

June 2020 spotlight Part Two



Roger Albert Clark Rally 2008

*Photo Courtesy of
Tony North*

www.sd34msg.org.uk

Volume 11 : Issue 6.5 : June Part 2 2020 : Maurice Ellison

Contents

Front Cover :-

Roger Albert Clark Rally 2008

Pg. 2	Contents & Chairmans Chat
Pg. 3	SD34MSG Contacts
Pg. 4	SD34MSG Contacts
Pg. 5	MSUK Motorsport restart
Pg. 6	MEM Malton Forest Rally
Pg. 7	MEM Malton Forest Rally
Pg. 8	British RallyX : Pembrey
Pg. 9	Adgespeed Stages
Pg. 10	Rockingham Stages 2015
Pg. 11	2015 A Championship Year
Pg. 12	2015 A Championship Year
Pg. 13	2015 A Championship Year
Pg. 14	Brean Stages 2016
Pg. 15	Le Jog
Pg. 16	The Tripollete Rally
Pg. 17	Northern Classic Trial
Pg. 18	Northern Classic Trial
Pg. 19	Rallying Rambles
Pg. 20	Rallying Rambles
Pg. 21	Rallying Rambles
Pg. 22	Tina Cooper Driver & Mechanic
Pg. 23	Tina Cooper Driver & Mechanic
Pg. 24	Gemini Motorsport Team
Pg. 25	Radio Mutterings
Pg. 26	Something a little different
Pg. 27	Grumpy Old Git
Pg. 28	Rally of the Testes 2013
Pg. 29	Rally of the Testes 2013
Pg. 30	Rally of the Testes 2013
Pg. 31	Rally of the Testes 2013
Pg. 32	Rally of the Testes 2013
Pg. 33	Glyn Stages 2015
Pg. 34	KLMC 12 Car October 2015
Pg. 35	KLMC 12 Car November 2015
Pg. 36	Roger Albert Clark Rally 2008
Pg. 37	Roger Albert Clark Rally 2008
Pg. 38	Inside the Industry
Pg. 39	Inside the Industry
Pg. 40	Inside the Industry
Pg. 41	Spotlight on Dave Orrick
Pg. 42	Spotlight on Dave Orrick
Pg. 43	Spotlight on Dave Orrick
Pg. 44	Spotlight on Dave Orrick
Pg. 45	Spotlight on Dave Orrick
Pg. 46	Spotlight on Dave Orrick
Pg. 47	Spotlight on Dave Orrick
Pg. 48	Spotlight on Dave Orrick
Pg. 49	Spotlight on Dave Orrick
Pg. 50	Spotlight on Dave Orrick
Pg. 51	Dirty Fingernails Club
Pg. 52	Dirty Fingernails Club
Pg. 53	Dirty Fingernails Club
Pg. 54	Dirty Fingernails Club
Pg. 55	My Ford Special Days
Pg. 56	My Ford Special Days

Chairman's Chat

After two months of lock down, are we now looking at a little easing of the requirements? It is now, that we may have a slim chance of some grass root motorsport starting on the 4th July 2020. Social distancing must be maintained and may need to be continued for a long time to come! Many changes will be required to enable events to go-ahead. Risks, as always will need to be managed, but with planning and cooperation of marshals and drivers, I am sure clubs can make it happen.

<https://www.motorsportuk.org/wp-content/uploads/2020/05/getting-motorsport-back-on-track-club-sport-appendix-v18-may-2020.pdf>

Whilst the above link will make good bedtime reading, some of us have to interpret this and try to incorporate it into our events, to make the risks from motorsport, as low as reasonably practical (ALARP!), for competitors, marshals and any members of the public, that watch what is happening. Signing on will not happen, all competitors and marshals will need to self declare via the following forms for each event. (You can look at these by putting your cursor over the title, then following the links)

Pre-Event Declaration Forms

Pre-Event Declaration: Officials

Pre-Event Declaration: Officials (Under 18)

Pre-Event Declaration: Competitors

All the back issues of SD34MSG 'spotlight' can be found here;- <http://sd34msg.org.uk/newsletter/>

Another bumper issue of SD34 MSG spotlight magazine, many thanks to all contributors.

