

# STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

Issue 4 – 2025



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### **CLUB DIRECTORS\*, OFFICIALS & COMMITTEE**

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**NOTICES:**

**North Humberside Motor Club Ltd**

**The 2024 Annual General Meeting of North Humberside Motor Club Ltd  
will  
be held via Zoom.**

**on  
Wednesday 28th January 2026  
At 7.30 PM**

**The ZOOM call details will be sent nearer the date of the AGM**

**AGENDA**

1. Apologies for Absence.
2. President's Remarks.
3. Treasurer's Report.
4. Club Officers' Reports.  
Membership Secretary  
Competition Secretary  
Chief Marshal
5. Election of Directors
6. Election of President
7. Election of Vice Presidents
8. Appointment of Club Accountants
9. Election to committee
10. A.O.B



**Club Window Stickers**

On sale at Club nights

Club stickers are available from the Membership Secretary at club meetings. See below:

Side Window Stickers (External) – £2 per pair

~~Round Stickers (external) – £1 each~~

Round (internal) Tax Disk Holders – £1 each

Club Badge (internal cling vinyl for windscreen) – £1 each



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

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### **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 Ferguson Fawcett in Walkington, near Beverley. We gather in the little snug room from 8.0pm.

**Robert Newlove**



### **East Riding Stages Rally**

Urgent request for a navigator for the East Riding Stages Rally on 21/22 February in a Renault Clio with Phill Woolley of 911 Sport. Any offers to [iansadofsky@gmail.com](mailto:iansadofsky@gmail.com).

### **Hornsea Club Stand**

*An invitation on behalf of Hornsea Carnival to participate in their upcoming Classic Car Show, Pistons in the Park, taking place on 31st May 2026 in Hallgarth Park, Hornsea (postcode HU18 1PA)*

*Other (now closed) groups in Hornsea have run well attended classic car shows in the past. Hornsea Carnival Committee are restarting this event.*

*"We would be delighted if your members could display a selection of their classic vehicles. Attendance is free, and we can reserve spaces for your group."*

A new event for the club is a stand and display of cars on 31 May in Hornsea. Offers of help and cars to display to [iansadofsky@gmail.com](mailto:iansadofsky@gmail.com).

**Congratulations Lando Norris, F1 World Champion 2025**



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## **Editorial - (Personal Viewpoints of Dan Hart)**

Hello and welcome to the latest edition of Stage Times. This is the fourth and last edition of 2025, we hope to have it with you by Christmas.

I've struggled for content in recent times but I'm pleased to say that here we have a bumper edition, in the main due to another successful NHMC Cadwell Stages Rally run by this club.

The magazine includes photos of class winners and top 3 overall crews, stage plans and rally reports from three competitors.

It was a fantastic event and competitors seem to have got the hang of the hairpin at last.

Away from the stages I've finally got my Manta running again. Having rebuilt the cylinder head I mated this to the newly built bottom end and checked compressions on the engine stand. One was a bit low so I put a drop of oil down the plug hole, this had the effect of seating the rings properly and all the compressions were good. I dropped the engine into the car, ably assisted by my youngest son, following in the footsteps of his older brother who helped to install the previous engine over a decade ago.

Overall the rest of the installation was quite straightforward and the engine started the first time I put the plugs in. After installing the cooling system I ran it up to temperature and all the gauges looked right, even the fuel mixture.





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I'm planning to fit a wide-arched 400 body kit but it's not really the time of year for painting so that can wait until next spring. Part of the reason for the 400 kit is that I smashed the front bumper/spoiler putting the car on the trailer after I'd blown the engine on the East Riding Stages in 2022. However as I was pondering I realised that it was only the lack of a front bumper stopping the car from being road legal and luckily I found that I had one left in my stores. I fitted this and had a think about what next.

The Manta is a B reg and the V5 document says that it was first registered on 1/1/85. I read up the rules on the DVLA website and they stated that the car had to be built more than 40 years ago (before 1/1/85) to be eligible for Historic status and tax/MOT exempt. Unfortunately the post office wouldn't agree to my explanation that if it was registered on 1<sup>st</sup> January it must have been built before since it would have been impossible to build the car, ship it to the UK, sell it and register it all in the same day. They were right it turns out, the car wasn't actually registered on New Year's Day but back then they didn't have computerised records so most surviving 1985 cars are recorded as 1<sup>st</sup> January. The VIN reveals that the car was built some time in 1985. The DVLA rules say that if the car was built in 1985 it is eligible for tax & MOT exempt status (subject to some few conditions) on 1<sup>st</sup> April 2026 so I'll wait - but I may get it on the road so I can put some miles on in the new year anyway and I do want to get it MOTd whether it needs it or not.

While all this was happening the Roger Albert Clark has been running too, I was totally hooked this year. I know a large number of the competitors and Paul Woodford's coverage on YouTube was an homage/pastiche of the Top Gear Rally Report shows of the 1980s that I remember, he even dressed up like William Woollard! I was so hooked I even went out and bought a copy of Motorsport News (formerly known as Motoring News/MN/The Comic). I was shocked to discover a number of things; it's now published on Thursday instead of Wednesday, the paper has been upgraded and is now more like printer paper than newspaper and it costs £4.50/week!!!! Despite being published on Thursday they hadn't got full results of the RAC (which had finished on the Monday) but nevertheless had a partial report – up to Sunday. So the next week I went back to TG Jones (nee WHSmith)



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in Driffield to pick up the next edition with the final report. There was nothing on the shelves at 8am on Thursday so I asked the assistant if they'd had a delivery and she fished a very sorry looking copy (torn across the top and folded diagonally across the middle) from a box that had just been delivered. I asked if there was another one in better condition but was told, "no – this is the only copy we have", how the mighty have fallen. There were good articles about the RAC, Donington Stages and the final round of the WRC in Saudi Arabia but I can't see myself becoming a regular reader again at that price.

