by the car falling off the stupid pathetic jack. Absolutely fantastic.....not!!!

Anyway what felt like hours and lots of huffing & puffing lifting the car up with bits of wood to get the jack back under we managed to get the spare wheel onto the car and off we went to finish the stage. 10 mins lost, felt a lot more.

Now running last on the road and 3 mins behind the second to last crew running we decided to carry on with the event and

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RALLY REPORT - NHMC WARCOP STAGES

... continued from Page 10

gain more experience of Warcop and give Dave more seat time on tar and just enjoy the event with no pressure.

Before we went into **Stage 2** and having a word or two with Dave and emphasising the perils of cutting corners yet again we went into the stage which was a repeat of stage 1. Away we went, yep he listened to the little pep talk I gave him regarding cutting and we were now starting to enjoy the event. About 4 miles from the end of the stage I hear through the intercom 'no

rear brakes, they've gone' 'as long as we've still got the fronts we'll be fine' I said.

We finished the stage and promptly went into service where the boys bled the rear brakes which seemed to fix the issue with them, and just a tweak on the front tracking which probably was a bi product from clipping the rock on the 1st stage.

Stage 3 (Aherns 1) 12.98 miles

Still just short of 13 miles so still plenty to go at with just slight changes from the first 2.

Away we went no problems, we were getting really into this rallying lark again when yet again another message comes through the intercom 'just missed a pheasant' so I promptly said 'it's not a problem we've missed it'. On the second lap round at the same place I'm reading the notes when I hear a thud from the front of the car 'what's that I ask' Dave reply's to me 'that pheasant we missed the first lap round, we've just run over his mate, don't they know motorsport is



dangerous' there's never a dull moment in this car. Ha

Stage 4 is a repeat of 3. Away we go again making up good time from our stage 1 misdemeanour. When we come into a 'TYT HRp L' a little too hot and half spin followed immediately by being hit head on by a competitor in one of those French 205's, luckily Dave had the presence of mind to take his foot off the brake so we just basically rolled backwards which took a lot of the force out of the incident. The crew in the French 205 promptly started giving us sign language which was not becoming especially on an Easter Sunday through their windows which being the better people Dave & I didn't respond too. As the 205 got his act together they set off Hollywood style with us following. Suddenly after about 10 yards the 205 just stopped in front of us giving us nowhere to go except for our front bumper to kiss the 205's rear bumper. After a bit of manoeuvring about we got past and carried on to finish the stage. We learned later the 205 had snapped a drive shaft. I would call that Karma. Luckily for all of us continued on Page 23 ...



FLYING SCOTSMAN PICTURE QUIZ

The tenth **Flying Scotsman** takes place between 26th and 29th April 2018. It will be in our area on Saturday 28th and we are running two tests at the former Alamein Barracks, Driffield.

Volunteers are being co-ordinated by **Ian Sadofsky** (07842-417275) who should be contacted if you wish to help.

Can you match the four photos (courtesy of **John Seth** from the 2016 event) with the correct five vehicles.



Can you match the vehicles listed below to the photographs on this page?

1. 1928 Ford A 3300cc
2. 1925 Sunbeam 3L Super Sport 3000cc
3. 1925 Vauxhall 30/98 Velox 4250cc
4. 1927 Bentley 4.½ Tourer 4398cc
5. 1925 Bentley 3L 3000cc