Please let Dave Thomas – anwcc@talktalk.net know of any event news and let us help 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.

SD34MSG Meetings Postponed for Now

Keep Safe.

Steve Johnson, Chairman , SD34MSG

Pg. 57	NESCRO 1999
Pg. 58	NESCRO 1999
Pg. 59	Local Garages Rally
Pg. 60	If Only
Pg. 61	Quiz : A simple one from me
Pg. 62	Quiz : Lancashire AC
Pg. 63	Quiz : Pendle & DMC
Pg. 64	MSUK Scrutineering Notes
Pg. 65	MSUK Scrutineering Notes
Pg. 66	Help for Heroes Rally 2010
Pg. 67	Help for Heroes Rally 2010
Pg. 68	Help for Heroes Rally 2010
Pg. 69	Help for Heroes Rally 2010
Pg. 70	Clan Crusader
Pg. 71	Odds, Sods & Bodkins
Pg. 72	Odds, Sods & Bodkins
Pg. 73	Odds, Sods & Bodkins
Pg. 74	Odds, Sods & Bodkins
Pg. 75	Odds, Sods & Bodkins
Pg. 76	Odds, Sods & Bodkins
Pg. 77	Odds, Sods & Bodkins
Pg. 78	& Finally - Meeting Postponements



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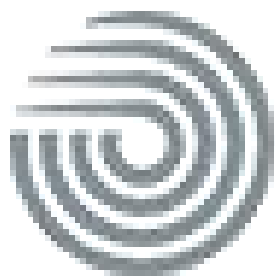
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motorsport UK

Motorsport UK Opens Throttle on Restarting Motorsport from 4th July

Motorsport UK has announced that in anticipation of motorsport restarting in the UK from 4th July, it is inviting online permit applications from 1st June 2020.

Motorsport is currently suspended throughout the UK until 30th June 2020. Following ongoing positive dialogue with the Department for Culture, Media and Sport and having set out its strategy and anticipated conditions for restarting motorsport disciplines, the governing body is now moving to its next phase of getting the sport back on track. Further details will be communicated following the next Motorsport UK Board meeting of 3rd June.

Any resumption of motorsport is contingent on event organisers demonstrating that they can plan in accordance with the recently published, "Getting Back on Track" guidelines of Motorsport UK, while respecting government guidance on social distancing.

Motorsport UK is also acutely aware that different devolved territories of the UK may be moving at different paces in easing restrictions; any application for an event permit will be subject to approval based on the prevailing government advice. The move is also contingent on governments continuing with measures to open up society and that further restrictions resultant of any additional waves of COVID-19 are not required.

David Richards, chairman of Motorsport UK, commented, "In March, Motorsport UK moved quickly and in line with government to suspend motorsport, while everyone's priority was restricting the spread of this terrible disease and protecting the NHS. It is now right that, as government has set out plans to ease restrictions, we move in step and introduce the next stage of our phased restart. Unlike many sports, motorsport in the UK is an industry in itself, employing tens of thousands and contributing billions of pounds to the UK economy."

"We always said that, when the conditions were right, we would take a responsible decision to resume motorsport in order to sustain the sport, jobs and the economy. We have explained our plans to government and are fortunate that motorsport takes place outdoors over large controlled spaces. Our plan is that, subject to government advice and on-going lifting of restrictions, motorsport will resume from 4th July. We are making this announcement now as event organisers, venues, preparation specialists, the supply chain, volunteer Marshals, Officials and Competitors all need time to put in place their plans."

There will be a number of caveats of granting event permits, including that 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. Furthermore, there will be a limit on the number of permits issued for July 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 a safe and responsible manner. No national or British championship events will take place in July to reduce potential national and international travel (excludes FIA championships).

To find out more about Motorsport UK - visit motorsportuk.org/restart



A well known Rally location

**Shot by Tony North
on the 2012 Grand Tour
'CAPE to CAPE'
But Where is it?
(known as?)**

MEM

Malton Forest Rally

A great day's rallying!

