

STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

Issue 1 - 2026



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Please do not telephone officials or committee members after 9pm except by prior arrangement.



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NOTICES:

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

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



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.



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Editorial - (Personal Viewpoints of Dan Hart)

Hello and welcome to the latest edition of Stage Times. This is the first edition of 2026 covering January & February.

The 2026 rally season is already well underway with local events The Riponian and The East Riding Stages already completed by one-or-two of NHMC's crews. The Formula One season is almost upon us too with some interesting new changes to the cars.

For my part, having got the Manta running again I insured it at the start of the year. It then snowed almost immediately and I stuck the knobbles on and thought about going for a skid. However, common sense got the better of me for once and I decided that bouncing off the rev limiter on opposite lock was no way to treat a new engine so I went indoors to the warm instead. It then started raining and didn't stop for about 60 days so the old girl has stayed in the garage, still on the knobbles and I've not driven her yet. This weekend I have a spare weekend (for the first time in a long while) so I'm thinking about putting some road tyres on and going for a running-in drive after I've fixed a minor oil leak. After that who knows? Ther seats have gone out of date while it's been sat in the garage and I'll also have to find a new co-driver if I want to get out on the stages again.

In other news I have a new road car. After less than two years and almost 35 000 miles my employers decided they wanted my Jaguar I-Pace back so I have a Range Rover Velar instead.

The Jag has probably been the best car I've ever owned. It was incredibly fast making overtaking a breeze – very handy on the run from Driffield to Howden. I've never run out of charge once and by charging over night it was always ready to go, delivering



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approximately 230 miles per charge. The best thing of all was the cost of running it. I travel to Coventry every week, charge it and com back. Total cost to me was around £40/month – for a total of about 1200 miles.



Contrast that with the new Range Rover which costs me £300/month for the same use and you can see why I liked the I-Pace so much. Add to that the fact that I'm taking my life in my hands every time I overtake and I have come to the conclusion that absolutely everything about an electric car is better than a diesel. I know this might be a controversial view but all I can say is – try living with an EV and see how you get on. I assure you, you won't regret it.

The Velar as it happens is a very very good car. It's beautiful inside and out, has a deployable towbar and a full panoramic electric roof. If only the powertarin was electric. I'm looking forward to the appearance of the next generation in EV form so I can have exactly the car I want.

Last thing to add is that the committee have been looking at ways to attract more young people to the club and have decided to make membership free for under 21s. We'll also try to organise a few more beginner friendly events if we can find suitable venues. Please get in touch if you know anywhere.

[Thanks to Dave Shepherd for the article he has provided](#)



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**Your current Membership was 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

Young Membership (under 21) - Free

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

Family membership (members should be at the same
address) - £15.00



2025 A Year to Remember

Team Wats Rallying

Dave Watkins and Dave Shepherd

YVW 591F ex works Twin Cam

After our disappointing run on the 2024 Malton rally where we broke the ZF gearbox on the first stage in Langdale our plan for 2025 was to start off on our most local event the East Riding Stages followed by preparation for the Roger Albert Clark Rally in November following a shakedown on the Trackrod in September.



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The plan was to contest the East Riding with the BD engine installed then a swap over to the Lotus twin cam for the Track rod and the Roger Albert our reasoning being both cost and contesting the 1600cc class hoping for a good class position.

Well i had started the year with booking accommodation for the Roger Albert as early as possible otherwise we would have found it difficult to find somewhere close to the start in Carmarthen and the northern section based in Carlisle. We had been fortunate to have found out the format for the RAC before it become public so i duly booked premier inns in Llanelli, Merthyr Tydfil and Carlisle as we were told the rally followed the same format as in 2023 this was partly true but 2025 was not visiting Walters arena so a slight change in hotel booking was made and extra night in Llanelli and Merthyr Tydfil cancelled. First part of preparations sorted.

So onto the East Riding Stages with the refurbished ZF back in the car all was ready and an entry was made and accepted. A little bit disappointed with our seeding at 139, previously in 2024 we were seeded 135 and finished 71st overall so had expected to be a bit further up the field even though the rally was to be the opening round of the British Rally championship. Never mind we were out to prove the organisers wrong however it all went wrong on stage 2 Coom Hill when we were caught out on the wrong tyres when the forecast rain started earlier than predicted and we made contact with one of the large bales forming the chicane at the end of the long Burton Constable straight. With substantial bodywork damage to the offside front wing and front panel it was instant retirement for us.