Answers on Page 20



BOOK REVIEW

Title: RALLY NAVIGATION
New, Revised Edition

Author: Martin Holmes

Publisher: Haynes Publishing Group

Published: First Published 1983

Reprinted: 1986, 1987, 1989

ISBN No: 0 85429 314 0

List Price: £

Pages: 185

Type: Hardback

Dimensions: 175mm x 238mm x 18mm

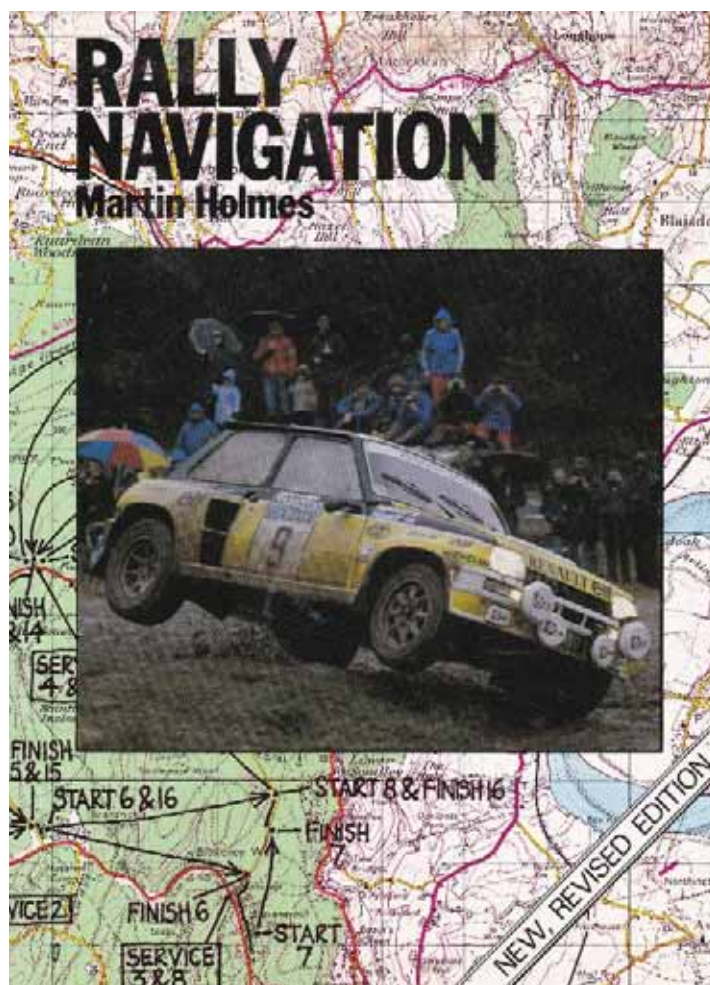
Photography: 92 photos, all black/white

"Rally Navigation has become the "bible" of the navigator, for both beginners and hardened veterans, as well as not-to-be-missed reading for those others who keenly follow the sport as spectators."

So read part of the sleeve of the book that anyone who was worth listening to told you to read as an aspiring navigator.

I have owned three copies in all, the first one lent out to whoever and never seen again. The second copy given away to encourage a "new starter" once I foolishly thought I knew it all. The most recent copy purchased second-hand on e-bay in a fit of nostalgia.

The Foreword is written by David Richards ([whatever happened to him!](#) - Ed) who says that becoming the first World Championship Co-Driver was in part down to him reading this book some eight years earlier. A ringing endorsement indeed.



Firstly your potential reasons for wanting to start rallying are analysed followed by how a rally is organised. Separate sections cover Road Rallying and Stage Rallying with chapters on Equipment, Preparation and Technique.

Specialist issues are covered, including Pacenotes, International events, Service crews and my favourite "Clever rallying".

Lots of examples of paperwork from the period are included as a guide together with good use of photographs.

Whilst it was written in a time before four-wheel drive and HANS devices much of the ethos of the book is still true. It always helps to understand what the organisers are trying to do.

Gavthenav



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MARSHALS NEWS

Unfortunately the Maple Garage Autotest at Sproatley on the 18th March was cancelled due to adverse weather conditions making the venue unsafe.

You may already be aware that the three events held on Melbourne Airfield in 2018 have been cancelled due to on going work on the venue.

As mentioned in the last Magazine the MSA wish to move towards more marshals being registered for different disciplines. Such as Radio people having this on their marshals licence and Timekeepers having the same.

So don't forget, for this year only there is an application process for claiming "Grannie Rights" for people who have the required experience. If you are interested in this please let me know.

John Newlove

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: 01904-608524

**email:
john.newlove@btinternet.com**

HELP WANTED

Sunday 15th April 2018 Jubilee Historic Rally and Run Ilkley and District MC

Ilkley and District Motor Club are once again running the Jubilee Historic Rally and Run on the 15th April 2018.

I am looking for marshals for time and passage controls, test sites (timing and marshalling per autotests) and to man gates and road junctions etc. If you have helped before the format of the rally is similar to previous years and this year we will once again be using Liege timing.

The start venue is The Milestones (see below for details). Signing on for marshals is either:

Sat 14th April
Generous Pioneer
Burley-in-Wharfedale LS29 7HR
(MR 104/161 469)
between 5 & 7.30pm or

Sun 15th April
The Millstones
Kettlesing HG3 2LT
(MR 104/221.75 561.75)
between 7 & 8am.

Please contact
sioned.kitchen@yahoo.co.uk
and telephone number
01274-588864.



MARSHALS NEWS

Sat 28th April 2018 Flying Scotsman Rally ERO

We have been asked to run two tests
on the Saturday morning on

MOD Driffield (the former Alamein Barracks)

Starting at 9am

Please contact:

Ian Sadofsky

iansadofsky@gmail.com

Mobile 07842-417275

The Flying Scotsman rally is
organised by The Endurance Rally
Association. It starts on Thursday 26th
April at the Brooklands Museum and
finishes in Edinburgh on Sunday 29th
April, more information at

www.endurorally.com/pages/flying-scotsman-rally-2018

Sat 12th May 2018 Plains Rally Knutsford & DMC

They are looking for radio operators on
several stages if you can help please
contact:

Bill Wilmer, Plains Rally Radio Staffing Officer & Radio Controller

MSA Regional Radio Co-ordinator;

Bill@GeminiCommunications.org.uk

Or search the web for:

www.geminicommunications.org.uk/

Sat 19th May 2018 Scottish Rally (Twiglees Stage)

Elizabeth Klinkenberg is asking for help.
Details at present are still to be finalised
but signing on will probably be 6.15 ish
(this will be confirmed once I have the
official times for the stage).

