

STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

Issue 3 - 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 Ferguson Fawcett 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 third edition of 2025.



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I sat down ready to write this and thought 'I haven't done anything motorsport related since the last one'. Then I looked through my photos since the start of August and realised I was very wrong.

After writing the magazine I went on holiday but before I went I finally managed to get round to building up a decent cylinder head for the Manta and the valves seal really nicely. To do this I bought a new valve spring compressor and



although it did the job it broke and got bent (see picture). Amazon refunded me and told me I didn't need to bother returning it, good outcome.

After a few days sunning it in Ibiza I had the urge for a sniff of petrol so decided a Karting session was the answer. My mate Roger (from Driffield) had come over to join us for a few days so he, me, my wife Clare and my son Kester (12) booked in for a karting session.

The rules are a lot more lax over there so after donning hair nets and helmets we jumped into four evenly matched karts wearing just shorts & t-shirts. The karts were really good and the track was excellent, having been resurfaced since last time I went there many moons ago. Lap times were just above 30 seconds so a circuit length probably about quarter of a mile.

Off we went, I lapped them all at least once, set fastest time of the day and 4th fastest time of the week against the locals who were obviously a bit more familiar with the track than I was.



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Despite all this competitive Dad stuff it wasn't just me that had a good time. Roger was chuffed that he'd beaten Clare and Clare was chuffed that she beat Kester. Despite finishing 4th Kester had his first taste of proper karting/driving and enjoyed the racing although it was at the limit of his comfort zone I think.

BEST TIMES		Time	BEST TIMES		Time
1	Demo	31.124	1	Marcos	30.855
2	3Waffles3	31.508	2	Bela	30.900
3	Juanlu Martinez martin	31.729	3	Josep Ribes	30.956
4	Ca	32.418	4	Demo	31.124
5	Patrick Bembata	32.408	5	lucas garido	31.420
6	le best	32.529	6	3Waffles3	31.508
7	NONI	33.013	7	Nicolas Bonet Cordoba	31.591
8	dina	33.223	8	Juanlu Martinez martin	31.729
9	churrita	33.406	9	Bernyju	31.879
10	Cayu	33.719	10	Boscou	31.959

Ctra. Ibiza - Sant Antoni de Noya - 07820 Sant Antoni de Noya
www.ibizakarting.com

Ibiza Karting – recommended if you are ever there

Back home again later in August my boss was giving a presentation at Silverstone on the future of automotive testing, I decided to go along and give him some moral support.



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On arrival at the circuit I introduced myself to the marshals at the entrance and showed them my meeting invitation. They directed me over a bridge and told me a few lefts/rights and exits to take from roundabouts. I followed the instructions (I think) but still managed to get myself totally lost and it soon became evident that this wasn't a trade fare. I should never have crossed the bridge apparently.....

Some very fast cars were lapping the circuit and the sound was absolutely incredible, I got out of the car and watched for a bit, grinning from ear-to-ear because I was so close to the action.



I then found myself in the paddock and had a closer look at a couple of cars, all this time completely unchallenged – although to be fair I was behaving quite sensibly.



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This event turned out to be the practice for the ELMS (European Le Mans Series) return to Silverstone. The field was full, the cars were fast, the sound was immense with lots of pops, crackles & bangs (so immense that it drowned out my boss's speech when I eventually found him at The Silverstone Hilton) and there was even a bit of rain.

I was so fired up by what I'd witnessed that I sought out coverage of the race the following weekend (it was shown live on YouTube) and watched it. There were a few stoppages due to the Safety Car but otherwise it was a really good race to watch.

As a spectator at this event you're not restricted to stay in your seat, you can wander around the infield and try different Grandstands for different views. Having said that it proved really popular this year and next year the access may be more restricted, I'm going to try to go anyway.



Some very tasty looking machinery, I think these are Ligiers



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Couldn't resist a photo of the Jag in the infield at Silverstone

In a not-quite-motorsport activity but with a ma-hoosive engine, I had a go at train driving on the Derwent valley Light Railway in between York & Stamford Bridge. The locomotive in question was a British Rail class 03 diesel mechanical shunter and although this was the smallest locomotive I can remember from when I was a train spotter during the 1980s it was flipping big at 31.3 tonnes.



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Care and slow speed were the order of the day and I highly recommend it if you ever get the chance. Pretty reasonably priced too at around £75.00

That more-or-less brings us up to the present.

