

STAGE TIMES

The Magazine of North Humberside Motor Club Ltd

Issue 3 – 2026



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

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

Online Club Contacts:

Here are various contact details for NHMC, please sign up:

web-site: <https://NorthHumbersideMotorClub.co.uk>

(it's not case-sensitive, but I like to write it with upper-case letters like that! - DJ)



NHMC members mailing list - contact David James (at chair@NorthHumbersideMotorClub.co.uk) if one wants to be added to the mailing list

WhatsApp NHMC announcement channel - to join go to

<https://whatsapp.com/channel/0029VbCYWSGATRSwZkktSk1d> (or search channels or updates in WhatsApp for "North Humberside Motor Club Announcements")



WhatsApp NHMC members' group - to join go to:

<https://chat.whatsapp.com/INs4lojlvAn0YpQWpkQih1> or search for "North Humberside Motor Club members group" in WhatsApp Chats.



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

Facebook Page



Facebook Group



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

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

~~Hound (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



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Editorial - (Personal Viewpoints of Dan Hart)

Hello and welcome to the latest edition of Stage Times. This is the third edition of 2026 covering May to August.

It's traditional at this point in the Editorial that I should make an appeal for more articles and an excuse that this is why publication of the magazine is a bit tardy. However, on this occasion I have to lay the blame completely on myself. Dave Shepherd provided me with an article a while back, there are plenty of photos from the very enjoyable Pistons In The Park / Hornsea car show at which the club had a stand and various committee members have been very busy organising events. The truth is I have been absolutely snowed under with work and life and then took a very much needed 2 week holiday so this has been the first opportunity I've had to compile the magazine.



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Photos & details of the Hornsea car show are included in this magazine as is Dave's article and details of all the upcoming events (including an Autotest and another classic run). I'm particularly sorry to the team organising the Sutton on Derwent Classic Run in case this magazine doesn't reach readers before 16th August.

Time pressures have taken a toll on my own motoring activities too, since I spun a big end bearing on the way back from a dyno run at Bogg Brothers. Although I have been able to source a replacement crankshaft, bearings and get the actual rebuild done, I haven't had time to put the engine back in the car yet. This should hopefully be a job for this weekend. The good news was that the dyno showed 150kW (200bhp) at the wheels (although Mr Bogg Snr gave me a begrudging 180bhp so we'll go with that as he knows his dyno). Root cause of failure was low oil level as I'd somehow managed to put things together with the wrong dipstick after switching from a 2300cc engine (based on X22XE block) to a 2050cc (C20XE block).



Above: Ready to drop back in

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Initial diagnosis – slipped rather than spun, the crank will need a polish since there are some witness marks but fortunately a major disaster was avoided and I was able to get hold of another crank and a short engine for a reasonable price.



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I finished off reading *The Yorkshire Rally Mafia* recently, there's mention of a few club members including Ian Sadofsky amongst the many tales from rally legends of the past 60 years. Whilst reading I noted that a few notaries (Phil Short/Chris Knowles-Fitton) were former members of my first motor club (Leeds University Union Motor Club) where I began my motorsport journey. It reminded me that I'd received Full Colours from the University for Rallying and prompted me to get in touch with them. I wondered if there had been any other winners of Full Colours for motorsport but unfortunately they were unable to confirm this. They did however confirm that the motor club is still thriving, albeit under a different name "The Motorsport Society" and they won club of the year in 2024. They also provided me with a replacement certificate as although I still have my badge (which I sent them a copy of) I'd lost the original certificate.



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At aged 19 in 1989 when I received the award I have to admit I wasn't really sure what it was for but they confirmed the following:

Full Colours is awarded to those representing Leeds at the highest level of their sport.

To qualify for this award, the nominee must meet one of the following criteria (as of 2026, I'm unsure if this was different back when you were here, but I can't imagine by much):

National Level representation (1st Team Squad) E.g. Leeds Rugby, Yorkshire Cricket etc. Must also represent the University.

International Student Squad Selection E.g. English Universities

Achieved a placing considered exceptional depending on the merits of the event e.g. Marathon

Selection to International Training Squad

I'm not sure quite how I fitted into that criteria but I can remember winning the Scatter championship as a fresher and also contributing a lot of points at the Varsity match, either way it led to a lifeline obsession which I'm proud of.

Last thing is a reminder 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. Please also get in touch if you have articles for publication or any feedback on the magazine and forward the link to the online version of the magazine to any petrolhead friends.