The stage will be used twice in the
morning for the 2wd and twice in the
afternoon for the 4wd. If you can help
please contact Elizabeth (H) 01909-
564124 (M) 07713-324499

NHMC Autotest 29th April 2018

The Maple Garage Autotest
Maple Garage, Sproately

Contact: Christopher Newlove
07729-721937

email: christophernewlove@hotmail.co.uk

This has been re-arranged
following the cancellation
of the 18th March
date due to snow and ice.

Fri 8th and Sat 9th June 2018 ATL Carlisle Stages Rally

Buccaneer MC are running stages on
this event on: Friday Thwatergill and
Saturday Newcastleton.

For details please contact
Trevor Leathley

(H) 01482-862377 (M) 07980-476122

Jim Maguire

(H) 01539-560965 (M) 07802-509444

jim_maguire@btinternet.com

MELBOURNE AIRFIELD - DEVELOPMENTS

Melbourne – What's Happening?

About a year ago Robert Newlove (**RN**) and I (**GH**) attended a meeting of the Club's running rallies on Melbourne, called by Derek Lee (**DL**) of Trackrod MC. In his capacity as liaison with the landowner, John Rowbottom (**JR**), (**DL**) had been asked to make us all aware of potential developments at the venue.

Discussions were taking place re the possibility of a new surface being placed on the main runway and Mintex moving their testing programme to Melbourne from Sherburn-in-Elmet.

The suggestion was that whilst this would probably be the end of Drag Racing it was likely that Rallying would be able to continue in some form. Should a deal be agreed it was going to be later in the year before any changes happened and so at worst was only going to affect the Vale of York Stages in September.

Nothing much seemed to happen and all three rallies went ahead as planned while the Drag Race Organisers (**DRO**) started a campaign to raise £100K to lay down a new surface for their use.

A second meeting took place last month (March) at the request of (**JR**) to update us on progress. John Newlove (**JN**) and (**GH**) represented NHMC/JOMR, Andy Richardson (**AR**) Trackrod MC/ Lookout with Vale of York represented by Len Fowkes (**LF**) (Lindholme MSC) and A.N.Other (Slaithwaite MC).

(**JR**) Started by confirming that the contract had now been signed and was with the legal people for ratification! In preparation for the work TI Rally School have relocated to the section between the Grandstand and the Pond/Pylon including the re-siting of their Portacabins.

New tarmac will be laid comprising a 9 metre wide strip extending for one mile cut into the centre line of the existing main runway. At each end will be a 20 metre square of the same material to allow vehicles to turn.

This is high spec material and the penalties for/cost of damage repair will be high. Some of the equipment/buildings close to the drag strip have been removed and work should commence laying the new tarmac in the next 2/3 weeks (subject to favourable weather conditions).

(**JR**) Advised us that he had met with (**DRO**) the previous day, they had reached the £100K funding target. Their proposal is to lay two strips each 6 metre wide at either side of the new central strip. We asked what length and (**JR**) assumed a quarter of a mile but agreed that it would have to be longer for deceleration but said that had not been made clear.

The (**DRO**) had been quoted a price by Cemex to have the work done whilst they were on site, as this represented a saving of circa 10%, and they were keen to proceed straight away. The proposed total width of the three tarmac strips would be 21 metres and even allowing for some separation it would still leave access

continued on Page 17 ...



MELBOURNE AIRFIELD - DEVELOPMENTS

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down the sides for rallies as the main runway is between 45M and 50M wide. The **(DRO)** also wanted to impose some speed restrictions on certain access roads which would impact upon their use for rallying. **(JR)** said nothing had been agreed and that due to the increased financial commitments he required a formal written agreement with the **(DRO)**, although they did not seem to see the need, and having had the experience with the previous agreement he felt that it could be a couple of months at least before any Tarmac would be laid for a new drag strip (if at all!).

(JR) other changes required for the **(DRO)** ed was the earth bank on the right hand side to be increased to a height of six feet near the start line to provide a sound barrier (an existing PR issue/planning requirement). In practice this would see the material furthest away from the start moved to make the rest higher, this was likely to form Spectator banking to replace the derelict grandstand. New buildings would be required to be built away from the edge of the track and to be of an improved appearance/ condition.