All this rallying excitement getting the Manta running again has stoked my fires but I'm still undecided about whether to start competing again or just use the Manta on the road, especially as my co-driver is no longer with us.

I was reminded though of competing on the Kall Kwik (day 1 of the Roger Albert Clark) in 2008 with Robert Hardy. The local Lincolnshire newspaper reported that we'd finished 6<sup>th</sup> but the reality is we were 10<sup>th</sup> – which I was still quite happy about at the time and it was a very enjoyable rally, there's a couple of pictures below.



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This leads me onto the rest of the content in this magazine. Ken Sturdy has competed on and finished the RAC for the second time out of the last three, completing the five day rally in a very creditable 29<sup>th</sup> position overall, Ken's report is on page 29

### **Gadget of the Month**

Whilst carrying out my various mechanical adventures in the garage I've been trying out new tools and gadgets, one of which is quite remarkable. I purchased a power pack to start my cars if one of them gets a flat battery, it was from TEMU and looked quite a sturdy unit from the pictures (although it cost less than £15 so I wasn't expecting miracles). When it turned up it was no bigger than a powerbank that you might use to keep a mobile phone going so I had no expectations it would be any use at all. However, after putting the battery from my gold Manta onto the yellow one I needed to move the Goldie. Nothing ventured, nothing gained so I hooked up the powerpack to the 12V leads without a battery. To my complete surprise the car cranked and started using only the powerpack and with no fuss



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whatsoever, I'll be keeping this unit close by during the winter months.



Powerpack shown here attached to a battery

Lastly, Ian James has provided an article about the perils of owning a Land Rover, outlining how owners of the marque 30 years ago were experiencing theft and vandalism problems due to the desirability of the vehicles and how extra precautions had to be taken to keep them safe. I should point out that other brands are also stolen, the only car I have ever had stolen was a Peugeot 205 GTi 1.9 although I've owned six Land Rovers. I am also reliably informed that JLR has recently undertaken a serious amount of work to make their vehicles more difficult to steal and therefore easier to insure. The problem will always be that if you make something desirable, people will often want to pinch it.

Thanks for all the articles people have written for this magazine.



**Merry Christmas – from NHMC - December 2025**

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North Humberside Motor Club Ltd

Membership for 2026

Dear Member,

Your current Membership will be due for renewal on 1<sup>st</sup> January 2026.

Please renew your membership either by completing the form on the NHMC web-site or by returning a form to the Membership Secretary, Dennis Robinson 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 (members should be at the same address) - £15.00



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**NHMC Cadwell Stages Rally 2025**

**Photos from our official photographer – Kevin Money**



1st Overall: M IGOE – Citroen C3 Rally2



2nd Overall: J GRIFFITHS – Skoda Fabia R5

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3rd Overall: J STONE - Volkswagen Polo GTI R5



Class 1: M GELLATLY – Citroen C3 Rally2



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Class 2: A THRELFALL – Mitsubishi Lancer Evo X



Class 3: B CARROLL – Ford Escort Mk2



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Class 5: J DAVEY – Darrian T90



Class 8: S STACEY – Ford Fiesta R2



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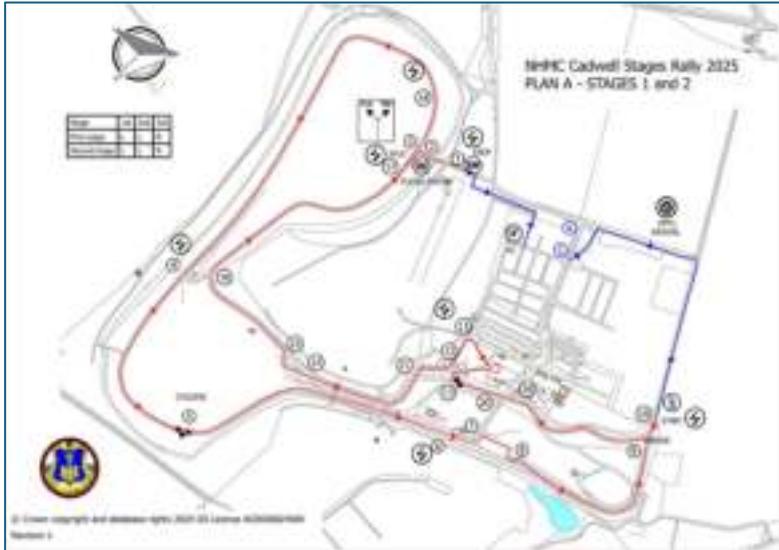
Class 9: J HUDSON – Nissan Micra K11