Yesterday afternoon I began my weekly commute home from Coventry and the Jag's tyre pressure alarm went off, informing me that the rear right had only 13PSI. I got out to have a look and the mother-of-all screws was stuck in my tyre, possibly the biggest effing screw I've ever seen, an inch across. I headed for a petrol station where they had a tyre inflator and had a think about what to do.



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Being a modern car, the Jag doesn't have a spare wheel, nor a wheelbrace, nor a jack even. What it does have is a 12 volt tyre inflator and a bottle of 'Contimobility'. You screw the bottle onto a receptacle on the pump, connect it to the tyre and switch it on. It squirts the juice form the cannister into the tyre and inflates it. The inflator works really well and I didn't need to bother with the garage's machine. I checked the tyres regularly while driving the 145 miles home and it stayed at a constant 38PSI (I over inflated it slightly). It got me home and by the time I was home the head of the screw had miraculously disappeared! The tyre was still up this morning and the fluid is apparently a water-based latex so it means a tyre repair garage can simply wipe away the residue when they fix the tyre properly. It worked really well but the downside was over £26 to replace the canister. Having said that, I'd have happily paid £26 instead of sitting round for 3 or 4 hours waiting for the AA to turn up.





I hope you've all had a good few weeks too and please write me an article about your exploits to include in the next magazine (hopefully before Christmas).

Thanks to John & Robert Newlove for the articles they have written for this magazine.

Dan Hart October 2025



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North Humberside Motor Club Ltd
Membership for 2026

Dear Member,

Your current Membership will be due for renewal on 1st 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 £15.00



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2025 SUTTON ON DERWENT CLASSIC RUN

This year's SOD (Sutton on Derwent run took place on Sunday 17th August. We decided to have the start and Finish at Sutton on Derwent village hall, so we could try and use some new roads..

Dave Cogan took on the role of route planner and he published a very good high quality Road Book, with a route of about 70 miles.

We had an, excellent entry, with us eventually starting 39 cars, starting with breakfast in the village hall, we then returned to join in the classic gathering on the small village green..

Unfortunately the Spitfire flypast was cancelled due to technical problems, but hopefully it will be back next year, but it was still a very good social gathering, with a good variation of cars and the odd tractor.

There was a good mix of vehicles ranging from a Rolls Royce Silver Shadow, Dennis Robinsons' Bentley Mulsanne, and a couple of Fiat Panda 4x 4.

The vote for the best car on the run went to Clive Ferris's stunning Austin Healey 3000