A big thanks go to the entire organising team for a year's worth of work to put this on. Plus all the marshals, arrivals, starts, finishes mid-stage and controls. It was great to see so many familiar faces, regular competitors and medics, etc. at controls. Sorry we didn't have time to chat to all but thanks for being there! Really great friendly atmosphere right through from the "Giggle Ladies" at sign on*, to the final control and presentation. (* Can someone get me some of whatever those ladies were "on" please? Was it those Parma Violets?), Thanks also down to results crew David, Julia and Tony. Spot on!

We had a few "interesting" moments in the morning as we got more used to the "new" (actually older) Avenger and started to explore how late we could leave the braking. Cropton was rough in places in the morning, especially the big hole on the second triangle hairpin. Evoking a rather unprintable expletive from both crew members when it jarred the whole bodyshell. Turned out this bent the rack, which explained why left handers were easier to handle than rights for the rest of the day!

The big hole seemed to have miraculously disappeared by the second run. Must have been the effect of direction? Or could it just have been my bum was more numb by then?

The second run through Dargate/Staindale was much as expected. Rough as a badger's bum with deep tramlines through many corners. Dictating the lines where tyres were unnecessary as you were skating on the the sumpguard.

Langdale by contrast was - simply awesome! Incredibly fast for a little old 1600 on carburettors and relatively primitive suspension. But our Avenger seemed to cope reasonably well. Had a rather worrying (at the time) overshoot on the SqR at junction 6 first time through. Both crew getting momentarily blinded by the low sun on approach, so said 1970's technology had some difficulty scrubbing off speed when eventually called on. Still, at least reverse gear is easier to select on an old fashioned H-pattern box than a modern, "clicky", sequential unit. So quickly recovered.

Really enjoyed the second run and were well satisfied to have taken time from most of our class rival Mexicos. Apart from the flying Adam Milner who totally out-gunned us all day - stupendous driving there! We nearly threw it all away with a "bit of a moment" after the Flying Finish of SS6 - had the marshals on the stop line stepping back, but KD managed to bring it all back together! Lesson learned there I think? It's still such a novelty to find ourselves at the finish of events again! Could happily have gone on to take a third run through Langdale.

We much appreciated the Malton/Clitheroe thinking on chicanes - driveable and on solid ground, rather than the old claggy "bomb holes" I remember from some of these forests of a few years back. OK, so Charlie, Peter and SP managed to beat bogey as a result, on a couple of stages. But was that really such a problem for them? For the majority of customers this was a great step forward IMO.

Hope crew of car 46 are OK? Looked to be plenty of people in attendance when we edged gingerly past the scene of their off, in SS4. And it was actually a radio point, so news was already back to the start. Hence the decision that stopping wasn't going to help anyone, only add to the problems, so may as well carry on.

We were well satisfied to come away with 2nd in class from the awesome Mr Milner (respect!). 33rd overall. Just ordered the notes for Grizedale now.....

Still haven't thought of a suitable name for the Red Avenger mind

MELLORS ELLIOT MOTORSPORT MALTON FOREST RALLY



Keith Davison . Henry Richardson



Adam Milner / Roy Jarvis

© Richard Denney

Henry Richardson : Ripon MC : Car 49

Quick update on the driver of car 46 (Mov). He's back at home after a night in hospital.

During the off, his hand got crushed, breaking a bone and doing some other unpleasanties which were very painful. We believe the injuries are not permanent, we hope this will be confirmed when the swelling goes down.

Malton Forest Rally

Malton Motor Club promised their usual friendly event and that this year would be much more of a fast flowing rally. They certainly delivered that in abundance. 66 crews were poised on a bright sunny Sunday morning to battle it out over 6 great stages in the Yorkshire Forests.