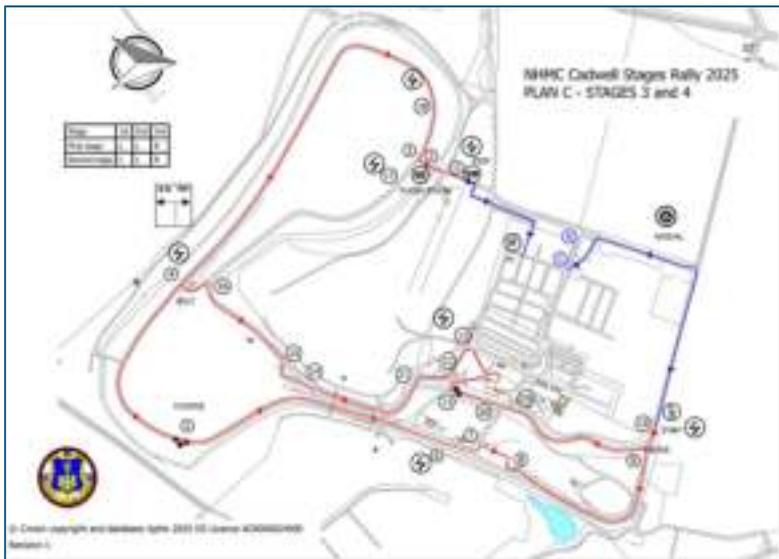
Class 10: O CULE – Mini Cooper R50

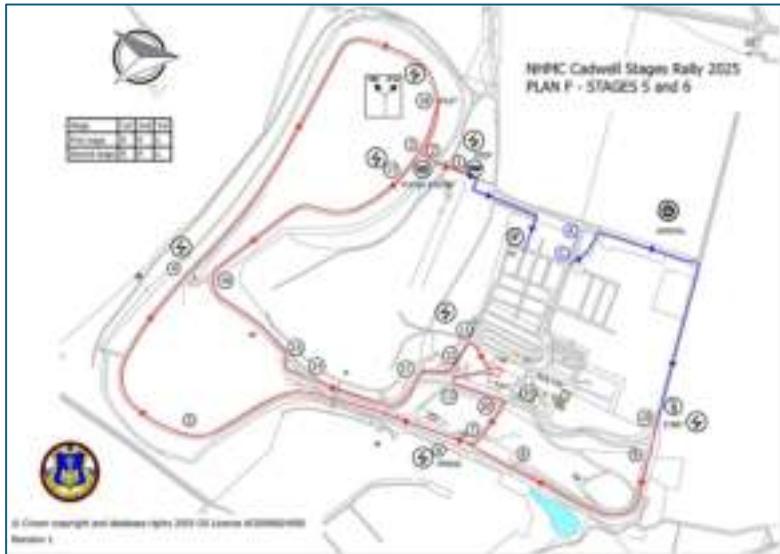


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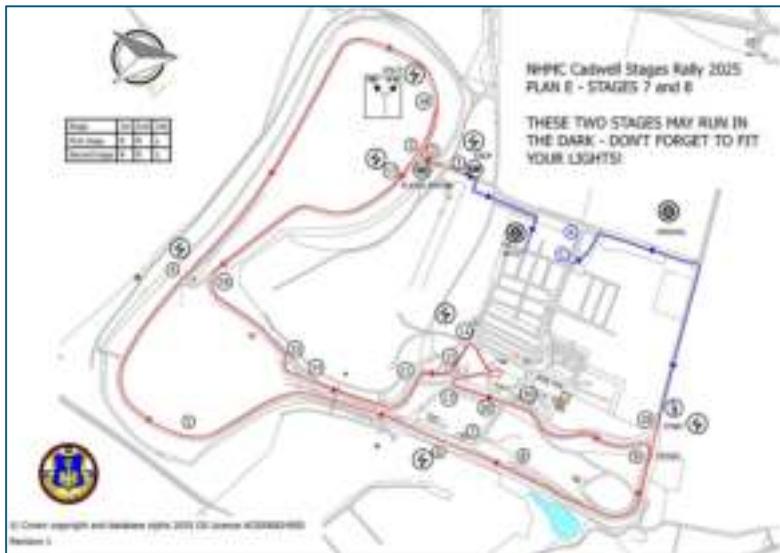


Above: Stage Diagram – SS1 & 2 / Below: SS3 & 4





Above: Stage Diagram – SS5 & 6 / Below: SS7 & 8



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## **NHMC Cadwell Stages Rally – 16<sup>th</sup> November 2025, Car 26**

Well here we go back to Cadwell. We've had a bit of a mixed year really, problems with clutch earlier in the year, both Fulbeck rallies having tyre issues, resulting in damaged bodywork.



Photo Sean Stanfield

So to Cadwell, a bit smoother here! Ann, codriver for the day, had a look at stage plans. My thoughts were oh no, the dreaded hairpin near the new VIP club house is going to be used up to three times per stage. Crickey, when used last year & earlier in the year I could not get round, as steering lock isn't that good on this Mitsubishi Colt. Anyway, was told it was more open, [didn't seem any wider to me, longer yes, but it was going to be the width that was going to be the problem]

Right, into Stage 1. Seemed to be going fine until the dreaded hairpin. Heading down to said hairpin it would be hairpin left, slowly into full lock left. Not a cat in hell's chance of steering round, so into reverse & off we went. [Quite slippery in places, especially the Old barn corner.

Anticlockwise for the morning stages, afternoon would be clockwise]



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Back to the hairpin, going a little faster this time, pulled the handbrake as hard as I could & round it came, excellent! I had fitted bigger rear brake callipers on [Audi Q7] a couple of events ago. First time i had tried to do a handbrake turn on tarmac with these fitted.

That's the way to do it. Cracked it!

No real bother after that, until Stage 3 [I think] We got held up for quite a while at the stage start, due to some sort of incident on stage. Anyway, we were let loose, & off we went, down the start straight. I thought let's go round to the left flat out {Chris curve or something like that} up & round to the right, & down Park straight, or it should have been, but the tyres were still cold as I found out. So what happened instead is we didn't go up & around Chris curve & round to Park straight, we actually went straight on ish, well onto the infield coming back onto the track after Chris curve. With so much speed we went over the track onto the grass the other side, getting not so far off the crash barriers, on the outside. Keeping my foot down we actually came back onto the track proper as Park straight started. We had a few moments of laughter [or whimpers] as we sped down Park straight.

To the afternoon stages running the opposite direction. It's the hairpin again. So, hairpin right, tried steering round, confronted with a stack of tyres, so reversed & away.

Next time round, yanked that handbrake & round the Colt came. The rest of the day just kept yanking that handbrake, think I've got the hang of it now! Great. So really the rally went well for us.