(AR) Outlined the three Clubs desire to lay some additional tarmac from Point A (the back entrance to Edwards) via Point B (where the road forks left to the end of the service area – Point D - or right as stage route) to Point C (the end of TI's test track at the far western end of the main runway). Our preferred timescale was when Cemex were on site, for the same cost saving benefits as the **(DRO)**.

(JR) Welcomed any proposed additional tarmac but said the area from Points B to C had no benefit for his operations. He stated that previously he had thought that if we got less than 5 years use of any tarmac surface we paid for it was not unreasonable to expect him to refund 20% for each year not used as he had a benefit from the work we had done. With the section Point C to Point D that would not be the case.

A general agreement was then reached between the four clubs that a better option was to reinstate/tarmac the unused section between Points B and D instead of Points B and C. **(JR)** agreed that he would treat that as the other improvements as it was a piece of road they used.

We all accepted that it was not practical to have any of our proposals carried out at the same time as the main works and that the current uncertainty with the response of the **(DRO)** made all plans uncertain.

(JR) added that until the tarmac was laid he was unsure himself how much room there would be to get around the ends. Crossing the new tarmac strip was allowed at three specific places (barn, tower and end of service area) but no turning or heavy braking/acceleration would be allowed. The edges were particularly vulnerable and so no running over the ends would be allowed. It became apparent at this stage no guarantee of a complete circuit could be made.

(LF) floated the idea that we should forget about running any events this year t
continued on Page 22 ...



AUTOTEST ROUNDUP

THE ONE POINT AUTOTEST 11th FEBRUARY 2018 RESULTS

Driver	Cs	Car	Tests 1-6	Tests 7-12	Sub Total	Tests 13-18	Total	O/A	Class
Toby Evans	1	Lupo	538.9	Ret					
Alan Williamson	1	Lupo	482.2	439.1	921.3	567.5	1488.8	6	1
Jasmine Williamson	1	Lupo	Ret						
Garry Hodgson	2	Ka	338.4	330.9	669.3	422.7	1092	4	3
Robert Short	2	Nova	325.6	325.3	650.9	371.3	1022.2	1	1
Stephen Short	2	Nova	333.4	342.8	676.2	359.1	1035.3	2	2
Louis Sutton	2	Metro	446.4	434.7	881.1	Ret			
Philip Sutton	2	Metro	364.6	373	737.6	Ret			
Dave Garvey	6	Mazda	378.2	368.9	747.1	403.8	1150.9	5	2
Lawrence Green	6	Mazda	330.9	338.1	669	382.2	1051.2	3	1

theonepointTM

FEBRUARY AUTOTEST

The February Autotest, kindly sponsored by Ken Sturdy, took place at Readers Yard, Brandesburton, on Sunday 11th February.

The event was organised by Robert Newlove assisted by Gail Newlove.

Kirsty Thompson compiled the results and Scrutineering was once again carried out by Graham Tabor, Dave Cogan kept everybody in-line in his usual role of Steward.

Giving up their time to time the competitors and ensure the correct route was followed were Howard Everingham, Mike Kitching, John Milner, Dennis Robinson and Carl Thompson.

A good turnout with only 6 of the 10 competitors completing all 18 tests.

The overall winner was Robert Short, last years NHMC Autotest Championship runner-up.

Robert Newlove



facebook.com/northhumbersidemc

www.nhmcwarcopstages.co.uk

AUTOTEST ROUNDUP

The March Autotest was to have taken place at Maple Garage, Sproatley (by kind permission of the Burton family) on Sunday 18th March, organised by Chris Newlove and Kirsty Thompson.

With the country quaking over "Beast from the East Two" (to avoid confusion not Dave Short!) Chris and Kirsty resembled Owain Wyn Evans and Keeley Donovan as they monitored the weather and issued forecasts to potential competitors and marshals alike.

The first warning went out via Facebook on Saturday 17th at 1703 hrs with

cancellation being confirmed on Sunday at 0732 hrs after consultaion with the landowner.

Ice underneath the snow was the issue.

The event has been re-arranged for Sunday 29th April at the same venue.

Regulations will be available from Kirsty. Please advise on attendance to either

Chris Newlove 07729-721937 or

Kirsty Thompson 07725-950344

E Mail kirsty-jt@hotmail.co.uk

NHMC AUTOTEST CHAMPIONSHIP 2018

Pos	Name	New Year	February	April	November	Total
1	Alan Williamson	55	55			110
2	Stephen Short	45	50			95
3	Robert Short	40	55			95
4	Joe Sturdy	55				55
5	Lawrence Green		55			55
6	Ken Sturdy	50				50
7	Dave Garvey		50			50
8	Alastair Brown	34				34
9	Chris Newlove	33				33
10=	Toby Evans	10	10			20
10=	Jasmine Williamson	10	10			20

Notes on Scoring Points

Only current NHMC members score points.