Charlie Payne once again proved he was the man to beat in the Yorkshire Forests as he and Carl Williamson took a slender victory. A 9 second advantage on the opening Calvet Carpets Cropton stage put them into a lead they would hold for the rest of the day whilst swapping times with the Fiesta of Stephen Petch and the Focus of Peter Stephenson. This opening stage also saw the end of the expected challenge from previous winner Ollie Mellors as he retired after just 2.5 miles in the Proton Satria S2000. SS2, Bogg Brothers Satindale, saw Stephenson take back a single second before both Payne and Petch beat the bogey on SS3, Mathewsons Langdale, with Stephenson just one second slower. On SS4, Kartec Spiers Bank, Payne and Petch took the battle for the lead away from Stephenson as they tied on time 8 seconds ahead, before Petch made his move on SS5, D and F propshafts Dargate, pulling back 7 seconds on Payne with one stage to go, Dave Fisher Windows Langdale. Unfortunately for Petch both he and Payne beat the bogey time, along with Stephenson and Rhys Yates, so Payne maintained his slender lead to win the event for the fourth time. They headed a top ten dominated by Fords as they were followed by Petch, Stephenson, Stephen Simpson, Rhys Yates and Steve Petch. Steve Bannister emerged as top 2wd after a day long battle with regular sparring partner Matthew Robinson in 7th and 8th respectively. The only fly in the ointment for an all Ford top ten were 1400 masters Matt Smith and Giles Dykes in the Proton Satria, who took their customary class win by nearly four minutes and 9th overall ahead of father and son crew Pete and Ashley Sights in their Ford Escort.

In the classes Barry Lindsay / Caroline Lodge took victory in class 2 on their first visit to Yorkshire, while in class 3, Martyn Hawkswell / Nick Welch took an 8 second class win after a day long battle with the Andy and Dave Gibson in their similar Mk2 Escort. Class 4 was also won by an Escort with Chris White and Chris Dewsnap taking a convincing three and half minute win over nearest rival Ian Jemison. In the historic classes Adam Milner and Roy Jarvis proved their outstanding result on the Trackrod Historic was no fluke with a five minute class win and 12th overall. H3 was to be the only historic class not won by an Escort as Peter Smith and Alan Walker finished two and half minutes ahead of their nearest class rival in their Opel Ascona. Finally Steve Bannister and Dave Robson took the award for first historic crew promoting Matthew Robinson and Sam Collis to first in class H4.

So at the end of a fabulous day in the heart of the Yorkshire Forests, Ford dominated, the crews came away with big smiles on their faces and were all putting the date for next year's event in their diaries declaring " we will be back"

MELLORS ELLIOT MOTORSPORT MALTON FOREST RALLY



*Photos
Courtesy
of
Richard
Denney*

BMW MINI Championship : Round Seven

Pembrey

29 September 2013.

The weather forecast for the weekend was pretty good, being dry and sunny, so the drive down was great, arriving at the circuit at about 3pm, having got the Lucas Oil encampment sorted out the boys gave Craig Lomax a hand to put a new head gasket on his car.

Sunday morning dawned with good weather and a great confidence within the team that we could achieve a good result from the weekend, and, there would be a chance to put the championship out of anyone else's reach.

For the first heat I was starting on the inside of the front row, with Chris Mullen in his Super 1600 next to me, David Bell on the outside. As the lights went I managed a reasonable start, knowing that Chris would get ahead, simply because the Super 1600's are a faster class, as I turned for the tight right hander at the end of the start straight I found David trying to get the advantage and we unfortunately touched wheels. Whilst this would normally not be an issue for us, this time, perhaps by coincidence my engine management cut in and the car virtually died on the spot. David was away. I selected first thinking I could limp off the circuit but found that everything was back to normal. I gave chase, but having got about a 60 yard lead he was going to be hard to catch. After 3 laps of chasing hard, maybe too hard as the in-car footage showed that I was overdriving the car, I was still about 50 yards behind him, so the car did have the pace.

Heat two was to be a bit of a disappointment, I was starting on the second row, behind David and Steve Gaunt, David's start was superb and he got away ahead of Chris Mullen, I managed to get past Steve before the first turn and get up behind David as we entered the freshly watered loose section. No matter what I tried David had me covered. It just goes to show how close the cars are.