Kept getting people coming up to us in the service area saying "do you know your car is blowing flames out of the exhaust!" my answer mainly was, "I didn't, but I do now."

I put some new injectors in for Cadwell, as the old ones were leaking, causing a starting issue [when hot] Now seems cured, but now overfuelling causing a flame to pop out of the exhaust when backing off or gear



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changing. Been told since the injectors need programming in to the ecu. So another job to do when I can find someone who can do them.

Anyway, caused a bit of interest [spectator entertainment]

So to the finish, with a few retirements in front of us we managed to finish 10<sup>th</sup> overall & 2<sup>nd</sup> in Class, quite pleased with that. The little Colt does go well with a little help with the Evo running gear under her. Not a bad rally, would have preferred more chicanes.



Photo Sean Stanfield

[twisty bits] The hairpins are alright now [got a handbrake that works]

So onto Donnington next, then Cadwell in 2026 hopefully.



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Thanks to Ann & Ashley for codriving for me this year, & service crew Martin, Jim'll Malc & of course Stephen [Ann's husband]

**Garry Carver**

### **NHMC Cadwell Stages Rally – 16<sup>th</sup> November 2025, Car 71**

After 2 attempts to complete my very local rally with the night stage after 2 x engine problems in my previous ZR. We are pleased to have finally broken the Duck and Finally completed the rally I always wanted to compete in. This was only the 2nd event for our newly prepared Mini Cooper S by CS Motorsport. These modern Minis provide a great way into the sport in a modern car at a sensible budget . The event was brilliant, we especially enjoyed Stage 3-4-5-6 as it was a lot dryer. The hairpin was a new learning curve, however we surprisingly managed it ok. I guess the changes to the Hairpin since last year helped.

It was great to compete with my son at our local track when family and friends can attend. Clearly this event is close to people's hearts as the crowds certainly turned out even though the weather was a little cool. Bring on 2027. Team STANNY



**Sean Stanfield [Photographer unknown]**

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## **NHMC Cadwell Stages Rally – 16<sup>th</sup> November 2025, Car 25**

Cadwell is a jewel in the middle of Lincolnshire and our little Lotus loves it ! A 1.8 engine rear wheel drive would have finished 2nd in class in the open 4wd class and 3rd in class in the 2.5 litre class ...9th overall and 2nd in class get in ! bring it on mini Nurburging !

**Dan and Joe Duffy**

### **Photos by Malcolm Almond of Top 3 Overall**

#### **1<sup>st</sup> Place: Michael Igoe & Will Atkins – Citroen C3 Rally2**



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**2<sup>nd</sup> Place: John Griffiths & Emma Morrison – Skoda Fabia R5 (+4s)**



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**3<sup>rd</sup> Place: John Stone & Alex Stone – VW Polo R5 (+1m 31s)**



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The KT Green

Riponian Stages Rally

8 February 2026

Regulations now Available

Once again we welcome the British Historic Championship to the National Event. The rally will also be the opening round of the Mini Challenge 2026, with competitors taking on the first three stages.

Additionally, the Interclub Event is a round of the following:

- ANCC Stage Rally Championship
- SG Petch ANECCC Stage Rally Championship
- ANWCC Forest Stage Rally Championship
- HRCR Motoscope Northern Historic Gravel Rally Championship
- Alpha Concrete & 3D Plant and Construction ANEMMC Stage Rally Championship

We look forward to welcoming you to the 2026 Riponian Stages Rally.



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## **ROGER ALBERT CLARK RALLY 2025**

20th-24th November 2025

Car 50 - Ken Sturdy/Glyn Thomas – CarrPrep

Ford Escort MK2 RS1800 29<sup>th</sup> Overall



After a great result on the 2021 edition of the RAC Rally in Mike Reed's Pinto engined Mk2 Escort with John Millington in the co-driver's seat, and a disappointing run in 2023 in my new CarrPrep BDA Escort with Alex Lee (I beached it 4 miles from the end of the very last stage), Glyn Thomas and I decided to give it another go in 2025.

My relationship with CarrPrep goes back a long way – to when son Joe started co-driving for Nick Carr in the BTRDA Rally First Series over a decade ago. Both teenagers had an ambition to pursue motorsport engineering careers, and whilst Joe worked his way up into F1, Nick established



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CarrPrep Limited to set about building and running the very best historic-spec race and rally cars, specialising in the Ford Escort.

CarrPrep ran us on the 2023 RAC Rally alongside the two Escorts of Richard and Baz Jordan, but this year the team consisted of 5 cars, and what a difference 2 years has made to the organization and professionalism of the team. Due to Mike Reed's recent retirement from competitive rallying, his long-term co-driver John Millington (Milly) became available and agreed to work with CarrPrep to plan and run operations on the event, with Sam Collis as his right hand man, so between Nick John and Sambo we had a dream team looking after us.

Leading the team away was three times British Rally Champion Matt Edwards with Sion Williams in car 4, followed by Dan Mennell/John Roberts in car 8, us in car 50, Nathan Bolton/Phil Kenny in car 77 and Dubai resident and Dakar man Thomas Bell in car 102 with the vastly experienced Gary McElhinney on the notes.



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Matt's aim was to win the event outright, Dan's to beat his 2023 result (7<sup>th</sup> o/a), Nathan's to get round in the new-build Safari spec car and Tom's goal was to finish and learn as much as he could about forest rallying, pacenotes, and rallying in the cold – a whole new world compared to the desert! Our target was basically to finish with the car in one piece and beat our seeding, but it was a fantastic experience nonetheless to witness Matt's preparation and approach both in and out of the car – a real privilege to see such professionalism at close quarters.

