

July 2020 spotlight Part Two



Aberystwyth & District M.C.
Ystwyth Road Rally

*Photo Courtesy of
Neil Constable*

www.sd34msg.org.uk

Volume 11 : Issue 8.5 : July Part 2 2020 : Maurice Ellison

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MOTOR SPORT GROUP



**UK motorsport is about to restart,
But, not as we know it.....**

**To follow the latest Covid-19 rules and
look after YOUR health and safety.**

[Staying alert when meeting people you do not live with](#)
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So for motorsport events you may need to read the event regulations and understand any changes; take your own hand sanitizers, wipers, gloves, masks and anything YOU may require with you for the day, to the motorsport event. Most events will be papers less, Self-declarations will be needed from drivers/passengers, if allowed and all marshals. This will mean that marshals will need to pre-book with the organisers to attend the event! Too many marshals will be an issue at some events! Being able to plan for the day is all helped by booking early your marshalling offer. Contact the organising club, book your place and fill in the signing on form and send it back to the club.

Basic principles for all marshals and competitors.

- Local government advice must be adhered to at all times.
- Good hygiene – wash hands regularly.
- Maintain social distancing requirements (min 2m if possible)
- **Do not attend events if you feel unwell or have any symptoms of COVID-19**
- PPE must be worn in accordance with government advice

Clubs; Please let Dave Thomas – anwcc@talktalk.net know of any event news and date changes, We all need customers to our events so let us keep that website up to date. <http://anwcc.co.uk/>

This will help the ANWCC site to be the one stop shop for all North West Motorsport event dates.

Many clubs have over the last 4 months have found new ways of keeping in touch with each other. The last SD34 meeting was in January! James Swallow will be in touch with all clubs/delegates to arrange the next meeting. We will discuss and plan what championships will/ will-not run this year and look to 2021 and a way forward for clubs and the championship contenders. We are all passengers of the Covid-19 event. I am sure that clubs and the members will find a way for motorsport to continue in areas that it can.

SD34MSG Meeting,

15th July 2020 8pm Via Zoom.



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Comprising the following 11 Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



Clitheroe & District Motor Club
www.clitheroedmc.co.uk



Ecurie Royal Oak Motor Club
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Garstang & Preston MC
www.gpmc.org.uk



High Moor Motor Club
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Preston Motorsport Club
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Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
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Rallying Rambles

(tales of an obsession with motor sport)

By Bill Honeywell ©

More 1982 different drivers, different navigators...

1982. Here's a slightly later photo of the Black RS2000, which now boasts sponsorship from Ray Developments and I'd clearly been spending some time on the suspension and reducing weight since I bought the car, as John and I soon had to wear intercoms. It was so noisy in there that we needed Peltors just to hear each other!

Did I mention that I had a company car? Well Val still didn't have any car, so for a while KKC became her shopping transport, and I know she would have preferred something else. The one-way system in Clitheroe means that in order to get around town you need to drive along Lowergate and then turn hairpin right uphill at the junction on to Moor Lane. Once Ray Developments had 'looked at' the engine (although it was still tractable) it was much more cammy. Val assures me that to get round the junction without stalling required at least 4,000 rpm, plenty of throttle and some skill with the clutch. She also hated refuelling: the attendant would head for the (non-existent) fuel cap whilst Val calmly opened the boot to reveal the fuel tank. For some reason she said she felt quite self-conscious! (We eventually bought a second-hand Metro and she was very pleased...)

John (Meadows) and I had certainly done the Mini-Miglia early in January 82, possibly our first event together. It was on the Mini-Miglia a few years earlier that I first met Dave McGarry. I think he was Tommy Ball's son-in-law and didn't seem to be without a bob or two - he certainly had an 'all singing and dancing' Escort. Ken Topp navigated for him, possibly for the first time. At the end of the event Ken said he'd been getting really annoyed because all the time Dave insisted on knowing where they were. Ken told him to concentrate on the driving and leave him to guide them along the right route. "But bloody hell, every control where we had a few seconds to wait, he's saying 'Show me the map, where are we?'" Eventually it was too much for Ken. He continued, "So we're on a long straight, just getting up to about 100 mph, and I lean over, grab the steering wheel, and give it a tug. Before the car gets completely out of line, or worse, Dave manages to get the car back under control, then turns to me and says 'WHAT THE HELL WAS ALL THAT ABOUT?' and I said 'Well, you've been wanting to do my job all night, so I thought it was my turn.'" Dave never asked to see the map again.



Pushing on through the lanes, 1983.



*Looking at Ian it must have been
warm in the car
So many spectators too
Cambrian News, June 1982.*

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Rallying Rambles

Continued from page 6

But for some reason there was an overlap between my driving KKC and navigating for a real talent, Mr Ian Woof in the bright yellow Atkinsons of Kendal Vauxhall Chevette. How our original partnership began I'm not sure, but we did a few Motoring News rounds with solid performances but no outright win. Ian was certainly capable of winning, and with Derek Fryer in 1983 came second overall in the MN Championship, no mean feat.

On one round, the Cambrian News Rally, which started in Aberystwyth in June 82, we finished 13th after enduring a time-consuming front left puncture, which we drove on for too long – the view from the left hand seat of chunks of black rubber flying past the window was spectacular! It's a long journey back from mid-Wales, and I remember everyone needed the loo by the time they dropped me off on Sunday morning, and they still had to go back to Carnforth. Everyone took their turn to go, including the service crew which included David Metcalfe, a rally star in the making. David went on to become a works driver for Vauxhall and seemed set for stardom until his life was cruelly cut short in a road accident ten years later. Val still says, now with a hint of sadness, "Dave Metcalfe used our toilet..."

One other thing about that Cambrian News Rally: I'll never forget the brief mention I got in the next week's *Motoring News*. It read:

"Woof was partnered by Bill Honeywell, an accomplished driver in his own right. This was his first Welsh road rally and, when asked how he found Wales, replied with a straight face "I turned right at Chester."

Ian and I also did the R.L. Brown rally in September 82. Organised by Furness & DMC, this was one of the classic MN rounds, always using many of the Lake District's best rally roads. One of my best recollections was starting the selective down the challenging road on the east side of Coniston Water, from north to south. I'm pretty sure we had pace notes, not uncommon (and legal) on well-used roads in the early 80s.

Very soon after the start, the throttle cable snapped and jammed the throttle wide open. Ian calmly reached for the ignition key and for the rest of the selective drove by turning the ignition on and off – a binary use of full throttle demanding considerable skill and concentration. It would be interesting to see our time now, but I seem to remember we were still in the top ten!

John Cressey navigated for me when we did Morecambe Car Club's Illuminations Rally in 82, another classic NW event, because John Meadows was making an appearance with his erstwhile driver Mark Harrison (who'd had some time off, but you may remember I won the Devil's Own Rally with Mark in 1980).

'JC' and I were seeded at no 2, tipped for another win, but Ian Joel and Paul Bosdet emerged victorious, whilst after a four-minute 'tour' (I can't remember what happened!) we lost our chance of a win and eventually took 5th. I must have taken a while to get over whatever happened because the MN report says I was passed by Smith immediately afterwards but on the final selective around Killington, Joel took fastest from a 'revitalised' Honeywell. I must find out what pills I was on...

John Cressey could perhaps be described as a 'seasoned' competitor who, like me, can turn his hand to driving or navigating. He still drives the Mull Rally every



'JC' in the classic Minisport Cooper 'S'

year, getting very respectable results despite his advancing years (sorry John!!) and has also been enjoying himself immensely pedalling a classic Minisport Cooper 'S' at a very impressive pace.

We did the Lombard RAC Rally together in 1988. I think John may well be the subject of the next chapter, even though this puts some events out of order (as I also did the Lombard RAC with John Morley in '86.) But there's no need to spoil a good story just to get the order right...

Bill Honeywell ©



Geoff Calvert : Ex Northallerton A.C.

Killer Kielder experience

My first venture into Kielder was a massive learning experience and certainly one of the most challenging events I had undertaken. The 1980 Centurion rally started at the Post House Motel outside Newcastle and myself and John Strickland both entered with Saab 96V4s. My brother lived in Newcastle so we came up the night before and had the first drama following him through Newcastle with John's Saab stalling half way across the traffic lights, we ended up pushing it and bump starting to get it going dodging traffic whilst doing so – never found a reason for it.

Judy Johnson was co-driving for me and had experience of Kielder which proved useful later on but the first stage was an airfield (Charterhall?) and I was on borrowed Kleber V12s which gave me 15 secs advantage over John with his forestry tyres. Service by the side of the road straight after the tarmac we switched to the old faithful Uniband M&S remoulds and had time to tighten the LH front brake caliper which had come loose. Wark forest was the first stage and seemed to go on and on and on. The 2 forest events I had done previously consisted of short stages usually between 6 to 8 mins on the stage, in this event I don't think any was shorter than 15 mins and mostly I was fighting the car for 20 to 30 mins plus, a new experience for me. The other problem was the surface and running at No.75 things were certainly rough, but not just rough there were big boulders which had we hit one could easily have taken out the suspension. Ten tenths driving was out of the question, which was quickly explained to me by Judy half way through Wark when I was clearly getting increasingly untidy.

Survival was now the name of the game as the stages in Kielder continued to threaten to destroy PUP shaking everything loose and with no time to tighten things up as we were straight out of one 20 plus miler into another – proper rallying!! On the last stage before service we got a puncture and got caught by a Sunbeam about 15 mins into a stage. The first (and last time) I had been caught so was not happy, we continued on as it was a back left so driveable. Just before the flying finish the rattling from the back got worse and as we crossed the finish line the left hand wheel overtook us and rolled into a ditch.

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Luckily Saabs have 5 wheel bolts on each wheel so with the spare on with three bolts we made it to service. At Plashatts (no reservoir then) it was raining (as usual!) and we frantically tried to screw things back together – the steering column had come loose so gear selection was getting difficult. I had watched during the stages as bolts unscrewed themselves from the front wings and flew off into the wilderness, the car was getting a shaking like never before and I obviously wasn't prepared for that! Fortunately the rear wing screws can be robbed to fit onto the front so there was never a danger of losing the whole wing!

John Strickland wasn't fairing much better and he had lost his left hand exhaust down pipe which had been wrenched off the manifold by one of those plus size boulders! The rest of his exhaust (and mine to be honest) was not in the best of states and he was worried about the exhaust from the exposed LH cylinder head port burning through the wiring loom. However John being John that wasn't going to stop him and he completed the rest of the afternoon stages with tin foil from his sandwiches wrapped round the loom!

The afternoon was just as tough (we tossed in 2 of the tarmac tyres in as spares just in case of another puncture) and I was surprised how far you could go in a stage without seeing a marshal or a spectator. It may have been rough but I was enjoying a taste (all be it small) of what long distance endurance events must be like. On the last stage the clutch started slipping and coming up out of a dip I had to stop and adjust it which gave us enough bite to finish the event. The freewheel also started jamming above 5000 RPM which severely affected my left foot braking abilities, but we made it!

Before the final run in to the finish back at the Post House Motel we had a noise check to get through, so all our efforts switched to John's Saab and by stuffing old rags into the open exhaust port and removing the spark plugs he got through – just! The noise marshal remarked that he had never heard a Saab sounding so rough and one that stank of petrol so much! – of course the fuel from the left hand cylinder head was spraying out un-burnt but amazingly it didn't catch fire! The things you do to get a car to a rally finish!! So a learning experience in that for the first time I couldn't or shouldn't have turned up in a daily driver to do an event without thoroughly checking every last nut and bolt – Kielder certainly lived up to its reputation. We finished 43rd out of the 90 starters and given our problems and the std 1500cc V4 with only a weber 28/36 carb it wasn't too bad. As I no longer have a copy of the results I'm not sure where John finished, he had experienced more problems, but at least got a finish. Kielder certainly lived up to its reputation!

Geoff Calvert : Ex Northallerton A.C.

First Bolton-le-Moors CC Autosolo of 2014 proves huge success

The first BLMCC Autosolo of 2014 took place on Sunday 26th January at Makro, Manchester and while it was a wet and quite miserable January day it proved to be a thoroughly enjoyable day of motorsport.

This year's Autosolo's return to Makro, and with four events taking place, 3 test sites and over 30 competitors it was a great turnout for the club generated a busy day of motoring action.

Starting the National B Autosolo, David Robinson in his Mazda MX5 edged out Andrew Williams to take FTD, while club member John North won Class B.

There were also strong showings from fellow club members including Dave Graves, Peter Sharples and David Tudor.

Within the Clubmans, the club dominated the awards. While the results might show that Gordon Holmes was fastest, his scores didn't count due to him using an Autotest car in the Autosolo section. A complication with his competition license forced the late, unexpected change.

While Chris Kettle, took FTD, it was below him that the club swept up the awards. Gary Fields won his class for the first time - D - with Gary Sherriff finding ahead of Ian Swallow in 2nd.

Matt Hearsey took first in E Class and Eric Thornley 2nd, to ensure a good return for BLMCC members on our 'home' event.

There were just two awards in the PCA - James Williams taking FTD and Daniel Barker edging out Scott MacMahon and Lauren Fields to take 1st in Class.

The all-forwards Autotest which featured just three competitors saw Ian Chapman take FTD



BOLTON MIDNIGHT RALLY 1963

Stephen Entwistle

The annual Bolton-le-Moors clubs 'coupe de midnight' rally, a silver coupe awarded for every clean sheet, has in the past been 'on' for those that could drive fast and keep it 'on the island'. Run on sheets 89 and 94, the references for all the controls on the 125 mile route were sent out with the final instructions, the order and times between them were issued as cars left the start from the Royal Oak hotel at Clayton-le-Dale, 94/662330.

The first section was a 14 minute yellow road which was uneventful except for a Mini crew who put their car in a wet ditch on the unmarked corner at 630389, and stayed there for a good while, providing a warning for the following crews. From TC3 at 593426 to TC4 at 584422 approached from the WNW with eight minutes allowed required maximum effort on the white road over Beacon Fell causing cars to jump from one water filled hole to the next. This section cost many crews their clean sheets including David Thistlethwaite and Neil Phelan and the up and coming Knowldale crew of George Dobson/Ian Buckley in their Gordini.

Approaching TC7 the average speed was set at 50mph along the private road through Wyresdale Park, and this high speed mud bath accounted for nearly all of the remaining clean sheets. John Oldham/Frank Davies losing their clean sheet after being baulked as they approached the final control. They retired shortly afterwards with John finding the handling of his wife's Cooper a handful as it was shod with two Dunlop SP's, one Michelin X and a crossply town and country!

By TC11 on the white road through 561627 only three crews remained clean. Eric Mather was finding his new Cortina GT very reluctant to go round the tight hairpins. Then going to TC13 near Borwick, 89/524729 approach SE, all the white roads proved to be non goers with cars going in all directions. Jack Brown/Jim Youd buzzing their Anglia round like a manic insect in an effort to stay clean, whilst the Rapier of Jeff Lomax could be seen sinking in the river at 529719 and by TC15 only Ted Rowland/Frank Trickett remained unpenalised. Their Austin Seven Mini was taking a heavy pounding on its underside, and they in turn were shortly to lose two minutes on a tight section to TC19 at 652652 approach north.

Just after this Thistlethwaite and Phelan wrong slotted near Wray, got stuck in mud, and spent the night sleeping in the Mini on the bleak Claughton Moor. In the closing stages Alan Farnall/Mike Tarbett made up for their earlier mistakes and was the second car into the final control at the Salmesbury filling station after a blast along the Preston motorway.

Results

1, Rowland/Trickett	Mini
2, Farnall/Tarbett	Mini Cooper
3, Brown/Youd	Anglia
4, Liptrot/Middleton	Allardette



Stockport061MC SMC Stages

March 24th 2012

Gibson's Role Reversal on the SMC Stages

Bryan and Matthew Gibson took part in the SMC Stages rally at Weeton Army Camp on Sunday 24th March in their **D S Landscaping** sponsored Mk2 Escort, this event would see the first outing for son Matthew to take to the driving seat as he is normally navigating his dad Bryan and also a first, in a long while, for Bryan to be navigating.

The event was organised and run by Stockport 061 Motor Club and they had put together an impressive 12 stage rally all based at Weeton Army Camp. After a steady start Matthew and Bryan came into service after the first 2 stages relatively happy with their performance but when they saw their results of the first 2 stages they realised that they had done one extra lap to everyone else so they started to fight back the lost time on the remainder of the stages and Mathews confidents grew and grew through the day and Matthew showed great potential on his first ever drive they finished the day 18th overall and brought the car home in one piece, the next outing for them will be the Greystoke stage on the 8th July 2012.

Stephen Entwistle

Garstang & Preston M.C.
Preston Regardless
28/29th November 2015

The last time I navigated for Simon I wrong-slotted us so badly we ended up on a different map, and I hadn't taken it with me! Hopefully this time we might fare a little better, although it didn't start too well. I got my balls-up for the night out of the way early when I took us to the wrong garage for scrutineering. That out of the way, somehow we managed to find the start venue.

Tucked away in a corner of Baffitos, no doubt seriously annoying the chap trying to watch the footy on the telly, we set about the traditional guessing game of "where's that NAM?" Most of them sussed, it was time to get the blackspots and quietts plotted, which took longer than I expected. I was probably distracted by neither Chelsea nor Sunderland scoring any goals.

Before we got the route there was a quick blast around Trax to deal with, which was fun. Simon had never been there before, but I'd been round a couple of times on the North West Stages so I made myself useful. 36 seconds dropped. Not bad on a very slippery test.

Next was queuing up at PC1 just outside Trax to do the plotting. All nice and straight forward as you'd expect from GPMC and plenty of time allowed. Then 25 minutes allowed for the run out to TC3, which proved to be a bit tight on time, but we just made it. TC3 was just outside St Michael's on Wyre and the first two sections took us through some territory unfamiliar to me along some fast and slotty lanes in the Wyre to the West of Garstang. However, it did help that Simon new the area and where I was unsure, he kept us on the right road, even in the fog.

Back across the M6 to more familiar territory, up Dandy Birks white and then over towards the Chipping and Longridge areas where wrong-slotting would be easy. Thankfully we managed to avoid disturbing the good folk of Chipping and had a trouble free run which eventually took us over Longridge Fell, past Chaigley Manor and over Hodder Bridge to MTC2 just outside Clitheroe.

After filling up at first petrol in Clitheroe we headed off to the start of the next leg on Waddington Fell. A quick run over the fell, via a mandatory second noise test, and then neutral to Gisburn Forest.

This section should be no problem for us. If we don't know this road and where all the NAMS are by now, it's time to find a new hobby. Slot right at Keasden crossroads and then a loop round through Clapham Station, up to the A65 and then transport through Ingleton to start the run over Kingsdale.

Continued on page 12

Photo : Duncan Littler



Photo : Phil James

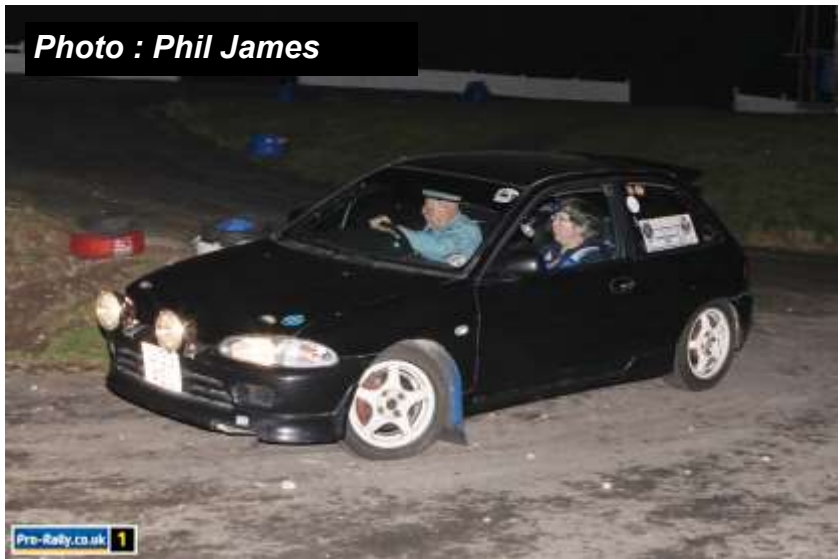


Photo : Duncan Littler



Photo : Duncan Littler



Preston Regardless Rally 2015

Continued from page 11

Having PR'd this road for the Clitheronian, I know it quite well, especially where the boards are likely to be and particularly where the fresh air 90 left is, just on the county border. Although it's even trickier coming the other way.

After trouble free run over Kingsdale, the only real way of getting back down the map is down Barbondale, and the only way to get there is the long loop through Dentdale. To give us a few more miles of these cracking roads, the route took us all the way across to Catholes on map 97 and then back down the other side of the river Dee to the top of Barbondale.

Now then, dare I mention Catholes white? Well, the results are final now, so what the hell. The route seemed to take us down the white but when we got there Simon didn't believe me. We both took a look at it and decided it didn't go, as did at least one other crew that I know of. So we went the long way round. There was no passage check at the end of it and thankfully no secret check. Got away with that one.

Apart from that small slice of indecision, all was going well. Then again, it's nigh on impossible to get lost on these roads (there's a bold statement that's going to come back to haunt me, I can tell) and to be honest, apart from the odd serious bend or occasional junction, all Simon was getting from me from the start of Kingsdale to the end of Barbondale was, "drive on sight".

Three familiar NAMS dealt with at the end of Barbondale and it was off to second petrol at Crooklands.

Usually, towards the end of a rally I'm starting to feel a bit peckish and looking forward to my breakfast more than I want to do the rest of the event, but on this occasion, despite that we had probably already done the equivalent of a "normal" road rally, I was thoroughly enjoying it and didn't want to stop.

After second petrol the route re-started at Newton, South of Kirkby Lonsdale and took us immediately through Gunnerthwaite farm, than a loop via Capernwray, quiet through Over Kellet and eventually to two NAMS close to Nether Kellet, one at the weighbridge and another trickier one in the entrance to a works – a bugger to find if you don't know it, but you'll only miss it once!

Now we're on the final leg, heading almost directly South, later via Kitt Brow white (the ford was fairly deep, but no problem for Simon and the Colt), left turn at Five Lane Ends and left again at Street to a NAM triangle manned by none other than our Clerk of the Course and Event Sec., Alan and Terry. Thanking them for putting on a great route and enjoyable event, off we went to one of my favourite sections of the night, Harrisend Fell. As we turned on to it, after the first section with a "45 left, uphill, 60 right" I said to Simon "drive on site, you're on your own". Little did I know just how well he knew this piece of road. "Don't worry" came the reply, "Just sit back and enjoy the ride". And that I did! A fitting end to a thoroughly enjoyable night's rallying.

Happy with 4th overall and 2nd Expert, having tied with Dave Whittaker/Bob Hargreaves and gaining the place on engine size.

Thank you to Simon for expertly piloting the car around with no fuss, moments or anything else that would have made this report a more interesting read. That's not to say it wasn't quick, but how quick I can't really say here! Also a very big thank you to Alan and his team for putting on a most enjoyable event and of course to all the marshals who were spot on all night, some of whom we saw several times!

I'm told it's not running in 2015, but is planned again for early 2016.

(What happened there then?)

Definitely one for the calendar.

Photo : Phil James



Photo : Duncan Littler



Photo : Jez Turner at Trax



Steve Butler (Clitheroe & DMC) from the left hand seat of Car 10

CETUS STAGES RALLY

It was on a surprisingly sunny morning I got up (a little late) to navigate on my first stage event of the year, the Cetus Stages at Three Sisters, Wigan. Low flying down the M6 gave me chance to get back up to rally speed but it still hadn't prepared me for the punch delivered by the V6 in the back of the Litton Stratos piloted by Steve Ellis! Thanks to Howard for lending us his seats to get us competing (and I still owe you fags from the last time!).

Once we'd got organised, scrutineered and then suited and booted we got ready for the first couple of stages. We took these at a reasonably restrained pace whilst we both dusted the cobwebs off and got settled in for the rest of the day. The second couple of stages we started to push but the snap oversteer of the short wheelbase soon made itself clear and spinning twice in once stage made us reappraise our approach and adopt a smoother and less dramatic style. This enabled us to put in some solid times and grow in confidence to be able to push a little but without over-extending our abilities.

In between stages it was nice to feel the sun beating down on us rather than the horizontal rain that single stage rallying seems to bring with it! Evident at the event was the camaraderie and the crack that could be had between all involved, people all seemed up for a laugh and some banter whilst helping each other out. Mention has to be given to the poor spanner man on a classic Mini who spent the entire day underneath it 'fabricating' an exhaust sleeve out of used beer cans! Credit to his ingenuity but I didn't envy him lying under the car all day!

Once we'd got into the rhythm we took advice from Gordon from Proflex and our crack team made some adjustments to the suspension. This gave the car a more positive feel and allowed us to continue the rally growing in confidence and pace. A small oil leak caught our attention in the last couple of stages and caused concern but came to cause no harm.

The embarrassing moment came when we were lining up for the final pair of stages. We were queuing to get onto the stage when we had to wait in a gateway, delayed by an unfortunate crew with an engine fire. The engine stalled and the battery wasn't man enough to power the starter motor so we ended up being unglamorously pushed out of the way whilst John ran down with the boost pack (thanks!!) Drama over we put in a clean couple of stages to finish 18th overall, a result we are both more than happy with!

Thanks to all the organisers for a great days rallying and I hope others enjoyed it just as much as we did! Our service crew John and Neil did a fantastic job looking after the car with the minimum of fuss, their professionalism made the day incredibly smooth. Unfortunately this may be the last rally I get chance to do this year in the Litton as Steve is going for an operation on his shoulders which may put him out of action for a few months. Get better soon, I need that Stratos back! All that have seen it will know it's a credit to him and the effort that he has put into it!