For heat three I was on the outside of the front row, my start was great keeping Chris at bay until we got on the long tarmac sweeping left towards the first loose section, I was having to give it my all as David was in very close attendance. As we came to the end of the start finish David made a lunge for the inside line under braking, just as I was turning in, contact was made and David came out on top, being on the inside. As we charged towards the loose section I made the move to get ahead again, which I thought I had made stick. As I took the racing line past the tyre bales David gave me a tap on the rear quarter and I was instantly in a half spin. As I tried to collect it all up David had eased off the throttle as he simply had no idea where I was going. The recovery was successful and David was still behind me, but putting me under a lot of pressure. As we came to the second loose section he made another lunge for the inside line as I was taking the racing line, this time I could not hold it and spun out. Steve Gaunt came past and I was now fourth. The last lap saw me past Steve and back into second in class. The damage was done, David had scored the two points for FTD.

Having finished second in all heats I had qualified second for the final, this put me on the outside of the front row, not the best place to be as you enter the first corner. David made another great start and I was pushed out wide on the first corner. I recovered quickly to get on the tail of David, but he drove great lines, not giving me a chance or even a half chance to challenge him, I would have to wait for a mistake.

On lap four my chance came, as we came off the first loose section David ran out wide, I, happily was close enough to make a challenge stick. I was in front, and there was no way I was going to give the lead up. As we crossed the line David was very close, but, Victory was mine.

So by my calculations I had put another point between David and I, so after dropped scores I am now two points ahead.

The reality is that Croft on the 19th October will be the decider for the BMW MINI Championship. However, I have now had three wins in seven rounds and if I had been able to sort the car out before the season start, rather than on the first two or three rounds, who knows how the championship would look.



Tony Lynch : Team Geriatric : Wigan & DMC

Adgspeed Stages Rally A BIT OF WET & DRY

After our runs out on the Enville Stages & the Promenade Stages rallies we were wondering if we should dip our toes into our bogey venue, Three Sisters Circuit. Being 3 miles away it should be a no brainer for us but as we never have any luck here, me especially (Rolled a Sunbeam) so it's always a quandary for us. Anyway, the ANWCC championship points appealed and since we have a slender lead we thought, go for it. But I bet the weather will be rubbish!

Not much was needed on the BMW with it maintaining its reliability through the year and despite it being underpowered in the class the finishing record was excellent. There was a hint of a problem on the Prom with a few missed gears not down to the driver. BMW's achilles heel appears to be 3rd gear.

Anyway, after a lovely week Sunday turned out to be grey and wet. Just nasty conditions for three sisters with all that lovely 2 stroke oil adorning the track surface. We set up camp next to the Coulson Bros in their lovely turned out 3.0 BMW. A total of 6 BMW's were out with 4 being compacts. All of them being 6 pot motors. This really made me think about our 2.8 lump waiting in the shed.

We decided on Track day tyres on the front with wets on the rear which, whilst it had stopped raining seemed a sensible option. Phil had a reasonable start over the first 2 stages run consecutively with a long gap between. The track was drying all the time so we were glad to see that. Soft moulded slicks were applied to the front which worked well on ss3 but then the rain came once again and it all went down hill with the times then. We had a big slide around the bottom hairpin behind the pits which was a sea of rainbow colours. No control was to be had on that section. On good thing was we were holding off a rooky tarmac crew in a wide track M3 compact.

The rain continued on and off through into the early afternoon and we left the same set up on the car running softer tyre pressures but the times just didn't come to us. Phil was feeling under the weather as well which didn't help. Slides were a plenty though and we were holding off the M3 Compact around the

stages with formation sliding which would have looked good in a drift competition. As it dried toward the end of the day we decided to leave the wets on the rear to destroy them as the nature of the track had taken its toll on them during the day. This proved to be non productive as by the last stage you could feel the tyres going out of shape on the long straight before lunar. We finally let the M3 compact by on the straight which he then beat up by 5 seconds overall. The other major issue by the end of the day was that 3rd gear was slowly giving up in the gearbox. The final result of 38th and 13th in class was nothing to write home about but the car held up for yet another rally.

Anyway, a gearbox change beckons so I think it's time to say goodbye to 1.8, 4 pot power and join the rest of the 6 pot mob. Hopefully we will be ready for the Neil Howard Memorial Stages in November.