In the run up to the event, Glyn and I had a good outing on the Trackrod Rally Yorkshire as our RAC shakedown (our first time in the forests together since finishing 9<sup>th</sup> overall on the 2024 Anglo Caledonian Rally) and then in October we entered the Colin Elmore Memorial Rally at Blyton in the Avenger as a bit more match practice and also a chance to meet up for a few hours and discuss our RAC plans (Glyn lives in Weston-Super-Mare so it's not easy to just meet up for a chat), finishing 9<sup>th</sup> on that one too.

Given the logistics and potential workload of looking after 5 cars for 5 days, everyone's role was clearly defined – each car had 2 dedicated mechanics (we had our old favourites Chris Wise and Dicky) who chased for us in the management van, a number of floating lads in the main service parks, a dedicated tyre team (Mike Reed and Joe Sturdy) looking after the wheels and tyre needs for all cars and for all eventualities (well over 200 rims and tyres in total), and a catering crew (Jayne and Rachel, Nick's Mum and girlfriend). With drivers and co-drivers, we have over 30 people in total, resplendent in our red retro-style “proper” rally jackets commissioned specially for the occasion and funded jointly by all of our sponsors – Spectrum, AllRoads, Mennell Motors, Monza Installs, Tom



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Bell Racing, Matt Edwards (Fast Made Easy), Pirelli and of course CarrPrep.

The team made their way down to Carmarthen from various starting points on the Tuesday to enable everyone to be together in on place well in advance of Wednesday's scrutineering and ceremonial start proceedings. I travelled down with Mike Reed in the tyre van, Joe travelled up from the New Forest collecting Glyn on the way. The relaxed schedule also meant that Glyn and I could spend a few hours looking at the On The Pacenotes video and organisers notes to make our own amendments, although this year some earlier on-line sessions on Microsoft Teams worked quite well to give us a bit of a head start in the week before the event.

Scrutineering went without a hitch (apart from the lack of a tether on the in-car camera in case it came loose, a new one on me), and it was great to catch up with lots of familiar faces including Mark and Alison Dickinson in their capacity as the official merchandise sales team. My first RAC was with Mark when I navigated for him in 2013 and it's his fault entirely that I keep coming back! They reckon they sold 1000 wooly hats before the event even started – good e ort!

As darkness fell it was time to don rally overalls and drive into town for the ceremonial start – the place was absolutely buzzing with big crowds, Christmas lights, a proper start ramp and Howard Davies taking the piss out of everyone on the PA system in his usual fashion. On a more serious note it was the first time I'd driven the car with a different gearbox and it didn't feel right. Within 20 minutes of returning back to the service park it had been replaced with another box which felt perfect, a great pre–event warmup for the service lads!



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After a decent nights sleep, the morning of the event dawned and Day 1 began with stages in Crychan and Cefn, with some compacted snow and ice to break us in. A spin on the exit of an icy uphill square right served as a bit of a warning that the conditions were extremely tricky, but we settled into a steady pace for the first 2 stages.



The next pair of stages were very different – Pembrey Race Circuit with tarmac tyres and gravel suspension – low profile tyres and a couple of long straights saw some 10,000 rpm moments (don't tell Sherwood Engines) but we really enjoyed ourselves. On the circuit, Glyn made a point of helping the confused young Italian crew of the Porsche seeded at car 49 in front of us, who were struggling with the tricky time control layout between the two stages. I happened to innocently comment that the female co-driver was a “good looking young navigator” before Glyn reminded me that I had my own Good Looking Young Navigator “G-L-Y-N”!!



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Back to service for 30 minutes, then we did Crychan and Cefn once again to complete Day 1 in 47<sup>th</sup> place overall. So far so good.....

Day 2 dawned with snow ice and freezing conditions – changing grip was a constant battle – very hard to judge where the grip was good and where it was zero. Some stages were lost but for justifiable reasons with accidents, delays and atrocious conditions.

SS9 saw us make the same balls up as many other crews on a downhill hairpin left on sheet ice but a quick flip into autotest mode saw us complete a 360 spin to the right with minimal time loss before we were pointing up the road again. Steady progress, only one more drama (having to reverse o the apex of a hairpin on Sweet Lamb with dented front spoiler) and we ended the day in 43<sup>rd</sup> place overall. It was great to leave the car with the CarrPrep boys, jump into Joe's road car and be chauffeured up the M6 to Carlise ready for day 3. We were in bed by 2am whilst the vans and trailers steadily made their way up north to the service park at Carlisle Airport once the cars had been re-prepared.





Day 3 in Kielder was to have been a long day in terms of both time in the car and mileage. It was certainly long in terms of time, but shorter than expected in stage mileage, as the event ground to a halt due to a combination of two way rally traffic and management service on a narrow road combined with spectator traffic. Also, the Mini Challenge joined the rally for the day running ahead of the main event, and from what we saw of the carnage when we eventually got going, most of them (including Colin McRae's daughter Holly) ended upside down in a ditch or in the trees. We just kept our heads down, accepted the fact that we were stuck in the traffic on road sections, and maintained our brisk but safe pace on the stages. Slippery conditions and fog didn't make life easy but we returned to Carlisle airport at the end of the day in 40<sup>th</sup> place.

A few hours sleep in our hotel at Gretna and we were ready for day 4 – Scotland. Very different conditions with some great stages including Twiglees, Castle Oer and Craik. No snow. No ice.



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Some fog. Some rain. Some very rough stuff meant that the second run of Newcastleton was understandably cancelled, but we continued with our rhythm and crept up to 39<sup>th</sup> overall.

We were in bed for 1am, up at 6 for porridge in the CarrPrep camp, then back into Kielder for the final day. 4 morning stages, and then three of them linked together to form “The Big One” – nearly 40 miles in one stage!