Matt Worden Clitheroe & DMC



Altratech 061 Road Rally



The Altratech061 Road Rally runs on a navigational Permit and uses a system of pre-printed O/S maps with a series of 'points' marked on the supplied maps. At controls you are given route instructions to find your way around the correct route. (*London Map*)

The event starts at Flowtech in Buxton and uses the yard for 2 Tests before you get into the Rally proper. These tests are a sure fire way of getting a winner should more than one crew clean the event.

For the 1st time in a long time the Noise Check is done at 90° to the centre of the car - 74db - happy with that. On the tests we drop 34s on each of them.

Having finished the tests we get our 1st handout and we make our way to N2. Book in and get our handout a series of out of order tulips. I was not at all sure that we were anywhere near being on the correct route but book into IRC3 and we have dropped 1m 6s. Overshoot the odd junction and drop 2m at R4, and drop another 2m at S6.

I am still very confused and very surprised that we have not yet missed a code board or a passage check. So far I have not got a clue how its going but I am not a happy bunny with the way things are.

Book into S7 and away we go - drop 2m at S8

Total time dropped in 1st half 9m 24s & we got all the code boards (not at all sure how)

Make our way to halfway and a deathly hush in the car. Neither of us are enjoying this much.

'Wanna go home? Says Andy . . . And I answer Yep !!!!!!!!!!!!!!!

So we turn tail - don't go to T12, don't hand in time card and its an early bath for us

Andy was suffering from a pulled muscle (done at work Saturday morning) in his shoulder and was dosed up on Co-deine to numb the pain. The codeine was sort of working but the effects of bouncing about on the whites were taking there toll and had some influence on the decision. (He took the following week off work)

Maurice Ellison Car 28

This was our first attempt at the Altratech, we gave it a miss last year because the Whites wouldn't have suited the Clio at all. The 205 copes so much better on the rough stuff and given it is a round of the SD34 championship and has a good reputation we decided to give it a go. The Regulations had a sample of the navigation we could expect on the night, it was all to be done off printed maps supplied at the start. I got it in to my head that this would mean it was preplot and it was only with a few days to go I read a bit closer and realised it was actually run as a Navigational Event. On that basis I thought it might be a good idea to check the sample navigation, couldn't be too hard could it?.... erm... it was!!... It was very confusing actually, I hoped it would be better on the night.

For some reason 061 have a slightly different way of forming classes to most events and we were back running as Novices and seeded fairly low at 47 out of the healthy 60 Car entry, which I found a little odd. I decided it was because we hadn't done the event before so they give better places to those returning. There was a really good atmosphere at the start, scrutineering and documentation were slick and well organised the venue, Altratech's valve factory in Buxton was well equipped for our needs.

The Clerk of the course also took time to explain to me and a couple of others who asked how the navigation worked. There were a few tricks I wasn't used too, the 'London Maps' system had numbers scattered around randomly on them, some sections were to be set by following these numbers, but not in numerical order, also some of the numbers were decoys and not used. Other sections were on tulips, except not all the roads were shown, if a white wasn't to be used it didn't appear on the tulip, the same went for Herringbones. Tulips were numbered, but arranged out of order with gaps in the number sequence. It sounded logical enough, but I still couldn't get the example to work.... The timing also promised to be tricky too, being a navigational, they were running some regularity sections with secret IRTC's, penalties would apply for early arrival with no waiting outside controls. You could however ask for your minute at the end of an regularity section, but not at an IRTC... confused?... many of us were!.

Running 47 meant we had a fair wait to get going, but we kicked off just after midnight with two special tests around the perimeter of the start venue, the first was a bit of a mess for us. The 205 is on a single carb and it suffers fuel surge sometimes on sharp bends, it did it with a vengeance this time and bogged down badly giving us a time of 38 seconds. The second run was better a full 4 seconds quicker a respectable time given the 1.4 Engine in the Pug.

It was a short run out to the first section then into the real event. The first section looked very much like the practice one, (in fact I think it was the same but I still can't figure out the practice nav!) and it was bit of a struggle, I had a fair idea where we were supposed to go, but there were a number of Cars around us that had other ideas. After a bit of puzzling we managed to find the end the first IRTC without actually going off the route, but dropped 3.10 in the process. The next bit caught us out by being easier than expected and we booked in a minute early. Two more sections packed with code boards and with tricky tulips went well enough with no time dropped (or gained!) and brought us to the start of the Black Harry quarry complex near Stoney Middleton, a local delight which we hadn't had experience of before.

Steve & Ian Mitchell



Alex Green / Alan Barnes



Dave Whittaker / Wayne Lander



Paul Buckel / Steve Butler



Photos Courtesy of Jez Turner

Altratech 061 Rally **Continued from Page 14**

There was a nasty little trick right at the start with this, a NAM about fifty yards into the section with a code board followed another fifty yards latter by a passage control. Lots of crews were caught out as they charged off into the section before reading the instructions, only to realise they had missed the NAM.

We were lucky (or more switched on???) and realised just in time to turn sharp left into the NAM and pick up the board, just as the car in front of us came back head on at us having doubled back. The rest of the Black Harry section was very tricky for us, the navigation around the Whites wasn't easy and we wrong slotted up a blind alley looking for another NAM a penalty of 6.35 was the price but at least we had all the code boards. The next section was a Herringbone we waited at the start and watched the car in front (car 49 Storer/Fenton) as they set off after a quarter of a mile they slotted left, giving us a pointer as to where to go. Come our minute the instructions came through the window and Steve shot off after car 49 as I got to grips with the Herringbone, except something didn't stack up and it took me a few minutes to realise the left slot was wrong!. We doubled back just as car 49 reappeared!, then had a cracking run around the yellows to the next IRTC, just squeaking in our minute just behind Car 49 again!. We later realised the wrong slot had done us a favour, loads of crews had been caught out here and booked in early, some so early they incurred a fail for breaking the dreaded three quarter rule. The final section before the petrol halt had a confusing divert for a White which was too rough, the handout was wrong but we followed everybody else and ended up in the right place at roughly the right time too, though we did drop a couple of minutes dropping down a really rough white (god knows what the original one was like!).

The second half started with a cracking run up the Goyt Valley, the mist hampering our progress somewhat, but we pushed on and just dropped a minute, though the mist caught us out, as we later found we were penalised for missing a code board, I never noticed it on the timecard at the time though. The next section had a ridiculously rutted White near Dove Head, dropping us a minute with another minute going on the next section. The short section from S16 to ITRC17 was tight with a Herringbone and three code boards to contend with and we lost 3.17. A couple more minutes went by on some more rough sections before we arrived back at the Black Harry Quarry complex. This was the final fling of the event and started with a very steep rough white, blocked by a dead Peugeot and rock fall from a hole on the wall, (I don't think the two were linked!). We just squeezed past and scrambled up through the ruts, doing our best to follow the vague instructions, arrows and other Cars around the rough roads of the quarry. Frustratingly we lost the last codeboard of the event somewhere in the darkness, dust and mist and dropped a further 4.25 a fair proportion of it due to the blockage early on.

It was steady run back to the finish venue the Waterloo Pub near Buxton for an excellent Breakfast. the event had been a struggle for us, the navigation instructions were tricky to follow and we never really seemed to get into a rhythm, I wasn't expecting much of a result. A few discussions with other competitors had us wondering though, a rumour was buzzing about that a lot of people had really struggled, a number of the front runners had fallen foul of the tricky NAM at Black Harry and others had collected big early penalties and fails for missing controls. Early results however looked pretty good for us, the first half had us in a top twenty position, though the two missed codeboards in the second half took us down to 23rd overall and third in class. We narrowly missed the award for beating the seed-ing, that went to our friends in car 49 who finished a very creditable 14th and won the class.

The event has caused something of a storm in Road Rally circles, the top five retired, some through mechanical issues, but others along with a number of other crews gave up as they were simply not enjoying it. I do wonder however what a Rally organiser has to do these days, our last outing on the Illuminations ended well for us, but again with a lot of disquiet but that time for the opposite reason as it proved to be too easy. The main argument with the 061 seems to centre around the navigation instructions, I've sent these out to a number of navigators to get their opinions, they have come back varying from tricky to downright impossible. I've been through them again myself and to be fair they do work, but missing the unused whites and the gaps in the numbering system were confusing on the night. Let's all collectively move on then, next up is the G&P Memorial, hopefully the balance will be right and we all have a good event.

Pete Tyson / Neil Harrison



Andy Ritchie / Maurice Ellison



MANX NATIONAL rally

9 - 10 MAY 2014

Any plans for an early night on Wednesday to keep us fresh for a full day's recce on the Thursday evaporated as a judder from the front brakes of the rally car meant we spent well into the early hours making the front N/S disc sit properly on the front hub. Judder fixed though Thursday was recce day and this started early. Dan wanted to make the notes from scratch so I knew it was going to be a long day. We started at half 8 and finished at 5pm, didn't stop once yet we'd only completed 4 out of the 7 stages. There was also a lot of work to do writing up the notes so whilst Dan and the lads worked on the car I tried to make sense of a book full of scribbles. Sometime around quarter to 2 in the morning I called it a night as there was still a morning of recce to do on the Friday as well as the actual event on Friday evening.

Friday started just as early as Thursday had done. We quickly recce'd the final 3 stages and I spent the afternoon finishing off the re-write of the notes. Luckily everything made sense so it wasn't too bad, just time consuming. There was just enough time to get something to eat and get changed before we headed off to Port Erin and the first stage.

We had never been in the car together and were completely unsure of each other's ability. Dan was also unsure of the car as it was only his second event in it, surely the short Port Erin stage would give us a chance to settle and learn. Yeah Right!!! SS1 started well and it was great to be going fast through the streets of the town. Cold tyres and soft suspension didn't help us. Around half way through the stage the lamp pod came loose and we got a puncture. It was a baptism of fire for sure. We changed the puncture, re-secured the lamp pod and stiffened the front suspension all within the 12 minutes road time we were given as we made it to SA2 bang on our minute. I had a tool roll stuffed in my rally bag and a car jack stuck under my legs as we entered the second stage. Not the best of ways to read the notes but we made it through SS2 with no issues.

SS3 (St Marks) had a 45 minute delay. This allowed us to remove the lamp pod so it didn't get damaged and put all the tools from our puncture change away. Unfortunately though this meant we attacked the stage in the dark, just on headlights. We were also starting at 30 Second intervals in order to get the rally back on track. 5, 4, 3, 2, 1, Go. Over the first half of the stage we got into a good rhythm. The notes flowed and Dan went for it. We even caught, passed and pulled out a gap on our class rival in a Honda Civic which had started 30 seconds in front of us. Shortly after half way we dropped a rear wheel into the grass verge on a 4R. This collected a load of mud in the wheel meaning we had massive vibration at high speed. It was enough to slow us as our class rival re-passed us. We kept pace with them only for them to go off about half a mile from the end. Luckily they were ok but the car will need a bit of attention.

Service was frantic as we checked the rear suspension, adjusted the shocks and fitted the lamp pod so it wouldn't come loose. We made it though and off to Marine Drive and SS4. This was slippier than we expected as there was a lot of gravel on the road that we hadn't noticed. Half way through it started to rain, not much, but enough to make us cautious on our slicks. Dan also hit the wing mirror on the passenger side. No damage but something he would now do on every chicane.

During the drivers briefing the C of C had warned us about SS5 (Parville) and in the wrong conditions it can be very slippery. Well when we arrived it was the wrong conditions and the wrong tyres. Slippery didn't do it justice. It was treacherous. Taking it very easy we slotted 5R past the merge, sideways, then back the other way, then anyway the car wanted to go for about 200m before we eventually found some grip. Then we lost grip, found it, lost it. Well you get the picture. It has to be the slowest I have been whilst being competitive on a stage. Everyone was the same, but credit to Dan. He got us out safely. A lot of others didn't make it.



Manx National Rally **Continued from Page 16**

When we got to the end SS6 had been cancelled. I must admit we were slightly relieved. 14 miles in the rain, on slicks after that wasn't something to look forward to. By the time we got back it was 03:00 in the morning. Up at 07:00 so not much sleep again, but at least we had made it to the end of the first leg.

Leg 2 had the famous Druidale and Baldwins stages which I had been looking forward to. Cut slicks were the tyre for our first attack at these stages. SS7 (Druidale) was quite damp. We had a steady run, but were hampered by the suspension that needs some major attention now the event has finished. More slow speed damping and less high speed damping is needed.

SS8 (Knocksharry) was a great stage for us. It flowed well and we caught two cars on the stage. Both pulled over straight away so we didn't get impeded at all. You could tell it had gone well as we were smiling when we got to the finish.

SS9 was The Baldwins. The chance of going down the stage that I have seen many times on TV was fantastic. 12 minutes of flat out rallying. Awesome! There were no major problems (apart from the wing mirror and the straw bale) as we made it to service with big smiles whilst slowly moving up the leaderboard.

Wets were fitted at service and it was the right choice for the next two stages. First was our second run at Marine Drive. Again it rained but at least this time we had the grip. Actually we had too much grip. As we made our way around one of the chicanes Dan clipped it with the front near side wing (and mirror, again) causing some minor damage. Dan blamed the fact he was used to his old car being 6 inches narrower. Then our second run at Parville. The notes had been altered to reflect the lack of grip. Despite this, us being on wets and there being a lot less water than on the Friday night, it was still like driving on ice. Again Dan did a great job of getting us round and out of the stage. He definitely worked on that stage. I will remember both runs on this stage due to the amount of carnage it created. Cars off everywhere! Never seen as many cars stopped on a stage as I did on this one.

On our way into Service a Mk II Escort tried to get in front of us but we resisted. This would play a part later on in the rally. We decided to stick to wets for our last 3 stages as there were some menacing clouds on the horizon and there was a lot of water on the stages during our first run. With hind sight cut slicks would have worked, but hind sight is a great thing.

SS12 was Druidale again. Dan was talking to Paul Bird (Rally Leader) at the start of the stage. He'd had a big off and warned us about the mud on the stage just up the road. He had obviously had a big one. Round a 4L there was a section of banking that had been quite heavily impacted. 50m further on the road was covered in mud and his Ford Focus WRC was another 50m down the road on the other side of the banking, totally destroyed. As for us, "Not again" I said to Dan as he hit the wing mirror on the straw bale. The car handling got worse as we went through the stage. The Wet tyres started to struggle as they got warm and the suspension also struggled as we pushed on.

After the stage was our moment of luck. Remember the Mk II Escort that tried to get in front at service. We had to stop on the way to SS13 and this allowed the Escort to get in front. In to the stage they went. Then it was our turn. Up to the start line. Time card signed. 10 seconds to go. 5,4,3 Stage stopped. A car had gone off blocking the stage so the stage was stopped. After a 15 minute delay we were off and with a clean run through the stage had a really good run.

SS14 was our best stage of the event. Luck was shining on us again as another 5 minute delay meant we had another clean run with no one on the stage in front of us. The notes were spot on. Dan was on a mission. It was rallying as it should be. There is a great picture of us with all 4 wheels off the ground as we go over the crossroads near the end of the stage. At the end of the stage it was big smiles and handshakes because it had gone so well. Then the comment of the event, Dan said "Did you see that bird?" "What Bird?" I replied. "The bird we hit" Dan said. "We hit a bird?" I questioned. Dan said "Look at the window screen." Sure enough on the window screen was the remains of a bird we had hit. As normal I missed it as I had my head down calling the notes.

We had made it to the end, finished 37th O/all and won our class. Not bad for my first time on the event, with a new driver and with no sleep. After the celebratory night out I had managed 18 hours sleep in 4 days but the buzz of the event had kept me going. I must thank Dan for chauffeuring me around the island and our service team of Ollie, Karl and Chris for doing a fantastic job making the car run perfectly. The Marshals braved some horrendous conditions on both Friday and Saturday, keeping the event running. Thanks.

Not sure what is next. Rally Isle of Man maybe?



Dan Boardman/Steve Coombes
Honda Civic Type R
37th O/All : 1st Class A7

Longton and District Motor Club

April Sprint

3-Sisters Racing Circuit,
Sunday April 10th, 2016

Sunday 10th April saw the opening round of the Longton and District Motor Club Northern Speed championship, and sprint series, at three sisters racing circuit Wig-an and run over the 1142 meters or 1250 yards in old money of circuit 2, there were 75 competitors competing in 22 classes, also in attendance were the eight competitors running in the Pirelli Ferrari hillclimb championship. The weather was cool and dry and did warm up after the lunch break, two practice runs and one timed run were held in the morning session with a further four timed runs after lunch. First away was Class SB for standard saloon cars over 1400cc and up to 2000cc and won by car 18 Peugeot 205 GTI driven by David Goodlad setting a new record of 57.53 .following at 1.35s behind at 58.88 was Colin Duncalf in car 19 listed as a Honda Civic but looked suspiciously like a Renault Clio sport. Class 1B for road going saloon cars 1.4 up to 2.0 was won by Keith Minshull in car 27 Peugeot 306 Rallye with a best of 52.59 with car 24 James Kerr a mere 0.05 behind at 52.64 in his peugot 205 GTI. Class 1C road going saloon cars over 2000cc was won by Alan Sawyer in his Subaru Impreza with a best of 51.78 achieved in timed run 4, next up were the road going 2 & 4 seater sports cars up to 2000cc running in Class 1D this was won by a Honda S2000 driven by Roger Fish to a time of 51.36 beating into second place another Honda S2000 with a time of 52.88 driven by Martin Rowe. The over 2000cc road going 2 & 4 seater sports cars class 1E was won by 0.09s at 54.17 by Darren Jones in his 3.4ltr Porsche Cayman S over Duncan Woodcock's TVR Chimaera putting in a time of 54.26. Rob Holt was the only entrant driving in the road going Lotus Elise and other non ferrous chassis construction cars up to 2200cc class 1G Rob put in a time of 57.23 in his Lotus Elise and this is a new record for this class, Class 2A for road going kit. Replica & spaceframed cars up to 1700cc(car derived engines) was won by Michael Bellerby in car 58 a 1600cc Sylva Striker with a time of 50.19 with Andrew Taylor in his Caterham superlight at 51.10.in second place. Nigel Fox won class 2B road going kit, Replica, & spaceframed over 1700cc with car derived engines in his 1998cc Caterham seven with a time of 48.92 with Maurici Revilla-Vazquez runner up at 49.54 driving his Westfield Seiw. Class 3A for modified saloon cars up to 1400cc was won by Debbie Cooper with a time of 60.21 with runner up spot going to Daryl Bentley with a time of 63.04 they were both sharing a Toyota Vitz 998cc The modified saloon cars 1.4 to 2.0 class 3B saw Andy Larton put in a time of 49.86 in his Peugeot 106, a winning time but not quick enough to beat his own record set in June 2014 runner up place went to John Moxham with a time of 53.01 in another Larton engine Development Peugeot,



Photo Courtesy of Brian Taylor
www.whitedogphotography.co.uk

Continued on Page 19

Longton & DMC April Sprint **Continued from Page 18**

Like Rob Holt in the Lotus Elise class, Modified saloon cars over 2000cc class 3C had only one entrant, and saw Chris Edwards put in a respectable time of 49.19 in his 1800cc jet black Mazda 323 GTX Class 3E modified 2 & 4 seater sports cars over 2000cc was only contested by David Weldon in his TVR Tasmin with him putting in a time of 57.83 Class 3G modified kit, replica, & space-frame car derived engine cars over 1700cc ended up with Gary Bunn beating his record set in 2014, with a time of 44.21 in his Westfield Sei Type R, with Derek Hodder's Westfield Type R-SC trailing with a time of 46.36

Class 3H Modified motorcycle engined kit, replica & Spaceframed cars up to 1700cc saw Terry Everall's Fireblade powered Westfield win the class with a time of 45.52 with record holder Matthew Turner marginally behind at 45.65 in his stunning looking Yamaha R1 powered Westfield Mega Class 4A Sports Libre and hillclimb super sport cars up to 1700cc had Robbie Birrell win the class in his well turned out Radical Prosport 1400cc with a time of 46.65 and Martin Walker finish second with a time of 50.45 in a Westfield Sei W Class 4B Sports Libre and hillclimb super sport cars over 1700cc was contested by Jonathan Davies and John Davies in a Peugeot 205 Mi16 with Jonathan coming out on top with a time of 52.40 over John's time of 58.14. Racing cars up to 1100cc class 5A was won by Paul Master's Jedi Mk6 with a winning time of 43.39 over Glyn Sketchley's Megapin CFM9 time of 44.07 and Richard Vaughan being pipped into third with 44.95

Racing Formula Ford class 5B's winning time was produced by Geoff Ward in his swift SC93F with a time of 48.98 and Phil Nelson in second driving a Hawke DL2B recording a time of 49.10, with Peter Ibbotson's Sparton FF81 finishing with a time of 50.30. Racing cars over 1100cc to 1600cc Class 5C had two competitors Chris Taylor in a Hi Tech DP 1300cc and Peter Brogden with his March-Lotus F3 1598cc the winning time of 47.26 put in by Chris Taylor put Peter Brogden's March-Lotus in runner up spot with 50.82. Class 5D racing cars 1600cc to 2000cc saw Brian Walker achieve a time of 46.77 in a Brytec DP2000 and Class H racing cars up to 500cc with the OA speed championship didn't do anything for pollution levels over Wigan with the Jap 500cc single engined Kiehn 500 of Richard Grant, Richard put in a time of 55.10 and this is the record for this new class in Longtons Championship the Final class Class F saw eight Ferraris out on track competing in the Pirelli Ferrari hillclimb championship the 4.5Ltr Ferrari F458 Italia put in the fastest time of 52.76 which is the time to beat 53.91 was Nick Taylor's time in the 430 Coupe, Richard Prior 355GTB 53.92 Mike spicer 328 GTB 54.99 Pauline Goodwin California 56.10. Juan Moreno 360 Modena 56.24 Anthony Attwood Dino 308GT4 59.38 and finally Iwan Attwood with a time of 62.80 in his Dino 308GT4 Apart a few minor delays due to incidents on track it was a good days racing with Longton and District Motor Club

Report courtesy of Longton & DMC



Photo Courtesy of Brian Taylor
www.whitedogphotography.co.uk

Ystwyth Road Rally



PIDGEON POST

Aberystwyth & District's Ystwyth road rally has always been on my list of events to do. It's a unique event which uses the private roads around the Sweet Lamb rally complex. The event is run very similarly to a Targa rally with several 'tests' with neutral link roads between, just run under Road Rally regulations. So this year was the year to head up and give it a go! So entry went in on the day of release with Dion Bee in the Violet Vauxhall Nova. Unfortunately for Dion car problems meant it had to pull out a week before the event so I gave Rhys Lewis in the Blue Nova a shout and we were all set.

Car 1 was off at 9:30 in the morning with the first loop starting down in the Sweet Lamb bowl, which gave a lot of the other crews a chance to watch everyone before they had to make a move. While we were watching a mishap happened with car 9, Jamie 'Butch' Wilson and Andrew Richardson, being guided up the wrong road between test 1 and 2 and missing the start of the second test, the neutral maps for the event weren't the best so it was possible to go wrong in places. Loop 1 included 6 tests ranging from 0.75 to 3 miles in length. Again at the finish once you had parked up after MC2 you could watch the remaining cars come through to the finish of test 6. A mention has to go to David Neary and Phill Haynes in the Proton Satria GTi for their effort at the 90 right 90 left just before the finish. Opting for the grass option and flying over the 90 right, into the bank and then flying over the 90 left, great effort but did end their day early. If anyone has any pictures of it I would love to see them!

Some crews did experience a shower of heavy rain during the first couple tests while it was raining on one part of the rally complex. It was quite amusing to see some people on one test in coats getting soaking wet and 1 minute later kicking up dust next to a marshal in shorts, t-shirt and a dust mask.

Andy Davies & Michael Gilbey in the Impreza were leading after MC2 (end of the first loop) with a time of 14.56, just 1 second ahead of Lewis Morgan & Cadog Davies in the Mk2 Escort. Rounding off the top 3 was Rhodri Evans & Lee Taylor another 12 seconds behind. James Nicholls & David Allman were leading class 2 with a time of 16.42 in the Vauxhall Nova saloon with Carwyn Evans & Andrew Davies leading class 3 in their Impreza with 16.59.

Loop 2 was similar to the first loop mainly run backwards with a few changes and one different test all together. Test 9 had a tight hairpin left uphill which caught us out, but we were soon getting to grips with the layout of the event and having some fun!

Morgan/Davies were now on top with a time of 31 minutes, Evans/Taylor had jumped up 1 spot just 2 seconds behind with Davies/Gilbey now in third a further 7 seconds behind. Carwyn Adams & Richard Smith were now leading class 2 in the orange Mk2 Escort with 34.05. Evans/Davies were still leading class 3 with 35.17.

Loop 3 saw 3 tests all between 2 and 3 miles with a lot of things changed to keep the drivers guessing! The tarmac section on test 13 was good fun with 2 tight gateways at the bottom to chuck the car sideways through. Also the jumps at the end of the test was run the opposite way from earlier on in the day so you could get the car up to more speed and get a bit of air time! All I could think of was the video on Youtube from Wales Rally GB a few years ago of the crews hitting the hole after the jump (link), luckily there wasn't a hole for us but I did wonder while we were in mid air!

Morgan/Davies were still on top with 44.12, just 9 seconds ahead of Davies/Gilbey going into the final test. Irfon Richards & Andrew Edwards had moved up into the third spot just 6 seconds behind second. Adams/Smith were still on top of class 2 with 49.06 as well as Evans/Davies still leading class 3 on 51.45.