ADGESPEED STAGES RALLY

RAVENOL

THRESHFIELD
Garage



Rockingham Stages

4th and 5th December 2015

For the first time this year nothing went to plan and resulting in retirement before the end of day one and an early trip home

The forecast was changing all the time so i opted for a full set of soft slicks, inters and wets. But by saturday morning it was looking dry for all saturday and most of sunday.

I know my expectations were high aiming for a top ten finish but after seeing the competition and the top ten all with sequential boxes I said to Mark " 15th would be good ". We were both ready for it sitting on the start line. And were off, there was a bit of road before we entered the circuit and the tyres were cold with some understeer I was happy. Onto the track and which was very open judging the apex on the bends was difficult and more often than not I went in too hard with more and more understeer. Even thou I used the soft slicks they were really warm at the end of the stage but I soon worked out my suspension was way too soft and not being able to adjust was a disadvantage.

So, strike 1 was the suspension, strike 2 was the softs were too soft and defiantly not going to last 6 stages on the 1st day. Strike 3 not bringing the hard slicks.

Mark had a look at the results and we were 30th. well below my hopes. Stage 2 was the same dropping another position and on the way to stage 3 I noticed a vibration on the braking. it soon cleared once we got into it but dropped another position. Stage 4 on the start line I held the clutch too long and it stalled.

My interior mirror dropped and I didn't see the Subaru car behind me. I tried to speed up but ended up locking the wheels into a chicane after the fastest part of the circuit. letting a Renault Clio past too I then new this event wasn't suited for my car as it left me stood still. That was the end of stage 4.

I fitted the lights and was going to swap fronts to rear. When I noticed what the vibration was. A cracked nearside front disc and no spares, strike 4. I went to all the Scooby's which were all on bigger brakes and discs and all but one was on 4 pots like me and he didn't have any.

Strike 5 Bigger brakes on open wide circuits. Well by now both Mark and I was wondering what to do.

We agreed to take the next 2 stages at a steady pace and just try the night stages with the lights fitted and then hope another Scooby would be doing the Sunday stages or put something on social media.

On stage 5 it ended. Half way through the vibration changed after a long straight into a square left when the front offside dropped to the ground. As I looked to slow down and get off track I saw my wheel go past. It turned out the wheel shattered and were running on the front disc. We put the spare in a mere 26 minutes, strike 6 carry a impact gun to lift the jack and drove out of stage and packed up to come home. Not one to hang about, the car is all washed. Discs and pads on order. Front wing straightened and ready for some paint. Shame I wont be out again till April.

Big thanks to Mark Broadbent in the hot seat for this year which resulted in some fantastic results

Terry Pressdee and Mark Broadbent (APMCC)



SD34MSG 2015

Road Rally

Champion Driver

Myles Gleave

Championship Year

An interesting and varied year of rallying started in February with freezing conditions on the Bryniau Clwyd. A full entry with the rally counting toward ANWCC and SD34 and a very demanding route, meant tough competition for myself and stalwart navigator, Jason Crook. With temperatures dropping well below zero and several crews parked in hedges and walls, it seemed that caution would be better than courage. It also became obvious that 195-section, tarmac tyres were not the best choice for North Wales! After passing the previous year's point of retirement (the ford at World's End), the conditions got even worse, but eventually the finish was reached – all be it in a lowly position overall. Breakfast back at Mold Rugby Club was gratefully received and fourth position on the board seemed a reasonable place to start. With thanks to Phil Martin, Mat Kiziuck and Steve Brocklebank for their marshalling skills.

Back at the Newton Motorsport workshop at Kirkham, a once-over soon revealed a loose subframe and ovaled front hubs – no wonder the car didn't perform at it's best. With 1.9 gti hubs becoming hard to find, the team fitted 306 gti parts and altered camber and castor angles to suit. Re-built rear Bilsteins came next and a trip to Alston in County Durham for the John Robson was on the cards.