Points are awarded as follows:

10 points for starting an event, 20 points for finishing plus class points, First in Class 25 points, Second in Class 20

points, Third in Class 15 points, Fourth in Class 10 points and Fifth in Class 5 points.

Additionally if there are more than five in you class you get 1 point for each class starter beaten outside of the top five.

Robert Newlove



NHMC WARCOP STAGES AWARD WINNERS



NHMC Warcop Stages Rally

Sunday 1st April 2018

Final Award Winners



Pos	No.	Driver/Co-Driver	Class	Vehicle	Total	Diff. Leader	Overall Pos
Overall Awards							
1	1	Greg McKnight/Harry Marchbank	4	Ford Escort	1:11:19		1
2	7	Rob Snowden/Mark Fisher	4	Ford Escort Mk2	1:11:57	0:38	2
3	6	Iain Wilson/Chris Williams	4	Ford Escort Mk2	1:13:07	1:48	3
Class 1							
1	29	Stephen Bethwaite/Ann Forster	1	Vauxhall Nova Sport	1:18:21		18
2	46	Martin Payne/Sarah Payne	1	Vauxhall Astra	1:24:01	5:40	23
Class 2							
1	20	Stevie Irwin/Ian Middleton	2	Vauxhall Nova	1:15:00		7
2	18	Barry Lindsay/Caroline Lodge	2	Peugeot 106 GTI	1:15:04	0:04	8
3	61	Donald Bowness/Paul Gribben	2	Vauxhall Nova	1:15:32	0:32	10
Class 3							
1	32	Gareth Hooper/Sam Bilham	3	Opel Manta 400R	1:15:56		11
2	27	Mark Thompson/Alistair Hutchinson	3	Peugeot 206 GTI	1:18:37	2:41	17
3	24	John Richardson/Mark Shepherd	3	Ford Escort Mk2	1:19:26	3:30	18
Class 4							
1	21	Marcus Noble/Helen Noble	4	Ford Escort Mk2	1:13:53		5
2	15	Stephen Hope/Shona Hale	4	Ford Escort	1:15:29	1:36	9
Class 5							
1	3	Ian Paterson/Dave Robson	5	Subaru Impreza B13	1:13:14		4
2	58	Lee Hastings/Cole Hastings	5	Subaru Impreza	1:14:29	1:15	6
3	25	Andrew Varley/Paul Wild	5	Ford Escort Cosworth	1:16:13	2:59	12
Class H2							
		No finisher eligible					

Issued at 18:50 on 1 April 2018

Results by North East Rally Services
Software by Tynemouth Computer Services



FLYING SCOTSMAN PICTURE

A3, B5, C1, D2, E4

QUIZ ANSWERS (From page 12)



facebook.com/northhumbersidemc

www.nhmcadwellstages.co.uk

MELBOURNE AIRFIELD - DEVELOPMENTS

... continued from Page 17
to evaluate the impact once the Tarmac was down. **(JN)** said we would support that course of action as it would also allow time to see how the **(DRO)** responded. **(GH)** suggested we should prioritise any investment on remedial works to ensure we had a usable route around either end of the new strip.

All the clubs agreed this was the best way forward and **(AR)** agreed to consult with the rest of his organising team and recommend cancelling the Lookout Stages (Regs were already out and entries being taken). The timescale for making the announcement was left with **(AR)** to decide and also to publish the decision.

(JR) felt we had reached the best solution as his fear was that an issue occurred on the first event and in order to protect his relationship with Mintex he had to curtail rallying altogether. At least this way he felt we could have time to assess the situation once the tarmac was down, have a period to establish a working relationship with

Mintex and plan/implement any remedial action ready for next year.

One other issue that was raised was the damage to the non-tarmac surfaced roads when it was a "wet" rally. Initially it was suggested that **(JR)** might withdraw permission with as little as 24hours notice if it was very wet. He accepted a counter proposal that we should have stage routes designated as dry or wet and have both approved so that on the day he could withdraw the parts that he felt would suffer undue damage. This was suggested as how we and Slaithwaite MC ran at Manby. It was agreed that the designation of routes as wet/dry should form part of the planning once the tarmac was down. The status could be changed if the road surface changed.

(JR) said he would advise us once the tarmac laying was complete so we could have a site visit and start planning for 2018.

Gavin Heseltine

GOING

Before PPI, before false e-bay accounts, before internet scams, before pyramid selling their was **Ken Hailstone**.

Come and see the legend in action as he parts normally rational intelligent (well some of them as Beverley MC are here as well!) Club Members from their out of date postal orders and heating allowance for unadulterated junk.