The final loop was just 1 test of several of the earlier tests added together to make a 4 mile loop. We decided to push hard as we were running 4th in class and thought we would try for that final podium position, but we tried too hard, both making a couple mistakes on the test which dropped up time and also dropped us back to 5th in class. It was a great final loop with some nice fast sections that were previously a neutral section. Also the large jump in the bowl was now used to get some more air time as Andrew Jones and Osian Pryce in the Mk2 Escort showed us!

Morgan/Davies were quickest through the final test giving them the well deserved win. An overshoot at a code board dropped time for Davies/Gilbey giving second spot to Richard/Edward, both crews finishing on 53.14. The class 2 win went to Adams/Smith after leading for most of the day. Evans/Davies ran into problems on the last test picking up 3 fails and losing them the top spot, a very quick drive from Jamie Pearson & David Price in the Mk7 Toyota Celica gave them the victory almost 3 minutes ahead of second in class.

Well done to Lewis Morgan & Cadog Davies on the well deserved win. It was a close battle at the top all day between a few cars. Also well done and thank you from all the competitors to Philip Ralphs and his team from Aberystwyth & District MC for organising a top event. I will definitely be back one day as this event has a great atmosphere and seemed more about the enjoyment rather than chancing points!

Photo by Neil Constable,
www.facebook.com/neil.constable.129



Daniel Pidgeon, Nav – Car 41, Vauxhall Nova (21st o/a)
British Road Rallying www.britishroadrallying.com

Cairncastle Hillclimb in Larne 2014

June the 20/21st is now in my yearly calendar for an excellent Motorsport weekend. I speak of course of the Cairncastle Hillclimb in Larne Northern Ireland. 2013 saw me take my first steps to compete in the Rally car, unused from the 2010 Mull! and following the excellent reception we had (Mick Tomlinson & Ian Mills) all vowed to return. This time in force. Mick had modified the car dramatically and I was really looking forward to competing again, but my hopes were dashed, by the news that my contract at work was not being renewed and my last day was to be Friday 13th (had to be). With the prospect of being out of work. I decided I would be going as a spectator etc. etc. As it happened it was renewed for 2 months until August 29th, but it then became a panic to source a towing vehicle, trailer etc., but there is next year ...providing I am still in reasonable health

Anyway onto 2014, the Pendle party for the event consisted of Myself, Les (Eltringham), Steve (Dixon), Steve (Byrne), Mick (Tomlinson), Ian (Mills), Simon (Nicolson) and Ian (Wolfenden). Who I believe is the son of the Ex. World champion Formula 1 Stock car driver.

I spoke with the organisers about concessionary rates for the ferry, I used Nutts Travel last year and was pleasantly surprised. This year Kevin (Haveron), one of the organisers, asked me to send their 2014 (Nutts) quote and he would better it, and he did. My Clio and 3 passengers was £228, Micks van and trailer under £290 plus driver and two. The best one had to be Simon, with a large utility vehicle and trailer only £225!!!! Quite how that worked out I just do not know, Mick thought the extra was for the passengers. The person Kevin got the quotes with said no-one in P&O could better Alberta, was the manager at the P & O head office in Ireland.

We chose to travel from Cairnryan (Stranraer) on the 1pm ferry, it takes about 2 hours sailing, and Larne port is then 5 mins from our Hotel the same one as last year. This year everyone had a double bed to themselves!!!!

Once booked in we decided on a recce up the hill, and then some food in "Mattie's meeting House" after homemade steak pie and champ, swilled down with a few pints of Smethwick's bitter ...yummy.

We then decided to head back to Larne and the local ..."OLDERFLEET" pub, where we watched the dismal display of football, no more on that.

Following breakfast, and with the event not starting until 12 noon, 4 of us decided to take the 90 minutes coastal run up to Giants Causeway, last time I was there was in 1973 !!!!!, my how things have changed, there was only a Hotel and a souvenir shop, not a multimillion pound Heritage trust centre. Where in the past there was a fence and warning signs "steep cliffs"...Danger!!!!, there are now guided tours and footpaths. We decided on the multi play recoded tour from the headsets provided. A couple of hours later and visit to the gift shop...we were on our way ...be rude not to go around Bushmills distillery ...only 1.5 miles away.

Upon touring here I noticed the lids on the wash tubs "FORT VALE ENGINEERING" and underneath. PENDLEhappy days.

As we were driving up to the Causeway, we went through several villages...one had a huge photo and the comments. Carnlough's) most famous son yup Liverpool's FC manager Brendan Rogers....One of his first teams he played for was Ballymena United in the 1990,s

Back to the Hillclimb about 3:30pm and things were in full swing, although there had been an off in which a 2013 MODEL GTR was seriously damaged. Due to the late time back, we had to park and walk to any viewing spots we manage this ok...and sat back to watch the Pendle duo attack the hill....I don't not have any results for the Friday event, but Simon in the Westfield claimed 3rd in class 6 beaten in to second by only a few seconds...still no worries Saturday to play out again..Mick was less successful finishing 5th, but in fairness the little buggy was giving some 40bhp to the others in his class. After the awards presentation, it was back to the Olderfleet and listen to a band and a disco, plus lots of beer !!!

The Saturday event started at 10am, which gave us plenty of time to get a better vantage spot, this we did, behind a stone wall and looking down the hill, we saw the cars for quite a while.



Cairncastle Hillclimb in Larne **Continued from Page 21**

No accidents on the Saturday and but for a very small shower, no rain to bother anyone.

I have scanned and emailed Saturdays' result to Ray, but once again Pendle member Simon came up trumps and took 3rd in class again, but this time beaten into 2nd place by only by 0.96 of a second...not a lot in 1:65 miles, Mick again finishing 5th another excellent drive. After the prize giving we departed having been invited to a special meal !!!!

Due to an awful lot of uneaten food on last year's event, people heading home etc. etc. Larne motor club decided the BBQ would only be on the Friday....However "WE" had been invited to a club member's dinner in Larne's Masonic Lodge, after shaking hands with our hands underneath our legs ...only joking. We sat down to excellent food and alcohol ...a round being bought by Larne Motor Club themselves.

I was disappointed not to compete, but my "fluke" awards last year would not have happened this year, my best time on last years was around 112 seconds ???

First in the Rally car class, this year, was 79:58 in the ex Prodrive Manx Rally winning BMW, Second was Dessie McCartney, ex Circuit of Ireland Rally winner, in a Millington engined Darrian T90, third was an immaculate 2.5litre Millington engine Mk.II Escort which set a time of 80:96seconds!!!! Somewhat formidable opposition for a "Stump" like me.

When we analysed the cars around PDMC classes. No sour grapes, but these people live for Cairncastle ...Simons competitors had all steel singing and dancing engines ..Whereas Simons is a "mildly" tuned Pinto.

The fastest time for both days was Graham Thompson in his "Homemade" single seater who was some 5 seconds faster than his nearest rival.

If anyone is interested the CRAIC rates up against Mull and is certainly a place to visit and compete. The only stipulation to vehicles production cars or others is they must have a roll cage, due I suspect to the speeds attained.

So what's next ...I have been invited as have the others to celebrate Larne Motor Clubs 60th Anniversary in November ...a proper formal "Do" I believe black tie (dikki bow) etc. etc...Myself and Diane are definitely going.

As it was there 60th anniversary they made a special offer...if you were/are 60 this year you would get 60 for 60 ...ie entry fee for both days for £60.

I cannot speak highly enough of the hospitality ...everyone remembering us from the 2013 trip ...Roll on the 2015 event.

There were some photos taken by Steve (Byrnie) but I have not got them yet. For those that use "uTube".if you put in Cairncastle Hillclimb there are about 28 short videos of the competitor...Video number 6 is Mick...Simons car is car 21.

Rodders (Rod Brereton, Pendle DMC)

Leukaemia Historic Rally **May 2014**

Entwistle battles back for sixth spot

Steve Entwistle staged a brilliant comeback to keep his HRCR Clubmans title challenge on course.

Entwistle, from Rishton, was contesting the fourth round of the series, the Leukaemia Historic Rally in his Orangebox Mini.

Lying second overall going into this event, Entwistle and navigator Bob Hargreaves endured a difficult start to the rally.

The pair were baulked by another competitor on one regularity, losing almost two minutes, and dropping them down to 20th overall at the morning halt.

But Entwistle, who is renowned for his 100 per cent commitment on tests, began his fightback with a string of top three times. Up to 12th by the lunch halt, he used every bit of Orangebox's 100bhp to claw back another six places and finish a hard-earned sixth overall.

"It didn't go quite the way we hoped, but given the start we had, I'm happy with sixth," said Entwistle, who is sponsored by **Mini Sport of Padiham**.

The result leaves him top of the HRCR historic class and maintaining his second overall in the drivers standings.

The next event is the Hughes Rally in Kent in June.



Monte Carlo Rally

Diary of an ice note crew (From our trip in 2012)

Cat Lund : Beverley & DMC

Day 1 Monday 16 January

It's the first leg of our trip down to Valence to help Louise Cook and her co-driver Stefan Davies with their ice notes for the WRC Monte Carlo rally. It's Louise's first WRC event and our first time making ice notes so it's a steep learning curve for all of us.

Louise and Stefan are out in France already and have been recceing the route. The rally starts Wednesday, and we are setting off tonight aiming for an overnight halt just south of Amiens, so we can get there at a reasonable time tomorrow to go over the notes and the route and find out what the team expect from us.

As usual we are cutting it a little fine with the ferry. We have three hours to get to Dover which will be fine providing we don't encounter any delays. Naturally the first thing we come across is a 50 limit for roadworks on the M1. However Andy is driving and I have every faith in him and my lovely Alfa GT.

Day 1 Monday 16 January

Crossed the QEII bridge at 19:45 so making quite good time, despite sundry policemen and roadworks and a brief stop to figure out why the Alfa is making a hissing noise (we don't know).

Hopefully when we get to Dover (just under 40 miles away) DFDS will recognise the car and let us board the ferry.

The gritters have obviously been out as pieces of grit are flicking up and rattling on the windscreen. The ice warning light is on and the temp gauge is down to 2 degrees C and dropping. Checking the weather in Valence I see it's -2. I am not sure what to expect from the weather as a long range forecast last night showed rain and warmer temperatures towards the end of the week, but Andrew Coley told me earlier that there are 5km of snow reported in SS2.

We don't know if there is handy WiFi over there to keep updating you with our adventures but I will be keeping a log and can always update the story when we get back.

In the meantime there's a boat to catch!

(We arrived 13 minutes early for check-in at Dover. The Alfa looks pretty anywhere.)

Day 2 Tuesday 17 January

We're finally here in Valence - well just outside it at a terrific Gite that Louise and Stefan have booked for the week. It's been a long trip down but we arrived to a warm welcome from Andrew, Steve and Gary, the service crew.

The ferry last night was great, the first time we'd travelled via DFDS, and we both managed to get some kip before driving a couple of hours inland to St Quentin where we stayed overnight. The first part of the trip was eerily familiar as we were driving from Dunkerque down the Ypres road which we've done many times in the past. It was nice to see the sign that said "Vous etes en Flandres" and knowing we were not too far away from our Belgian friends, especially comforting as the Alfa's hissing noise was now accompanied by black smoke. We were able to ignore this by looking at the incredible moon which looked like a giant plastic orange banana.

We found the Premiere Classe at St Quentin quite easily about 03:00 and were grateful to hit the sack. We set off about 10:00 after a good sleep and another look at the Alfa to see if we could spot the hidden snake. Leaving a huge trail of black smoke behind us (to confuse the enemy) we decided to see if we could find a garage at the first opportunity so pulled off at Reims, where a nice man from a handy controle technique place took us round to the local Alfa garage.... which was shut. You have to love a country that has two hour lunch breaks!

In the end we decided rather than wait we'd keep going and head for the next big town, Troyes. The smoking was getting worse and with it, a loss of power, so we were starting to get really worried. After a lot of messing about in Troyes we eventually found an Alfa main dealer.... and what a pleasant experience, the technician found the problem immediately and fixed it for us there and then. It turned out that the intercooler hose had split and needed to be replaced, a really simple fix.

By now we were about four hours later than intended, and 200 euros lighter, but the Alfa was going like a train and I was driving, so we were making up time but were still only due to arrive at 21:00. Eventually we got to Chatillon and had to call for directions as the town is a proper maze.

We have a whole load of roadbooks, passes and stickers for tomorrow and Louise and Stefan have just returned from Valence so we had better get down to business.

Continued on Page 24

Day 3 Wednesday 18 January - Day 1 of the rally

Got to bed at 01:30 after our late arrival in Valence.... The alarm went off at 04:15 ready for a 05:00 departure! There were reports of packed snow/ ice on SS2 overnight so checking the stages was going to be doubly important.

The run out to the first stage seemed to go on forever, it was below zero most of the way but when we got to the stage it was clear most of the way apart from a couple of icy patches. Nearly 37km of twisting mountain road in the dark! We are using Stefan's 1.2 Clio to make the ice notes and we were glad it was on winter tyres. We could have done with some spotlights as well though!

Obviously we are going through the stages a lot slower than the rally cars and a lot slower than some of the other note cars too (Evo10's for Mr Loeb and Mr Solberg) so we had to add a bit (lot) of extra on to the time allowed the rally crews to get through the stages, plus you must go through at least 1h10mins before the first car, hence the very early start for us of 06:50 at SS1

SS2 started with dry Tarmac but as we climbed through the stage we came across the packed ice and snow which went on for several km and then cleared as we descended. The last 4-5km of the stage was frosty and greasy rather than icy.

We texted the ice notes through to the crew and waited at the end of SS2 to see if they made it through. While we were waiting we checked out the top twenty crews and had a skeg at the times on the board at the SS finish. We also saw poor Bouffier come out of stage with the left rear wheel toeing out about 25 degrees!! The car certainly didn't look able to complete a long road section.

Louise & Stefan finished the leg in one piece but looking shaken - they'd started the event on slicks as they hadn't had time to switch tyres before the start, so had found it very tricky. Stefan also suffered from mal de Nav & was looking a bit green.

They went off to Valence - a 92km trip back for a 20 min service! - and we prepared to go and check it all again, this time looking for gravel. This section was Le Moulinon - Antraigues and Burzet - St Martial repeated twice.

Day 4 Thursday 19 January - Day 2 of the rally

We have been a bit bleary-eyed today. Three stages run twice, with a 65km run to the stage start, plus the 25km we are outside Valence. It has been a lot warmer today, just 0 degrees as we set off and we have seen +9 today.

We liked today's stages especially SS7/10 which would suit our style of rallying very well. Andy likes nadgery stages and I like fast bits so we would have enjoyed that one I think. There is a spectacular cut to avoid a right - left kink straight over a gravel parking area which everyone must have been taking, right up our street :) and must have been fun to watch.

As far as we know as I write Louise & Stefan are safely through that stage and on their way to service. We are in McD's drinking coffee in order to scam free wifi! (only because we could not get a signal from outside!)

My phone is nearly dead and so will have to end this here. We are really enjoying ourselves although tired and I have to keep pinching myself hard as I have always wanted to do the Monte and this is the nearest I will get!

If Louise is in the top 60 tomorrow then we continue to Monaco on Saturday and Sunday. Fingers crossed we don't make idiots of ourselves in the snow on the top of the Col de Turini ;)

Day 5 Friday 20 January - Day 3 of the rally

OMG - we are in Monte Carlo.

Before I say ANYTHING about the rally I have to tell you we are in a great little apartment in Cap d'Ail, next door to Monaco, with an amazing view overlooking the sea. There is an infinity pool which looks really tempting too and I have to keep reminding myself it's only 12 degrees.

I am also quite excited to be just round the corner from [Nigel De Wallens](#), an old friend of mine who I haven't seen in a few years, who it would be very nice to catch up with if possible :)

Back to the rally - we all thought we would be outside the top 60 on Friday and be able to park the car up and watch a bit on Saturday and Sunday. All the crews would like to get some sleep and it would help the budget. Equally we are all really excited to be here :D

Today's stages have been overshadowed by the amount of road mileage we have all had to do. The whole rally has moved 4 & 1/2 hours south, which meant packing our bags, cars, service truck and loading up the trailer with my GT as we are using the recce car. We headed out to the stages first to make the ice notes, followed by the rally crew, while the service crew were in Valence waiting for the rally crew to come back in from the stages and then had to stay behind to pack everything up. The service guys headed south on the autoroute, while the rest of us had to follow the rally route taking us east and then south via Sisteron, Digne-les-Bains and Nice.

From the start of SS14 to the TC in at Monte Carlo the time allowed for the rally crew was 4h45!! Not often that appears on a time card. The total distance from the end of the stage was 238.67km. It's now gone midnight and we have just eaten dinner. Fortunately they weren't ham and cheese sandwiches which is all we've been managing to eat! Big thanks go to Stefan's Dad Andrew who has been doing all the cooking and sandwich making - he has kept us all going.

Tomorrow's two stages are run twice but happily the first car is not due until 13:15 so we will all get some rest.

One thing is now on our minds - the Col de Turini!

Day 6 Saturday 21 January - Day 4 of the rally

What a day!! Two amazing stages, really what you think of as typical Monte stages. Bend after bend, sheer drops, low stone parapets and sweeping hairpin descents into narrow valleys. The scenery is simply stunning. You can see why it grabs people to come back year after year.

The spectators have been amazing today. They have walked miles into the stages to stand there for hours. There was a 4h 23min gap for them to wait to see the cars twice through the stages. To park anywhere near the stage they had to be there well before the T-cars (us) went through, and we were driving through 2 and 1/2 hrs before the stage was due to start. As we approached the first stage, there were cars parked all along the narrow road for about three miles. People were still driving in and turning round to come back down the extremely steep hill to try and park. Then to get anywhere to view more than just one corner they had to walk a long way up the hill a few km into the stage. Some had obviously been camping out in cars or motorhomes since the night before along the stage itself to ensure a good spot. Any car passing through was guaranteed a cheer, even our 1.2 Clio which must have seemed woefully slow. By the time we went through the stages for the second time it was dark and lots of fires were burning like beacons on the hillside and we were nearly blinded by flash as they took pictures of us. In the digital age it's hard to imagine that most of them won't get binned, and we think they were taking pictures of any car they could see!

We had a late night last night by the time we'd finished the long run into Monte Carlo and found our apartment. We were all so tired we were laughing at the silliest things. Eventually we got to bed at 03:30. Luckily the schedule - decried by many as "not proper rallying" - meant we had a much later start and could catch up on our sleep somewhat. So, yes I agree, there is too much road mileage, but if you had to do it they have worked the schedule out pretty well so you finally get some sleep just at the point when you think you can't take any more!

We set off for the run out to the stages about 11:00. When you get to a certain point on the road into the stage there are Gendarmes everywhere stopping the public driving into the stages, but the T-cars have passes which allow them to breeze right through. It's a weird feeling driving up to an arrival control with no-one there to take your time card! After we had done our passes through the stages we stopped at the end and walked back into the final hairpin to watch the first few cars go through. The first car through was a pre-00 driven by Jean Ragnotti, who in typical crowd pleasing style was on the handbrake 20 yards before the corner!! The drivers who followed may have been quicker but none were better to watch.

It was quite sad to be driving down the stages for the last time knowing that was the last stage of the rally for us. The crew don't really need us to check the last stage as it is a final 5km showcase close to Monaco and we need to leave for home as soon as we can in the morning. We'll miss out on the after party I am sure they will have. It's a shame because it would be a great way to round off what has been a fantastic experience. Louise and Stefan have done a great job to get this far, driving the whole rally virtually on sight as their recce notes simply were not up to the job. They will leave the rally having learnt a massive amount. It really is a completely new level with so many things to take on board. As a privateer team on a limited budget they have achieved something amazing. Our fingers are crossed that nothing goes wrong for them tomorrow and that they enjoy every second of the final day.

As for us, we'll be heading north.

We're now on the DFDS ferry from Dunkerque. Made it in 11 hours dead from Monaco but picked up a speeding fine on the way #fail

Day 7 Sunday 22 January - rally - Day 5

The final day!!

In reality the final day of the rally for us was Saturday, but of course Louise and Stefan still had to get through the "Power Stage" while we were on the motorway heading for home. No ice notes required on that stage when it's 17 degrees in Monte Carlo.....

In the end Louise and Stef did what they had to, to get round and finish the rally. What a fantastic achievement for them, a privateer team on a miniscule budget.

Meanwhile it was a 100mph dash for us, up the Autoroute du Soleil and the Autoroute des Anglais. Apologies to France for shattering your speed limits. We had a lovely stop en route to catch up with [Nigel De Wallens](#) for an hour, he fed us enough coffee to get us to the first fuel stop.

While we were blasting past Reims we took the opportunity to have a quick look at the old Reims-Gueux Circuit d'Es-sais. It's been sympathetically kept alive by the friends of the circuit (<http://www.amis-du-circuit-de-gueux.fr/>).

The place is full of ghosts. It was used for racing from the 20's to the late 60's/ early 70's and was on the very first Grand Prix calendar in 1950. Race winners included Fangio, Mike Hawthorn, Jack Brabham, Jochen Rindt, Denny Hulme and Peter Collins among others. Now it's just the old pit buildings and timekeepers on one side of the D27 faced by the grandstands on the other. It is well worth a side trip if you are ever passing.

Ignoring our stop at Nigel's and the side-trip to Reims, the trip to Dunkerque took 11 hours. Sadly the trip back from Dover seemed to take nearly as long! We had to stop for a nap halfway and eventually got home about 02:30.

The round trip was a total of 1924 miles (the Alfa went on the rally trailer from Valence to Monaco), plus the rally mileage we did in the Clio, where we followed the rally route (for all but three stages) and road sections. What an amazing experience it has been and a lot of fun along the way. Big thanks to [Louise Cook](#) and [Stefan Davis](#) and the crew Andrew, Steve and Gary for the opportunity and for making us so welcome - and well done to all.

David W G Bell

My 'uncle', Bill Turner, joined me as a member of LAC in 1960 when I was 15. I am now 60 years a member and in 1962 as LAC were more speed than rallying by now, I joined CDMC just after they were founded. My rallying career, auto cross and driving tests at Tillotsons in Burnley and Warburtons in Bolton for example was always with CDMC.

My sprint and hill climb competition was with LAC. And my only claim to fame was once at Woodvale, under tutelage of George Bradley, to improve my lap time, I managed to put my Mini on its side at the third corner after bouncing off a grassed over landing light! Other than that, I came in as class winner (after a 250 mile night rally) at an LAC Hurstwood Hill Climb.

I did 15 years speed competition with LAC but also had become a committee member in the '60s and did every job on the list over the next 50 years, representing them on SD34, ANWCC and ANCC then Founder Member of RAC Foundation for NW. I am a Vice President and Life Member. I also became the NW Main Agent for Downton Engineering.

In Rallying, I teamed up with Cyril Bolton as my navigator and piloting my trusty Minis (of which there were 5 in my life over time in those days) we had some fantastic 10 years (and a modicum of successes) or so till my work took me out of the area.

'The' event to be seen on in the early '60s was the LAC Whittaker Trophy. It was a plot 'n bash and so tough, you could get a Coupe de Whittaker just for finishing - which we did on more than one occasion.

On the 'organising' side. I became an RAC Scrutineer, CofC and a Group 2 Timekeeper doing the LAC Tholt-yWill International Hill Climbs in the Isle of Man, hill climbs at Baitings & Scammonden Dams, Woodville, Aintree, circuit Racing at Oulton Park & Silverstone with Les Braithwaite.

I also was Timekeeper on the RAC Rally in the Lake District 1962-1974 and was course car for the Rally from Scottish Borders to Cheshire in the '60s. And again in 1992 with a works Ford RS200.

I first went on RAC Rally as a marshal in 1961, have attended (for 60 years...) nearly every year since, became Stage Commander in '90s at Clocaenog and now am a Radio Marshal with Gemini Communications.

All this history and experience led my wife and I 10 years ago to put all this to good use, set up a Motor Club in our Company (like CSMA) and make money for charities.

We started with 172 members and Company MINIS and are now approaching 1200!

David W G Bell,

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THE OLD GREY MATTER TEST

NAME THE GROUPS

Can you remember the names of their backing groups?

1. Emile Ford and The.....
2. Jet Harris and The.....
3. Gerry and The.....
4. Freddie and The.....
5. Johnny Kidd and the
6. Billy J. Kramer and The.....
7. Brian Poole and The.....
8. Marty Wild and The.....
9. Long John Baldry and The.....
10. Georgie Flame and The.....

‘Spotlight On’ Martyn Taylor

2013

Name : Martyn Taylor

Born : Originally from High Bentham 1986

Live in : Kendal

Married ? : Not that daft, yet!
(But now married to Hazel & has two sons)

Earn a crust :

Civil Engineer for Cumbria Highways. Always been useful knowing every white or tricky slot in south Cumbria.....

Motor clubs :

KLMC born and bred

How did you get involved in motorsport.

Well motorsport is in my blood, with my father being a former KLMC chairman, my mother being a former KLMC secretary and step father being a former treasurer.

Currently I'm the KLMC club secretary carrying on the family dynasty. So grew up with family holidays on Mull while dad was in the co-driving seat for Dave Calvert.

Always intended to drive but as I wasn't old enough my step dad told me I should learn to navigate, learn the ropes then when I became a driver I could appreciate how hard it could be in the other seat.

The only problem is I never got round to getting hold of the wheel in competition.

Currently done 185 events across 15 countries. Ranging from single venues up to international events, road rallies in various forms including the Winter Challenge and the Winter Trial. Not bad considering I'm still 26.

1st car was. : Ford Fiesta, fondly know as Tallulah! It got wrapped round the front end of a tractor, but that's another story.

1st comp car : Never had one (See page 25)

Favourite car : Subaru B22

Other rally cars. : N/A

First event. : Preston and Garstang Memorial 2005. Went OTL somewhere in the 2nd half with Rodger Goth in the mighty Vauxhall Viva GT.