The damage caused Dave quite a few weeks of work in his workshop fixing the bodywork which included a full respray of the car including the engine bay and underside, thanks to my brother Ian for his efforts and for carrying out the respray. The spring and summer passed quickly and in no time at all the Trackrod rally loomed into view which by this time the car was refreshed in its new paintwork and sporting the Lotus Twin Cam engine. Entry made and accepted. Dave was a little bit nervous as we had already invested time and money into contesting the Roger Albert later in November and he was wary about damaging the car again on the Trackrod but he didn't need to worry as we had a trouble free run and actually came away with 3rd in class.





During the summer we had been making tentative arrangements for service and management crews, fuel and food for the Roger Albert Clark along with purchase of 18 new pirelli scorpion tyres, the cost of competing in this premier event was mounting.

With November fast approaching route notes were purchased and i spent a full weekend going through them, all 33 stages, making the changes that i knew what Dave would want. A full day spent with Dave going through the notes and video were we made any final tweaks and it then was just a matter of a couple of weeks before we were travelling down to Carmarthen. We elected to trailer the rally car down on the Tuesday behind the management vehicle which was going to be manned by Steve Young and Phil Craven on the event, we chose to get the car scrutineered on the Tuesday as we thought that Wednesday would be hectic, so both noise check and scrutineering sorted off to the hotel in Llanelli and



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await the service crew arriving the next day, service comprised of Chris Greenall and Paul Owen in Chris's van. A rather relaxed day on the Wednesday ended with the ceremonial start through the main street of Carmarthen with Howard Davies giving his usual commentary. Back to the hotel and some nervous sleep ready for the actual start on Thursday morning.



Thursday morning dawned nice and bright and as we were running in the 1600 class we were privileged to be in the top 30 as reverse seeding was the order of the day. A very long road section out to the first stage 2 stages of Crychan and Cefn passed with out any dramas then an even longer run back to Pembrey for stages 3 and 4 run on tarmac at the motorsports centre. We had already decided not to bother with any tarmac tyres for these 2 short stages but possible did suffer a bit on times running on foresty tyres. After Pembrey it was the long road section back to Crychan and Cefn for the final two stages of day one. All passed without any



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dramas, 33 stages miles and 180 road miles done then a quick spanner check by the service and management crews and off for something to eat and the bed.



Friday morning and a change in the weather as we were greeted by a slight covering of snow which increased as we travelled from Llanelli to the start at the Carmarthen showground. Looks like we will be faced with some ice and snow in the forests. Myherin at 14 miles long was the first stage of the day and we got through without any dramas, Sweet Lamb/ Hafren1 was next and was one of the main spectator stages and didn't disappoint with the majority watching on near the water splash, with that 16 mile stage passed it was onto Dyfnant 1 which was where we first encountered the snow and ice, in fact we were diverted into the forest early before the proposed stage start and actually started at post 6 as the first section had been deemed too icy. Dyfnant 1 was our only small incident where on a slight downhill section to a 90 right we lost traction and took out a



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small wooden sign with no real damage so onward to Welshpool for service. Cwmysgawen a very short stage passed without incident then back to Sweet Lamb/Hafren for the second run through in darkness which became the last stage of the day as Dyfnant had been too dangerous for competitors and marshalls so was cancelled. Back to Welshpool and the obligatory spanner check before enjoying fish and chips from the local chippy in Welshpool then it was the long flog up to Carlisle for the northern section. We got to the hotel just after midnight and straight off to bed.

A later lunch time start at Carlisle airport for Saturday which included the mini challenge cars joining us for the day. Ash park was to be the first stage but was cancelled and replaced with Tommys Fell due to a washed out road from the recent floods. The route changes had been given out at the documentation on Wednesday and required replacing quite a few pages in the road book along with revised road section times, a bit of a night mare as all Saturdays stages were due to be repeated but more on that later. Tommys Fell proved to be a cracker of a stage but the following stage Riccarton 1 was rather different being covered with compacted ice and snow and lots of mini challenge cars off the road including Hollie Mcrae who had rolled her car on her first forest rally. Slow progress through Riccarton 1 saw us safe and sound. By this time the rally was running a little bit behind time. The road section from Riccarton 1 to Hyndlee 1 included a narrow road where the organisers had allowed management vehicles which basically made the road single track and created massive traffic jams as it was also the road to Hyndlee 1 and back to Kershope 1 we spent nearly 20 mins queuing in traffic which didn't help the ambulance coming through with on blue lights. On arrival at Kershope 1 we were now well behind



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our scheduled booking in time which should have made us and other fellow competitors over the time limit but thankfully any road penalties were not applied due to the traffic congestion. Kershope 1 proved to be very foggy so Dave took it steady and we most likely lost quite a bit of time on this stage. At the end of Kershope we were informed the remaining stages for the day had been cancelled making it now 5 cancelled stages in total. Back to Carlisle airport service and then service off to the hotel and bed.