GOING



**Thu 3rd May 2018
Annual Members Auction
(in conjunction with
Beverley & DMC)**

Convert you unwanted family heirlooms to cash or snap-up some rare sought after things at bargain prices.

**Ferguson Fawsitt Arms PH
Walkington
9PM Prompt**

GONE!



RALLY REPORT - NHMC WARCOP STAGES

... continued from Page 11

Ian Maddison and his crew came to see us in service to say had caught all the incident on camera. Just in case there were to be any repercussions later.

Stage 5/6 (Saddington's 1&2) 9.77 miles were shorter stages and run the opposite way to the previous 4 stages. These were by far the best for us where everything just clicked and had no problems on. In fact Dave said he was ready to do the rally again after the last stage as he had now got used to the characteristics of the car and knows we could of done a lot better. The car is about 50ish horsepower down on others in the same class but hey we just go out to do the best we can with the tools we have.

We finished the day 36th o/a and 8th in class. Which after the shenanigans on stage 1 we'll take.

Thanks to service crew Nicky, Colin and Ryan, we always find something for you to do!! and to Dave for the ride round.

Guy Gladwin

"You couldn't make it up department"

Just for comic effect, the only two "long term" Club members doing the event happened to be navigating in cars 34 and 51 who had a close encounter on Stage 4. The funny thing was Guy had sent me his article before he realised close neighbour Rob Brook was his "dancing partner".

Ed.

MEMBERSHIP SECRETARY

Joined/re-joined since 14th January 2018

Single Membership (67): Pete Barnett, Phil Boyle, Trevor Davies, James Ducker, Adam Evans, David Garvey, Lawrence Green, Richard Hay, Christopher Marlow, John Newlove, David Sloan, Scott Sloan, Joe Sturdy, Ian Walker, Nigel Wetton, Paul Wild and Richard Wood.

Joint Membership (52): Stephen & Sadie Barmby, Robert & Hazel Brook, Dean & xxxx Carter, Richard & xxxx Coates, Alistair & Joe Hutchinson, Tracey & xxxx Kearsley, Alan Kirby & Gillian Robinson, Howard & Ruth Paterson, Carl & xxxx Thompson, John & xxxx Wylie.

Family Membership (15*): Phillip & xxxx Morley.

Life Membership (1):

Single Membership: £12.00

Joint Membership: £15.00

Family Membership: £17.50

Joint/Family Membership is only available if all are resident at the same address and only one Magazine is supplied. Additional club membership cards can be supplied if more than one member competes.

Dennis Robinson

NHMC STAGE RALLY CHAMPIONSHIP

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

DRIVERS	1	2	3	4	5	6	Total
01 Ian Bainbridge	67 (4)						67
02 Ken Sturdy	56 (4)						56
03 Allan McDowall	54 (1)						54
04 Dave Watkins	54 (2)						54
05 Stuart Carris	46 (2)						46
06 Philip Megginson	45 (4)						45
07 Christopher Marlow	35 (3)						35
08 Scott Sloan	10 (3)						10

NAVIGATORS	1	2	3	4	5	6	Total
01 Alistair Hutchinson	58 (3)						58
02 Richard Wood	56 (4)						56
03 Gavin Heseltine	54 (1)						54
04 Nigel Wetton	41 (3)	10 (4)					51
05 Linda Carris	46 (2)						46
06 Paul Wild	45 (3)						45
07 Guy Gladwin	36 (3)						36
08 Adam Evans	35 (3)						35
09 James Ducker	10 (3)						10
10 Phil Boyle	10 (3)						10
11 Rob Brook	10 (3)						10
12 David Sloan	10 (3)						10
13 Tom Hutchings	10 (4)						10

Events Since Last Magazine				
4	Alan Healey Memorial Rally	08/04/2018	SV-A	Cadwell Park RC
3	NHMC Warcop Stages	01/04/2018	SV-A	Warcop Ranges
2	Rally Services Rally North Wales	24/03/2018	MV-F	Dolgellau
1	Visit Conwy Cambrian Rally	17/02/2018	MV-F	Llandudno



STAGE RALLY ROUNDUP

February and the opening round of the 2018 BTRDA Series, the Visit Conwy Cambrian Rally, saw an Englishman and a Scotsman beaten into second in class by an Irishman in Wales.

Allan McDowall/Gavin Heseltine debut with the 2.5 Millington engined MkII in the forests was uneventful and resulted in 28th overall.

Interested (and hung-over) spectators at the event were **Neil Fewlass/Steve Varey** whose intended entry in the "new" Fiesta ST had not quite materialised due to some parts having not arrived in time. A night out sampling Llandudno's finest India cuisine had limited their spectating to the Service Area as Neil dare not risk being too far away from flushing facilities!