Most Frightening moment. :

Hitting a tree on the Swansea Bay 2006 at 85 mph. the only reason we know it was that fast was because the speedo was stuck at that speed.



Continued on Page 28

Most Frightening moment Continued

The ride in the air ambulance afterwards was fun, shame I was barely conscious at the time.

Biggest accident. : Too many to list but here is a couple of the more interesting ones.

Manx International 2009

Managed to hit a house, sideways in a N10 in the Castletown spectator stage. That was a night in hospital for me. It was only afterwards that the driver mentioned that Mark Higgins was our 30 second car behind us, for his second run of the stage and he desperately didn't want to get caught by Miggins.....

Swansea Bay 2005

205 GTI : Hit a tree at high speed, the result was 5 days in hospital. The worst part being it was my parents wedding anniversary on the same day as the accident so you can imagine how popular I was when they got dragged half way down the country.

Jim Clark International 2012

Skoda Fabia R2

Edrom jumps, sky, trees, sky, trees, sky, trees.....

Refused to go to hospital on this occasion

Galloway Hills 2008

Evo 6 the driver was testing for the Pirelli shootout the following weekend.

The car left the road sideways and was catapulted into the air by a log pile. Rolled about 3 times and landed on its boot. Car was a complete write off. No hospital was needed for this one.

Best event. : Rally GB 2007

The prize for winning the BRC stars of the future series was all expenses paid run on GB.

We won the class by 45 minutes. Being reseeded in among the PWRC regulars with Travis Pastrana about 3 cars ahead of us in the field was a proud moment. Never known ruts like it, we ended up having to replace the fuel tank on the 2nd day of the event.

The only problem being we didn't have a fuel gauge for the rest of the event. So the fuel calculations became a bit of guess work.

Rally Hero.

Phil Mills, Nicky Grist. Both followed similar paths to me starting in night events working their way right to the top.

Funniest moments.

Jim Clark 2007 we had retired after about half a mile into the first stage on the event due to gear box issues. So I managed to blag a free entry to the Reivers rally on the Sunday, great! So the team fixed the gear box and got the car ready. The stages on the Reivers were different to the rest of the event and with the recce having finished the previous day I had to go find some notes. Ended up "borrowing" some from another competitor and getting them copied. All was going to plan, we were leading the class, no dramas until my favorite ever mid stage quote. "It might be left or it might be right over crest....."



Spotlight on Martyn Taylor : Continued from page 28

I can't read the hand writing....." the driver in question says.....
"no problem" clicks 6th gear and hits the crest in the middle.....
Running out of fuel on the Pirelli International recce a couple of years ago and having to hitch hike back to Carlisle for the start of the rally due to no phone signal to tell anyone where we were!

Biggest regret.

No point having any, you cant undo the past. You make decisions based on what is right at the time.
So as long as it was the right decision for you with the right intentions then never regret anything.

Most help from.

Peter Scott and Iain Tullie, both have become mentors and good friends to me.

If you were starting again what would you do different.

Spend less time in hospital.....

Ambitions for the future.

To be honest I have left behind the dream of becoming a works navigator. To become a professional in this sport you don't necessary have to be the best, you just have to be in the right place at the right time with the ability to do the job.

My view of the sport has changed dramatically over the last couple of years and now I just want to have fun and perform to the best of my abilities in whatever the conditions.

The first leg of the Winter Challenge 2011 was 32 hours long, that to me is more of a physical and mental challenge than a couple of laps of 3 sisters race circuit.

So I guess I want to go further afield and do the more unusual and demanding events.

Advice to newcomers to the sport.

Ask questions. If you're on a night event, walk right up to the navigator of car 1 and ask which junctions to watch out for and ask to compare maps. None of them will bite and most will be happy to help.

The same goes for a stage event, go find the best navigator on the event and ask them for the dodgy crests and that slippery junction 12 where everyone crashed last year. Assuming they are not in the middle of making a tyre choice they will be happy to answer your questions

You Tube and Google Earth is the biggest change to rallying since the introduction of four wheel drive.

Watch other drivers get it wrong on you tube before you even set foot on a stage and use Google Earth to track down that tricky slot that not quite like the map in the middle of Austria long before you get there.

Never and I mean never scrimp on safety gear.

Personally I think if you don't wear a HANS device on a stage event you are stupid.

They make all the difference when you have your first roll or head on impact and they will save you a stiff neck for the next week if not your life.

Always carry the OS maps for the event your doing no matter how good or bad the road book is.

Most remembered comment.

If you are not enjoying it, you need to give up.

Spotlight on Martyn Taylor was originally published in 2013 since then Martyn has moved on from Road & Stage Rallies and seemed to be specialising in Classic Rally Navigating. However, he has also been responsible for the organization for three excellent 'Devils Own' Classic Rallies.

In between organizing events and Navigating on Classics he has also turned his hand to driving now and then



2019 Ilkley Jubilee Rally



2019 Tour of Cheshire Rally



2019 Tour of Cheshire Rally

Interviewing the Stars

Podcasts have been constant and some what a sanity saviour for a crazy life of a 27 year old in the car and Motorsport Industry. When Boris made his announcement for Lockdown, I was struck with the idea of “what on earth is anyone in Motorsport going to do without any Motorsport?” Putting two and two together I thought “Why don’t I find out?”. I’ve never had this time before and I wanted to seize the opportunity.

So, Motorsport Now was founded. I sent out a number of messages on social media, pulled a few strings and managed to secure a very credible line up. The advantage at the start of lockdown being, people were bored and they were no where near as busy as they were prior to lockdown. My first interview was Claire Williams. Myself and Claire met way back on a “Cambrian Night Out” in 2012 and she has since sat in the car with me as a Nav for a few rounds of the Welsh Tarmac Championship. Her brutal honest approach is something that I really respect about her – I think that is something she is well known for in Motorsport – but her even and balanced general knowledge of the sport really shines through. She has plenty of advice for young people coming into the sport which is something Motorsport Journalist, Jack Benyon also discussed. Jack was super passionate and he’s interviewed people including Lewis Hamilton so it was good for him to experience the other side and have the questions asked to him! Highlighting the concern for the lack of people joining the sport and the growth of e-sports were hot topics that we discussed.

I was fortunate enough through contacts to interview x-F1 driver Karun Chandock, who had a toddler banging on the door in the background but his story up to F1 was eye opening but not nearly as awe-inspiring as his approach to coaching. He pointed out that mental toughness was a key lesson for his students and he admitted to making some of his protégés cry! Tough love.

The interview that you all will want to listen too if you are a Spotlight regular is the well admired Gwyndaf Evans. I think that has been my favourite interview. He has just been there, seen it and done it. Now Elfyn has a ready made teacher with so much guidance and relevant advice to give, but like Chandock, he doesn’t give any slack. Training diaries and serious Father-Son talks occurred in the Evans household but clearly, it’s paid off. We also talked about his long career in Motorsport, driving for a number of different manufactures and how he became “too good a test driver”. His humbleness really showed through and said he owes his head steady approach to being hands-on with customers in his showroom. Starting off by skidding around his family’s yard as a child in a rural town in Mid Wales to taking his first flight (not including the plane journey to Ilse of Man) in his late 20s to Portugal as a test driver, it really is quite a story. And whatever Gwyndaf says about himself, we all know he is a truly skilled driver.

I have tried to get a variety of points of view. Like interviewing the “up and coming” and arguably already-there drivers like the talented Rhys Yates and super fast Osian Pryce. I have interviewed drivers from the W-Series and even the director of Clogau Gold to try to incorporate advice for drivers looking for sponsorship. I must comeback to Osian and Rhys and how down to earth both chaps were.



Continued on Page 31

Interviewing the Stars Continued from page 30

Osiar of course won Rally Bae Ceredigion, the first road rally in Wales and if anyone has seen his onboard, you will sit there with your mouth open. He works as a builder, pulls together last minute sponsors and just gets out there and goes absolutely flat out. Rhys breaks any stereotype that suggests drivers can be boring and bland in interviews, his funny and laid back northern style approach was very endearing and contrasting to what you would expect.

The one thing that stands out from every interview, is that people who are involved in Motorsport are go-getters. We don't back down and if it doesn't happen and can't happen, we must try and try again and that's what has been the most inspiring thing. I will be interviewing Paul Monaghan, the chief engineer of Redbull F1 Racing in the next hour so I best get my questions ready!

Motorsport Now is available on Apple, Spotify and Podbean

Jade Paveley : North Wales CC



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Half days are also available and extra cars £125 plus VAT each. Cars must be in a fit state for testing and minimum of Helmet, Harnesses and Race Suits to be worn.



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Harlech & DMC Rally Time Trial August 1st 2020

We have a date and secured a permit with MSUK.

Thank you to all those who have helped us to get the event off the ground. We cannot wait to see you on the start line for an action packed day. We will be releasing the regs and more details very soon. Please follow our Facebook Page for more details or email us to be added onto the contact list.

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Kirkby Lonsdale MC

DEVILS Lockdown Tests

Monday the 6th July 2020

**at Rowrah Kart Circuit,
Kirkland, Frizington CA26 3XU.**



NO SPECTATORS

The Clan Motor Company

In 1967-1968 Paul Haussauer and Brian Luff, who both worked for Lotus, decided that as soon as they could go their own way they would build a sports car.

This was the seed of the Clan Crusader. The car would be a GRP monocoque, thus dispensing with the heavy metal chassis and have the lightweight Rootes/Chrysler Imp Sport engine, transmission and suspension.



Other Lotus employees were recruited for the project and in Ron Paynes garage they built the plywood undertray and box pattern which was sent to John Frayling, the stylist, who made the buck. John Frayling came up with the Crusader design that looked fantastic and hasn't dated significantly in over 30 years.

The buck was taken to a little room adjoining the sack store in the Crosse and Blackwell baked bean warehouse in Norwich where work on the car carried on. In early 1970 the team began cutting its ties with Lotus and forming the new company. At that time an offer was received from the Washington Development Corporation and they moved to a special development area on the Crowther Industrial Estate, Washington, County Durham. After initially working in a smaller nursery unit, in the spring of 1971 the Clan Motor Company were in a 24,500sq.ft factory built to their own design. Before long the company was employing 29 local people and producing five cars per week.

The Crusader is a full monocoque bodied car, constructed in GRP and was designed for volume production. The body was made in two parts that were joined together using a revolutionary clamshell moulding technique. Although the body was deliberately designed to be light, it was strong too. At the MIRA test facility after ploughing into a solid wall at 30mph only 0.8 inches of cockpit distortion could be found in the Crusader, when at the time 5 inches of distortion was allowed. The car used in the test was later rebuilt and used for many years.

Continued on Page 33

Grumpy Old Git Still Wittering On & On & On



2300 Club 2300 Trophy Rally 9/10 June 1973

NOVICES					
71	A. Oliver	J. Coulthard	Coventry GT	170 1180	Bottom-Land Rover SD 16
72	L. English	E. English	Escort GT	200 1270	SDC (SD 16)
73	G. Baker	C. Jepson	Flat 1900	190 1260	SDC (SD 16)
74	M. Ireland	E. Savvas	Mini	170 1140	R.L.H.C.
75	A. Smith	C. Rutcliffe	Escort	170 1140	SDC (SD 16)
76	D. Leach	F.M. Ellison	Mini	170 1140	SDC (SD 16)
77	C. Jacques	E. Roberts	Cooper 1300	170 1140	Shirley & SDC

A 94 Car Entry !!!

**We (Dave Leach & I) were running as car 74
And I cant remember a thing about it !!!**

However, the very first rally I did was back in 1968 and was a 12 car run by 2300MC and I can still remember everything about that one.

How does that work?

I also thought that we were running as Semis in 1972 so why were we running as Novices on this event?

Maybe its like the old saying about drivers 'The older I get - the faster I was.' Or its more likely just old age



Paul Gilligan, who sends me his 'Inside the Industry' every month has managed to break his wrist. Fortunately it was his left one so he has still been able to tap his monthly utterances into his computer and email it to me (slightly slower). It also allowed him to handle the odd class of wine now and then.

Clan Crusader

Continued from Page 32

The car was also beautifully finished. A lot of thought had been put into the whole manufacturing process and it showed. After leaving the clamshell the bodies were transported to an Arthur Birchell designed oven and cured. Any blemishes were then repaired and the body was then given several coats of paint. The cars then travelled along a miniature railway line where a team of fitters would install the electrics, trim, suspension, engine and transmission. All the parts required for the build were stored on the line or in nearby sub-sections.

The 11.8cwt (600kg) Clan Crusader with its 51 bhp Imp Sport engine, which has the famous Coventry Climax FWMV engine as a distant relative, would almost top 100 mph and get from 0 to 60 mph in 12.9 seconds. The handling was also superb, using the Imps front swing axle and rear semi-trailing arm with spring and damper rates specifically tailored for the car. Rally ace Andy Dawson was heavily involved in the handling tests and in a 1000 mile test on the infamous pava at MIRA only two hairline cracks were found in the area above the front suspension and this was cured by adding another layer of matting during production.

The Crusader was priced at £1361.00 in 1972 and the factory produced a number as kits to avoid Purchase Tax at £1125.00. When compared to its mainstream contemporaries, in terms of specification and build quality, a factory built Clan was more than capable of holding its own.

The Motoring Press heaped praise on the car, the order books were filling up and the Company was on a high. In the very early days the Clan Motor Company did have a degree of financial stability, but then Britain fell prey to the miners' strike, the oil crisis and the introduction of VAT, the country went into meltdown and Clan was one of the companies to be a victim of the crashing economy. Despite everything Clan hung on and to prove its fuel efficiency during the oil crisis, racing driver Gerry Marshall, who was a Clan Distributor, drove a Clan from Glasgow to Marble Arch on one thankful of petrol, 408 mile on 6 gallons of petrol, an incredible 68 mile per gallon. But despite everyone's best efforts and such marvellous publicity stunts the Company was still in trouble, VAT and the oil crisis had hurt, the first miners' strike in 1972 caused financial problems but the second in 1973 and the subsequent three-day week pushed them over the edge and manufacture of the Crusader ceased in late 1973, even though sales were still good. Several finished and part-finished cars were sold after the company's closure. Just 340 road and 18 competition Clan Crusaders had been produced.

The Clan was a success in competition, with Andy Dawson taking 2nd place on the 1972 Manx Rally and Alan Conley taking 1st on the 1972 Tour of Mull and 1973 Derwent Star Rally, he was also placed on the 1972 Lindisfarne Rally and the 1973 Rally of the Vales. Many other drivers were successful in all types of Motor Sport in Clans, an overall win in the 1973 BARC Production Car Trials for Mike Hinde, 1st place on the 1973 Jim Clark Memorial Rally for Donald Heggie, 1st overall in the 1974 British Caledonian Modsports and Sports and Special GT Championship for Kenny Allen. After the factory had closed Clans continued to compete and have success in Motor Sport and are still competitive to this day, recent results include Class wins for both Paul Richards and Andrew Till in the 2005 H A S Speed Championship.

After the closure of the Washington factory the company and a large proportion of its assets were bought by Cypriot Truck manufacturer Mr Andreas Kaisis. The stock and body moulds were shipped to Cyprus. Unfortunately the Turkish invasion of Northern Cyprus prevented the resumption of Clan production on the Island.

The parts languished for several years in Cyprus before being brought back to Britain by Ian Hopper, a colleague of Paul Haussauer the ex-Managing Director of the Clan Motor Company.

In the meantime in Britain the Crusader had been doing well as a competition car. Brian Luff produced a new mould tool by using an existing Clan body shell and was then able to supply body shells, panels and windscreen glass to people rebuilding or scratch building cars, mostly for competition.

The Brian Luff moulds were eventually sold to Peter McCanless (a Clan enthusiast and owner of an original Clan for many years) who in 1982 started Clan Cars Ltd in Newtownards, Northern Ireland and took advantage of government development grants for the area.



The Irish Clan

Clan Crusader **Continued from Page 33**

Clan Cars re-vamped the Crusader now simply called the CLAN, but known by all as the Irish Clan. It was sold in three levels of kit form (basic, deluxe and complete) still using the Imp Sport engine and major parts but now with fully retractable headlights, moulded-in bumpers, glass sunroof and a choice of two engine options from Hartwell. The 998cc engine in the 'E' version producing 65 BHP or the 'S' version producing 78 BHP. Some fully trimmed shells were also sold for Customers to fit their own engine, transmission and running gear.

Although the actual number of cars produced is not known, it is believed to be in the region of 130 road and 10 competition cars.

It was always Clan Cars intention to replace the Imp engine cars with an updated mid-engine model and in 1985 this was developed, called the Clan Clover using the Alfa Romeo 1500cc flat four engine and gearbox. It is believed that six kits were sold prior to the production of approximately 21 fully built cars.

Subsequently Clan Cars ran into financial difficulties and ceased trading in 1987.

Bob Milloy : Kirkby Lonsdale MC (and ANWCC Chairman)



The Clan Clover

Model Y Re-Build

I am making steady progress on the renovation of the Model Y and reached the stage where I think I've finished dismantling it!

It's been quite a wearysome job grovelling under the car undoing various nuts hoping mole grips and spanners can stop the bolt heads from turning. Bought some trade size cans of WD40 which has proved invaluable.

With floorboards all removed I've got to the stage where I can just about get to all parts of the chassis.

Going to start repairs at the nearside rear chassis extension which carries a bumper bar bracket. The offside chassis extension is fine. Then I'll tackle plating the chassis walls under both A posts and then repair both A post panels where they rivet on to the chassis walls.

Fortunately the rest of the chassis is really quite good and it will all look good when painted.

Whilst crawling around underneath it I frequently think to myself how much easier it would have been to have restored it 30 or more years ago.

Graham Kirkpatrick



Inside the Industry

with Paul Gilligan

Lots Of Bad News, But Some Good As Well

Well an awful lot's happened in the last month, and no doubt a lot more will happen before some of you read this. Firstly car and van showrooms in England opened for business on June 1st, much to their annoyance dealers in the rest of the UK are still waiting for the green light. And the good news is that the dealers are busy. People are buying new and used cars! There is undoubtedly an element of pent up demand so the current level of business isn't guaranteed to be maintained but dealers are grateful for it just now. One major dealer group, Yorkshire based JCT 600, reported an all time record for used car sales in the week commencing June 1st, 21% up on the same week last year. Used stock is proving hard to find and the rental companies seem to be drip feeding their stock onto the market thereby protecting the values. People are nervous about public transport and demand for cheaper used cars is very strong. What the impact on traffic levels and pollution will be if a large number of people switch their commute from trains tubes and buses to a car remains to be seen. With many continuing to work from home, perhaps permanently maybe not too bad.

And if car business is good van business is positively on fire. I spoke the other day to a large used van dealer in Bristol who we supply. They have 8 salespeople and the owner decided to bring 4 back from furlough as he was unsure how busy they would be. Last Friday between him and the 4 they sold 35 vans in a day and the dealer received 1500 sales enquiries by phone and email. It seems many small businesses have decided to use some of the grant and/or loan money they've received from the Government into an additional or upgraded van. Some sectors are extremely busy, parcels deliveries in particular as people shop over the internet. Cleaning companies are also having a good time as business premises require extra cleaning before they re-open and after that on an ongoing basis. Many in the building industry have a backlog of work and look forward to benefitting from the promised increase in infrastructure spending.

If van business is busy motorhome business is amazing. With many people nervous about travelling by train or plane even when allowed, and not happy about staying in hotels even when open a motorhome holiday seems a safe bet. We have had an approach from a major construction company we deal with who want to buy 50 Renault Traffic Vans for conversion into basic motorhomes so their people don't have the risk of staying in hotels when working remotely. Problem is there aren't ANY of the required model vans available until September (see below), a problem I'm trying very hard to solve as you might imagine!

Factories Struggle To Restart Production

Mass production of motor vehicles is a very difficult and complex process especially if you have to make thousands a day to high quality standards at low costs. After being closed for a few months all over Europe these factories are restarting, or trying to. Now they have to do the same job while respecting social distancing so having less people to do it. Component supplies are difficult. Suppliers have the same production problems and some have sadly gone bankrupt and closed. So cars and vans will come through slowly. I've instanced the Renault Traffic above. UK stock is just about sold out. Order one today and with luck you'll see it late September. For electric cars batteries are in very short supply. And so it goes on. Manufacturers are desperate to deliver volumes of new vehicles to put cash in the bank. The challenge now is who's best at making them, not who's best at selling them.

Now The Job Losses Start

We always knew it was coming but that doesn't make it any less palatable to those unfortunate to be on the receiving end.. Most major UK dealers are now declaring redundancies amongst their sales people, or are involved in the legally required discussions to start the process. The broad average seems to be that between 20% and 30% of showroom staff will be unemployed by the time the furlough scheme ends. And with nobody (apart from us!) recruiting their prospects are bleak sadly.

Amongst the manufacturers the numbers are of course much bigger. Renault have announced they will cut planned production by 17.5% in a bid to save £1.8 Billion by 2024.

Continued on Page 36

10000 jobs will go in total 4600 in France alone. Planned expansions in production facilities have been cancelled while in spite of the job losses Renault continues to seek a French government loan of 5 Billion Euros.

Further down the scale Aston Martin have targeted £10M annual cost savings (see more AM news page 32) with 500 jobs to go, Bentley are looking to lose 1000 people, McLaren 1250 and so it goes on.

Of course there is sadly worse to come. Vauxhall have announced that the Ellesmere Port plant that makes Astras won't re-open until September at the earliest. Will it re-open at all some say? Ford had already decided to close the Bridgend engine factory in South Wales. Will the Dagenham diesel engine plant be next to go? Ford not making anything in Dagenham? Might sound unbelievable but don't bet against it I'd say.

The first dealership bankruptcies have started with Progress Suzuki in Milton Keynes going under last week. Sadly there will be more, probably many more. And as the new car market shrinks manufacturers will speed up their plans to reduce the number of dealers they have.

What's Going On At Aston Martin?

Quite a lot given they've been closed as a producer for 3 months. Incoming major shareholder and investor Lawrence Stroll has replaced the Chairman and taken that role himself. Then it was announced in late May that Chief Executive Andy Palmer was to leave "with immediate effect". I'm a great admirer of Mr. Palmer but sadly he didn't handle AM as well as he managed Nissan GB. When he took the reins the company was almost bankrupt, just before he left had Mr. Stroll not arrived with a few million (540 million actually!) quid Aston was bankrupt. With the share price having dropped for £19 when floated almost two years ago to 30p someone had to carry the can and the buck stops of course at the boss. Hindsight's wonderful of course but Aston made more sports cars than there was demand for so had to heavily discount them to get cash in the bank. Now the job cuts will ensure they make less sports cars than the market requires. And was £20M a year to sponsor Red Bull F1 a good idea? Racing Point F1 which Mr. Stroll also owns (gets his son a drive see) is to be rebranded as Aston Martin next year but at least he's spending his money not the shareholders'.

However what will go down as Andy Palmer's Aston legacy is that he's the guy who forced through the design, development and launch of the DBX SUV, the car that will save Aston Martin. Had he had another year the cash would be flowing into the till but this is a hard industry, particularly currently. The new boss comes from Mercedes where he headed the AMG division. Merc already have a shareholding in Aston Martin and supply vital components including engines. How tight might the Mercedes grip on Aston become?

Nissan/Renault/Mitsubishi Alliance Set Out Their New Strategy

This "Club" has been in disarray since the arrest of Chief Executive Carlos Ghosn in Japan 18 months ago. Often it seemed the whole thing would fall apart. The whole link up was Ghosn's idea, he created it and he held it together. After he was removed both Nissan and Renault were struggling in the face of reducing sales and the vast expenditure on the development of electric cars. At one stage Renault looked at a merger with Fiat Chrysler which would have involved dumping Nissan, but in the end Fiat went to Peugeot Citroen.

Last week Renault Nissan and Mitsubishi announced that the alliance was the way, and the only way, forward for them. The three will now divide responsibilities so each plays to their strengths both in product and geographically. Renault will take the lead role in Europe, Nissan in China, North America and Japan, Mitsubishi in SE Asia and Oceania. Renault will be responsible for small, car design and development, Nissan larger cars, electric and self driving, Mitsubishi for hybrids. Most models will wear all three badges with only minor styling differences, so can be made in the same factory. There are already rumours that Nissan's Sunderland plant will soon be making Renaults. Nissan like Renault is cutting jobs and closing plants. Sunderland is safe unless we end up with a no deal Brexit, if we do Nissan says it is no longer viable.

While VW and Ford Of Europe Move Closer Together

Early last year it was confirmed that Ford of Europe and VW were to cooperate on the development of a new 1 ton pick-up to replace the Ford Ranger and the VW Amarok. Launch is planned for 2021 or 2022. Now the two have expanded the agreement. Ford are to from 2021 be selling a new small van which will be based on the VW Caddy.

This van, which will replace Ford's Courier and Connect models will be designed, developed and BUILT by VW, but will wear both badges. Next Ford will be responsible for the design and development of a new 1 ton van that will replace Ford's Custom and VW's Transporter. So that only leaves the large van, Ford's Transit and VW's Crafter as separate models, and surely they will follow with the next replacement being a joint project?

And there's more. By 2023 Ford will have a new electric car based on VW's Modular Electric Drive technology, which will enable them to catch in an area where they are sadly lagging currently. I continue to believe that in Europe Ford and VW will merge sooner or later, or perhaps they will just merge in terms of design and developments and in some cases production but remain separate sales companies?

Will The UK Get A Car Scrappage Scheme?

