

STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

Issue 1 - 2025



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NOTICES:

Club Window Stickers

On sale at Club nights

Windscreen stickers for the inside of the screen:- £1 each



Club Meetings

The club meetings have become very poorly attended in the past year, so just a reminder.

We meet the first Thursday in the month, at the Fergy Fawcitt in Walkington, near Beverley.

We gather in the little snug room from 8.0pm.

Robert Newlove

Editorial - (Personal Opinions of Dan Hart)

Hello and welcome to the latest edition of Stage Times.

This is the first edition proper of 2025. The last magazine was due to go out before Christmas but due to a mix up and Christmas commitments it wasn't issued until January.

We're now in mid-April and I've been holding off publishing another magazine until I have some content to share but I'm sadly without so apart from the standard information that you can find on the NHMC website (address at the top of every page) I have only my ramblings to share.

So the first request is – if you have any articles about your motorsport/car activities or if you feel you have the material available to write one, please send it to me. My e-mail address is NHMC@stage-rally.com or I can arrange to collect if you have a paper copy (but I'd prefer an electronic version).



<https://northhumbersidemotorclub.co.uk/>

Second request – I can publish a magazine more frequently but it's even less likely to have any content, it would be more of a newsletter/pamphlet. If you have a strong preference for a more frequent magazine (every month or 2 months) please contact me on the above e-mail address or speak to one of the other committee members and they can bring it up at the monthly committee meeting.

Once again I've done no actual motorsport yet in 2025. A familiar story; this is dictated by lack of disposable income and other commitments. I have however competed in a large number of online events. I've been competing in the WRC in a Toyota Yaris and also racing at various global circuits on Gran Turismo 7. Last Saturday I raced 5 laps around the Nurburgring Nordschleife in a Gp3 Porsche 911 RSR and came second. I was competing against a Dane, a German, A Portuguese driver, a chef from Illinois, an engineer from South Carolina, an Irish Systems Engineer from Manchester and a Chemist from Anlaby. I have a good record at winning the regional (East Riding of Yorkshire) championship on GT7. It's not quite the same without the smell of petrol and burning rubber but it's a good substitute and a lot less expensive. If anyone's interested in getting involved, please get in touch.

In the real world I've been enjoying life with my Audi S6 and might even take it to the Driffield Car Show at the end of April. After fitting a set of winter wheels and tyres I started putting some miles on it. There have been a few small issues. From the day I picked it up there had been some intermittent gearbox problems – either I'd pull away in first and it wouldn't shift to second or it would go into limp mode and stick itself in 4th or 5th gear. This wasn't a problem at first because it was occasional. In March it got worse and the starter wouldn't crank unless I moved the gear shifter slightly out of position. I did some research and had some diagnostics done then

concluded that it was the transmission position sensor which is

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mounted on the side of the ZF 5HP transmission, inconveniently behind a gearbox/subframe mount. I ordered a part but before it arrived I experienced a complete failure to start while I was in an ASDA car park in Coventry. I called the AA and a helpful young chap turned up and set about running more diagnostics. The AA's training focuses very much on OBD and diagnostics but my 23 year old Audi wouldn't tell him much that was helpful to him. In the end I convinced him that all I needed was a wire from the starter solenoid to the battery. He lent me some tools and a crawler board and the engine was started in 5 minutes. I went on my way, fitted a separate starter switch to keep me going then fitted the transmission sensor when it arrived. The car has been driving superbly ever since. I also



had an MOT done by JD Autotech in Beverley who were extremely helpful and accommodating, I would definitely recommend them.

Last off on the S6, I've been without a tow car since I sold my other

two Audis last year but noticed on the original sales invoice of the car that it had a towbar specified. I had a poke around under

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the car and found that the towing electrics and the socket for the towbar were present, it was just the swan neck that was missing. I obtained a towbar and now I'm fully equipped, I celebrated by taking the mountain bikes up to Dalby last week and had a good thrash around.

Back in February I visited NY500, a car themed coffee shop just south of Pickering. It's a great place to visit, entry is free, all you need to do is buy a brew. I've included some photos and explanation of the exhibits later in the magazine. Places like this are springing up all over and provide an informal place to meet for car enthusiasts. In some ways they're providing an environment for motor clubs to get together and there was such an event last week at The Motorist at Sherburn-in-Elmet which was advertised on the NHMC facebook page. The Motorist is next on my list to visit. Before I enter the final part of my missive I should note that my favourite exhibit at NY500 was a sectioned version of a Vauxhall redtop engine which reminded me I have work to do.....



On the subject of which, I completed the assembly of my redtop and ran a compression check. There was no compression on cylinder 3. I improvised a cylinder leakdown test by blowing



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compressed air into the spark plug hole using an old compression tester that I butchered, I could feel air blowing out of the exhaust port. I pulled the engine apart again and there is no visible damage to the valves, they appeared closed but after inverting the head I filled the combustion chambers with WD40 and it ran past the valves so there is obviously some valve damage. I had a rummage and found 4 cylinder heads in my store room. A few years back I had the bright idea that I'd strip all the valves out, lap them in properly and rebuild all the heads. Unfortunately I only got as far as the strip down so now I have several boxes of valves, collets, springs, caps – and more work to do before I get this engine finished.