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Potholes Jim but not as we know them – how I got involved in rallying

Let me tell you my story of how I came to get into rallying. The year was 1979 and I had been employed as a land surveyor for 7 years mainly surveying for major overhead power distribution grid, Pylons lines for those uneducated among us, throughout England, Scotland and Wales however the story starts a few years earlier. My employer, the late Len Cook of Line Surveys, based at the time at Bainton, was a very keen speleologist, posh word for a caver/potholer, (you can see where this is going can't you? Hence reference in the article title). Len was so passionate about his sport that he constantly tried to entice his staff to partake and venture into the underground world of caves and potholes but not always successful in his attempts. Len was a member of the Craven Pothole Club based over in Horton in Ribblesdale in the Yorkshire Dale, for those not in the know most caves are formed in limestone karst areas throughout the world by the action of water which breaks down the limestone to form the cave and potholes. There are 4 or 5 main areas of limestone throughout the UK mainly Yorkshire and Derbyshire Dales, the Mendip Hills, Beacon Beacons of South Wales and a few small areas in North Wales and Scotland. With me so far?

So it was in August 1976 that Len finally persuaded myself, my girlfriend at the time and another employee called Geoff to pay a visit to the Craven Pothole Clubs annual 2 week meet up at Gaping Gill, situated on the higher slopes of Ingleborough Hill, one of the Yorkshire 3 peaks. Gaping Gill is a large underground cave system that was formed by water from Fell Beck descending underground into a vast



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underground chamber and creating Britain's tallest underground waterfall of some 330 feet. The Craven club are only one of 2 potholes clubs allowed to camp at Gaping Gill where they dam of the fell beck stream and divert it down another sink hole, rig up a scaffold gantry across the sink hole and erect a winch system to raise and lower club members, other cavers and members of the public down into the vast chamber 110 metres below the surface, the chamber is so large it is reputed to be able to house York Minster. The Craven meet is held in August each year and if you would like to experience the delights of Gapping Gill I suggest that you visit the clubs website.



Gapping Gill sink hole and the winch arrangement

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In the main chamber of Gaping Gill 110 metres below ground

Fast forward to a couple of years to about 1978 and by this time the girlfriend and myself had split up after 4 years and being at a loss with my time I fancied doing something a bit more adventurous and having enjoyed the trip down Gaping



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Gill decided to join the Craven Pothole Club and embark in the sport of potholing, yes I know not everyone's cup of tea but it did fill in the empty time space that I suddenly found myself in sans girlfriend. So wetsuit, miner's lamp and safety helmet all acquired and off I was exploring the vast realms of subterranean Yorkshire Dales.

Part two - Back in my far distant youth, think 1960's very early 1970's, I was a boy scout of the 5th Nicholas scout troop under the leadership of Harry "Skip" Oglesby and enjoyed many camping trips with the other scouts where we indulged in the crafts of cooking on open fires and building rope bridges and other pioneering activities somewhat akin to the similar adventures to those depicted by Enid Blyton in her Famous Five books. So it was one summer's evening that I bumped into Skip at the Murco filling station in Beverley where we exchanged a few pleasantries about what life was dealing for us at that time and it was during that conversation that I mentioned to Harry about being a member of a caving club to which he enquired would I come along and help out with the scouts with a view to taking a party of them caving at some point, so it was the start of assisting with the scouts where I became the main instructor of the art of tying knots. It was also around that time I became the owner of a red mark one Escort Mexico registration EHE 8K, also assisting with the scout troop was another guy called Vic Meek who worked with Harry at Armstrong Patents, the shock absorber manufacturer. Unbeknown to me was that Vic was a member of Beverley and District Motor Club and a budding wannabe navigator just lacking a naïve owner of a suitable rally car and thus it came to pass that Vic persuaded me to become a member of the Beverley and District with a comment of "That's a really nice car just the ticket to have a go at rallying



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with". The next few months were then spent transforming the Mexico from its humble road car beginnings into a fully-fledged road rally spec car complete with the obligatory with the yellow tape around the battery cable, with fire wall on the rear bulkhead, bucket seats, full harness seatbelts and rear cage completing the transformation. And the first rally? The 1979 Beaver rally of course were we were seeded at number 66, started in Beverley Saturday market place and took in the frosty and icy November roads around Holderness and the Yorkshire Wolds. I think we finished somewhere in the late 20's but someone out amongst you might know better.

1980 and 81 saw us compete in many road rallies in Yorkshire names that spring to mind include Night Owl, Moonraker, Three Swans, Sandal Motors, and many more of which I don't remember the names of.



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Some unknown road rally around Hallam shire Hills about 1981 in the Mexico but with Paul Nichols navigating this time...Apologies for the rather out of focus photo.