On the way to the second stage of the day we noticed a banging from the rear end of the car; we stopped for a quick visual inspection underneath and everything seemed intact. We had to complete the next 3 stages (30 competitive miles) with no service so just got stuck in and ignored the interesting sounds from the back end. As we headed back to service I glanced over my shoulder and realized that the turret top had punched through and the nearside rear leaf spring was doing all the work as the Bilstein shocker was just bobbing up and down. Considering the damage, I thought the car handled great and the telltale on the Monit trip said we’d exceeded 100mph on the previous stage, so don’t ever ask me for driver feedback on handling!

What should have been a fairly relaxed final service at Greenside service before the final “Bigger One” turned into a busy time for the service lads, welding a new turret top in place and replacing the bent rear damper, but everyone did their job and with plenty of time remaining the car was ship-shape again with a set of new Pirellis ready for the final stage.

Glyn and I decided that with the mileage not far short of an entire Rally Yorkshire to do in one stage, we would do nothing different – settle into a rhythm, push hard but not too hard and bring the car home for the team.



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We anticipated a considerable wait after service with a regroup and reseed before the stage, but to our surprise we were in and out of regroup in no time and on our way to the final thrash.

I have to say that what followed was probably the best 41 minutes and 39 seconds of my rallying career to date. No moments, no dramas, decent speed, didn't catch anyone, no one caught us. As we'd agreed earlier, in between the notes Glyn told me when we'd hit 10 miles, 20 miles, 30 miles so I could count down the "ordeal", but as we crossed the flying finish and stop line, it felt like we could have kept going and going. What an experience and what a way to end an extraordinary 5 days of great rallying, great camaraderie, great teamwork, great discomfort (my back is shagged!) and great fun.

Back at Carlisle Airport we crossed the finish ramp with an interview and a burn-out joined by the whole CarrPrep "Red Army" and a provisional 34<sup>th</sup> place overall.

Subsequent final results (with Open Category (modern/modified) entries rightly separated as per the regulations and permits) promoted us to 29<sup>th</sup> overall, with the car in one piece and a delighted driver and co-driver who will now have to carefully consider whether to return in 2027.

The rest of the CarrPrep squad did everyone proud too. Matt Edwards and Sion did enough to win the event on raw stage times, but a puncture and subsequent jack problem dropped them 6 long minutes early in the event. They kept their heads up, stuck to their plan, and made a remarkable recovery (one of the drives of the rally in the words of several commentators) to come back from 18<sup>th</sup> to a podium spot in 3<sup>rd</sup> overall – amazing.



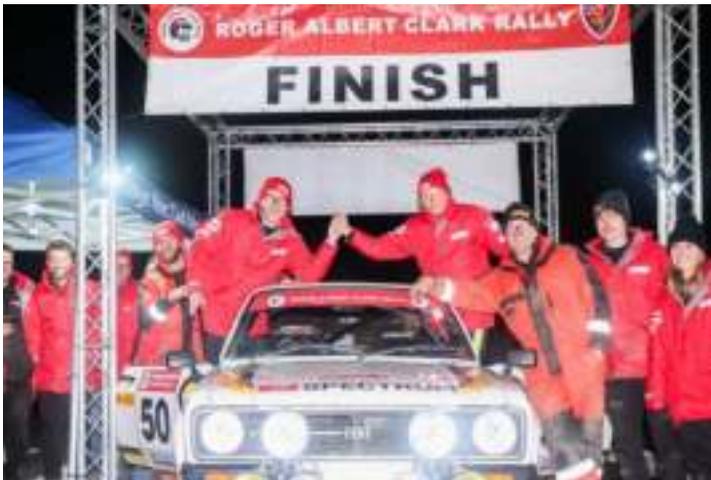
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Dan and John came in on plan at 5<sup>th</sup> overall after a great drive, whilst Nathan and Phil were going well but sadly broke a propshaft UJ on the final day and were sidelined with the finish in sight.

Thomas and Gary brought their Escort home in one piece in 60<sup>th</sup> place before leaving the post event celebrations and heading to Kenya for the Safari Classic – some stamina those two!

After 5 days of action everyone in the team was tired but happy with a job well done. We topped the event off with beers and a curry in Carlisle before everyone said their goodbyes next morning and we made our way back to Malton where everyone abandoned the cars trailers and vans and went home for some well earned rest.



MASSIVE MASSIVE THANKS to everyone mentioned in this article by name, those who played a huge part that I haven't named, and the entire army of organisers, officials, marshals, rescue and recovery teams etc. etc.



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So what next for me and Glyn? Riponian and East Riding Stages in February in the Escort and Avenger respectively, the new Yorkshire Dales closed road event in March and then we'll come up with a plan for the rest of 2026.

Merry Christmas!



## **The Perils of Land Rover ownership ....**

It is not recent news that the Land Rover is an often-stolen vehicle.

I bought my G prefix 3.9 V8 green Range Rover (now known as a Range Rover Classic) pre-owned from Simpson's at York a salvage stolen recovered the best part of 30 years ago.

Curiously it was originally Hull registered, G107 RKH to the potato farmers just up the road from where Gavin Heseltine then lived. It had said Gavin been their pride and joy. When they parted with it the Range Rover had ended up in London from where it was stolen,

When I came to insure it, my insurance brokers in Hull, John K Taylor & Co., telephoned to say that I would need to fit a Thatcham Category 1 alarm & immobiliser to it. I explained that it had a Land Rover factory fitted alarm. Yes, said the lady from the brokers but that won't do – you see the cheapest quote and we feel best value for money is with your current insurance company, the Norwich Union, but they have already paid out on the vehicle once when it was stolen so they won't insure it without a Thatcham Cat 1 fitted. In fact, it is a similar story with the other insurance companies too.