Billed as "the friendliest rally" it was also an historic event and an interesting mix of classic and modern road rally cars lined up for an early start. Tyson and Harrison led the field away and although the Peugeot was going well, when we discovered the third third code board that didn't look like the ones we were used to, we realised that we had missed and would have to guess the first two. A small amount of time was dropped on the third section, being baulked on a very narrow lane, but the rest of the night was cleaned. With the remaining code boards collected, it seemed like job-done. Back for an excellent buffet and a couple of pints at the finish with back-up crew Andy Jones and Jeremy Dale, there was even a band on – the rally was living up to its billing.

An early finish of around midnight allowed us to get back to Preston before 2am but meant leaving before results were posted. Shame we ended up with 30 minutes of penalties for 6 – yes SIX – incorrect boards. What the xxxx! With only 3 points and somewhat dismayed, the feeling was that this might be a score to drop.



some of the current projects at Newton Motorsport



Championship Year

Continued from Page 11

Back to Kirkham and time to get on with a power steering conversion. The 205 being quite a physical car to drive and longer rallies being especially tough, it seemed the sensible thing to do. With an electric column from a Vauxhall Corsa, a whole load of measuring, cutting and welding later and it's ready for a trial. With a fantastic electronic control unit from Jeremy Dale, it was time for the CDMC Primrose Rally.

With Mr Crook unavailable, Richard Crozier stepped in to navigate and did a fine job all night only blotting his copybook when he asked (after a rather swift ride along Haylotts) if he could be sick in the car!

"No, you bloody can't!" What a great night's sport – dry roads, technical and twisty first half, some smooth forest and a mega quick second half with droppers saw us 2nd overall and maximum points. Hopefully this rally will capitalise on its strengths and go on to be a regular event with its navigational content.

Choosing not to compete in May – something about building a house – the car was back to Newton Motorsport for a check over and body work to finish repairs after its "inversion" 12 months before in time for the Garstang and Preston Memorial Rally – cheers Steve!

So looking shiny and newer-ish, it's time for the much anticipated, annual thrash from Myerscough. And what a quality entry this year - with the likes of Steve Retchless and Dennis Quinn in their mighty escorts going head to head; the young Willan and Head in their equally amazing Protons; and even the course car being navigated by the one and only Dave Orrick - it was looking like a challenging night ahead. Starting at car 4 and a finish in fourth it would seem that GPMC got the seeding spot on! Although a little disappointed at being beaten on home turf, second in the points and leading the championship was consolation enough.

Electing to miss the Morecambe, we go marshalling instead and enjoy the night from outside the car, watching the battle between the top crews on the lanes of Cumbria and North Lancs. Time for summer holidays and a road trip to Croatia beckoning, it's a pity to miss the Gogledd, but there's always next year and plenty still to do. With four events down and three more to go, to get seven scores we need to be on our toes for the rest of the season. The first of those being the Clitheronian and with this event's reputation for no nonsense fast and furious rallying the car needs to be ready for a thrashing! So back to Kirkham and Mr Jones' fine establishment for a fettle. I must say at this point that the knowledge and attention to detail at Newton Motor Sport is second to none and our reliability is testament to Lee's preparation! So give him a call for a chat or pop in for a brew and see where it takes you (07827 462892).

Off to Darwen then and looking forward to 150 miles of tarmac terrorism and what a night we had, uphill and down dale and no let-up in the timing making an awesome none-stop event. Thanks to CDMC and long may it continue (if you don't know what I mean, come and have a go if you think you're hard enough!!) Hopefully, Tyco and Neil, last year's champs and the mighty mini, make a full recovery and come back stronger than ever after their dramatic event. Road rallying needs you!

Second in the points and second in the championship to T Harrison means it's all to play for on the final rounds. Now Derbyshire events have a reputation for using as many rough whites as possible, but with the Lonsdale Belt being canned it seems we have got to go for it on the Jackson run by Sheffield and Hallamshire on the South Yorks, Derbyshire border. The regs say 4 miles of smooth whites so what tyres? Tarmac or Nobbles? Well, with a nice dry night in store and not actually possessing any gravel tyres, it's a fairly simple decision – RS2 Nankangs! Cheap, so far so good, 3rd event with these on the front means road rallying on road tyres. As it should be – oh yes and they are Emarked! Good event, really enjoyed the mix of roads and the special test was great, only to have a clerical error on the time card, a difficult discussion at the finish and then a totally spurious penalty applied after that. Events should be encouraging competitors, not turning them away with a shrug. On the plus side, 2nd in the points and now leading the championship with just the DanSport to go.