Rally North Wales saw the historic Escort duo of **Dave Watkins/Mark Casey** and **Stuart/Linda Cariss** finish 24th (3rd Class) and 30th (4th Class) respectively.

For our own NHMC Warcop Stages see a full roundup in next months Magazine.

The Alan Healey Memorial Rally at Cadwell Park Saw a fantastic 4th O/A (2nd Class) finish for **Ian Bainbridge**/Daniel May, the wet conditions obviously suiting their Subaru Impreza.

Ken Sturdy/Richard Wood collected 20th O/A (3rd Class) in a very competitive Class B in the Suzuki Swift Maxi.

Philip Megginson/Richard Cartledge brought the Subaru Impreza home in 27th O/A (8th Class) improving on his 43rd O/A when here last in November 2017.

Nik Artley/**Tom Hutchings** retired after a heavy impact with the armco in the Ford Escort Cosworth whilst lying 41st O/A.

Having joined NHMC at Warcop the week before John Griffiths/**Nigel Wetton** suffered a DNF with a blown turbo on the Subaru Impreza whilst lying 8th O/A.

The "Beast from the East" and Storm Emma put paid to every-ones plans. Staying at home on the first weekend in March were **McDowall/Heseltine, Fewlass/Varey** and **Guy Gladwin** who was due for his annual outing with Dave Jackson in the 1600 Ford Ka. The cancellation of the Malcolm Wilson Rally being the cause.

The Imperial Commercials Volkswagen Donington Rally, the next day at Donington Park Race Circuit, was also cancelled meaning a delayed start to the season for **Ken Sturdy/Richard Wood** and **Geoff Gouriet**/Steve Dolman.

Also affected that same weekend were Bournemouth CC's Bovington Stages (rescheduled for 11/12 August) and Newtown & DAC's Grooms Garage Mid Wales Stages (now rescheduled for 27 May). Even Ireland was affected with the Limerick Forestry rally being postponed three weeks until the 25th March.

Conditions were so bad that the Border Counties Rally in Kielder forest, scheduled for 09/10 March, was cancelled eight days in advance on the 2nd March. Still at least it allowed **John McDowall**/David McCloud time at home to polish the Sunbeam (or the bagpipes)!



POLO SHIRT

Info not for garment being supplied,
waiting actual details.

Fruit of the Loom 65/35 Heavyweight
Pique Polo Shirt, 65% Poly/35% Cotton,
60 degree wash, easy care fabric means
less ironing.

Sizes range from S-XXL in 10 colours.

Length - Measure from highest point of
shoulder to bottom edge of garment



£12.00 incl Badge A or C

VEE or CREW NECK SWEATSHIRT

Info not for garment being supplied,
waiting actual details.

Fruit of the Loom 65/35 Heavyweight
Pique Polo Shirt, 65% Poly/35% Cotton,
60 degree wash, easy care fabric means
less ironing.

Sizes range from S-XXL in 10 colours.

Width - measure around garment 2cm
down from arm holes



£14.00 incl Badge A or C

FLEECE JACKET

Info not for garment being supplied,
waiting actual details.

Fruit of the Loom 65/35 Heavyweight
Pique Polo Shirt, 65% Poly/35% Cotton,
60 degree wash, easy care fabric means
less ironing.

Width - measure around garment 2cm
down from arm holes

Length - Measure from highest point of
shoulder to bottom edge of garment



£20.00 incl Badge A or C



PENS ON A STRING

Ideal for the Navigator, Marshal or Organiser in your life - i.e. YOU!

With Badge C (the Golden Jubilee Logo) on the hoder.

Very hard to find this type of pen anymore so we have had some made.

NB Picture is for illustration purposes only, actual type may differ.



£3.00 each incl Badge C

MOTOR CLUB MUGS

Have a drink with us ... ideal for the Workshop, Garage or Service Barge.

Why not get a set, we even do discount for half a dozen (buy 5 get one free).

Complete with the Golden Jubilee Logo.

NB Picture is for illustration purposes only, actual type and colour may differ.



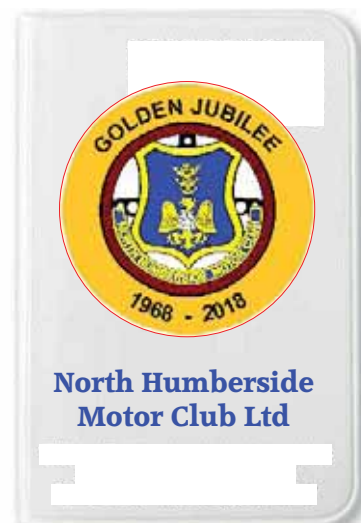
£TBA incl Badge C

MEMBERSHIP CARD WALLET

Keep your club membership card safe in this plastic wallet complete with Badge C Golden Jubilee.