So I had a Thatcham Cat 1 fitted.



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The car was usually left out parked in the drive overnight, and one morning we awoke to find the RHS indicator permanently on, I took it to the local autoelectrician off Newland Avenue and he explained that somebody or bodies had tried to steal it and were trying to wire out the factory alarm when they discovered Thatcham 1 alarm fitted and so abandoned their attempt to steal it.

As petrol priced rose, we eventually replaced G107 RKH with a 200 series Range Rover classic diesel L310 XAG. Just like G107 it had an after-market Thatcham Cat 1 in addition to the factory fitted system. By this time, we had moved out from Hull to Spaldington. Last but one house in the village on a no through road. Just a couple of farms beyond us. Again, the Range Rover was often left in the drive by the side of the house. One night I was awoken by the sound of the car alarm going off. I got out of bed, half asleep, walked down the landing into a spare bedroom looked out of the window and the car alarm was resetting itself. It shows just how half asleep I was because rather than investigating further, I went back into bed fell asleep and then woke the following morning with a dreadful feeling – the car alarm went off had it been stolen?

It hadn't been stolen but both the front door locks had been attacked with a screw driver and then once again the Thatcham alarm had triggered and the somebody or bodies had abandoned without further effort. When I suggested to the police that whoever trying to steal it must have known it was there, I got the answer, well if you want to steal a Land Rover a village in the farming community is the place to look.

That Range Rover went too, part exchanged with Russ Dykes garage all the way back in 2007 in favour of a series 2 Disco TD5, my current Land Rover still. After ceasing to work at Scarborough or York hospital and with Yvonne on the staff of the University of Lincoln, we were for a period somewhat nomadic at various addresses in Lincolnshire before settling where we are now. For part of that period we were just south of Grantham, and I found two villages away from us an independent Land Rover specialist



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garage. On a few occasions pre-arranged I had left the Disco outside one evening and put the keys through the office letter box for them to look at the Disco the following day. David the garage owner then asked me not to do that anymore, said he would walk up from their house a little further down the street and we could put the Disco in the workshop overnight. I asked why and he said that around the Peterborough area Disco 2's were being stolen at an increasing rate probably to export to third world countries or to break and sell as parts. This wasn't the first I had heard of cars being stolen to export. Some of you may remember Dr, Neil Sommerville as the chief MO for the NHMC Forest Stages Rally, he had a classic convertible VW Beetle that was stolen from his garage when the family were out one day. Because the Beetle was taken out of the garage they didn't realise it was missing until the following day. He reported the theft to the police and they said that they feared it was already out of the country maybe even by the ferries from Hull.

But now for the grand finale .....

Before our current new build house was ready, we lived a couple of miles up the road in a former farm workers cottage on the Revesby Estate, Lincolnshire as a tenant. Across the fields from us was a fellow tenant in one of the estate's workshop buildings a self-employed independent Land Rover expert named Peter. Just up the road beyond him in the manor house lives the estate owner's son, the current estate manager and the estate had a long wheelbase Land Rover Defender TD5. Further down the lane by a quarter of a mile is the estate's cold store, with a large concrete pad parking area around it. So, the estate manager had dropped off the estate's Land Rover for a service with Peter one short day winter afternoon asking that he complete the service and drop the Land Rover up at the manor house putting the keys through the door. Things took a little longer than expected and it was dark by the time Peter dropped the Land Rover back to the manor house and put the keys through the letter box.



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Early the following morning Peter received a call from the estate manager asking him “where’s my truck?” Peter said I parked it outside the house as you said and popped the keys through the door. “Well it’s not here now” came the reply. The estate manager had an early meeting in the estate office so having reported the car missing to the police he set off up the lane past the cold store for the estate offices. His Land Rover or what was left of it was on the concrete pad outside the cold store. Thieves had obviously taken it the quarter of a mile there during the night and then removed, engine, gearbox, transfer box, prop shafts, axles, wheels, doors, bonnet and seats ....

The insurers wrote it off as a total loss.

So, be warned if you own a Land Rover, even if it is an old one try very hard to keep it secure away from thieves!

**Ian James**

**DATES FOR 2026**

## **This is a list of local events in 2026**

<b>8th February</b>	<b>RIPONIAN STAGES RALLY</b>
<b>21st/22nd February</b>	<b>EAST RIDING STAGES RALLY</b>
<b>5th July</b>	<b>NHMC CAVES CLASSIC</b>
<b>16th August</b>	<b>NHMC SUTTON ON DERWENT CLASSIC</b>
<b>25th/26th September</b>	<b>RALLY YORKSHIRE</b>
<b>1st November</b>	<b>MALTON FOREST RALLY</b>
<b>22nd November</b>	<b>NHMC CADWELL STAGES RALLY</b>

**Please see the NHMC website for a full and updated list of events:**

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



**Volunteering suggestions. . . (marshal requests/potential events)**

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Date			
<b>2026</b>			
Sat 10 <sup>th</sup> Jan	AS Performance North of England Tarmacadam Awards	Neville Simmons	<a href="mailto:Neville.Simmons@live.co.uk">Neville.Simmons@live.co.uk</a>
Sat 31 <sup>st</sup> Jan	Asset Alliance Group Motorsport UK Scottish Rally Championship Awards night		<a href="http://www.scottishrallychampionship.co.uk">www.scottishrallychampionship.co.uk</a>
Sat 14 <sup>th</sup> Feb	Tore Car Sales Snowman Rally	Comms – Leanne Ritchie	
Sun 1 <sup>st</sup> March	Border Access Knockhill Stages	Comms _ Pete Lawrence	<a href="http://www.bordereccosseccarclub.com">www.bordereccosseccarclub.com</a>
Sat 7 <sup>th</sup> March	Malcolm Wilson Rally	Lindsay is stage commander for Greystoke	<a href="mailto:poshbirdincontrol@btinternet.com">poshbirdincontrol@btinternet.com</a>
Sat 14 <sup>th</sup> March	Border Counties Rally	Chief Marshal – Craig Fisher Comms Officer – Garry Headridge Dep. Comms Officer – Wilma Davidson	<a href="mailto:Craigfisher787@gmail.com">Craigfisher787@gmail.com</a> <a href="mailto:Wilma.davidson@patmunro.co.uk">Wilma.davidson@patmunro.co.uk</a>