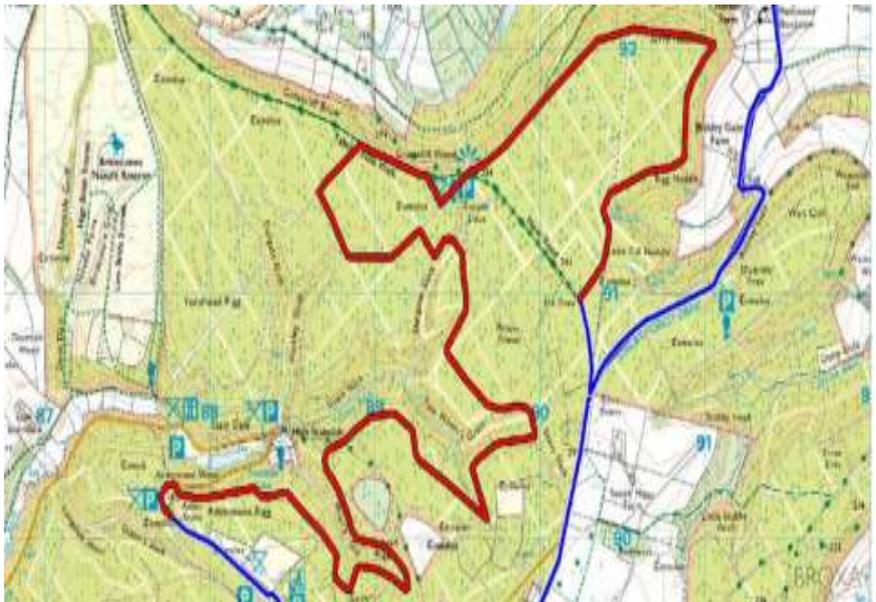
Robert Newlove



1	Clive Ferris	Matt Smith	Austin Healey 3000	1962
2	Richard Coates	Jill Coates	MG TF	2004
3	Bob Sterrett	Carol Sterrett	Mazda MX5 25th Anniversary	2014
4	Derek Tucker	Christine Tucker	Mercedes 350 SL	2006
5	David Pope	Lesley Bastow	MGB Roadster	1968
6	Ted Collins	Pat Collins	MGB GT	1979
7	Richard Curtis	Sheila Curtis	MGB GT	1973
8	Tim Gowthorpe	Sally Gowthorpe	Mini Cooper	1993
9	Richard Hirst	Antonia Hirst	Mazda MX5 25th Anniversary	2014
10	Alan Gilbert	Sue Gilbert	Vauxhall Viva SL	1973
11	Mike Brownlow	Carol Brownlow	Mazda MX5 25th Anniversary	2014
12	Trevor Pulford	Janet Pulford	BMW 118 Cabriolet	2010
13	John Burton	Jill Burton	MG RV8	1998
14	Billy Pearce	Moria Merchant	Mazda MX 5 RF	2020
15	John Poplewell	Bob Willatt	MINI 1275	1973
16	Christian Meyer	Anne Mayer	MG F Trophy	2001
17	Ian James	Cathy Parker	MG Midget	1979
18	John Brook	Morgan Brook	Audi TT	2007
19	Phil Naylor	Jenny Naylor	BMW Z3	1999
20	Alan Nicholson	Heather Nicholson	FORD PROBE	1997
21	Ian Sadofsky	Rosemary Sadofsky	Mini Cooper	1991
22	Brian Hollingsworth	Margaret Hollingsworth	MGB GT	1972
23	Keith Dixon	Jenny Dixon	MG TF	2004
24	Roger Stanford	Rachel Harrison	MINI Cooper S	2006
25	Dave Shepherd	Charlotte Rawson	Saab 9-3 2.8 V6	2007
26	Chris Soanes	Sue Soanes	Triumph Stag	1976
27	Richard Holmes	Kornelia Holmes	Rolls Royce Silver Shadow	1973
28	Howard Paterson	Ruth Paterson	FIAT 600 Abarth	1970
29	Phil Smith	Rebecca Gilbert	MGB GT	1974
30	Chris Newlove	Hannah Newlove	HONDA CIVIC	2001
31	Kevin Browne	Peter Browne	Jaguar XJ-5	1986
32	Mick Brown	Christine Brown	Volvo C40	2020
33	Jon Riley	Ann Riley	VW Polo	1985
34	Kirsty Short	Robert Short	Rover Mini Cooper	1990
35	Ian Beech	Gwen Hamstead	VW Golf	1987
36	Dennis Robinson	John Milner	Bentley Mulsanne S	1988
37	Paul Blackwell	Jackie Blackwell	Morgan 4x4	1996
38	Mike Foreman	Sue Foreman	Mercedes SLX AMG	2015
39	John Wylie	Sue Wylie	MG TC	1949
40	Sean Kukula	John Hassall	Mercedes SLK 200	2005
R1	Simon Nutter	Fiona Udale	Fiat Panda 4x4 Transworld	2005



Rally Yorkshire – Staindale Stage



Stage Commander Dave Cogan , first approached the team in February to ask if we were up to running Staindale once again on Rally Yorkshire. We are a small team, Dave, me, Gareth Pennall, John Milner and Robert Newlove. The stage was 6 miles running once .Other than Dave attending the odd Zoom call nothing happened; in May we applied for a permit to visit the stage in July. when we decided to have a look at the



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stage. As you can see it takes a while to get a permit. from the Forestry Commission. A visit was arranged for the 10th July. All the team attended travelling the reverse direction first to avoid the tolls on the forest drive, a quick stop for Coffee then a detailed run through checking the details we had been supplied with. A few minor discrepancies were noticed to share with the organisers. The whole length of the stage was to be used from the first gate to the last gate, hence room for the start control was an issue we asked the organisers to arrange for the very long grass to be mowed near the start gate. As most of our vehicles at the start would be on the Forest Drive we asked for the road to be closed, however other activities in the forest were open so not possible. John Milner made notes of what we needed equipment wise, most of it supplied by the organisers except for stakes and things, whilst I checked marshal's locations. Dave checked the organisers setup notes against the lay out. Last check was to make sure the Flying Finish to stop line radios would work. From the beginning of June, I started recruiting marshals from people who had helped before and other marshals' lists. Initially response was very poor. Rally Yorkshire use "Rally Stage Team" for marshals to register and interest, I don't use it can't see the point of bringing in another third party when people can just email me. Recruitment dragged on slowly till the end of August when things began to start falling in place. Main issue was lack of a start crew as my usual crew were on holiday. Fortunately, one of my regular marshals who was hoping to compete on the event had car problems so volunteered to help with is navigator.