Allows those with all their receipts in an older card to mark the fiftieth milestone. Size open 148mm(W) x 105mm(H).

A second pocket could be used for your competition/marshals licence or the membership card of a lesser club!



£2.00 incl Badge C



CUSTOMISATION

Clothing can be ordered with either Badge A or Badge A with banner B on the left breast.

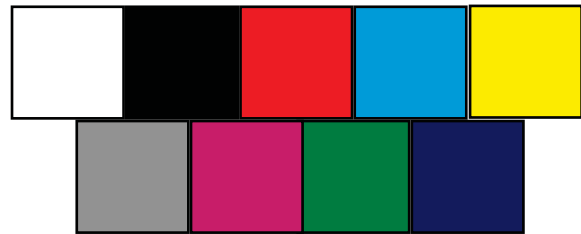
Badge C is not available as embroidery on clothing due to the size/number of stitches, it is available where printed on to items.

Names can be added at an additional cost of £3.00 either below the badge A or level with the badge A or A and B on the right breast.

COLOURS (Clothing)

The standard club colours are Royal Blue and Yellow. With the garment blue and any name printing in yellow. By choosing these colours we present a corporate image for the club.

Other colours can be supplied subject to sufficient demand.



BADGES AND BANNERS



Badge A

GOLDEN JUBILEE

1968 - 2018

Banner B



Badge C

PAYMENT AND POSTAGE

All payments must be made in advance, requests will be held until any minimum order number is reached.

Refunds will be made if insufficient are requested to achieve the minimum order quantity required or if a request is cancelled before goods have been ordered. Postage will be payable unless collection is arranged.

ORDERS/PAYMENTS TO

John Newlove
43 Jervis Court
Sutton on Derwent
York
YO41 4JX

(H) 01904-608524
(M) 07885-785677
Email john.newlove@btinternet.com



NHMC MERCHANDISE

From:

To: John Newlove

(01904-608524)

john.newlove@btinternet.com

I wish to order the following items and enclose payment in full (cash or cheque) to the amount of £....., and I understand that refunds can only be given in exceptional circumstances once the goods have been ordered and in no circumstances if a name has been specified. Orders will be processed as economically viable.

Item	Colour	Size	Quantity	Price Each	Price Total
Polo Shirt				£12.00	
V or Crew Neck Sweat Shirt				£14.00	
V Neck Pullover				£20.00	
Fleece Jacket				£20.00	
Beanie Hat				£7.00	
Pen on a string c/w Logo C (One)				£ 3.00	
Pen on a string c/w Logo C (Two)				£ 5.00	
Motor Club Mugs c/w Logo A or C (One)				TBA	
Motor Club Mugs c/w Logo A or C (Six)				TBA	
Membership Wallet c/w Logo C				£2.00	
Golden Jubilee Enamel Badge c/w Logo C				£3.00	

CUSTOMISATION

Logo A
Standard Club Badge

Logo C (variation of)
+ Banner B
Golden Jubilee Badge and Text

Logo C
Golden Jubilee Badge
(Not suitable for clothing)

Name (on right breast)
BLOCK CAPITALS

Delivery	£2 to £4 (Ask JN)	
Add a Name	£ 3.00 Per Garment	
TOTAL COST (In Advance)		

SIZE GUIDE

Small	36"	} Subject to confirmation
Medium	38"	
Large	40"	
1XL	46"	
2XL	50"	
3XL	54"	



N.H.M.C 2018 CALENDAR OF EVENTS

<u>Date</u>	<u>Event</u>	<u>Location</u>	<u>Type</u>
07-Jan	New Year Autotest	Brandesburton	Autotest
11-Feb	February Autotest	Brandesburton	Autotest
01-Apr	Warcop Stages	Warcop Ranges	Stage Rally
21-Apr	50 th Anniversary	Willerby	Dinner
29-Apr	March Autotest (Re-arranged)	Sproatley	Autotest
03-May	Club Auction Night	Walkington	Auction
13-May	John Overend (CANCELLED)	Melbourne Airfield	Stage Rally
15-Jul	Caves Classic	North Cave	T/Assembly
19-Aug	S-o-D Classic	Sutton on Derwent	T/Assembly
08-Sep	Bridlington Weekend	Bridlington	T/Assembly
09-Sep	Bridlington Weekend	Bridlington	Autotest
17 Nov	Cadwell Junior Rally	Cadwell Park	Stage Rally
18-Nov	Cadwell Stages Rally	Cadwell Park	Stage Rally
25-Nov	Autotest	Brandesburton	Autotest
13-Dec	Christmas Quiz	Skidby	Quiz