Unfortunately it soon came to a swift end when the engine decided to let number one piston and con rod exit the cylinder block one afternoon when I was on my way home from work, on the positive note it maybe was a blessing as road rallying was attracting a bad reputation with some competitors entering events with full blown stage cars and speeding becoming a problem with the local constabulary who would often turn out on rallies with the obligatory speed gun. So with my driving licence safe I was left twiddling my thumbs until an offer from Derek Briggs to co drive for him on a single venue stage rally held on Driffild airfield was accepted. And that was the start of the progression of swapping seats from being a budding rally driver to becoming a co-driver, aka sack of spuds in those days, and the rest is history so to speak. A change from Beverley and District to North Humberside and a couple of years with a few other drivers, Paul Gibson in his Sunbeam TI and Lotus Sunbeam the with Phil Duffill in his MK2 Escort initially powered by a lotus twin cam and latterly by a 2 litre pinto saw some class successes mainly on single venue events on the old airfields of Lincolnshire and East Yorkshire with the occasional foray of a multi venue such as Tour of Lincs and Crystal Stages, I yearned to compete in the forests to emulate my rally heroes of the day but Phil didn't so when the opportunity came along in 1985 to co drive for Steve Waterall in his Mk2 pinto engine Escort I jumped at the chance and was soon fulfilling the dream in the forests of Wales, Scotland and England competing in the BTRDA Goldstar events of the Plains, Border, Quip and Dukeries rallies with some very good top results.



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1985 Quip Stages with Steve Waterall

Then a different change of plan for 1986 as Steve wanted to compete in some international events so turned to change to a Vauxhall Nova in group N spec with a side plan of also entering the Vauxhall Junior cup for under 25 drivers. So 1986 became a very busy year starting with the Forest of Dean rally in the snow and ice of February were from a lowly start of car no. 157 we finished 23rd overall beating some very powerful cars, Kevin Furber a fellow junior cup entry finished a surprising 3rd overall in his nova. The following week saw us enter the first international rally, the local National Breakdown rally seeded at 49 and finished in 34th position overall. The rally was struck down with massive snow fall which resulting in the majority of stages being cancelled. The rest of the year saw us compete in the other 9 BTRDA Goldstar qualifying rounds and 2 more internationals, the Dieppe rally in Northern France and the Welsh International Rally. It was at scrutineering for the Welsh that we shared the scrutineering marquee with Hannu Mikkola and Arne Hertz and their David Sutton entered Audi Quattro although both



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were quite subdued as it was the weekend that we learnt of the tragic deaths of Henri Toivonen and his co- driver Sergio Cresta in Corsica. A none finish on the Plains rally that year saw us enter 13 rallies with 12 finishes and 2nd place in the championship behind Kevin Furber in the Vauxhall Junior cup.

At the year end Steve announced that he was retiring to get married which left me driverless until Barry Clark stepped up to contest the Nova cup in 1987 but he required to get his licence upgraded from restricted to national level so 2 rallies entered but tragedy struck on the second held on Otterburn ranges where the stages were held on icy tarmac roads resulting in a end over end roll and ending the rally while we were in 4th overall position, the car was well wrecked and I suffered with back and neck problems putting me out for the rest of the year. So onto 1988 and it was my turn to retire and get married and I entered the wilderness years until 2018 when Mike Reed persuaded me to co drive for him on the Pirelli and Scottish rallies with a none finish on the Scottish and not getting to grips with the route notes Mike decided to enlist the talents of John Millington so once again driverless then I managed to enter few events with Chris Marlow in his crossflow Mk1 Mexico replica before Chris decided to retire in 2022.



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On the 2021 Greystoke Stages with Chris Marlow



A couple with Bernard Nolan in his Mk 2 Escort on Leconfield
and also on East Riding Stages



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it was then that Dave Watkins asked me to co-drive for him in his ex-works Mk 1 twin cam, YVW 591F, on the Trackrod rally in 2022 and the rest is history having co driven for Dave since 2022 including 2 Roger Albert Clark rallies, 4 Trackrod rallies, 3 East Riding Stages and a few Riponian and Malton events and the very last John Overend at Melbourne and with only 2 non finishes in the last 4 years ...a superb track record down to Dave's meticulous car preparation skills (nothing to do with the co-driver of course).



Trackrod 2022 with Dave Watkins





2023 Roger Albert Clark rally again with Dave Watkins



2025 Roger Albert Clark Rally with Dave Watkins



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Latterly I have also been involved in the organisation side of rallies starting off as entries secretary and Competitor liaison officer on 2025 Warcop stages, CLO on 2025 Cadwell stages and am currently in the progress of organising the Buckrose and Bulmer Wapentake Classic Car run (nee Caves Classic car run) and new classic car run to take place in September... so watch this space

So that's my story lets now hear about how did you get into motorsport and rallying ?