I stripped my old cylinder block and found a new use for it in my garden, photo in the tailpipe section at the end of the magazine.

Dan Hart April 2025



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North Humberside Motor Club Ltd

Membership for 2025

Dear Member,

Your current Membership was due for renewal on 1st January 2025.

Please renew your membership either by completing the form on the NHMC web-site (at

[https://northhumbersidemotorclub.co.uk/nhmc-](https://northhumbersidemotorclub.co.uk/nhmc-membership-renewal-2023/)

[membership-renewal-2023/](https://northhumbersidemotorclub.co.uk/nhmc-membership-renewal-2023/)) or by returning this form to the Membership Secretary, Dennis Robinson, at the address below, or in person at a Club Night.

The costs involved in running the Club are large and we are always running to a tight budget, so once again, can we ask you to please treat the membership fees as a minimum guide, and if you feel that you can afford to subscribe more than the suggested minimum, please do so.

The membership subscriptions below are as low as we can set them. They have not changed for many years. If you feel that you can afford a little more, to support your club, and the organising teams who go to great lengths to organise the various events throughout the calendar, please feel free to add a little more to your subscription, rather than just the subscription rates quoted below.

Single Membership £12.00

Joint Membership (two members at the same address) £15.00

Family membership £15.00



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To: Road Rally Event Organisers/Clubs/Regional Associations.

19th March 2025

Dear all,

Throughout its rich history, Road Rallying has endured many challenges from external sources, many of which have threatened the existence of your part of the Rally landscape. With close cooperation between Motorsport UK in its previous guises, Event Organisers and Clubs, and the Regional Associations, the sport has continued – and continued to provide an excellent entry point into Rallying.

The 2024 season was a great year for Road Rallying with, in large part, well-organised and well supported Events that are worthy of celebrating and demonstrated best practice. We have seen several excellent, young organisers administering Events across the country, bringing with them a new level of understanding of the Regulations together with great professionalism. These organisers have administered some excellent Events for Competitors, that also meet the demands of relevant legislation and the National Competition Rules.

As many of you will be aware, we have started 2025 with a number of challenges, which is placing Road Rallying under the spotlight in a way that we have never seen before. These challenges are all coming from within and are all completely unnecessary – and totally avoidable.

Road Rallying is a dedicated and treasured discipline, forming the foundations for many Rally careers and bringing with it many loyal spectators and organisers. It is also a discipline that places significant safety and organisational responsibilities on Organisers and participants that, if not complied with, have the potential to present significant risk to participants and the wider community. It is therefore vital to ensure that both legislative and regulatory obligations are strictly complied with to minimise any safety risk to communities and ensure the Rallies can continue to prosper. If legislation, authorisations and regulations are not complied with, it presents a **significant threat** to the future of Road Rallying.

The work that the Competition Authorisation Office (CAO) undertakes, together with the RLOs and our Insurance Brokers and Underwriters, is vital to ensuring compliance with legislation including The Motor Vehicles (Competitions and Trials) Regulations 1969 and the Road Traffic Act (the 'Relevant Legislation'). Stringent checks are being carried out on every Road Rally and any discrepancies will be strictly dealt with – including referral to the National Court where necessary. Motorsport UK **will not tolerate** non-compliance with Route Authorisations and / or the Relevant Legislation. If any such non-conformities are found, the Club's ability to apply for Permits and organise future Events shall be **suspended immediately** pending further investigation.

Previous non-conformity by certain Events have resulted in increased attention from members of the public, which are becoming increasingly difficult to defend. In recent weeks, we have seen reports to MPs and members of the Welsh Assembly, calling for Road Rallying to be investigated and stopped immediately. Whilst Motorsport UK are doing their best to defend the Sport and safeguard its future, the future of Road Rallying is in your hands, don't be the ones that result in sport being stopped indefinitely.





These Events take place on open public highways and are increasingly popular with spectators. That popularity does not mean you have permission to drive in a manner not compatible with the Road Traffic Act or general safety, those few seconds you may think you save by sliding into junctions can have serious consequences to both the safety of others and the sport. Driving standards must improve.

Competitors are reminded that it is essential to have adequate RTA cover including appropriate event top-up cover. Incidents of non-compliance with Motorsport UK Regulations, the Road Traffic Act or insurance requirements will reduce the availability of affordable insurance cover, potentially resulting in the **withdrawal** of cover for motorsport events on the public highway and **seriously damaging** both Road Rallying and Rallying as a whole.

Motorsport UK wish to be perfectly clear with this: we want the sport to continue, we want to continue to support Event Organisers and Clubs, we want to retain the rich history of this part of the Rally landscape – but compliance with organisation and participation in these Events must be in accordance with the NCR and the Relevant Legislation. Safety of all participants must be paramount. **This is not negotiable.**

If we continue to see the behaviours we have witnessed since the beginning of the season, Motorsport UK **will not permit any Road Rally Events until such time that we are confident that this conduct has stopped.**

If you are contacted by members of our Rallies or Legal team over the coming weeks seeking information to support the ongoing investigations, please work with them.