Almost certainly yes, in fact by the time some of you read this I believe one will be in place. Germany already has one with the grant for the purchase of an electric or hybrid car having been doubled to 6000 euros (£5370). France is even more generous having increased their subsidy on electric cars to 7000 euros (£6243). As I've discussed before these schemes are really a no brainer. If someone buys a new car for £15000 the Government receives a VAT income of £2500. So if they launch a scrappage scheme with a grant of £2500 it actually costs them NOTHING. Electric and Hybrid cars are more expensive so the VAT take on those probably averages around £5000, therefore the subsidy could be set at that amount for those cars with again a cost of NOTHING.

Not surprisingly the industry is putting a lot of pressure on Government to launch such a scheme and quickly. There is strong evidence that many potential customers are delaying a new car purchase because they expect a scrappage incentive to be available soon so obviously don't want to buy now and miss out. Hopefully the announcement will be soon bringing welcome relief to hard pressed manufacturers and dealers.

Motorsport Badly Effected

With all motorsport shut down for 3 months, and one wonders for many parts of the sport how much longer, the damage has been severe. In F1 worst case is Williams which has effectively put itself up for sale in part of in whole. McLaren's redundancies include 70 from the race team. Although F1 plans to start again in July this will be behind closed doors so there will be not ticket income. As a result organisers aren't paying Liberty Media a fee of as much as \$20M for the privilege of running the race, in fact if some reports are to be believed they are actually being paid by Liberty. So that's a lot less money in the pot part of which goes to the teams. One ray of light is that the current situation has encouraged the teams to agree on a cost cap to come into force next year which will enable the smaller teams to compete on a more level playing field and make the costs for the manufacturer teams much lower. This means it is hopefully less likely that the likes of Mercedes and Renault will turn their backs on F1 and may even encourage others to join in.

But F1 is only the tip of the iceberg. Throughout the world virtually nothing is being spent on racing or rallying. No events are being run, no cars are being built or rebuilt, no parts are being bought and sold. For those companies and individuals who make their living from the sport income is pretty well zero. Let's hope for their sake things get back on track and stage soon.

Tesla Now The Most Valuable Car Manufacturer In The World

Shares in Tesla recently passed the \$1000 mark valuing the company at around £190 Billion. The latest rise was fuelled (!) by the news that their all electric heavy truck is now ready for "volume production". So Tesla is now worth more than Toyota, more than GM, more than Ford. Those who doubted, myself included, seem to have been proved resoundingly wrong.



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THINGS THAT GO SPLASH IN THE NIGHT



Charles Graves and Ron Palmer on the 2010 Shaw Trophy tackle the Lee Ford at 81/079981

With the return of rallying still not looming large on the horizon and a lot of people using the unwelcome period of idleness to wax nostalgic about days (Nights !) gone by, particularly the once thriving road rally scene, it seems an opportune moment to take a look at those demon features so loved by road rally Clerks of the Course.... Fords !. Wet roads could always be relied upon to slow down competitors, they could also be relied upon, in rallying's halcyon days, to attract hordes of spectators and numerous photographers, the former urging the crews on to "Take It Flat" which resulting in the latter getting some epic shots.

Many fords have now been replaced by bridges, some of them Irish bridges which revert back to fords in extremely wet weather but there are still sufficient around to provide entertainment for both competitors and spectators alike. In this article I thought I would concentrate on those situated on OS Map 81, not an area that sees very much action these days although it has it's share of good twisty yellows, most with an excellent surface and a fair selection of "Wet" roads.

Starting in alphabetical order, one perennial favourite is the wide, fast flowing Abberwick ford (81/120137) which has caught out it's share of unwary over the years, including an unsuspecting clock car which floated off downstream and had to be rescued by tractor and rope, several of it's cargo of clocks were lost which must have been expensive for the event organisers!! They say buses come in threes and, on map 81 so do fords with three excellent examples located within a couple of miles of road a few miles South of Rothbury. Coming from the South the first at 81/ 117963) is well surfaced, normally very low and is in the middle of a tight, right/ left chicane. Next up is the one at 81/ 099972 has a steep approach but is again well surfaced and a joy to drive through. Next up (81/ 079981) is the well known example downhill from The Lee, this offers an alternative over the adjacent wooden bridge, an excellent impromptu grandstand for spectators and camera wielders. Enthusiasts of classic events will recognise this last venue as it is well used by the likes of the Flying Scotsman and has featured on many websites.

Speaking of classic rallies, they seem to thrive on a bit of a splash and the next two fords to mention were last used on one of the long distance vintage affairs, Paxtondean is an interesting yellow just West of the village of Longhorsley and the ford at 81/ 171959 has seen it's share of big Bentleys lumbering through while just to the East, the ford at 81/ 174957 on the surfaced white from Causey Park through to Long Syke is another favourite, the road is gated so expect to have to stop a couple of times.

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Splashy Things

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The inaugural Hadrian Centurion Rally, way back in the early 1970's, ran a lot of farm track stages including the white from Scrainwood through to Netherton Northside, this included two fords, at 81/ 991094 and 81/ 994084, both unsurfaced and gravelly and not, to my knowledge, ever used in anger again. Another road which featured on a "Stage" event is the white at Old Hawkhill which features a ford at 81/ 216118, again, it's another one that has been unused for many years. Another one that also hasn't seen any action for a while is the bridgeway from Roddam Rigg to Brandon which has a couple of short fords at 81/ 137186 and 81/ 041174, the ford over the River Breamish at 81/ 041169 was also well used but is no longer a goer following gravel extraction works.

Two excellent fords that still see plenty of competitors splashing through are located near Eslington Park, just West of the village of Whittingham, at 81/ 049121 and 81/ 038117, in a maze of yellows which often catch out navigators, they are often approached from opposing directions simultaneously !!

There are numerous other places where a sudden downpour or long periods of wet weather can create temporary fords, particularly where that section of road features one of the numerous "Irish Bridges" which have replaced the traditional type of ford in many places. The selection listed above are, however, well worth inspection when travel is once again permitted, most are still usable and can be traversed in a normal road going vehicle. No doubt people will remember other "Famous Fords" from rallies of the past and perhaps we will visit other areas and recall in them in another future article.

Ed Graham : Hexham & DMC



2018 Flying Scotsman tackle the Ford west of Whittingham at 81/049121



Flying Scotsman 2018 at Whittingham Ford With Paul Crosby and Ali Procter

Photos Courtesy of Tony North

COVID-19 FORCES CANCELLATION OF 2020 WALES RALLY GB

- Britain's prized round of the FIA World Rally Championship halted by global pandemic
- Illustrious annual motorsport event cancelled for the first time in more than 50 years
- Decision taken due to ongoing uncertainties surrounding travel and mass gatherings in unprecedented times
- Organisers will strive to deliver an 'even bigger and better' Wales Rally GB in 2021*

It is with great regret that the organisers of Wales Rally GB have today (Tuesday) announced the cancellation of the UK's long-running round of the FIA World Rally Championship due to the unprecedented global coronavirus pandemic.

This year's 76th staging of the historic event had been due to run from 29 October to 1 November as the penultimate round on the 2020 WRC schedule and additionally was the concluding rounds of both the FIA Junior World Rally Championship and British Rally Championship. With such huge appeal, Wales Rally GB typically attracts numerous top-class entries from around the globe and 100,000 spectators to competitive speed tests set in the spectacular forests of mid and north Wales.

However, with continuing concerns over the evolution of COVID-19 and the safety restrictions it has imposed on large-scale gatherings and international travel, there are too many unknown factors to make the organisation of such a sizeable sporting fixture a realistic, or sensible, option in these uncertain times. As a result, Wales Rally GB joins the escalating number of sporting events to have been cancelled, along with many highlights on the 2020 Welsh calendar.

"This is not a decision that we have taken lightly but, in close consultation with our chief funding partner the Welsh Government, it is sadly one we are obliged to make in light of the ongoing global coronavirus pandemic," explained David Richards CBE, the Welsh-born Chairman of Motorsport UK, governing body of UK motorsport and organiser of Wales Rally GB.

Ilkley & DMC Colman Tyres Rally 9/10th September 2017

Clan on the Coleman Tyres

With all the energy and time spent by Mark Gil-mour and Mike Dent at Century Autosport in prepar-ing the Clan for historic road rallying, it was time to put all their recent work to test. The only part of the car that had not been 'restored' or modified, the gear-box, had caused problems for noted road rally ace Dan Willan on the Bluestreak Targa rally recently. He was being navigated by his son Jack, but unfortunately had to retire at lunch with increasing difficulty changing gear, eventual-ly ending up with a boxful of neutrals! Luckily I managed to ac-quire the perfect replacement box, at short notice, effectively a rally box with a longer first, standard second, and shorter third and fourth, both straight cut. Time to try it out.

What better introduction to driving a road rally than to be navigated by Martyn Taylor, I considered myself very lucky to have him offer to sit alongside, someone who has a real pedi-gree in rallying of all disciplines. We both set out with the inten-tion of having a steady evening and re-acquainting ourselves with Catterick prior to the Rally of the Tests later in the year, especially in the dark, a tangle of tank trails, little laybys and tortuous link roads sufficient to test anyone in a rally car on a mission. The organisers had lots of arrows out on the ranges, making the sections more easily navigated than they will be on the 'Tests' I suspect.

Scrutineered without problem at Thirsk Auction Mart, then the nervous waiting for the off, looking round the car park it was easy to lose the Clan, lower roofline, and closer to the ground than the normal road rally cars, but often located by the number of inquisitive onlookers coming over to have a look. It looked incongruous with its large spotlights, I reminded most people that putting them on significantly robs the engine of some of its meagre power from alternator drag alone!

A couple of short competitive sections, both cleaned, before entering Catterick ranges, great fun. I'm a novice at driving on road rallies, the last time I drove on an event like this was the Clitheronian almost 4 years ago, and that was in an S1 Elise.....without spotlights! We finished then, but the Trough at night with no local knowledge was a bit of an eye opener, to say the least.

Into the ranges, determined to take it easily and find the right route, I drove too gently really, but uncertain of the car's handling on the loose, and getting used to the 'power' delivery (not a lot under 3000) meant that sometimes we chugged along whilst I worked out how to speed up. I don't think the car or driver will go down in history as one of the quickest rides that Martyn has had! Just as we came out of the ranges the bug-bear of previous rally efforts raised its head, the rear brakes were stuck on! Arghhh. Into the mud, released some fluid from the bleed nipple, and the car started rolling back onto me, I'd parked on a slope, doh.

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Colman Tyres Rally

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Still, it's not a heavy car and whilst I held it with one hand I was able to roll out of the way and ask Martyn to put the handbrake on.

Shortly after this, having successfully navigated the next few competitive sections, including a long, very rubbly white near Grinton Moor, we set off into the last white before petrol. I was becoming more anxious about all the clattering on the whites, and this section had a warning about potholes, so I resorted to driving round or straddling them, as a survival technique, not being used to the road rally technique of blatting straight through, basically I'm a bit soft? Remember that my background over years is speed hillclimbing, and earlier circuit racing, so the nearest I had got to was a muddy grass paddock at Barbon, at 5mph until onto the safety of tarmac. Not really any relation to a roughish white, in the night, in a rally car. Anyway, one large pothole appeared, I straddled it rather than go straight through, and the grass verge offered an immediate 2 foot drop into long grass, oops. We slithered forward at a 45 degree angle, off the road, to the point of no return without a tow or lift! Bugger, in fact, double bugger, and then some. I'd let down Martyn with a simple driving error, and we were as far from Thirsk as we were going to get.

Thankfully the organisers had a roaming rescue for Catterick, and they agreed, on a call from Martyn, to come and help us recover. Stephen Preston turned up in his Discovery, with his mate, and the full extent of the task became evident. The roof of the car was in line with the road surface, we were that far down, but had to be towed back some 25 yds plus to a place where there was only a 1 ft drop off the road, and then up and over the ledge onto the road. Absolutely no damage to the car, thankfully, we drove back to Thirsk, loaded up made our way back to the Lakes for the euphemistic 'early bath'

The car behaved well, apart from the brief hiccup with the brakes, and is testament to the attention to detail and preparation of Century Autosport, I just need some seat time and a chance to get to know the car and what it requires to unlock what all agree is it's great potential.

I owe massive thanks to Martyn for braving the night, and for letting me experience what it's like to sit next to one of the best, an eye opening experience, and one I thoroughly enjoyed, sadly for not long enough, but that was down to me.

Next event is the Devils Own, the last event in the HRCR road rally championship, and one with a twist. Last year Niall and I came 8th in the Volvo PV, this year, who knows? Really looking forward to it, really really looking forward to it!

Simon Frost : Kirkby Lonsdale MC

Colman Tyres Rally

It all started at Thirsk Auction Mart. Noise and scrutineering done pretty quick then hanging around for 4 hours as it was plot and bash. We seemed to be doing ok on the first few sections then it got quite interesting on Catterick. Very slippery through the woods and the gravel tracks were fun which brings me onto the 3rd section where we had an off on a long sweeping right hander,

Thanks to the recovery team for pulling the car out!! No damage but had to scrub the next section and cut to petrol. So back to Catterick for the second run, found it a bit easier but got stuck on a steep muddy track, thanks to Adam Roper for giving us a push. Then that sweeping right hander again, ended up sideways but kept it out of the ditch just!!! Lost a bit of time on the next few sections then did a white that should have been left to Landrovers. Got a puncture and a bent wheel!!! Changed the wheel and onto the last road section.

So started 26th out of 30 finished 18th out of 19 finishers so not too bad for a bog standard Metro 6R1.1!!!

Thanks to Dan for getting us round. Thanks to all involved for a fun but challenging rally.

Gareth Shepherd/Dan Fox : Car 26 : CDMC



***Photos Courtesy of
Chris Ellison & Jez Turner***

Three Rallies on the Bounce

First : The Colman Tyres

Ilkley & DMC
Colman Tyres Rally
9/10th September 2017

First up was the **Colman Tyres** which started at Thirsk Auction Mart. With the car loaded up on the trailer we headed off up to Thirsk. All was going fine until we approached Ripon and the trailer lights decided enough was enough and packed in. We pushed on to the start venue and into scrutineering. With a lot of help from Chris Woodcock we eventually got through and all was good.

Jonathon Webb was the man in the Silly Seat. I must say that Jonathon is a fantastic Nav - Witty, Funny and so laid back that he is horizontal.

Out of the start venue and a run to Catterick 1. Got through this with no mishaps and got all the Code Boards and headed to Petrol

Back to Catterick for Catterick 2. This time it all went pear shaped. Slight downhill into 90R was Jonathans call. What happened was a little different - Straight on and into ditch! Game over! No major damage, a couple of broken spotlights and a punctured radiator.

The 30 mile return to Thirsk on a tow was something that we don't want to repeat again. Jonathon was more awake on this than he had been all night!

Second : The Rali Mon

Why **Rali Mon** you may ask. Well Anglesey will always have a special place in my heart. I spent 3 years growing up at a boarding school called Indefatigable situated on the Menai Straights in Llanfairpwll. (the place with the longest name train station) After leaving 'Inde' in 1990 I vowed to return one day and do the Rali Mon. Fast forward 27 years and there I was

Steve Frost was in the Silly Seat. It really is a different world in Wales, Escort Heaven! When you see TV crews interviewing the top 10 you realise the popularity of rallying in Wales. We get our route instructions. 4 A4 sides of references. 90 Controls on 104 miles of route. Took all of 105 minutes to plot. Then the roads - Miles of them that are nothing like the map shows. The yellows are all tight and twisty and then we are into the first white. Right 'through a hole in the hedge'. Downhill and very slippery on Road Tyres. We came into Don Kings control (Don & Steve were a fair pairing back in the day) and a lot of banter between the two of them and we are off . . . Down hill, Caution Crest . . . 90 Left and then Steve says 'Pull Over'. 'Why' I ask but when I look at him it becomes obvious. He is rather hot and sweating and starting to turn green. As soon as we come to a halt, Steve is out of his belts and the car and throwing a 'Hughie'

So that was that. Game over. Steve was really very ill and I couldn't put him through any more misery. We cut to Petrol handed in our time card and Damage Dec and headed home

Third : The Clitheronian

Great run on the **Clitheronian Rally** and at last we managed a finish and top 10 at that. Having fun all the way.

Hughie Frost managed to keep his dinner down this time and I avoided the ditches. Flat out all night once again.

Jordan McTear and Kaemen Walsh were out marshalling making sure I got round ok (daughter and fella)

No real dramas on the night. I just remember Frostie screaming it's 300 flat : that was Lythe

So 9th o/a will do to round off my 3 on the bounce

Dominic McTear : Clitheroe & DMC



CAERARVON & ANGLESEY MOTOR CLUB
BARNES AUTO ENGINEERING

RALI MÔN

16/17 SEPTEMBER



TAYBRIDGE
CONSTRUCTION LTD.

Civil Engineering & Building Contractors

Clitheronian

Road Rally

23rd / 24th September



CAERARVON & ANGLESEY MOTOR CLUB BARNES AUTO ENGINEERING

RALI MÔN

16/17 SEPTEMBER 2017

Another Anglesey Adventure

After an enjoyable Rali Mon last year I had planned on making another trip to Anglesey and persuaded Bevan Blacker it was worth getting some E marked so we could enter together. With a couple of weeks to go a spanner was thrown in the works as he was unable to find anyone to tow the car to the event and with a rather short geared and incredibly loud Dog Box driving it on the three hour journey to the start wasn't really an option. He tried in vain to find a suitable solution but when the Colman tyres saw him damage his front suspension, not to mention me losing my voice almost completely, we decided to pull the entry. Then in a twist of fate Mark Standen messaged me a few days before the event to say his navigator was unable to make it and would I step in, as I had a free weekend and the map ready I said why not.

As a Welsh Championship event a strong 67 car field assembled at the Anglesey Show Ground on a dry evening with us seeded at unlucky 13. I met Mark at the start and with scrutineering passed (I still don't know how he gets away with his handbrake arrangement) he informed me there was one slight issue, the starter motor had packed up, it would be jump starts all night. A small amount of pre plot done we wasted a couple of hours admiring the variety of cars including 15 Escorts and a particularly smart Sunbeam, with Mark's just one of three Proton's, stark contrast to an English event. We received the full route in grid reference form just under two hours before our start time and bored ourselves to death plotting it. There didn't seem to be any tricks, just the usual stop start route with PC's as often as they could fit them in and 15 NAM's to drive round for no reason (they very rarely put codeboards on them in Wales). Route checked with Rob Bryn Jones we headed out to the first Selective. I have no idea why Welsh events use the terminology they do (or how the MSA let them) but the event is broken up into neutral sections and selectives, with selectives having multiple controls, all competitive in nature. An example might be MTC1, NTC2, SS1 (Selective start 1), TC1a, TC1b, SF1 (Selective finish 1). The problem is if for example if car 12 dropped 1 minute at TC1a, and we as car 13 remain clean, we then have to follow car 12 until SF1 as we cannot drop a minute without incurring a penalty. This causes particular hindrance when you are required to stop for signatures every mile or so. As a result at the drivers briefing I asked if two cars want the same minute at a control will both timecards be filled in at the same time, assuming there are two marshals? The answer was yes. The reason I asked this question is when running as car 34 on the Eagle we spent the night catching slower cars only to lose time at nearly every control as the marshals refused to process more than one car at time. This issue is compounded further when the rule is the marshal doesn't write on your timecard until the minute you want has started. Hopefully though this wouldn't be a problem, we would see.

The opening selective started well as we both got used to each other and I got used to juggling three clipboards, the electric window and marshals light. Sitting in an unfamiliar car certainly slows your control procedure until you get used to it. Towards TC1b we took in a reasonably long white that was almost entirely mud and grass and with tarmac tyres on the car Mark didn't want to take any risks. We were a few seconds down at the control but as it was timed to the minute we got away with it and the section after was easily cleaned. Up to SF3 we dropped 28s as I struggled to call any of the road as it was seriously not as map. A short neutral took us to selective two which started badly as I told Mark not to push too hard as we would clean it, we dropped 44s (lesson learnt, keep it pinned until you see the control). We cleaned a slack section to TC2b but with just 4 minutes to SF2 I knew it would be a dropper.

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At NAM5 we had to go round a cone in a layby on the right, SGW, cross the road, round a cone in a layby on the other side of the road, SGW, then pull up to a PC at the SGW with a main road. Mark struggled round the stupidly tight cones and when I presented my timecard we were told we hadn't stopped (we had) and would we like to do it again. We therefore backed up, did it all again and re-presented the time card to the very surly marshal. This extra manoeuvring meant we dropped 1:31 and the next control, well off the pace. We arrived at Petrol and elected to swap the Michelins on the front of the car for a pair of Hankooks that were in the boot in the hope of gaining some extra grip, the only problem was Mark's nut gun, which is required to lift the jack, was flat. Luckily Dominic McTear was on hand to lend us his. Tyres swapped and car bump started I prepared to leave but several crews seeded ahead of us hadn't gone. I checked with Peredur Davies if he was making up his lateness and he said no, with a target time of 30 minutes on the timecard and no mention of time recovery we played it safe and didn't make up any time (clearly they've never heard of the $\frac{3}{4}$ rule). I do feel sorry for the novices, many of whom must have been close to OTL by petrol, let alone at the finish.

The second half restarted with Selective 6 which other than a heart stopping moment when the car stalled as we slid passed a codeboard (lucky Mark managed to get it started whilst still rolling) was relatively uneventful. Then at SF6 Mark stalled moving away from the control.

Luckily it was neutral from here and we asked the marshals for a push but the car refused to start. Mark and I both pushed it, we both tried starting it, a passing marshal helped push and we even found a hill to push it down but it simply would not start. At a T junction back on the flat I asked several crews if they could tow us and after several no's the crew of car 16 agreed to help and even leant us their rope, only for it to snap as they moved off. They apologised but said they had to go. I tied the rope back together and convinced car 21 to tow us, this time it bumped off with ease. I unhooked the rope, jumped in and told Mark to follow car 21 to the control as fast as possible. Now less than ten minutes from OTL I took the decision to take the same minute as another car, in hindsight a poor decision, but as we stood the risk of having exactly the same problem again should we stall I wanted to keep a contingency in hand. Thankfully the marshal at the start of the section had some common sense and allowed both cars to go at exactly the same time, the only issue was we were clearly quicker than the Rover ahead but he wasn't for moving, and at the first PC we lost time behind him only to catch him up again, right before the next PC. At TC8a we dropped 7s as we pulled into the control on his back bumper. Up to TC8b we were easily clean and then encountered exactly the problem I had asked about in the briefing. The two marshals knew full well we wanted the same time as the car ahead but waited until he had left before strolling over to do our timecard. By the end of the section we caught the car ahead and dropped 25s, we should easily have cleaned it.

Into selective 9 we again set off on the same time as another crew, car 21, but as they had been good enough to tow us we let them go ahead. After less than half a mile we collected a codeboard and slotted left as car 21 stopped to either let us past or go back for the board, either way we had a clear run and dropped 10s at TC9a before cleaning the rest of the selective. On the final selective we dropped 55s at TC10a, cleaned TC10b where we were told "go very quietly and slowly through the next village, don't worry it's not a dropper". We duly obliged and proceeded quietly when we saw the Q board. We then missed the deceptive slot left by a couple of car lengths, backed up slowly and quietly and preceded on our way. With the quiet not included in the plotting we kept going slowly until we saw a Q end board, but one didn't appear. We entered a DSO control and asked if it was the end of the quiet but got no response. Not wanting to fall foul of anyone we continued slowly until I said to Mark sod it, get your foot down or we'll drop time, and we did, 2 minutes. I was fuming. How can you have an extreme quiet in a competitive section with no quiet end and a belligerent DSO? I queried this at the finish and received the response of "Competitors are responsible for their own timing". When I went to discuss this further I was met with a frankly rude reception. I said if we had gone flat out through the quiet to avoid dropping time then what would have happened? This along with the appalling attitude of a select few marshals on the event left a rather sour taste. Perhaps it's because we didn't speak Welsh to the marshals or maybe they just don't like yellow cars, but it is very disheartening to receive such a negative reception at controls, not to mention costing us time unnecessarily, when I have been polite at every control and thanked each marshal for coming out.

The final result was 20th overall and 8th Experts, not where we had hoped to be and I apologised to Mark for not being on top form. Whether I contest another event organised by C&A Motor Club remains to be seen. My thanks do go to Mark for an enjoyable night in what is a very impressive car. Due to other commitments this is my last road rally of the year so it's time to make plans for 2018.

Kirkby Lonsdale MC **Little Devils - 2008**



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Phil Burton / Mick Fallows



2007

MALCOLM WILSON RALLY



Darren Atkinson / Phil Sandham 13th O/A



Dave Head : Wrong way up!



Paul Bird / Andy Richardson

Photos from Page 45 & 46
Courtesy of Tony North

Clitheronian

Road Rally

23rd / 24th September 2017

Go back a few years and the Clitheronian was a Plot & Bash rally. I always enjoyed the route & roads on offer but struggled with even the relatively simple clues that Paul Buckel & Steve Butler came up with. One way or another a simple mistake by me had us well off the pace, we might have been on the pace but if you are on the wrong road being quick matters not a jot. Then they changed to pre-plot and what was a good event became probably the best rally, by far, in the North of England (and that probably includes Wales). I have nothing against Welsh events. They have some amazing roads to use and also get access to some brilliant Whites but every event I have done in Wales seems to be a sprint between Route Checks and you never seem to get the chance to enjoy a good long section without constantly stopping for signatures. Maybe that I have done the wrong events.