2026 Pistons In The Park (Hornsea Car Show): 31st May



Well manned club stand



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Yellow Perils



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Remote valve controlled Town & Country pipes on this beastie



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Been a while since I last saw an 8 port A-series

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Modern Morgan





A different breed of enthusiast





Above: Mega rear engined Mini / Below: More Yellow







Autobahn Stormers





A thing of beauty









I bet this goes like a Bullitt





My son's favourite





DATES FOR 2026

This is a list of local events in 2026

16th August	NHMC SOD CLASSIC
22nd/23rd August	Demonstration Rally Stage
23rd August	Lindholme Classic Tour
13th September	NHMC Last Of The Summer Whine
25/26th September	RALLY YORKSHIRE
25th October	NHMC Autotest
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/>

Sutton Upon Derwent Classic Car Show Sunday 16th August 1pm till 4.30pm

Once again the Village Hall committee in Sutton Upon Derwent are organising our Classic Car gathering on the green next to the Village Hall.

NHMC will be organising a Classic run finishing at the event.

A really sociable afternoon, lots of interesting cars together with a BBQ, Bar and Tea and Cake provided by the WI.

It will be nice to see our members there.

We still have entries available for our second classic run of the year

If you are going to enter please let us know, as we have to order the printing of Road Books and Rally plates.



Entry forms are available on the club website

www.facebook.com/northhumbersidemc

Entries received so far are listed below

Robert Newlove: 07764 140205

1	Mike Brownlow	Carol Brownlow	Mazda MX5 25th Anniversary	2014
2	Bob Sterrett	Carol Sterrett	Mazda MX5 25th Anniversary	2014
3	Derek Tucker	Christine Tucker	Mercedes 350 SL	2006
4	Howard Paterson	Ruth Paterson	FIAT Panda 4x4	1989
5	John Brook	Morgan Brook	Audi TT	2007
6	David Pope	Angela Wren	MGB Roadster	1968
7	Richard Curtis	Sheila Curtis	MGB GT	1973
8	Trevor Pulford	Janet Pulford	BMW 118 Cabrolet	2010
9	David Shepherd	Tracey Shepherd	Saab 9-3 Convertible	2009
10	Ian Shepherd	Freya Shepherd	Ford Fiesta	
11	Ken Sturdy	Tom Hutchings	Escort RS2000	1979
12	Ian James	Cathy Parker	MG Midget	1979



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13	Clive Ferris		Austin Healey 3000	1962
14	Ian Sadofsky	Rosemary Sadofsky	Rover Mini Cooper	1991
15	Brent Halder	Ann Halder	Mercedes SLK	2000
16	Graham Tabor	Denise Tabor	MG Metro	1982
17	Peter Woodmansey	Jennifer Woodmansey	Ford Capri Laser	1986
18	John Williams	Gill Williams	Alfa Romeo Berlina 2000	1972
19	John Wylie	Sue Wylie	MG TC	1949
20	Sean Kukula	John Hassall	Alpine GTA V6 Turbo	1988
21	Keith Dixon	Jenny Dixon	MGB GT	1980
22	Tim Gowthorpe	Sally Gowthorpe	Mini Cooper	1993

The Finish is at Sutton Upon Derwent Village Hall, Sutton on Derwent, near York, YO41 4BN

<https://northhumbersidemotorclub.co.uk>

Look under classic runs on the top of the page and click on Sutton on Derwent scenic run. Download the entry form, save it and E mail it to the entries

secretary.gin@btinternet.com

PLEASE NOTE: We would like to do everything on line including payment, if this is a problem, contact the Entries Secretary: Robert Newlove 01377 270888 , 07764140205



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Demonstration Rally Stage 22nd/23rd August

Malton Motor Club has been asked to run the Demonstration Rally Stage for the Mathewsons Live event at the Great Yorkshire Showground, Harrogate.

We are looking for marshals to help us manage the 0.7mile stage, that's set to be a real crowd-pleaser!

Here are the key details:

When: Saturday 22nd and Sunday 23rd August 2026.

The Schedule: The stage will run for a 90-minute session, twice a day, on both days.

Camping: For those wanting to make a weekend of it, on-site camping is available!

Location: Great Yorkshire Showground, Harrogate.

It's going to be a fantastic atmosphere with some great cars on display and in action, so it should be a brilliant couple of days!

If you're available to help, whether for one day or the whole weekend, please let me know via the link below, so we can get the roster organised and fit as many people in as possible. Please note that spaces are limited, and attendees will be selected based on a specific criteria.