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Then a bombshell from the organisers due to the Fire on Langdale Moor the Langdale stage had been cancelled and our stage was to be run twice to make up the mileage!

This would mean two runs with 170 cars each taking 3 hours. The second run would quickly follow the first run so over 6 hours on duty for the marshals.

We decided that we needed to reinforce the control teams i.e., Arrival, start and stop/Flying finish. It was hoped we would get some of the people from the cancelled Langdale but not a lot was forthcoming. In addition, once we told the marshals we already had, that it was an earlier start time and a later finish we lost one or two from them.

So, we start again.

We managed to get a couple of radio's from Langdale, also some new marshals volunteered to help on Start and Finish although not much experience. We moved Robert and Trevor Davies to the Arrival to help Ian and Roger.

Dave persuaded the organisers to provide toilets for all the controls due to the length of time and to help the female marshals.

So, all set again until the week leading up to the event when we lost our stop radio crew due to illness and also lost another Mandatory radio, with another group of in stage marshals deciding to go watch the Ladies Rugby! another reshuffle required.

Dave, John and Gareth attended the stage commanders meeting a couple of weeks before the event, this is when all the equipment is picked up, marshals' goodies and all manner of information shared by the organisers.

The weekend before the event , Robert and John gathered the Motor club equipment required, mainly stakes, but some large bollards for the no entry boards which was loaded into

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John's Trailer, Dave's Landrover etc, Dave had to call, the AA out to his Landrover in the pouring rain

Meanwhile I had bought some more marshals' goodies in the way of drinks, Crisp chockie bars etc. This was put in to the goodie bags by Dave along with the items from the organisers 80 bags made up in total.

So ready to go, on the Friday prior to the event our set up team went to the woods, we had, Dave, John, Me, Robert, Rob Patterson, Carl Olglesby and Steve Vary, with an additional person from Ilkley Motor club who volunteered to help, he was then marshalling on the night stage in Dalby sleeping in his car and coming to us on the Saturday. We started around 10, all went well and finishing around 3pm. The biggest job was marking and taping all the footpaths and the benches in the stage. The Safety delegate came through just as we were finishing the stage and seemed very happy with it.

Back home for some sleep in readiness for the early start next morning. Back on the stage at 8.30 in the morning ready to get all the marshals in the stage. Managed to convince the nice young lady security guard at Givendale Farm that I was a genuine marshal. Some were very keen having been their ages before I arrived. Signing on was supposed to be 09:00 till 09:30 yet we had almost all the marshals in the stage by just after 9.

The running of the stage went very well, on the first run we had a vehicle stopped just before the flying finish which wasn't very helpful, recovery was sent in between the runs to move it, I think we lost another competitor on the 2nd run. The control crews did really well, especially the new marshals on the start and those helping on the stop line.

Once the sweeper car had been through, we started to gather up, Carl with his Pick up truck helping to make the exercise



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move quickly. All the Trackrod equipment was handed back to the organiser's equipment crews and all our gear into John's trailer, we left the stage around 7pm by then it was getting quite dark

Thanks to everyone involved, we had around 80 marshals on the stage including Rescue and recovery.

John Newlove

Upcoming Events

From the ANEMMC Secretary:

Beverley & District Motor Club would like to invite all ANEMMC members to the Last Ditch Rally, a Retro Touring Assembly on Sunday 9th November 2025.

As part of their 75th anniversary year, the club are delighted to announce a very special event this autumn, where the clock will be turned back to recreate the original route of the Last Ditch Rally - a 12 Car Navigational Rally first run on Sunday 9 November 1969.

You are invited to join this unique retro revival and whether you bring a cherished Classic Car or a Modern Car of Significant Interest, this is your chance to step into the spirit of 1969 and enjoy an unforgettable day of motoring.

Crews are encouraged to dress in period and the following prizes will be awarded:

Spirit of the Rally

Best Period Recreation

Most Expert Expert

Keenest Novice



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Marshals Training Day

The Association of North Western Car Clubs and the British Rally Marshals Club are organising a practical marshals training day on Saturday 29 November 2025 at the National Centre for Motorsport Engineering, Bolton.

This event is open to all marshals.