After our good run on G&PMCs Memorial Rally with Ayrton Harrison in the bog standard Toyota Celica I was now really looking forward to the Clitheronian. Whilst we had had some very good results in the Micra, the Celica was still not a flying machine but it did have that extra grunt for going uphill that was sadly lacking in the Micra. I rang Ayrton to check that we were going to do this event and he said "Yes. What's the date? I will go and put it in the diary". With the Clitheronian moving its Start and Finish venue from its traditional location at Darwen Services on the M65 further North to Burton Services on the M6 (8miles from my house and not too far from Ayrtons) I thought we could be on for another good result. I turned my attention to where the Clitheronian might go. After studying the maps and looking at available Fuel Halts I became convinced that we would be going up Barbondale & down Kingsdale then over Lythe Fell and back up the Trough with a few other bits thrown in around Killington. Brilliant - Ayrton knows most of Killington, Barbondale, Kingsdale, Lythe and the Trough - All in his backyard and his playground, starting to get excited. Cant wait.

The entry went in and with three weeks to go I popped round to Ayrtons to see if the bits and bobs that he had not had time to put into the Celica for the Memorial had been fitted (Flexi & Marshals light and with luck a light to see the code boards with, and removal of the useless Fog lights). Nothing done but he then says "Whats the date again?". So I tell him - 23rd 24th of September. "*Oh deary me!* (not his real words but you get the drift) *I am on Holiday and dont get back until the 25th - I thought it was the following weekend!*" A few 'Oh Deary me's' from me now.

There is always someone without a Nav for events these days so I should be able to get another ride. Jem Dale (From G&PMC) has lost his regular Nav (James Chaplin) to Myles Gleave so I sent him an email.

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Clitheronian Rally Continued from Page 47

Ride Sorted. I was now going to be in a 'Silverish' Alpha Romeo 145. There is little communication between Jem and me until after the seeding has been done but we do arrange to meet up to check that my calls for bends, junctions, code boards, slots and NAMs are what he is used to and also set up my belts. A ten minute run on the Friday night around a few local roads and we are both happy. Jem needs to fix an exhaust that is rattling on the Alpha and all good to go on the Saturday night. In between all this I see a post from Ayrton on Facebook. Whilst on holiday he proposed to his girlfriend Rachael and she said yes. Congratulations to both of you

Jem picks me up from home at 19:30, a little later than planned, the exhaust took longer to fix than he had thought it would. Through Noise & Scrutineering and I am told by Heidi Woodcock that Terry Martin has gone to help Dave Whittaker who has broken down on the way to the start. Seems that whatever the problem was, it was not a simple fix because they don't start. So no report from Terry (well there was. I got it by email the following day "Got to noise and scrutineering, and Dave didn't!").

We Sign On and get NAMs, Black Spots and quiet. Jem has a lot of alterations to make including Next of Kin which of course was down as Ayrton's Dad. Not a lot to plot. Try to work out the location of the NAMs as I usually do. There seems to be a lot and most of them I don't recognise. I think one of them might be the NAM at the bottom of Barbondale but it's not going the way I had thought and there are a lot of NAMs before this one. Mmmmm might have got my route forecast wrong. Get the Route at our designated time and get down to plotting. 111 references. 20 minutes in to the plotting and Jem says only a few to go now . . . But we haven't got to Petrol yet. He hadn't seen the other side of the page and we hadn't got off map 97. So about another 20 mins of plotting and we are done. No Queries with plots and I mark up the NAM diagrams with the RC Numbers and we are good to go. My prediction of going up Barbondale and down Kingsdale is wrong, but we are coming down Barbondale and the NAM that I thought was on Barbondale is correct but we are not using Kingsdale at all.

We have time for a re-check of the route and a nip to the loo before making our way to MTC 1 and then it's a short run up the M6 to STC1 at Crooklands. Out of STC 1 and up Black Yeats to the crossroads at Warth and turn right towards Tarnhouse Tarn. I PR'd this section way back in 2007 for the Illuminations but nothing seems familiar, it seems a lot narrower and is three ply with grass growing up the middle of the road. (*Bloody old age and memory failing again!*). From here it's up Kittridding and then down the B6254 and slot left down Aikrigg Green taking in NAM 1 and then past Tosca to STC3. Still clean, but so is everyone else. Back up the B6254 to Old Town and the start of Killington. Lots of NAMs and tricky junctions that had me swearing at Clerk of Course Paul Buckel but we were 6th quickest so relatively pleased.



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Clitheronian Rally Continued from Page 48

A long transport section to Sedbergh and then along Helmside to the start of Barbondale. I guess that the original route used the road on the other side of the River Dee past Dillicar but had had to be cut. Out of TTC 8 and up Barbondale going well, got the two CBs in the NAM and then down to Barbon and slot left towards Howergill. I had warned Jem about the slot at Low Bank House prior to the event when I was convinced about the route going up Barbondale but didn't think it would be a problem coming down. Wrong. I slttd him left up a dead end and we dropped about 2 minutes backing out and getting back on route (silly mistake). Then three sets NAMs on the run down the Roman Road to the end of this section before the A65, the handbrake on the Alpha is not brilliant and there is some shuffling about to get round the tight grass triangles.

A gentle run down the A683 and then turn left at Melling towards Wennington and the start of the next section. The brake warning light comes on and we decide that it might be prudent to take things a little more steady and investigate the problem at Petrol. Out of TTC 11 to staggered crossroads at Oxenforth Green and turn right then left at next slot, right at Thimble Hall and right at the easy to miss slot right between farm buildings at Park House. Whit Mossd, Ivah and Ringstones follow before we turn right at Fourstones and onto Lythe. Stupid old me had tossed map 98 into the back of the car when we came off Barbondale and I couldn't find it so I was calling the NAMS & CBs from memory (*Don't think Jem noticed*) We dropped 4:58, Tony Harrison dropped 0:35 (*fastest by a minute on his local road*). Our time could have been due to the backing off because of the braking issue or my not having the map or a combination of them both. Just one more section and I can have a rest at the Fuel halt in Clitheroe whilst Jem checks the brakes (thanks : I need the rest. It has been full on up to now)

The last section before the Fuel halt takes us down Fowlers Laithe to the staggered crossroads at Chapel Croft then over Marl Hill to Cow Ark and then up Rabbit Lane to finish just before the Waddington. . Cracking first half

At the Fuel halt Jem fills the Alpha up with Petrol. Whilst he is doing that Car 16 arrives (Pete Jagger in the bright yellow Peugeot.) When Pete goes to pay for the fuel the cashier says "18 litres of Diesel sir". Pete has filled his car up with Derv, Rally over. Jem checks the Brakes and fluid levels and can find no faults but the Brake light remains on. Is it a glitch or have we got a problem? Whatever the problem it is nothing compared to that of Pete Jagger!

Out of Petrol and make our way to the start of the second half. Away from MTC 17, miss first on right and 300 turn right and NAM 12 on left. Towards Bashall Eaves and Hairpin Left down to Crossroads (Control) turn right at Crossroads and down to the Hodder Bridge. Turn right up Kemple End, round the hairpin and NAM on the right, except I think I know where this is and ignore the skid marks and tell Jem to keep going. I am wrong it's where the skid marks were and we go back to collect the Code Board. We drop an unnecessary minute because of this at the next control.



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Clitheronian Rally **Continued from Page 49**

Turn right at the Crossroads and up Jeffery Hill. Just about manage to get round the NAM in one. Down the other side of Jeffer Hill and then a couple of SGW Code Boards and we are onto the Little Trough. Just one NAM with two Boards to get at the end of the Little Trough and its then Neutral to the next Competitive over the Trough.

I now dont need map 103 and as I discard it into the back of the car I notice it is falling in bits. I have folded it so many times that is now tearing apart at the folds. Dont think it could have taken much more before it fell into 6 or 8 pieces. Over the Trough, just the one Nam and one Code Board to get. Dan Sedgwick and Sam Ambler are the only crew to clean it. Neutral through Abbeystead and start the next competitive section just through the gate. Up to the T and collect the Code Board at the Junction. Cant see the code Board. Back up and its there but the CB sign in front of it has dropped off. Up Wagon Lane, around the grass triangle NAM at the Junction, down to the not as map crossroads and turn right up the long straight leading to Five Lane Ends. Neutral to the next section starting near to Ellel Quarry

Out of Control, up to first slot on the left and head towards Kitt Brow. Miss the slot into Kit Brow and Straight on. Turn left at crossroads and right at next crossroads and up the long straight to the next crossroads where we catch a member of the public sauntering along. He turns left towards Lancaster and we follow. However, we should have gone straight on. Turn round and back onto route, turn right down Stock a' Bank and over Littledale to Brookhouse.

Neutral through Brookhouse and then its just the last section to go and Breakfast.. The Brake Fault light has now gone out! Out of control and up Halton Park. Slot right at T Junction and left at next Junction. Down past the NAM (not used) at the Gas Works and right past Dunald Mill Quarry. Right at T and miss first on right, Take the second slot . Left at the next slot and left at the T junction and into the last control. Gentle run up the A6 to Kings Arms at Hale for a welcome breakfast.

Great route. Timing spot on. Terrific mix of slotty technical stuff. Cunning use of NAMs and SGW CBs to keep you very busy whilst keeping your driver on the right road whist (too many Whilsts) the Nav was still writing down the Code Boards (very easy to slip up and go the wrong way). Plenty of impossible to read moorland roads. Lots of Friendly Marshals along the way. To those marshals who I didn't say thankyou to and to those that I did . . . Another thankyou, I had a whale of a time. Hope you enjoyed it much as me (although as I said before I was cursing Paul Buckel at times)

Another thanks to Jem for putting up with me. The Alpha is not a bad little car even with that door bar that this old git had trouble getting out of at the end. James Chaplin (Jems previous Nav) must have very short legs (going to call James 'The Hobbit' from now on) because when I did use the Nav Foot Rest my knees were up under my chin!

Congratulations To Myles and James on the win and comiserations to Tony Harrison on 2nd place by only 2 seconds (one second closer than me & Ayrton on the Memorial)

Maurice Ellison : Car 19 : Clitheroe & DMC



**Photos Courtesy of
Chris Ellison, Paul Whitlock & Jez Turner**



Till Schauen, a German reporter and his photographer came over in 2018 to do an article on Bill Bennet, the owner and campaigner of a very nice MG.

At the time he also interviewed me about my Skoda Estelle trials car and it was to be published in a German magazine. Oldtimer. However it went bust before the article was published.

As an aside, In 2014, 2016 and 2018 myself, my brother and a school friend have visited France and Belgium on trips to visit various WW1 sites and in 2018 to celebrate some of my relations that served on the Western Front and in one case never came back and was never found.

As a memory to two of them my brother and myself went over in replica uniforms of the Middlesex Brigade for Dads Uncle Frank (who was lost) and Mums Dad who was in a Casualty Clearing Station (CCS) and subsequently as part of the Army of Occupation in Cologne. ill, the reporter, came to stay at our B&B in Martinpuich in France and did an audio interview with us about our reasons and thoughts on the meaning of WW1 to us then made an audio documentary later. He tried, but was unsuccessful to get it broadcast in Germany as there was no interest in the story.

Myke Pocock : Fellside Auto Club

SOLID PROGRESS FOR LYNCH AT MALLORY



Westhoughton-based racer Tony Lynch enjoyed another strong weekend of competition as the Monster Energy British Rallycross Championship headed to Mallory Park for the second round of the 2013 season.

Lucas Oil Team Geriatric driver Lynch went into the weekend buoyed by a fine podium finish in the season opener at Lydden Hill last month on what was his maiden appearance in the BMW MINI class.

In the weeks between events, Tony and the team had worked hard on making improvements to the car, with a revised suspension set-up fitted ready for the second race meeting of the campaign.

Despite his car still being down on power compared to his rivals, Tony's weekend started in fine fashion with victory in the opening heat, and a brace of fourth place finishes in the remaining two heats were good enough to earn him a front-row start for the final.

An early race clash with Keifer Hudson as the pair battled side-by-side at the start of the final saw Tony lose valuable time, with a half spin later on in the opening lap also dropping him away from the fight for the lead. Despite that, Tony was able to fight back to fourth spot for another solid points haul on his second outing in the MINI.

Despite missing out on a second successive podium finish, the progress made over the course of the weekend means Tony can now prepare for the third round of the year at Knockhill confident about his chances of victory, with further improvements to be made to his car prior to the trip to Scotland.

"Obviously I don't come away from the weekend pleased with the end result, but when you look at the performance, I'm delighted with how we got on," Tony said.

"Although we'd made improvements to the car in time for Mallory, we know there is still work to do with it, so to show the kind of pace we displayed on track at the weekend is very encouraging for the remainder of the year.

"Winning the first heat is an indication of the potential we have, but we made a lot of progress over the weekend and are in a good position moving forwards.

"Scoring points in the early part of the season was always our aim as we knew it would take time to get used to the MINI after three years running in the Swift series.

With our performance this weekend, and the work we have planned before Knockhill, I'm confident that we'll be able to take another step forwards in Scotland."

Tony Lynch - Wigan & DMC

Luke Pinder

Luke Pinder started competing as a 14 years old back in 1998 in the Junior White Rose Autograss Championship.

"When we started we had an old Mini that was at least 10 bhp down on the rest of the field, but despite that he still managed to win the championship in his first full season!

Luke then managed to surpass that achievement by winning the Senior Championship the following year in the same car, despite being up against teams that had many years of experience.

The turn of the millennium saw Luke pass his driving test and compete in his first rally in a Peugeot 205 GTI. Gaining experience and getting some of the big accidents out of the way by the start of the 2005 season Luke was ready to move up a step into the Peugeot 206 1400 challenge which ran alongside the ANCRO National Rally Championship.

This year was the turning point, winning every rally that he completed and taking the prestigious Championship title, the Junior title along and an overall class win in the ANCRO championship.

Over the years Luke has forged a fantastic reputation both on and off events, with a number of top teams recognising Luke's technical development qualities that have seen him contribute significantly to the development of a variety of leading rally cars. Luke has also forged an excellent reputation in the media with him regularly contributing to a number of newspapers, magazines, websites and TV.

2006 started well, Luke won a scholarship to attend the legendary Norwegian Ice Driving school of John Haugland. Luke left the school with a glowing recommendation from Haugland and the fastest ever time on the frozen lake in a 2 wheel drive car. John Haugland invited Luke to Rally Bohemia to assist in gravel noting for the Norwegian crews and to develop his own pace note technique. Luke was also invited back to Norway to Drive the Peugeot Norway celebrity car later in the year

In domestic rallies Luke had a quiet season with only a couple of class wins mainly due to spending time helping to develop the new (at the time) Citroen C2R2.

2007 was another outstanding year for Luke, having been crowned Silverstone Tyres Stars 1400 Rally Champion (with Co-Driver Martyn Taylor). Driving a Chris Birkbeck prepared development Ford KA, Luke overcame problems in the earlier rounds of the Championship to finish strongly and clinch victory in the final event of the season.

Their prize was a works drive for MG on Wales Rally GB Luke and Martyn had their first class in at World Championship level and made light of the fact that it was their first outing in the 1400cc MGZR and despite driving the lowest powered car in the event they finished comfortably ahead of many of their more powerful rivals.

2008 saw Luke build on his highly successful partnership with Chris Birkbeck, this time in a development 1400cc Ford Puma. For most of the year he led the highly competitive British Rally Championship R2 class and the BRC Junior class culminating in his nomination for the 2008 Pirelli Star Driver Award.

2009 has been another outstanding year for Luke who has been crowned Swift Sport Cup Champion, BRC R1 Class Winner and for the second successive year as a finalist for the 2009 Pirelli Star Driver Award.

2010 saw another (aborted) attempt at the BRC R2 Championship. Early mechanical issues meant that Luke was not in contention for the overall and by May the championship class was no longer winnable. So with a heavy heart he withdrew from the battle.



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Luke Pinder : Continued from Page 52

2012 brought another development car deal with Chris Birkbeck. This time a clubman specification Fiesta ST. Between them Luke and Chris Birkbeck developed a kit of parts to make the Fiesta a competitive car outside of its FIA homologation. The car was developed over 2012 / 2013 and by the end of 2013 was seen to be capable of overall rally wins.

2014 saw a massive change in direction. The British Rally Championship was in disarray and another year of club level rallying did not appeal. So we went circuit racing. Monster Sport Europe the company responsible for the Swift Sport Cup back in 2009 had become involved with Renault to develop an entry level car for circuit racing. On the way home from the initial meeting in January Luke sourced a Clio 197 ordered the kit and built a car in time for the first round in April. Without any testing and a car set up as a tarmac rally car Luke led both races at the first meeting at Rockingham, finally settling for 4th place in the first race and a last lap retirement when in 3rd position in the second race. Encouraged, Luke ended the season with 2 wins and podiums on every other race that he completed.

For 2015 the mission was to win the series outright and this was achieved after 9 wins and a 3rd out of the 10 races completed. So onto 2016. A full spec generation 3 Clio Cup car has replaced last year's championship winning road series car and the intention is to hit the ground running when the season starts in March at Oulton Park.

2016 saw Luke compete in the Clio Cup race series, Luke took 7 podium finishes and was a front runner throughout the season. finishing 4th overall.

In 2017 Luke purchased a Ginetta GT5 and competed in the British GT support series. After a lifetime of driving front wheel drive cars on gravel, this was about as different as you could get. Generally we were arriving at a circuit with no prior experience of the car on the circuit. so qualifying was challenging and often disappointing. By the end of the weekend Luke was almost always the quickest on the circuit. A win finally came at Silverstone but was taken away when a judge of fact said Luke had moved within the start box, not jumped the start just moved. <https://www.transportmonthly.co.uk/pinders-first-ginetta-win-penalised/> Anyway we called it a win in front of the championship leader following a stunning move in the Becketts / maggots complex.

2018 was a quiet year, The Ginetta was sold and replaced by another Gen 3 Clio cup car. The car was used to publicise the new business venture City Signs and Graphics which was an extension of the existing family run City Transport and Storage Ltd a commercial removals operation working mainly within the NHS. The Clio was wrapped in a stunning livery to support "Leeds Cares" a local charitable trust.

<https://www.facebook.com/photo.php?fbid=314985322623487&set=pob.100023360651556&type=3&theater>

The Clio was only used at one meeting in 2018 but Luke proved to be competitive against the regulars and decided that he would register for the championship in 2019. At the first meeting Luke upset the form book by taking Pole (in a record time). He went on to win the first race. Work got in the way of attending the next meeting and with no time to prepare the car the season pretty much ended there. It should be said at this point that Luke prepares his own cars and whilst he receives some support at meetings from Jade Developments it is always down to Luke to get the car ready. He is a fastidious engineer and will not allow any of his cars to be seen in public unless they are absolutely perfect both mechanically and visually. With a growing business operated with his brother Luke is resigned to only been able to race when he can, but when he does he generally wins.

After missing several meetings the Gen 3 Clio was sold and replaced by a Generation 4 Clio cup car. At Donnington Park (one of Luke's favorite tracks) the Gen 4 was wheeled out. Disappointingly there was only one other Gen 4 car present but it was being driven by UK Clio Cup regular and race winner James Colburn so whilst there was very little in terms of quantity, probably the most experienced and one of the quickest drivers in the UK Clio Cup would prove to be a good marker as to where Luke was in pace. In Qualifying it was very close and Luke was happy that he would be competitive. Despite never doing a race start prior to the start Luke led into Redgate. The lead changed hands several times before Luke finally crossed the line just in front of his rival. Again work prevented any further racing in **2019**.

Over the winter the rallying bug bit again Luke purchased a Subaru N12b full spec group N Teg Sport car but decided to sell it at the start of the pandemic so never got to use it. He still has the Clio and will see how the season pans out (if at all).

Luke is currently on with building an engine for my Fiesta ST hill climb car and I am hoping that he will share it with me. The car is very special, starting like as a standard road car purchased for £800. The intention was to use it in standard form but in the best tradition when Luke went to put it on the trailer it developed a miss fire. No amount of changing sensors helped so Luke being Luke pulled out the engine and replaced it with the running gear from his development ST rally car. So overnight the car went from being a standard ST to a full all singing all dancing fire breathing monster. 228 bhp, Throttle bodies, Sadev dog box, Reiger suspension. Add in some Nankang AR1 1B legal tyres and it was no surprise that the car was capable of winning its class. In 2018 I finally broke the 1B class record at Scammonden (27.39) but in 2019 the engine let go at Harewood and there has not been the opportunity (until now) to sort it out. So for 2020 it will have more power, bigger brakes, more track orientated suspension new extrem tyres and be a bit lighter. Whether I can do it justice remains to be seen.

John Pinder : Airedale & Pennine MCC

The Wearside Classic Rally**Sunday 9th September 2018**

Construction & Maintenance

This year's Wearside Classic and Targa was once again at the Nissan test track with the event HQ at the excellent Sports and Social club. The Great North Run was being held the same day so overnight accommodation was scarce and costly so we had an early start from Wigton and trailered the car over for 8 am scrutineering and signing on. Despite the rain on the way over, it was dry when we arrived and the forecast was for a dry day.

It was the first run out with the 205 since changing the rear beam (the old disc brake beam was shot), so we now had a drum brake beam fitted which I hoped might improve the handbrake's performance.

Scrutineering was passed, we signed on, Maggy started marking up the diagrams and I got busy with the sausage and bacon rolls. I always get the good jobs!

There were only 4 historics entered and we were running as the first targa car as we were the oldest in the class. Briefing was soon over and it was time for the fun to commence.

Test 1 is on the car park in front of the Social club and despite it being fairly compact the test was fairly open and flowing allowing us to get round OK except with a slight problem at the last pair of cones with me nearly going the wrong side of T which required some hard braking and a reverse. Not the best of starts but at least we didn't get a WT, although we did end up with a test max so I guess it was no different in the long run.

Test 2 was on the test track and was much more fun. A tight hairpin start with a bit of a run on the grass was followed by some track with a little bit of gravel for a nice wide 180 followed by a 90 right and a fast run down to two parallel lines of cones with enough room for us to get round with only a short diversion on to the grass. No problems and on to test 3 which had a really tight 90 right at cone G followed by the need to hook back right to H which was so tight most people had to stop and reverse. Once round that though it was a good flowing test with a little bit of loose and we got round OK. Test 4 was on the "helicopter pad" which is lovely and spacious and is great fun to blast round. Again no faults so by the end of the first round of tests we were fairly happy.

Test's 5 to 8 were a repeat of 1 to 4 with no problems other than the really tight right at G on test 3. The majority of drivers were now using the grass on test 2 which saw times coming down a bit.

Test 9 saw us back in the car park with a revised test layout which turned out to be much quicker for us so that was OK. Test 10 used the same format as 2 and 6 for the first part round the track but then had a different path through the 2 rows of cones which was now a nice wide slalom and was so much quicker, things were getting much more fun. Test 11 saw the tight right at G altered to give a straight run out past H which was a great improvement.

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CROSS KEYS RALLY

MARCH 9/10TH 1963

Stephen Entwistle

The Cross Keys rally has a varied history in North Wales and South Lancashire, and in 1963 ran over 130 miles on the Preston and Blackburn maps, sheets 94 and 95 (These days : Maps 102 & 103).

The event started at Salmesbury filling station 94/598302, the event was straight into a series of yellows, culminating in a series of two minute TC's through 95/722345, the well known ridge road that drops down into Whalley.

There then followed a tight, tortuous route, culminating in an easily missed slot at 95/840404 in Roughlee, even the course car overshooting the slot! At this point there were only four crews still clean, McBride/Barrow in their Downton tuned Mini Cooper, Fishwick/Middleton, Vauxhall VX 4/90 and Norman and Huyton in their Sunbeam Rapier.

After a main road run through Gisburn, the route took the gated road through 773250, skirted Slaidburn and Newton to Whitewell, then over the Trough of Bowland in a series of controls of 5, 2, 2 and 1 minute duration.

The route then wound its way over Abbeystead. This led onto Brock Mill and Beacon Fell, where a series of controls of 2, 1, 1, 5 and 1 minute, sorted the men from the boys. Unfortunately the marshal was missing from the second control, but never the less it was a hectic run.

There then followed a long section taking in Longridge Fell, with time allowed for taking on fuel in Longridge. To keep navigators on their toes the triangle at 601.5283.5 near Salmesbury Bottoms, was taken the wrong way round, confusion being that the junction is drawn differently on both maps.

Then followed a series of time controls of 2, 1, 2, 2 and 5 minutes on the east side of Anglezarke reservoir brought the rally to a close at Limbrick, where the finishers made their way to the St Helens and Wigan CC clubhouse at Gathurst for breakfast prepared by the ladies of the club.

Results

1, McBride/ Barrow	Mini Cooper
2, Fishwick/Middleton	Vauxhall VX 4/90
3, Norman/Huyton	Sunbeam Rapier
4, Ackers/ Gill	TVR

Stephen Entwistle

Wearside Classic & Targa Rally *Continued from Page 54*

This was followed by a longer run round the track with a bit of loose before returning to the main track to run through the same finish sequence as tests 3 and 7, and although the distance was much greater the time was only 4 seconds longer as we managed to carry more speed through the test. Test 12 was again on the "pad" with a slightly revised layout resulting in faster times again.

The lunch break was held after test 12 with the prospect of the longer tests in the afternoon which are much more fun!

Test 13 after lunch was in the car park and was a re-run of test 9 and then test 14 which was a run through 10, 11 and 12 as one test, only interrupted by a "stop astride" before entering the final part of the test around the "pad". The test times were suddenly increased from around the 50 – 60 second mark to around 3 minutes. A good work out in the 205 without power steering.

Test 15 saw us back in the car park for the longest and most complex version of the test which was still nicely flowing, and was still quicker for us than test 1.

Test 16 again used all 3 areas joined together with a change to the layout of the two lines of cones in the first test area which was now run as 2 slaloms which made that part of the test take a little longer but still a nice 3 minute plus test. 17 saw a repeat of 15, and for us, the same time and the final test, 18, saw a repeat of 16 with again a slightly quicker time with 9 seconds less.