Looking forward to seeing you there!

Kind regards,

Jo Wilkinson: fivesheep@hotmail.com

Chief Marshal - Mathewson's Live



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***North Humberside Motor Club presents the Last of the
Summer Whine Classic Holderness Run on Sunday 13
September 2026***

A new event to close off the summer with a tour of Holderness catering for cars that are classics, interesting, unusual or just plain run of the mill in fact we will accept any car petrol, diesel or even electric powered. Regulations coming out soon watch out on the club website.



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Lindholme Classic Tour: 23rd August

Lindholme Motor Sports Club (Doncaster) will organise the Lindholme Classic Tour - a Touring Assembly - on **Sunday 23 August 2026**.

**Start and Finish: RAF Snaith Museum, Long Lane,
Pollington, DN14 0DF**

What3 Words – nylon/fruits/nature

Further directions to the site will be given in Final Instructions.

On-line Entry Forms are on the website of www.rallies.info – this is easy to fill in and helps considerably with entries administration. You will “sign on” with this system as well – no need to do it on the day of the Tour.

www.rallies.info/webentry/2026/lindholmeclassic/

Rally Yorkshire 26th September – Staindale Stage Can you Help?

Once again North Humberside Motor Club are running The Staindale Stage on Rally Yorkshire on Saturday 26th September.

The stage is the same direction as last year will be run once.

Staindale is the last stage with first car due at 2.22pm with last car about 5.30pm.

Please let me know if you are able to help.

As usual I won't be using Rally Stage Team so please contact me by email



Contact John Newlove john.newlove@btinternet.com
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<https://northhumbersidemotorclub.co.uk/>

The Drystone Road Rally 2026: 17th/18th October

“Unfortunately we are having to change the date again of our event this year. We have been informed that a 400 strong Scout group organised Run/Hike is taking place over the weekend of 5th-6th September and through the night, crossing areas we had planned to use. So for the safety of all we have decided to move our event to the weekend of 17th-18th October.

We hope this doesn't cause any issues and we ask that you inform your members and member clubs.”

Below: Autotesting organised and run by NHMC at Towcester Racecourse for the RREC annual Rally 2003



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**THE OCTOBER
OCTANE AUTOTEST**

**ELVINGTON AIRFIELD
OCTOBER 25TH 2026**



**REGS COMING
SOON**

CONTACT:
KIRSTY SHORN
07728950344
KIRSTY-JT@HOTMAIL.CO.UK
OR
IAN SADOFSKY
07842412975
IAN.SADOFISKY@GMAIL.COM



2026 NHMC STAGE RALLY CHAMPIONSHIP

DRIVER				TOTAL
KEN STURDY	47(1)	10 (2)	49 (3)	106
DAVE WATKINS	47 (2)			47
BERNIE NOLAN	10 (2)			10

2026 NHMC STAGE RALLY CHAMPIONSHIP

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	21/02 /2026	EAST YORKSHIRE	CLOSED ROADS
3	Yorkshire Dales Rally	29/03/2026	Yorkshire Dales	Closed Roads



TAILPIPE

North Humberside Motor Club

About us

North Humberside Motor Club (NHMC) was formed in 1968 by the amalgamation of three other clubs based in and around Hull and the East Riding of Yorkshire. As well as producing National Champions the club organises events in both National and Regional Championships as well as assisting other clubs with running their own events.

How to get involved

Whether you wish to compete, organise or marshal we can help you achieve your ambitions. As a club we meet, at the Ferguson Fawsitt Arms, Wainwright, Nr Beverley. The Noggin and Natter night is now the first Thursday in the month, from about 8 p.m. in the small snug room. If you are interested in club motorsport come along and join us – everyone is welcome.

NHMC

2026 Events

Sunday 5th July
Caves Classic Run

Sunday 16th August
Sutton on Derwent
Classic Run

Sunday 22nd November
Cadwell Stages Rally



Events in the area

Sunday 31st May
Pistons in the park

Friday 25th and
Saturday 26th September
Rally Yorkshire

Sunday 1st November
Malton Forest Rally

What we do

Stage Rallying, Autotesting, Touring
Assemblies
& Classic Runs

We help other clubs to run events
Promote safe motorsport

Our contact info

Club Website:
www.northhumbersidemotorclub.co.uk

Club Email:
nhmc.secretary@btinternet.com

Facebook:
[Facebook.com/northhumbersideMC](https://www.facebook.com/northhumbersideMC)

Follow the North Humberside Motor Club
Announcements channel on WhatsApp:
<https://whatsapp.com/channel/0029VbCYW5GATR5wZkktSk1d>



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