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Sat 18 <sup>th</sup> April	Kielder Forest Rally	Lindsay is stage commanding (which stage not yet confirmed)	<a href="mailto:poshbirdincontrol@btinternet.com">poshbirdincontrol@btinternet.com</a>
Sat 25 <sup>th</sup> April	The McDonald and Munro Speyside Stages Rally, Elgin	Comms— Leanne Ritchie	<a href="http://www.speyside-stages.co.uk">www.speyside-stages.co.uk</a>
Sat 2 <sup>nd</sup> - Sun 3 <sup>rd</sup> May	Berwick Classic Rally		<a href="http://www.berwickmotorclub.co.uk">www.berwickmotorclub.co.uk</a>
Fri 22 <sup>nd</sup> May – Sun 24 <sup>th</sup> May	Border Competitions Jim Clark Rally and Reivers Rally	Comms – Pete Lawrence	<a href="http://www.jimclarkrally.co.uk">www.jimclarkrally.co.uk</a>
Fri 5 <sup>th</sup> – Sun 7 <sup>th</sup> June	Scottish Summer Hill Rally - Thirlestane Castle	Chief Marshals – Lindsay and Craig (We'd love to see you!) Camping available for marshals	<a href="mailto:Staffing@scottish-hillrally.co.uk">Staffing@scottish-hillrally.co.uk</a>
Fri 19 <sup>th</sup> – Sat 20 <sup>th</sup> June	Argyll Rally		
Sat 18 <sup>th</sup> July	RSAC Scottish Rally		<a href="http://www.scottishrally.co.uk">www.scottishrally.co.uk</a>
Fri 17 <sup>th</sup> -Sun 19 <sup>th</sup> July	Isle of Man Hill Rally 2026		



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Fri 7 <sup>th</sup> and Sat 8 <sup>th</sup> Aug	Voly Grampian Forest Rally	Chief Marshal Craig Fisher Comms – Leanne Ritchie	<a href="mailto:Craigfisher787@gmail.com">Craigfisher787@gmail.com</a>
Sun 6 <sup>th</sup> Sept 26	Wearside Targa, Nissan Sunderland		<a href="http://www.durhamautoclub.co.uk">www.durhamautoclub.co.uk</a>
Sat 12 <sup>th</sup> Sept	Armstrong Galloway Hills	Comms Officer – Garry Headridge	



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## 2025 NHMC STAGE RALLY CHAMPIONSHIP

DRIVER	1	2	3	4	5	6	TOTAL
KEN STURDY	52 (3)	52 (4)	35 (5)				139
TOM HUTCHINGS	63 (5)						63

## 2025 NHMC STAGE RALLY CHAMPIONSHIP

CO-DRIVER	1	2	3	4	5	6	TOTAL
TOM HUTCHINGS	66 (1)	62 (2)	32 (4)				160

## 2025 NHMC STAGE RALLY CHAMPIONSHIP

### EVENTS

	EVENT	DATE	VENUE	TYPE
5	RALLY YORKSHIRE	27 <sup>TH</sup> SEPTEMBER	YORKSHIRE FORESTS	FOREST
4	COLLIN ELMORE MEMORIAL STAGES	7 <sup>TH</sup> SEPTEMBER	BLYTON	RACE CIRCUIT
3	EAST RIDING STAGES RALLY	23 <sup>RD</sup> FEBRUARY	CLOSED PUBLIC ROADS	CLOSED PUBLIC ROADS
2	SNETTERTON STAGES	9 <sup>TH</sup> FEBRUARY	SNETTERTON	RACE CIRCUIT
1	BRANDS HATCH WINTER STAGES	18 <sup>TH</sup> JANUARY	BRANDS HATCH	RACE CIRCUIT



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NHMC Marshals Championship 2025

	Riponian	East Riding Stages	Warcop Stages	Delacey Targa	Rally Yorkshire	Catwell	Total
Alan Carvell	1	1		1	1	1	5
John Milner	1	1		1	1	1	5
Graham Hudson	1	1		1	1	1	5
Rob Patterson	1	1	1		1	1	5
Richard Hart	1	1		1	1	1	5
Robert Newlove	1	1	1		1		4
Mike Kitching	1	1			1	1	4
Graham Tabor	1	1			1	1	4
Dennis Robinson	1			1	1	1	4
Dave Cogan	1	1			1		3
John Brook	1			1	1		3
Nigel Turton	1			1	1		3
Johnathan Dykes	1				1	1	3
Thomas Irvine	1				1	1	3
Ian James	1				1	1	3
Robbie Overend	1				1	1	3
Ian Sadofsky	1				1	1	3
Dave Shephard	1		1			1	3
Gareth Pennell	1				1		2
Kirsty Short	1					1	2
Carl Thompson	1					1	2
Steve Young					1	1	2
Trevor Davies					1	1	2
Rob Short	1					1	2
John Dixon	1					1	2
David James			1			1	2
David Dykes	1						1
Dave Watkins	1						1
Chris Newlove	1						1
Steve Varry					1		1



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## **TAILPIPE**



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