We returned to put the car back on the trailer and then to the club to have a nice meal whilst we waited for the results and awards. All in all a great day out, a good crowd, good tests and most importantly, good fun. The weather was mostly kind, with just a very short spot of rain which did not even damp the dust down. We ended up 8th overall and 4th in our class so we were more than pleased with that.

Overall the event was won by Willie Keaning and Kelsy Gillespie in their MX5 with 1222 seconds in total with Phil Hodgson and Ian Giles in second place in their MX5 and 1284 seconds. Chris Wright and Samantha Paull made third place with 1301 making it a trio of MX5's for the first 3 places. Simon Jennings and Colin Fish were the first of the front wheel drive cars in 4th place in the 106 with 1335 just keeping Harry Raylor and Stuart Leighton with 1350 away from making it 4 MX5's together. Liam Charlton with Geoff Fletcher in the Puma were just a second behind for 6th place with 1351.

Geoff & Maggie Bateman : Wigton MC



Construction & Maintenance

North West Motor Sport Group

Inter Association AutoSolo

24th June 2018

Lymm Truck Stop M6/M56 junction

Once again, the Lymm Truck Stop became the home of the Inter Association AutoSOLO. Six teams from 4 associations managed 30 tests each in this fine value for money event. The classes on the North West of England AutoSOLO events tend to be very competitive as below;

- (A) Production Saloon Cars up to 13' (3.96m) overall length and up to 1400cc (Must have all seats & trim fitted)
- (B) Production Saloon Cars up to 13' (3.96m) overall length and over 1400cc (Must have all seats & trim fitted)
- (C) Production Saloon Cars over 13' (3.96m) overall length (Must have all seats & trim fitted)
- (D) Series Production Sports Cars hood down or hood up.
(Must have all seats & trim fitted)
- (E) All other cars (including low volume sports cars e.g. Westfield's and Caterham's) and Rally prepared cars.

A team of 3 cars could be, all from classes A or C as these tend to be more standard and less powerful cars. A team must have one car from A or C, and then, only one car from any other classes B,D or E to a maximum of two in total for B,D and E. – simple really.....

The event had 18 starters with ANCC and ANWCC supporting the Inter Association event. Teams were chosen with drivers either, members of club in the Association or lived in the Association maps area. Great we had two ANCC team two ANWCC teams and one each from the Welsh and West Midlands.

All set up by 15:00 on the Saturday, we just need cars now.....

All the event was split into 4 groups and these Drive- Rest - Marshal - Rest, so all helped to run the event. First car was due to be 10:00am all was clear to go by 9:55 so off they went. 4 runs at two test sites in each session.

After 2 sessions, 16 tests, for the 3 cars team, the scores were as follows;

WAMC		1929.7
ANWCC	A	1935.3
ANWCC	B	1961.4
ANCC	B	1978.2
ANCC	A	1996.7
West Mids		2125.4

A very close battle was developing, the West Mids team was suffering from a wrong test by Richard Yapp, and not often, he does one of them! After each car had done 24 tests and the team had 72 tests to count the scores were;

ANWCC	A	2897.1
WAMC		2908.9
ANWCC	B	2937.3
ANCC	B	2964.8
ANCC	A	2974.0
West Mids		3177.4

Again not a lot in it as the Welsh team went from a 5-second lead to 11 second behind. The ANCC team had only 10seconds between them!

It was a very hot day and temperatures hit 30 degree C at the venue. The last run was cut to 3 at each test as time was lost with drivers finding shade and water. The marshals had been given umbrellas by the club!

So by 15:20 after 30 test per car making 90 tests per team! The scores finished as;

ANWCC	A	3611.9 with Andrew Williams 1199.4, Stephen Mather 1209.7, Phil Clegg 1202.8
WAMC		3623.1 with Liam Rollings 1129, Lauren Crook 1334.8, Neil Jones 1158.4
ANWCC	B	3662.4 with James Williams 1206.7, Scott MacMahon 1211.8, Jack Mather 1243.9 <u>all under 25!</u>
ANCC	B	3701.7 with Chris MacMahon 1237.2, Howard Morris 1216.6 Steve Johnson 1247.9
ANCC	A	3706.4 with Warren Nicholls 1313.7 Dave Graves 1268.7 Alec Tunbridge 1124.00
West Mids		3961.3 with Matthew Nicholls 1535.8, Ian Williams 1186.3, Richard Yapp 1239.2

All very tight and it was all to play for all day 11.2 second to ANWCC A, only 5 seconds between the ANCC teams after 90 tests! Awards by 16:00, drivers off home soon after, most had 20 minutes or more of Motorsport for only £30.



Clitheroe & DMC Scatter Rally

Tues 24th February 2015

Is it starting to be a tradition on the CDMC Scatter Rallies that at least one of the crews gets pulled by the Police for a crime?

Mark Johnson & Steve Butler got stopped by the boys in blue as suspects in a burglary which cost them 15 minutes. Mind you they do look dodgy, but that prevented them going for their last clue and handed first overall to Ayrton Harrison & Maurice Ellison in the Micra. Massive thanks to the Har-geaves's for putting it on

Results

Top 5

1st.	Ayrton Harrison/Maurice Ellison	82 pts,
2nd	Mark Johnson/Steve Butler	74 pts,
=3rd	Stev Brocklebank/Matt Kiziuk	55 pts,
=3rd	Mat Broadbent/Oliver Bates	55 pts,
5th	Paul Gray/Jez Turner	35 pts,



Junior Rally License

There are two parts to getting a license:

Auto solo tests:

To get a Motorsport Junior Rally driving license I have had to attend three auto solo tests at the M65 Blackburn services and use three different cars. The auto solo's are forward only – no reversing!

I've had some great days out competing at these events. At the start of each event, we were told that it didn't matter about the fastest time, just get around the course without crashing. Once you're in the car with someone sat next to you (juniors have to have a responsible adult in with them) telling you to put your foot down, it's a bit hard to go slow.

When we arrived at each auto solo test, we signed on and were given packs. These packs included diagrams of the course, time cards, an entry list and vouchers for McDonalds across the car park.

Firstly, everyone was given different jobs to do setting up. When we weren't driving we were either watching, marshaling or helping out timekeeping while other drivers completed their 8 timed runs. I completed all of my driving by around 2 o'clock, lunch time! We had an hour for lunch (in MD's) and then afterwards, some people completed their timed runs and others went out for some extra time in the car.

I left the last PCA at around 5 o'clock when it had more or less finished after managing to shorten my times and come 3rd overall. The auto solo tests are run throughout the year by Steve Johnson (under 17's Motor Club) and are good for practicing going through tight places without hitting any cones.

BARS Test:

To get a license I also had to pass a BARS test – everybody who wants an MSA Rally Driving license has to take this test. Firstly I had to buy a starter pack from the MSA (this includes the cost of your first years license) and then I went to take the test on the 18th February 2015 at Chris Birkbecks Rally School on the East coast above Whitby. I completed a combined BARS test and a Formula 1000 entry test. The test consisted of a theory test, driving test and I also had to change a wheel. I completed a few practice laps of the track so I knew where I was supposed to go and then I did three timed laps that had to be under a certain time. The theory test had questions about what you should do in certain situations and lots of questions were based around the regulations and signage.

With all the necessary paperwork signed and completed I have applied to the MSA for my license and hopefully it will be in time for me to compete on my first rally - Roskirk Stages, Wigan.

**Jack Hartley : Clitheroe & DMC
Mini Sport Junior Rally Team : 2015**

Fast Forward 4 short years and see what happens - See page 58



Mull Rally 2019

The best rally I have ever done!

Jack Hartley : Clitheroe & DMC

I have been going to mull rally for most of my life either spectating or going around the island in the back of a chase car. As a child, I never imagined that one day I'd be competing in the event myself. I put the entry in soon after they had opened to find we were a fair way down the reserve list however luckily we got a run.

This is the first time I have driven on mull and done the event. We did the recce of the stages on Thursday, only passing through each stage once or twice and I quickly realised just how good they were!

The first leg was in the dark on Friday night and I was struggling to find any grip on the first stage over the lochs. This led to a slight off on a hairpin left which caught me out but luckily we got back on the road without losing much time, even if it did fill the front wheel with soil. This made the car vibrate and shake at speed and under braking on the next stage but then were back into service to get it sorted.

Then we were back out for the next three stages of the night which went really well, getting a better feel for the roads and conditions, which left us in a good position at the end of the first leg, 56th o/a.

We had a good run again on Saturday's stages, leg 2 of the rally.

I think the biggest problem we had all day was doing stage 7 without the intercom as it decided to stop working on the start line but I don't think we lost much time. Luckily for Gary it was only a short stage as it meant he had to shout. We had now climbed up the results some more to 41st o/a.

Going into the last night of the rally I wanted to move up a few more places and get to the finish now we'd got this far, with only four stages to go. We had a few heavy landings on the crests over the weekend, one in particular where I must've caught the stalk on the column for main beam and turned the lights off, which wasn't ideal approaching a corner on stage 15.

The car ran brilliantly throughout the rally, without any problems really. I came to mull with hopes of finishing in the top 50 cars, not knowing if this was possible or not. We finished 30th overall, 3rd class A and won best newcomer, which I didn't expect and am more than happy with.

Jack Hartley / Gary Dawes
Team Minisport
Clitheroe & DMC



Photos Courtesy of James Officer



minisport

Snowman Rally

Saturday 21st October 2015

Jock Armstrong and Paula Swinscoe drew first blood in the 2015 Scottish Rally Championship when they won the first round, the Inverness-based Snowman Rally.

Castle Douglas driver Jock Armstrong and his co-driver, Paula Swinscoe from Withnell in Lancashire, were using the newly re-shelled Subaru Impreza that had been built by TEG Sport over the winter break, and so, even though the car was not radically different to the previous car, there were still a few changes to become accustomed to.

Stage 1, Meall Mor, was snow-covered and very slippery, but the crew managed to get through safely and to put in a time that was quicker than their nearest rivals, but as more cars traversed the stage the grip levels improved to the extent that two other teams managed to beat the Subaru.

Stage 2, Millbuie, was also very slippery, but Jock and Paula managed a 2nd fastest time, just 4 seconds slower than David Boggie's Fiesta R5+. Going into service at Dingwall, they were joint second overall, and only 15 seconds off the lead.

There was very little needing to be done in service, as the car was running beautifully, so it was just a quick tyre swap and some fuel, and they were off again.

Stage 3, Strath Rory, was the longest stage of the event at 13.68 miles, and a superb time allowed the crew to take the lead of the rally by 6 seconds over a hard charging Mike Faulkner. They continued into Stage 4, Scotsburn, where they managed to increase their lead to 8 seconds.

The final stage, Raven Rock, was another long stage at 10.63 miles, and Jock and Paula knew that they needed to "pull out all the stops" in order to retain the rally lead, and they managed to achieve this in style by taking the fastest stage time by 7 seconds from their nearest rival Bruce McCombie, with Mike Faulkner a further 14 seconds down in 3rd.



OVERALL CLASSIFICATION								
Pos	No.	Driver Vehicle	Cls	Cls Pos	Total Stage Time	Pen	Total Time	Diff Fastest (Prev)
1	<u>3</u>	<u>J. ARMSTRONG</u> SUBARU	12	1	43:59		43:59	*** (***)
2	<u>11</u>	<u>B. MCCOMBIE</u> MITSUBISHI	12	2	44:15		44:15	+0:16 (+0:16)
3	<u>2</u>	<u>M. FAULKNER</u> MITSUBISHI	11	1	44:28		44:28	+0:29 (+0:13)
4	<u>7</u>	<u>D. MACDONALD</u> MITSUBISHI	12	3	44:51		44:51	+0:52 (+0:23)
5	<u>6</u>	<u>B. GROUNDWATER</u> MITSUBISHI	12	4	45:06		45:06	+1:07 (+0:15)

The next round of the championship is the Border Counties Rally, based in Jedburgh, on 21st March.

Thanks to Team TEG Sport for building a fantastic new car for 2015, to Aaron, Arron and JoeDrive for keeping the car running faultlessly all day, and as always, to all our sponsors.

Paula Swinscoe : Clitheroe & DMC



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2015**

MOTORSPORT FOR THE OVER 75's

1960's due to family and business reasons and even though I competed in rallies, races, sprints, hill climbs at both National and International levels and in the UK and Europe, I never really missed it until the early 1990's when I became involved in the organisational side of classic rallies and due to that involvement kept thinking about getting involved in the sport as a competitor. The big question is what type of motorsport can a 75 year old compete with any chance of success. Stage rallies were considered but I doubted if a 75 year old would have much success in this type of event without many hours and even years of practise and time is something older people do not have. Classic rallies were out as they concentrate too much on regularities so you need a good co-driver, racing may still be considered but failing the medical examination may decide that route. So we are left with sprints, hill climbs which were a strong contender however you spend all day for around 30 minutes of actual competition so what is left, classic car trials, sporting car trials and production car trials.

As those thoughts were going through my head, similar ideas were being considered by fellow LAC member and long time friend John Waddington who also retired from motorsport in the late 1950's for business and family reasons who also competed in rallies, races in the UK and Europe at both National and International level. However John did have various flirtations with Sporting Trials and Production Car Trials in the intervening years but never really got into it and these philanderings never really came to anything. However out of the blue one day, John saw a Peugeot 309 diesel advertised that was fully prepared for MCC type events. These type of events are multi location events in that one travels from one rough road and field and quarry linked by short or long road sections. These type of events are similar to the car trials of the 1930's and late 1940's beautifully described in Austin May's books 'Wheelspin' and 'More Wheelspin'.

John decided to enter an Ilkley & District Motor Club event who run an MCC type event, with me as passenger and occasional driver. It was the event that Tiff Needell entered a Russian motor bike and sidecar for the Channel 5 motoring programme 5th Gear. They were filming the antics of this bike throughout the event. Around this time I went as a passenger on an MCC event with my brother in his Peking / Paris prepared MGB. This event started in the Midlands at around 3.00am and we went from location to location up these very rough tracks. Neither John or I liked these type of events in fact I hated them.

So next on the list was Sporting Trials which John had some experience and this was off the list because this championship runs from October / November to February so winter weather and very open and exposed cars. So the last on the list was Production Car Trials. As the Peugeot was much modified it was only eligible for the modified class, it was too big for that class so an alternative had to be sought.

We spent about half the year going to trials to decide which class and what car to buy. After going to a Grand Final where there was only one car in the Standard Production Class, we thought that was the class to enter now what car should we buy.



Continued on Page 61

Motorsport for the Over 75s

Continued from Page 60

After much deliberation and annoying various officials about regulations we decided on a Ford KA because it was fairly small, did not have a front spoiler and had plastic bumpers. Cars in this class had to be

post 1998, no modifications were allowed other than the fitting of a sump guard and summer tyres had to be used. We tried to find the best tyres and eventually decided on Uniroyal Rainexpert which are now used by many competitors. So now we are ready and our first trials were planned to take place in 2011. A Competition Licence was obtained for the first time since 1967, if you can produce your old licence you can have your old number, needless to say I could not produce my old licence.

So 2011 was very much a learning curve, the driving technique and discipline is not like racing or rallying in fact I was told very early in 2011 that unlike many other types of motorsport, trialling is 80% driver and 20% car. In that year I scored one point in the championship and the winner of the Bronze category - where new comers start - scored 42. John did not enter the championship that year.

The format of the events is that there are around 14 /15 events in the calendar, these are in various locations, one or two in Yorkshire, one in Dorset, one in Kent, one in Herefordshire, two in Shropshire Kidderminster area, one in Warwickshire, one in Staffordshire and 6 in North Wales. These are single locations in a field, orchard or open country, between 8 and 10 hills are set up and we have to attempt to climb each hill, after each round the hills are tweaked or changed and normally we would have between 3 or 4 rounds so around 30 to 40 hills.

The hills are marked out with penalty posts starting from 12 to 1 so the higher you climb the lower the penalty. The competition is within one's class and using a formula the best in the class is calculated as the person who has the biggest percentage gain over the second in the class, the one who has the biggest gain over the second in the class is the winner of the event. The class winners, second, third etc are given points with 10 as a class winner and reducing. These scores then eventually give a final score for the whole year.

So over the next few years we very gradually improving however the choice of the standard class had obviously caught the eye of others as it is now the most popular class but It was great to get back into competitive motor sport, we were entering three championship, all mainly using the same core events with some additional ones unique to each championship, however the other competitors were also getting better and it was not until 2014 that we started to get some better results. We think that was mainly due to some changes in the regulations which allowed us to fit larger wheels and tyres. However John only competed in a few events in 2014 due to minor health issues which meant that I was venturing out on my own and had to get a passenger on each trial that John did not come with me. This in many ways was an advantage as I managed to get very experienced trialist who were an enormous help in deciding the line and how one tackles the various hills so I had my best year to date winning my class in two championships, scoring the most points in the BTRDA championship and winning the Bronze award.

We are competing against a whole range of ages and it is great that despite being over 75 and John is over 80, we still can compete with the rest in motorsport. We still have a lot to learn and hopefully we will benefit from the experience we have gained so far.

John Wadsworth : Lancashire A.C.

(NB this article was published in 2015 so the heading should now be Motorsport for the over 80's)



RALI CWM GWENDRAETH

SUNDAY 9TH FEBRUARY 2014



So off down to South Wales for the first of my rallies with the legend that is Roger Hicks, in the equally well known Escort MK11 (FLK 1T) . I met up with Roger, on the Saturday afternoon, to have a seat fitting, and discuss the rest of the years outings, seeing he's lost his main sponsor, we have settled on doing the Welsh Tarmac championship, which includes three rounds on Eypnt.

Sunday, day of the rally, we arrive at Pembrey circuit at 06.00, and he is still moaning what a dump (Terrys words edited out!) the place is, and doesn't want to spend £800.00 on new tyres, and we will use up all the old ones. The whole place seems to be under eighteen inches of water as well. We are seeded at car nine, so straight into noise / scrutineering, and to say its got 330bhp its as quiet as a 1400 Corsa, no problems there, or signing on.

Well, the venue itself is like all the other airfields near the coast, cold, wet, windy and cold!! This one is like a cross between Flookbrough, and Samlesbury, what ever tyres you use, are ok for half a stage.

SS1. we catch our 30s man, three quarters the way through the stage, he pulls over but we loose about 10 secs, and then the car developes a miss fire! Back to service and Roger traces the problem to a faulty wire to the crank sensor,

SS 2/3/4 no dramas, and we are lying 6 o/a and first in class,

SS5 we come out of the merge, just behind rally leader Bob Fowden, in his GpN + Impreza, and the red mist kicks in, Bob pulls away, after a chicane, and Roger is catching him on a straight,

Long 3 L, I call, Roger leaves the braking a wee bit too late, and off, on to the grass, losing about thirty secs. trying to scrabble back on to the track. We are down to tenth, and third in class, which is where we finished, I don't think I've ever spent so much time sideways, on a tarmac rally. One thing is for sure, it's a quick car, and a talented guy, doing the steering bit. Next round, the Tour of Eypnt in March.



Terry Martin : Clitheroe & DMC

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750MC - Club Enduro Championship Oulton Park 14th April 2018

Towards the end of last year, I went down to Snetterton with Joe Cruttenden, my old road rally navigator. Joe had been competing all year in the MG ZR Cup, having made the switch to racing earlier that year. On the way back from what was a successful race meeting with Joe, we were talking about how cool it would be to do an endurance race. Fast forward a few months, and I've done my ARDS test, we've registered for the Cartek Club Enduro championship, and it all seems very real!

Our first round at Donnington got called off due to the snow. We still participated in a test session the day before, which included a rather disastrous spin down the Craner Curves – on my outlap no less! Turns out we were running the tyre pressures way too high (must check next time!), but it was good fun nonetheless. A bit odd thinking I was sharing a track with a GT86 GT4 car when I'd never been in a race car before!

After the anti-climax that was Donnington, we had our home track at Oulton Park to look forward to. Rather than do an official test day, we did a track day in preparation for this one. That went quite well I thought and allowed both me and Joe to get some serious seat time in the car. This was incredibly valuable for me, but also important to Joe: the car he'd raced last year had changed quite significantly, so it was vital he get used to the changes. This included a bit more power, and arguably worse tyres.

It was Joe's turn to do the spinning on this occasion however and bringing the car back full of mud brought back flashbacks to my outing at Donnington. I'm happy to say that we didn't repeat any of those shenanigans during the actual race!

On to race day. We had a 30-minute qualifying session on the Saturday morning, followed by the 2-hour race in the afternoon. This included at least one mandatory pit stop of at least 3 minutes. For us, this included a driver swap and a full refuel.

Qualifying went well, with no major issues. It also gave us chance to practise a live driver change; way more violent than you might imagine! We didn't set the world alight without qualifying times, but Joe's fastest lap was respectable. To be honest, the qualifying advantage is all but eroded by the endurance aspect of the race, so it was more about getting our minimum laps in to be eligible to race (3 each).

We elected to put me in the car to start the race, mainly so that Joe could chase positions for the second half. Being a rolling start, I wasn't too concerned. Being so far back, it was a bit odd not been able to see the lights, but the radio system we have in the car let me know when we were racing. Arguably I got to do this much sooner than a few others around me. This gave us a good start, and we were looking good.

As I said before, this advantage all but evaporated after a few laps though. Despite the class structure in the championship allowing for some decent multi-class racing, the car specification can still vary massively. The classes are based upon power-to-weight, with no consideration for aerodynamics, braking or suspension, which is otherwise free. This does cause some variance amongst those in the same class.



Continued on Page 64

Enduro Championship Continued from Page 63

Throw in different driver abilities, and you actually have some pretty close racing. I got into the groove a little when the initial excitement of the start had passed, and I put in some OK(ish) lap-times. I was consistent. Consistently slow, perhaps. A couple of battles with some MX5s and a Porsche kept things interesting, and the faster cars lapping kept you alert. What a speed difference! A few short yellow flag periods ensued as cars went off in some quite peculiar places (the exit of Shell anyone?).

Having never raced in a 'normal' race, I'm not sure what it's like usually, but you have to have your whit about you like nothing else. This was probably the biggest difference to me: on a rally, it's you, the person sat next to you, and the car. You're battling the clock. In a race, that gets flipped on its head. I had no one to swear at (although the radio helped with that), and you have to keep your focus for what felt like a long time. You spend a lot of time looking in your mirrors!

We planned a 60-minute stint each, which was going well until a felt the car cutting out occasionally. At first, I thought it was my imagination. Then I noticed it again. And again. The car was getting fuel surge and cutting out under hard cornering. I don't think the car had been run with this little petrol in the tank before, so it was somewhat unexpected. Given that this started close to my pit window, we decided to keep me out until my slot. There was also added complexity around upgrade signatures; to get two of these, I had to race for at least 60 minutes. Without the signatures, I won't be able to get my National A, which is necessary for the double-header at Spa, later in the season! Complicated or what!

Anyway, I brought her home after my hour was up, and we pitted for what is quite a frantic 3-minutes. The procedure is expectedly strict. No one in the car during fuelling, and it has to be done by those in fireproof gear, extinguisher at hand, etc. Despite not having practised it beforehand, I'm pleased to report that it went really quite well, with time to spare.

Joe set off for his hour like a man on a mission. He was catching cars left right and centre, and his experience in both the car and on the track really showed. We made a number of places, and everything seemed to be going well, with no visits to the gravel!

Then came the message over the radio: Joe was getting fuel surge again, but there was still 20 minutes of racing to do! We were going to have to bring him in to top the car up. Unfortunately, this meant another 3-minute pitstop, which undid Joe's previous charge.

That too went without issue – we were getting good at it now! Joe got back in the car to finish the race and managed to take some of the places back. We finished the race 31st overall out of 48 starters, which we were quite happy with. Apart from the fuelling, we had not major mishaps. Lots to do on my side to get quicker in the car, but I'm told that will come with time.

A few bits to fettle for the next outing (3-hours of Rockingham!), including a swirl pot to cure those fuel surge issues. I think we all enjoyed the weekend, and I want to thank the team that got us there and supported us. It's a real clubman effort and compared to some of the other teams (with articulated lorries and TCR touring cars), it's easy to forget that we are doing it on a fraction of their budget. Still, we're sharing the same track... Until next time!

Matt Broadbent : Clitheroe & DMC

Northern Offroad Club Championship Round 2 - Ellington Banks

Round 2 of the NORC championship was held at the MoD site at Ellington Banks, a venue used several years ago for stage rallying.

Rick Mann took the win, finishing over 6 minutes ahead of Andrew West after 14 runs of the course. Ben Gill was in third with Karl Gudgeon fourth in his Mini. Gary Bowers rounded off the top five in his KRS 6R4.

The next round is at Tong forest on May 12/13.



Sunday 2nd September Liverpool MC Sporting Bears Dream Rides for Kids



Since Liverpool MC joined SD34MSG in 2015 they have placed an advert requesting marshals for this event. I don't know about you, but I have read the ads and wondered what it was all about . . . And then done nothing.

This year (2018) I thought it might be a good idea to trot down to Aintree and volunteer and maybe find out.

During the year, Sporting Bears Motor Club members visit various shows and events around the UK and give members of the public rides in a spectacular array of exotic cars in exchange for a donation to the Sporting Bears Charity.

The "Bears" are a dedicated group of classic car and sports car enthusiasts with one aim - to raise money for children's charities. It is to the club's credit that annual subscriptions entirely support the club overheads thus allowing all monies raised from events to be directed towards the selected charities.

Since the Club was formed in 1989 they have raised over £2,000,000 for children's charities in the UK. At Carfest North, they raised an incredible £57,000.