Delegates can choose 2 sessions from the following list:

Session	Modules
Radio	RY01B (Communication In Theory), RY02C (Rally Radio), RY02D (Introduction To Rally Radio) and RY03D (Advanced Radio)
Timing	RY02B (Introduction To Rally Timing), RY02E (Rally Timing) and RY03E (Advanced Timing)
Pathway Level 1 & 2	GE01D (Working Together), GE01G (First on Scene), RY01A (Introduction To Rally), RY01C (Spectator Safety & Management), GE02A (Supporting Your Peers) and RY02A (Incident Response)
Pathway Level 3	GE03A (Leadership), GE03B (Developing Others), GE03C (Giving & Receiving Feedback), GE03D (Report Writing), RY03A (Incident & Safety Management), RY03B (Event Organisation & Structure) and RY03C (Stage Set Up)



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Training will take place ~ 8:30 - 16:30. Tea/coffee will be provided-please bring your own mug. Lunch will not be provided but food is available to purchase on site.

If you have any queries about this training or need more information, please email training.admin@brmc.org.uk.



Drystone Road Rally 29th/30th November

Exciting Updates for the Drystone Road Rally

The Drystone Road Rally is rapidly approaching, with preparations well underway. The organisers are pleased to confirm that the event supplementary regulations will be released on 5th October, followed by official entry opening on 12th October. Given the anticipated high demand, competitors are strongly encouraged to submit their entries early to secure their place in what promises to be a highly sought-after event.

Challenging and Rewarding Route

This year's rally will feature a demanding course spanning approximately 110 miles, with a significant portion taking place on unmetalled roads. Navigating some of the region's most iconic and challenging lanes. The rally will primarily adopt a 'plot and bash' format, designed to test seasoned experts while remaining accessible enough for newcomers not to feel discouraged.



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Opportunities for Marshals

For those unable to compete, there are still valuable ways to be involved. The organisers invite enthusiasts to marshal the event, offering goodie bags and a fantastic opportunity to witness the cars up close. The contribution of marshals is essential to ensuring the smooth running of the rally.

Register to Marshal

Contact Dennis Cooke and Katie Lancaster via email
drystonemarshal@mid-derbyshiremc.co.uk

Further Information and Contact

For more details, visit www.mid-derbyshire-mc.co.uk/the-drystone-road-rally or to join the mailing list, email
drystoneinfo@mid-derbyshiremc.co.uk

Media Contact: Tony Mytton

communication@mid-derbyshiremc.co.uk

Mid-Derbyshire Motor Club

NHMC dates for 2026 events

5th July: Caves Classic

16th August: Sutton-on Derwent (SOD) Classic

15th or 22nd November: Cadwell Stages



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2025 NHMC STAGE RALLY CHAMPIONSHIP

DRIVER	1	2	3	TOTAL
KEN STURDY	52 (3)	52 (4)	35 (5)	139
CO-DRIVER	1	2	TOTAL	
TOM HUTCHINGS	66 (1)	62 (2)	128	
	EVENT	DATE	VENUE	TYPE
5	RALLY YORKSHIRE	27 TH SEPTEMBER	YORKSHIRE FORESTS	FOREST
4	COLLIN ELMORE MEMORIAL STAGES	7 TH SEPTEMBER	BLYTON	RACE CIRCUIT
3	EAST RIDING STAGES RALLY	23 RD FEBRUARY	CLOSED PUBLIC ROADS	CLOSED PUBLIC ROADS
2	SNETTERTON STAGES	9 TH FEBRUARY	SNETTERTON	RACE CIRCUIT
1	BRANDS HATCH WINTER STAGES	18 TH JANUARY	BRANDS HATCH	RACE CIRCUIT



NHMC Marshals Championship 2025						
	Riponian	East Riding Stages	Warcop Stages	Delecly Targa	Rally Yorkshire	Total
Alan Carvell	1	1		1	1	4
John Milner	1	1		1	1	4
Graham Hudson	1	1		1	1	4
Robert Newlove	1	1	1		1	4
Rob Patteron	1	1	1		1	4
Mike Kitching	1	1			1	3
Richard Hart	1	1		1		3
Dave Cogan	1	1			1	3
John Brook	1			1	1	3
Graham Tabor	1	1			1	3
Nigel Turton	1			1	1	3
Dennis Robinson	1			1	1	3
Johnathan Dykes	1				1	2
Thomas Irvine	1				1	2
Ian James	1				1	2
Gareth Pennell	1				1	2
Robbie Overend	1				1	2
Ian Sadofsky	1				1	2
Dave Shepheard	1		1			2
David Dykes	1					1
Kirsty Short	1					1
Carl Thompson	1					1
Steve Young					1	1
Trevor Davies					1	1
Rob Short	1					1
Dave Watkins	1					1
Chris Newlove	1					1
John Dixon	1					1
David James			1			1
Steve Varey					1	1



TAILPIPE



Someone may have been sampling a bit too much of their own product!