Sunday stages centred on the forests just over the Scottish border and started with Ae 1 a fantastic stage with a downhill hairpin left populated by lots of spectators, onto Twiglees 1 and Castle Oer 1 no problems then the longest of Sundays stages Craik at 8 miles and then Newcastleton before heading back to Carlisle Airport for service then repeat all the stages again mostly in the dark. Sunday ended with no issues at all so back to Carlisle with a quick visit to McDonalds for a bite to eat before bedding down for the night.



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Monday oh Monday started with Shepherdshield then Pundershaw, Roughside and Hope house all classic Kielder stages and all in good condition for the first pass through, service over the dam at Kielder water then a long wait to be reseeded in actual position order to tackle the 40 mile stage which was a joining up of Pundershaw, Roughside and Hope House, the Big One. Nearly 40 pages of notes to read out and i don't think i made one mistake reading them out. About 5-6 miles into the stage we were caught and passed by one of the Bowler Land Rover...turbo charged and 4 wheel drive proving a big advantage but we finished making it Dave's 11th Roger Albert Clark Rally finish and my second one. Back to Carlisle Airport for the ceremonial finish and photographs and results showed that we had finished 3rd in class overtaking Paul Rawson by 7 seconds on the last stage.



Provisional results were only posted in the following week due to using a stand in results team which had proved



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sporadic during the rally. Some how we got demoted to 4th in class as Paul Rawson had suddenly found 4 mins on one stage, i spent some time checking our stage times and looking through our in car video to see if i could find anything in our favour but alas nothing i could only surmise that our times in the dark had been slower than our fellow class competitor's.



So that brings us nicely up to last weekend East Riding Stages, entry application put i and fingers crossed we would get a run...success and we even got a better seeding then previous years at no. 123.. easy to remember that one. The car had the BD engine put back in suspension lowered and a thorough check over. Dave and myself took the trailer up to the service area on Friday, collected all the documentation from rally HQ at the race course and went on to do the Saturday night stages recce in the dark. Saturday morning dawned a very nice day and we took the rally car up to the service area for the service crew lads to take through noise



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check and scrutineering, the crew, Ian my brother and Chris Harris had also been asked to assist servicing for Peter Histon and Ryan Witty car no.106 and take their car through noise and scrutineering too. With the rally car left in capable hands it was off to recce the Sunday stages, we were allowed 2 visits per stage only and we made some minor amendments to the notes before heading back to service and getting suited up for the Saturday night stages. The ceremonial start was in North Bar Within with the Beverley Mayor flagging us off with background entertaining commentary provided by Howard Davies and Julian Porter. Stages 1 and 2 were a short blast over the Westwood with a very tricky hairpin at the start which we got wrong on both attempts but we were not the only crew to do so. It was then over to Brantingham Dale for stage 3 a short 3 mile one ending up just in South Cave back around to the same start point in Brantingham for stage 4 which took us up past Weedley mast, Low Hunsley, Blue stone bottoms, Little Weighton village down along past Risby and Bentley to end a mile short of Walkington traffic lights. No incidents to report so it was straight back with the car to Dave's workshop for a spanner check and refuel already for Sunday's stages.

Sunday dawned with bright blue skies requiring me to don sunglasses for the event. A holding control in school lane car park was followed by the official ceremonial start in Saturday Market place and then the run out to Skipsea Brough for stage 5, a short road section from Seaton to Sigglesthorpe for Stage 6 then a longer road liaison section from Hatfield to Albrough for Stage 7 Ellerby which took in the infamous long straight in front of Burton Constable Hall, Old Ellerby and finishing just south of Skirlaugh, down the road to Swine for stage 8 on the roads back of Skirlaugh, Benningholme lane and Wawne Common with the 2 tight bridges and then onto



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Meaux road ending a mile before hitting the main road at Routh. Back into Beverley Saturday Market place for a short regroup before tackling the Westwood stage twice ...we got the hairpin right this time and then into 45 mins service. Out of service to refuel enroute at the BP garage to attempt the 4 morning stages once again. A good fast run through all 4 and back to Beverley for the ceremonial finish were we learnt that we had won category 2 in the Roger Albert Clark Historic Asphalt championship and so we got to do a bit of fake champagne spraying..non alcoholic of course.we headed back to Dave's to park the car up and retire back home for a well deserved rest.



So what's next for this year? Trackrod in September followed by Malton in November of course subject to securing an entry. In the summer a possible jolly down to Goodwood and a definite appearance at the Matthewsons show at Harrogate showground in August. And for me well i volunteered to

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organise the caves classic run now that Dennis has retired from that role.

See you out on the Caves Classic ..it may even sport a new title.