Then, once a year in September no money changes hands, the public don't get the rides, but instead the children, many with serious or life threatening health issues, their carers, families and staff from various North West children's charities are given a "sprint" ride around Aintree Circuit in the Bears' classic saloons and sports cars, modern super cars and an assortment of sporting kit and competition cars.

It's a fantastic day which not only gives the kids a great day out, but it also gives their parents something totally different to look forward to – effectively a day of respite when they can relax, put aside their children's health problems and be treated to an unforgettable experience in cars that, without the help of the Bears, they wouldn't ever imagine being able to ride in. The full list of cars is too long and varied to detail them all, but they included classic MGB, Lamborghini, McLaren, Noble, BMW, Jaguar, Ultima, assorted classic and modern Porsches, Ferraris etc Classic Mini, Bentley and even a Lancia Stratos Replica.. Goodness knows what the full array of cars was worth!

And which cars attracted the longest queues of kids? Maserati? Wrong. Ferrari? Wrong again. No.... the Police cars of course, chasing after other participants complete with blues & two's!



Sporting Bears Motor Club Driving for Charity

www.sportingbears.org.uk

Sporting Bears
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THE OLD GREY MATTER TEST 3

1. 'The Cabbage Patch' is the nickname of which sporting venue?
Lords Twickenham Wembley
2. Adding hot water to a shot of Espresso makes what type of coffee?
Americano Macchiato Latte
3. Badgers live in 'burrows' known as what?
Dreys Holts Setts
4. Which country was the first to have all its bank notes made of plastic?
China Australia USA
5. Only two attackers are allowed in netball's goal circle – the Goal Shooter and...?
Goal Winger Goal Keeper Goal Attack
6. What is the essential spirit in 'Cuba Libre'?
Whiskey Rum Gin
7. The British Army used what weapon to win the Battle of Crecy?
Longbow Musket Catapult
8. The Hahnenkamm is a race in which sport?
Skiing Cycling Motor Racing
9. Which comedy duo did Eddie Braben write for?
The Two Ronnies Little and Large Morecambe and Wise
10. On which island is the port of Famagusta?
Majorca Cyprus Corfu
11. What does 'Rico' in the country Puerto Rico mean
Rice Rich River
12. What type of hat do you associate with Charlie Chaplin?
Beret Bowler Beanie
13. Which actor was in the rock group 'Super Furry Animals'?
Rhys Ifan Ewan McGregor Jude Law
14. What is brontophobia a fear of?
Cats Thunder Dinosaurs
15. 'Back nine' and 'out of bounds' are found in which sport?
Snooker Tennis Golf



JOTTINGS FROM THE NORTH WEST CHAIR

I never thought I would say this – however, motor sport in 2020 is a bit like waiting for a bus. Nothing happens for ages and all of a sudden, there is a rush of them all at the same time. So which one to choose....

MSUK have been providing regular bulletins and the best place to get up to date information is on the Q&A pages. You will be able to find lots of details there, but not circuit specific. Margaret Simpson and I have issued a separate document within these pages which will set out some of the rationale.

Our National Chairman has also issued her June blog on-line. Please read it through, especially her plea with regards to volunteering. Our Chief Marshal will have the task of sorting out allocations and co-ordinate with the organising clubs with regards to numbers etc. Please help us make this as seamless as possible.

On a more sombre note, I am sorry to advise our members that John Wood passed away last weekend. John was one of the founding members of BMMC with the membership number of 29, so had been marshalling for over fifty years. His presence, knowledge and expertise will be missed by us all. I do not have any details with regards to funeral arrangements (especially with regards to social distancing, gatherings etc) but will advise if details are released by the family. I am sure that you will join me in sending our condolences to John's family.

Fingers, toes and flags crossed, we will be back marshalling very soon – in the meantime, stay safe and stay sane!

Mike Broadbent NW Region Chairman

A MEMBER'S TALE

Our lovely regional Chairman has been badgering me to tell my marshalling story since the middle of last season – it's only taken a global pandemic shutting down the world as we knew it for me to get around to it!

I've been into motorsport for as long as I can remember courtesy of my Dad and I always wanted to be involved, but didn't know how to without making a career out of it. As time passed that route became increasingly unlikely, (there's not much use for bean-counters in our sport!) a former colleague who marshalled in his youth suggested that I give it a try.

Worried about a lack of physical strength, I was very interested to hear his descriptions of the varied jobs that marshals do away from the incident side of things that you principally see on the TV, given that at the time I didn't think that would be a role I was capable of.

So at the start of the 2012 season, (where did those years go?)! I signed up, attended the training session at the start of the year and was encouraged to give incident a go before committing to another role. For some reason, after my first meeting, a freezing, dull day in March at Cascades with not a single incident, I was hooked!

After several years, rumours of my growing interest in flagging made their way back to Colin and at sign on for one short-staffed Time Attack event, I was handed a set of flags and sent to Shell In. Not only did I manage to survive a day on my own, but I loved the extra level of involvement in a race that you get with flagging (plus I had an easy time that day with the blue flags as they put their lights on for hot laps!)

Eventually I couldn't resist the call of the flags any longer and three years ago I switched to the role full time. Thank you to everyone who has spent meetings paired with me passing on their knowledge and putting in time and effort to train me.

Looking back on how I thought I couldn't be a marshal because I wasn't Superwoman, I know now that our Orange Family welcomes everyone, and in our team, one person's weaknesses are another person's strengths.

Sarah Reilly

Where is This

July Part 1 Question.



Answer

Sinderhope Ford

Just off the B6295

O/S Map 87 GS 84 50

Where is This

July Part 2 Question.



BACK IN MY DAY WE JUST
HAD ONE IDIOT PER VILLAGE.



THESE DAYS WE'VE GOT
WHOLE CITIES FULL OF 'EM!

2020 NESCR0

Challenge update

July 19th

Northern Dales Classic & Targa

Cancelled

August 16th

Blue Streak

Cancelled

September 6th

Wearside

Cancelled

The events listed below are still running, as far as I know but I expect things will change.

Sun 20th September

Doonhamer

South of Scotland CC

Historic/Targa

Sun 18th October

Solway

Wigton Motor Club

Historic/Targa

Sun 4th October (?)

Solway Coast Targa

Solway Car Club

Historic/Targa

Sun 25th October (?)

Tynemouth Targa

Tynemouth MC

Historic/Targa

Sun 22nd November

Saltire

Saltire Rally Club

Historic/Targa

Sun 29th November (?)

Solway Coast Targa

Solway Car Club

Historic/Targa



Stop looking at Old Volvos - You already have three. Why cant you look at Porn like a normal husband?



A young Portsmouth woman was so depressed that she decided to end her life by throwing herself into the sea, but just before she could throw herself from the wharf, a handsome young man stopped her:

"You have so much to live for." Said the man. "I'm a sailor, and we are off to Australia tomorrow. I can stow you away on my ship. I'll take care of you, bring you food every day, and keep you happy."

With nothing to lose, combined with the fact that she had always wanted to go to Australia, the woman accepted.

That night the sailor brought her aboard and hid her in a small but comfortable compartment in the hold. From then on, every night he would bring her three sandwiches, a bottle of red wine and make love to her until dawn.

Two weeks later she was discovered by the captain during a routine inspection.

"What are you doing here?" Asked the captain.

"I have an arrangement with one of the sailors." She replied. "He brings me food every day and I get a free trip to Australia."

"I see." The captain says.

Her conscience then got the best of her and she added. "Plus, he's screwing me."

"He certainly is." Replied the captain. "This is the Isle of Wight Ferry.."

Motorsport UK to provide £50,000 of PPE to support its officials during motorsport's restart

Motorsport UK, the governing body for four-wheeled motorsport in the UK, has announced the provision of a complimentary supply of Personal Protective Equipment (PPE) to the value of £50,000 to support events through the initial phase of motorsport's restart from 4th July.

The PPE will be distributed to all Motorsport UK licensed Rescue and Recovery units, and to registered clubs with an event permit issued during July and August.

This introductory supply of PPE is intended to assist Clubs and Licensed Rescue/Recovery operators who may be experiencing difficulties with sourcing appropriate equipment due to increased market demand.

Furthermore, Motorsport UK will be providing individual pocket hand sanitiser to all officials working at its events.

Motorsport UK has consulted extensively with the healthcare professionals from its Medical Committee, and considered the guidance provided by Public Health England, Public Health Wales, Health Protection Scotland, Academy of Medical Royal Colleges, Public Health Agency and NHS (May 2020) in the preparation of the following guidelines on recommended PPE for use by officials – Motorsport UK – PPE Guidance

Beyond this initial free of charge supply, Motorsport UK will also be supporting Clubs and Officials by establishing a central procurement contract for further supplies that may be required.

In line with the conditions set out at the time of announcing plans to restart motorsport in the UK from 4th July, event organisers commit that their events will be held behind closed doors, appropriate PPE requirements are met, and that each organiser must appoint a COVID-19 Officer to ensure compliance with any relevant guidelines. A limit on the number of permits issued for July has been applied, amounting to 50% of those in the corresponding month of 2019, in order that there are sufficient volunteer Official and Marshal resources available to support the restart.

In April, in the immediate wake of the outbreak of the pandemic, Motorsport UK announced a £1 million funding package to help its clubs address the financial consequences of COVID-19. Last month, the governing body set out its plan for restarting motorsport in the UK from 4th July in a safe and controlled manner that respects the broader public health agenda.

Motorsport UK announces new Electrified Vehicle regulations

Motorsport UK has issued full Electrified Vehicle technical and safety regulations for the first time as part of its focus on creating a sustainable future for the sport.

One of Motorsport UK's key investment pillars focuses on innovation, and a framework for Electrified Vehicles has been in development as a major element of this investment. There are now clear plans to roll out training and allow the new regulations to be implemented. Motorsport UK is the first motorsport National Governing Body to fully develop regulations in this area.

The framework and regulations are developed by the Motorsport UK Executive and Technical Committee, with assistance from industry experts, and they cater for all types of Electrified Vehicles including hybrid and full battery electric. They will now allow Motorsport UK to create new future categories for motorsport competition.

At a grassroots level, the new regulations will allow a standard production Electrified Vehicle to compete unmodified in disciplines that allow standard road cars, for example Sprint and Hill climb Road Car Categories, or Autotests and Autosolos.

Hugh Chambers, Motorsport UK CEO said: "Innovation is a crucial area of investment if we are to deliver a sustainable future for motorsport, and clearly Electrified Vehicles are central to this. We have been working on this framework for many months and it is a very exciting area for our sport. This is happening alongside developments in electrified karting and it is now within our grasp to have hybrid or electric power across all levels of motorsport.

"The development of hybrid power has been in the spotlight in mainstream motorsport such as F1 for some time now, but these regulations will allow unmodified vehicles to compete at a grassroots level at motor clubs across the country, so this is an incredibly important step towards allowing the whole community to embrace hybrid and electric power.

"This is by no means the end of conventionally powered motorsport, but it is one of the key areas to develop in order for our sport to thrive in the future."

Training and education is also a key phase in the adoption of the new regulations. Updated guidance for event organisers is now available with more practical measures including basic fire-fighting requirements. Motorsport UK has already provided High Voltage Electrified Vehicle awareness training to Scrutineers, and the Online Training Module is now available for all officials on Motorsport UK's new Learning Hub. Further information and training will be provided to Officials coming into close contact with Electrified Vehicles such as rescue and recovery teams.

These regulations will also cater for modified production and bespoke competition Electrified Vehicles, while discipline-specific Sporting Regulations will determine which categories of 'EV' can compete in which disciplines.

To read the guidelines in more detail

https://www.motorsportuk.org/wp-content/uploads/2020/05/Guidance-Electrified-Vehicles-V4.0.pdf?mc_cid=93d447f6a5&mc_eid=c2e084978b



The 2019 Report

Once upon a time.... It piddled down nearly all day, but despite the weather, all the driving challenges started within 5 minutes of their due time and the gallant competitors got all the mileage that the organisers had promised in their manifesto (not a false promise in sight!!), despite the lack of entries. The Kings Safety Delegate report shows the rally complied with every standard, not a single area marked down, making the rally one of just a handful of events to have kept a "clean sheet" every time since the Kings Safety Delegates were appointed. We're reet proud of that.

Right, that's enough of that.

This is not a report on what happened on the stages, the winners and losers, those that fell off – you can find that sort of thing in Motorsport News, or look at the results and make up your own story. Nor is it a weather report or a list of "thank you's" (although there are some of these things here)

Despite the weather, there were actually more spectators than in previous years according to gate takings by Coniston Mountain Rescue Team on the car park gates.

"Tool of the day" made his bid for this award early in the day; a spectator, who used his Impreza to take out 5 metres of stone wall near the entrance to Car Park D before we'd even started.

And talking of not having a very good start to the day, you'd have thought that going off 75 metres into SS1 would qualify as the first retirement. Actually, he was the third; preceded by the competitor who couldn't get his car to re-start after arriving at SS1, who in turn was preceded by cambelt failure waiting in the start car park!!

Furthest travelled competitor, the navigator all the way from Turkey, didn't make it further than 8 miles into SS1. A broken steering arm resulted in a closer look at the Lakeland landscape than he's have ideally wanted. Cue very funny banter in the pub on Saturday night about the "steering arms" of the 0 car driver who didn't even do 8 miles of SS5..... (or "Prince Paul of Docker shalt reduce his right foot pressure henceforth")

"Naughty boys" of the event award goes to the Mountain Bikers caught in the forest on SS5. As punishment we told them they were surrounded and they had to sit and watch you lot going past!! Still, cheaper than arrest and a £1500 fine....

"Heroes and heroines of the event" must go to the marshals generally. However, I'd like to single out the marshals at Skelwith Fold who had a frankly unglamorous but vital role, helping you find your way about and generally pointing you in the right direction in the labyrinth that is Skelwith. Some had travelled nearly 200 miles to do that job. Some were senior officials on GSR but weren't 'above' getting stuck in. Some came from the Kendal & Lakes Dive Club and probably got wetter than when doing their "thing". Thank you all. We love you long time!!

Furness District Motor Club

GRIZEDALE STAGES RALLY Saturday 5th December 2020



The Marshals Hymn

(with apologies to John Bunyan)

Those who would Marshals be
Let them come hither
Once here they will constant be
Come foul wind or weather
There is no recompense
But they will not relent
Their first avowed intent
To be a Marshal

Brian Wragg (Liverpool MC)



HAWKSHEAD GIN AND SPIRIT CO

Hawkshead Gin And Spirit Co is small craft spirit business based in Hawkshead village at the very heart of the English Lake District, a UNESCO World heritage site.

We produce a range of fine gins and spirits, all carefully handcrafted using our unique blending process to let the true flavours of the gins shine through from the very first taste.

We are very environmentally aware and only use 100% recycled glass for our bottles and responsibly sourced corks for our stoppers.

All our labels are produced using minimal inks and recycled paper.

We try to re use or recycle 100% of any packaging that our suppliers send to us

We produce three different gins at the moment. All contain fine botanicals from around the world and some local ones picked from the wild hedgerows of the Lake District.

Potter's No1 is a classic London dry gin, full of citrus flavour. Perfect for a lovely G&T. Serve over ice with a premium Mediterranean tonic and a slice of orange.

Potter's Pink Raspberry gin is bursting with delicious raspberry and vanilla notes that carry right to the last sip. Serve over ice with a premium tonic and garnish with a few raspberry's. Delicious !

Ruskin's red berry is a unique blend of four red berry flavours. The fruit really is the star in this gin giving an amazing berry burst sensation in the mouth. A super summer gin, drink with a premium tonic over ice or just sip over ice. Yummy.

We supply general public, trade and retail customers. Our products are stocked in many great pub's, restaurants and hotels in the Lake District area and are also available from selected retailers for off sales.

We offer a fast postal service for all customers and can ship to anywhere in the world with environmentally friendly protective packaging.

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We deliver to local trade outlets on a weekly basis.

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hawksgin@mail.com

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1



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Stage Rally | Targa Rally | Vintage Car Rallies
Sprints & Hillclimbs | Stock Cars | Off Road

Phil James

Motorsports Photographer & Journalist

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2020 NW Training dates **FIRE TRAINING**

**NEW Date
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~~4-5 APRIL: SLATE MOUNTAIN~~

~~16-17 MAY: CER~~

~~13-14 JUNE: FORREST ESTATE~~

~~4-5 JULY: SWEET LAMB~~

~~26-27 SEPT: KIELDER~~

~~10-11 OCT: WALTERS~~

crosscountryuk.org

Liverpool Motor Club Aintree Sprint



Liverpool MC's entry list is now open for its Aintree Sprint

- Historic ex-Grand Prix Venue
- Wide course, over a mile long
- Friendly events
- Lots of runs
- Great Value
- Café on site
- Race suits not required for Standard Car drivers

5th September

See website
for more details

The event is open to any member of a club in SD34, ANWCC or ANCC.

For more Info and to enter, see www.liverpoolmotorclub.com



MELLORS ELLIOT MOTORSPORT MALTON FOREST RALLY

SUNDAY 15th November 2020

Firstly, from all at Malton Motor Club and the Malton Forest Rally we hope everyone is keeping safe and well through these unprecedented and challenging times.

We just thought we would let you know that we are still forging ahead with plans for this years event, all from the safety of our own homes obviously.

In the meantime, stay home and stay safe!



ANCC

Association of Northern Car Clubs



PD Extinguishers Stage Rally Championship 2020

6/7th Sept Promenade Stages Tarmac
<http://prmally.wallaseymc.com/>

15th Nov Malton Forest Rally Forest
<https://www.maltonmc.co.uk/malton-forest-rally/>

TRACK DAYS EVERY MONTH at Three Sisters



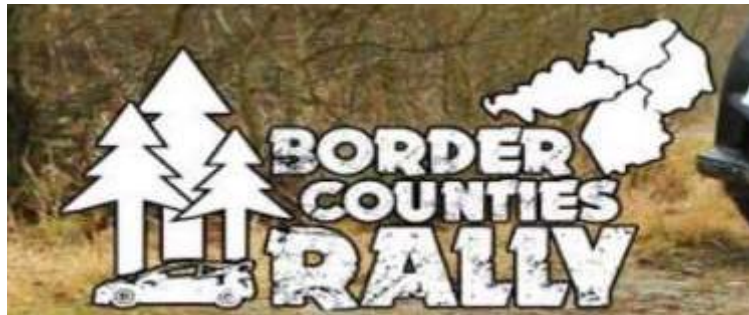
Monthly Car Track Days - £95 pp

March 23rd 2020

April 20th 2020

May 18th 2020

www.threesisterscircuit.co.uk



Whickham & DMC and the

Border Counties Rally

The Border Counties Rally has for a long time been a flagship event for Whickham & District Motor Club. Co-promoted with Hawick & Border Car Club it was a favourite with competitors whether that be in its time in the ANCRO, Scottish Rally Championship and latterly the British Rally Championship.

As with all rallies there have been good and bad years, usually due to factors outside of the organisers control. Unfortunately the past few years have seen a decrease in the number of entries which has put additional financial strain on the event and the organising clubs, with this in mind and the increasing pressures on organisers who are also involved in other club events it was decided in a vote by club members who were present at the Annual General Meeting to withdraw Whickham & District Motor Club from the Border Counties Rally. This is with immediate effect and work is underway to split club equipment in line with the agreement between the two clubs.

We would like to extend thanks to all Whickham & District Motor Club members who have been involved in organising the event over the years and to the competitors, marshals, rescue and recovery units who have made it a success. Finally, we would like to thank Hawick & Border Car club for their invitation over 20 years ago to join them in organising the event and wish them success in the future.

Phil Kenny : WDMC Chairman



2020 British Sprint Championship Cancelled

A decision was made yesterday (04/06/2020) which resulted in the cancellation of our Knockhill weekend.

Although our Kirkistown organisers intended to continue with their weekend we have to be conscious that many of you do not attend. Other issues associated with that are far from clear. The NI Executive have suggested that their hotels will re-open on 20.07.20. However the matter of ferries is far from clear, and at the moment we could not reach any ferry via either Scotland or Wales because of their travel restrictions.

That being so the number of remaining counting rounds which we could anticipate being visited by everyone is below that of a reasonable number for a British Sprint Championship.

So the decision has been reached to cancel the 2020 British Sprint Championship. 2021's equivalent will permit the permanent numbers earned in 2019 will carry forward for use in 2021. There will, of course, be no Awards Dinner this year.

Any fees paid by registered contenders will be carried forward to 2021.

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UPCOMING EVENTS

FEB 17th

SUNDAY

MAR 15th

FRIDAY

APR 13th

SATURDAY

JUN 29th

SATURDAY

BOOK ONLINE AT RALLYTRACKDAYS.COM

OR CALL THE CIRCUIT OFFICE ON 01407 811400

Pendle District M C and Garstang & Preston MC Heroes Stages Rally

**Weeton Barracks
9th August 20**

After long and thoughtful deliberation, with the greatest effort given by all the organising committee, the organisers have taken the decision that the planned stage rally cannot go ahead in the present climate.

We understand that this news will be sad for many of you who enjoy the rally. However due to the uncertain times we are in at the moment, the Government and therefore MSUK current social distancing guidelines, PPE requirements etc.. we feel that we are making the right decision.

The MOD have also not yet opened the venue to motorsport and we have no indication of when this will occur. Hotels and guest houses are still not open yet either.

In fairness to all our competitors, marshals, Medical, Recovery and organisers safety and well-being it would be extremely difficult to adhere to current social distancing measures and certainly as far as the drivers and navigators are concerned impossible. We know this is not the news that you are wanting to hear.

We have not taken this decision lightly and we thank you all for previous support and hope that we can count on your continued support on future events. Stay safe and healthy and hopefully see or/and hear you all shortly when we can get back to the Motorsport we love.

The Organisers.

Pendle & District Motor Club. Scammonden Dam Hillclimb

15th August 2020

After long and thoughtful deliberation, the organisers have decided that the planned hillclimb at Scammonden Dam scheduled for the 15th August 2020 cannot go ahead as planned. We understand that this news will be sad for many of you who enjoy the hillclimb. However due to the uncertain times we are in at the moment, the Government and therefore MSUK current social distancing guidelines, PPE requirements etc.. we feel that we are making the right decision.

The Waterboard have also not yet opened the venue to motorsport and we have no indication of when this will occur. The number of footpath access points, all of which are still open, make it virtually impossible to enforce any form of social distancing as well.

Our competitors, marshals, Medical, Recovery and organisers safety and well-being are our number one priority, and it would be extremely difficult to adhere to current social distancing measures at this relatively small venue.

We know this is not the news that you are wanting to hear. We have not taken this decision lightly and we thank you all for previous support and hope that we can count on your continued support on future events.

Stay safe and healthy and hopefully see or/and hear you all shortly when we can get back to the Motorsport we love.

The Organisers

Acknowledgements

Thanks to all contributors - and a big thanks to the **Championship Compilers**

Steve Butler	Road Rally
Tracey Smith	Stage Rally
Steve Lewis	League
Alan Shaw	Marshals & U18
Steve Price	Sprint & Hillclimb
Steve Lewis	Individual
Tracey Smith	None Race / None Rally

(not an easy job keeping track of all those events and competitors from so many different clubs)

A Special mention of gratitude to ALL THOSE CLUBS AND PEOPLE WHO DO SEND IN REPORTS,

Jokes, Photographs, Information, reports etc

Terry Martin,	Steve Entwistle,
Rod Brereton,	John Rhodes
Alan Bibby	Bruce Lindsay
Jem Dale	Steve Butler,
Greg Harrod	Tony Vart
George Jennings	Keith Thomas
Tony Lynch	Lauren Hewitt
Tommi Meadows	John Pickup
Bob Hargreaves	Tony North
Songasport	Ed Graham
Niall Frost	Bill Honeywell
John Harden (LiMC)	Matt Hewlett
Jade Paveley	Cat Lund
Phil Andrews	Dave Thomas
John Goff	Geoff & Maggy Bateman

Phil James of Pro-Rally,	Geoff Bengough
Bill Wilmer & The Gemini Communications Team	
Keith Lamb (Gemini 9)	Ian Davies (Gemini 23)
Peter Langtree (Gemini 48)	Tony Jones (Gemini 56)
Bryan Flint (Gemini32)	Derek Bedson (Gemini 21)
Les Fragle (Gemini 3)	Steve Coombes (Gemini 5)
Adrian Spencer (Adgespeed)	
Adrian Lloyd (Gemini 14)	
Tom Irvin Photography	David Bell (Gemini 61)
Paul Gilligan	'Inside the Industry'
Duncan Littler	Speed Sports Photography

and last but not least, **SD34MSWG Chairman**
(& my complaints manager)

Steve Johnson

& if I have left you out of the above credits,
Sorry and PLEASE tell me

The opinions expressed in this publication are those of the individual contributors, and not necessarily those of the editor or the committee of the SD34MSG

SD34MSG
Zoom Meeting
Wednesday
15th July (8:00pm)

ANCC



www.ancc.co.uk

Meetings Postponed for Now

ANWCC
Association of North Western Car Clubs

Meetings Postponed for Now
<http://anwcc.co.uk/>

The *intention* is to publish this EMag twice a month during the current Covid-19 crisis.
It will be emailed to ANWCC, ANCC & SD34MSG Delegates for them to forward to their Club Members as they wish.

Deadline for copy

for the 1st edition of August is
Monday the 13th of July
which is due out on
Wednesday the 15th of July

for the 2nd edition of August is
Friday the 27th of July
which is due out on
Monday the 31st of July

I apologise if the Deadline & Distribution dates seem confusing. It all started when I sent out the April edition in the middle of March

PLEASE Email Reports etc. ASAP to Maurice Ellison at : sd34news@gmail.com

NB : The Editorial team reserves the right to do their job as Editors and may amend articles and reports as they see fit