Please work with us to ensure that Road Rallying can continue long into the future, providing an entry point into Rallying in a way that can be enjoyed by everyone in a manner that is safe, fair and fun.

With Kind Regards,

Motorsport UK



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NY 500, Pickering – highlights



Above: Italian Job - Minis on the roof of NY500

Below: V8 Range Rover competed in the 2003 G4 Challenge



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Above and below; Ford & Prodrive's showcar. This version of the BTCC Mondeo was part of the Millenium Dome exhibition in 2000. It was set up as a simulator and has been signed on the door by Alain Menu. It's for sale for £15 000.



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Above – replica of Colin McRae WRC Ford Focus based on an ST170, it's a “Mild Rally Spec”, is MOTd and only has 16 000 miles on the clock.



1950 Chevrolet pickup was imported from USA.

The 6R4 on the front cover is also at NY500. It's a good place to have a closer look at your leisure.



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**Driffield
Classic Car
Sunday**

**Show Date:
April 27th 2025**



What's the point of owning a classic if it doesn't show?

**Would you like to bring your classic car
to Driffield's Classic Car Sunday?**

Of course you can!

It's completely free to enter, so why not share your pride and joy with car enthusiasts and the general public? Who knows, you could win a place in one of the judging categories.

If you're wondering whether your car qualifies as a classic, the answer is yes. Just register and bring your magnificent vehicle for everyone to enjoy. And, yes, we did say "vehicle". If it has a motor, a proud owner and fits in a parking bay we'd love you to register.

So, don't keep it to yourself - grab an entry form from Driffield Town Council offices or visit www.driffieldtowncouncil.gov.uk/dccs to register. The closing date for accepting entrants for the show is the 17th of April, so the sooner you apply the better, as space is limited.

DISCOVER DRIFFIELD



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2024 NHMC STAGE RALLY CHAMPIONSHIP

Driver	1	2	3	4	5	TOTAL
Ken Sturdy	58 (1)	69 (2)	49 (4)	71 (5)	52 (7)	299
Dave Watkins	38 (1)	50 (3)	41 (4)			129
Robert Overend	55 (3)	31 (6)				86
Martyn Smith	48 (5)					48
Tim Kirvan-Rogers	44 (3)					44
Nick Artley	38 (5)					38
Tom Hutchings	44(8)					44
Paul Woodford	32 (5)					32

8	TEGIWA Stages	1 st December	Donnington	
7	Anglo Caledonian	23rd November	Carlisle	Forest
6	Lookout Stages	7 th April	Melbourne	
5	Cadwell Stages	17 th November	Race Circuit	Cadwell Park
4	Rally Yorkshire	28 th September	Forest	Yorkshire Forests
3	John Overend	30 th June 2024		
2	Alan Healey	31 st March 2024	Race Circuit	Cadwell Park
1	ER Stages	25 th Feb 2024	CLD Roads	East Yorks



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NAVIGATOR	1	2	3	4	TOTAL
Tom Hutchings	69 (2)	44 (3)	49(4)	38 (5)	200
Dave Shepherd	38 (1)	50 (3)	41 (4)		129
Steve Young	55 (3)	31(6)			86
Andrew Funnell	71 (5)				71
Nicholas Jackson	48 (5)				48
Nick Artley	44 (8)				44
Paul Train	10 (5)				10

2025 NHMC STAGE RALLY CHAMPIONSHIP

CO-DRIVER	1	2	3	4	5	6	TOTAL
TOM HUTCHINGS	66	62					128

	EVENT	DATE	VENUE	TYPE
2	SNETTERTON STAGES	9 TH FEBRUARY	SNETTERTON	RACE CIRCUIT
1	BRANDS HATCH WINTER STAGES	18 TH JANUARY	BRANDS HATCH	RACE CIRCUIT



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Border Counties Rally - Saturday 10th May 2025 – Jedburgh

MARSHALS, RADIO and VOLUNTEERS

With only 7 weeks to go to this year's Border Counties Rally we are seeking marshals off all disciplines.

The event will take place on the Saturday 10th May based in Jedburgh. using the following stages:

Wauchope stage - Stage Commander Wilma Davidson

Hydlee stage - Stage Commander Marty O'Hanlon

Craik stage - Stage Commander Barry Armstrong

All the stages are in fantastic condition and entries are building well. As well as a great days sport marshals will receive a now famous Border Counties hat and a goodie bag.

If you are free and fancy it registration is via -

<https://bit.ly/BCR2025-marshals-registration>

If you have already registered just ignore this request.

Thanks

Craig Fisher

Chief Marshal



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TAILPIPE



Cutaway Red Top engine at NY500





A different cutaway:- It's spring, Manta engine block refashioned as a planter – a 4-pot!





Tailpipe :- This was Twyford Wood in 2010. It came up recently on facebook and it's a great picture.

It's inspiring me to get on with getting the Mantaup-and-running again.