Dave Watkins and Dave Shepherd

Ex works Mk1 Escort Twin Cam YVW 591F



The Manta didn't get to go for a play in the snow but the S6 did.



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DATES FOR 2026

This is a list of local events in 2026

5TH July **NHMC CAVES CLASSIC**
16th August **NHMC SOD CLASSIC**
25/26TH September **RALLY YORKSHIRE**
1ST November **MALTON FOREST RALLY**
22nd November **NHMC CADWELL STAGES RALLY**
Please see the NHMC website for a full and updated list of events:

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

Would you please circulate our invitation to your members

The Wolds Way Run

Motor Sport UK Permit Number 206589

Dear Classic Car Enthusiast

You are invited to take part in the 29th classic car event, The Wolds Way Run, on Sunday 10th May 2026, organised by the MG Car Club Ltd Yorkshire Centre.

Last year charitable donations amounting to £652 were donated by the entrants and the Yorkshire Centre to the Dove House Hospice and, again this year, we are supporting this charity.

All models of MG and all Marques of Vintage, Classic and Sports Cars are welcome to enter

The circular run is easily navigated using the tulip-style route book which also includes information of the areas we are visiting.

Early entry is advised as the car plaques are limited to 60.



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The start and the finish is at Cottingham Parks Golf Club, HU16 5SW, easily accessed from the A164, 6 miles from A63 via M62 or A15. Travelling from the north via A164 it is 6 miles from Beverley.

Additional voluntary charity donations for Dove House Hospice will be gratefully received.

Entry fees for the Run per car are: MGCC Members £20 Non-members £25

Tea, coffee and breakfast are available at the start.

For catering numbers please indicate on the entry form if you would like breakfast which is payable to Cottingham Parks on the day.

Please send attached entry form by 21 April 2026 to be included in the route book.

If you do not wish for your details to be kept on the database for the Wolds Way Run please email me and I shall remove them.

Kind Regards

Chris Moore

Entry Secretary for The Wolds Way Run

camoctagon@gmail.com

07776 450776

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Dear Classic Car Enthusiast

You are invited to the J H Foreman Ltd Drive it Day to be held on Sunday 26 April 2026.

Please join us on the National Drive Your Classic Day on a new scenic route from Hutton Cranswick Sports and Recreation Association Centre, YO25 8ES near Driffield into North Yorkshire returning for an afternoon meal.

The entry fee is £15 per person which includes the route, breakfast and the meal at the centre.

Please, to avoid food wastage, the entry fee is to be paid in advance.

Proceeds from the event will go to Hutton Cranswick Sports and Recreation Association: registered charity no: 700877.

Attached is an entry form form for the event.

Data you provide will be used to process your entry for this event and to inform you of future classic car events organised by J H Foreman Ltd.

*If you **do not** wish your name and email to be kept on the Foreman database please email me after this event and I shall remove you from the mailing list.*

The paper entry forms will be shredded after the event when accounts have been finalised.

If you would like to be informed via email of other local classic car events, please tick { } on the entry form.

Kind regards

Chris Moore

Entry Secretary Drive it Day



camoctagon@gmail.com / 07776 450776

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NHMC Marshals Championship 2024 – part 1

2025 NHMC STAGE RALLY CHAMPIONSHIP

DRIVER	1	2	3	4	TOTAL
KEN STURDY	52 (3)	52 (4)	35 (5)	52 (6)	191
David Watkins	10 (3)	48 (5)	48 (6)		106
TOM HUTCHINGS	63 (5)				63
CO-DRIVER	1	2	3	TOTAL	
TOM HUTCHINGS	66 (1)	62 (2)	32 (4)	160	
Dave Shepherd	10 (3)	48 (5)	48 (6)	106	

2025 NHMC STAGE RALLY CHAMPIONSHIP EVENTS

	EVENT	DATE	VENUE	TYPE
6	RAC RALLY	20-24 th November		
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

2026 NHMC STAGE RALLY CHAMPIONSHIP

DRIVER			TOTAL
KEN STURDY	47(1)	10 (2)	57
DAVE WATKINS	47 (2)		47
BERNIE NOLAN	10 (2)		10
CO-DRIVER		TOTAL	
DAVE SHEPHERD	47 (2)	47	

2026 NHMC STAGE RALLY CHAMPIONSHIP EVENTS

	EVENT	DATE	VENUE	TYPE
1	Riponian	8/02/2026	YORKSHIRE Forests	FOREST
2	EAST RIDING STAGES	21/22 /2026	EAST YORKSHIRE	CLOSED ROADS



TAILPIPE



The rather beautiful back end of my new car which although it doesn't quite match up to the magnificence of its electric Jaguar predecessor is nevertheless a splendid vehicle. I'm feeling quite privileged.