Just the Dansport! Well what a weekend! In fact, the whole week was a bit difficult with preparations to cure a problem with starting and a misfire around hairpins. The fuel system was cleaned and tested; tank, pump and filter out and back in again; the ECU hooked up on the laptop and a problem found with the crank sensor at the trigger wheel. With everything back together on the Friday, new nobblies fitted to the front and borrowed ones on the back, it's down the lane for a spin. After the third spin, that's when you think road tyres are definitely what road rallying needs and using 12 miles of whites is maybe a bit much! But hey ho, it's got to be done, just got to get to the finish with everything intact and sorted. We nearly didn't make it, with trailer problems and all, but finally arrived at Bake-well showground. Noise ok; scrutineering ok; signing on – forgot my bloody license! This rally is proving to be quite a challenge already and we haven't even started.



Continued on Page 13

Championship Year Continued from Page 12

MSA official sorts it out and we sign on to our great relief. A special test around the showground to set us off is great to start – only 2 spins in first 300 yards – but managed to salvage 8th quickest. Must remember to keep a lid on things. But it all comes to nothing a few miles into the event with fuel problems seeing us very slow thereafter, cutting route and retiring before petrol. Title rival, Tony H, is seen setting off on the second half so we very dejectedly leave, thinking what could have been. Tony needed to outscore us by 9 points to take the championship, but late on Sunday afternoon, commiserations turned to celebrations when it seems that Tony and Paul didn't make the finish either. In fact, only half of the entry actually finished. We could have all stayed at home and saved ourselves the bother! You live and learn!

So that was 2015. Many, many thanks to all concerned – the organisers and hardworking club members; the dedicated marshalls, without whom it really wouldn't be possible; fellow competitors (better luck next time); Linda, for bankrolling the operation, funding next year's upgrades and just letting me get on with it; and everyone at Newton Motorsport – Lee, Andy, Phil, Rob, Thomo, Jem and all. Thanks and happy rallying in 2016. See you there...

Myles Gleave : Garstang & Preston MC



**The North West's premier
Rally car preparation and on-event support
Lee Jones 07827 462892**

**Would like to congratulate Myles Gleave
on becoming 2015 SD34 Road Rally
Champion Driver (Peugeot 205 gti).**

Event	Date	Location
Bryniau Clwyd	Feb	North Wales
John Robson	March	Northumberland
Primrose	April	Cumbria/Lancashire
G&P Memorial	June	Lancashire
Clitheronian	September	Lancashire/Yorkshire
Jackson Trophy	October	South Yorkshire
Dansport	November	Derbyshire

Kirkby Lonsdale MC The Cars the Star Show 2020 Holker Hall

The committee of KLMC with the full support of Holker Hall have taken the difficult decision to cancel this years show.

We look forward to seeing you all on the second weekend of July 2021

It's come to my attention that some people are going crazy over the lockdown. I've actually just been talking about this with the microwave and toaster while drinking coffee and all of us agreed things are getting worse.

I didn't mention anything to the washing machine as she puts a different spin on things and certainly not to the fridge as he is acting cold and distant.

I did discuss it with the Hoover and he said the whole thing sucks.

Meanwhile, the blender has mixed feelings and the taps kept running hot and cold about the idea.

The whisk refused to talk about it because she didn't want to whip things into a frenzy and the eggs kept quiet because they didn't want to get a beating. I didn't check with the oven because she's far too hot headed.

The bin spouted a whole load of rubbish about the situation and the freezer just gave me a frosty reception.

In the end, the iron calmed me down: she said everything will be fine - no situation is too pressing.

The tin at the back of the cupboard with no label on thinks it's a total mystery. The spoons reckon I'm going stir crazy and the knife made some very cutting remarks then told me to fork off.

The squash was very cordial about it all. Unlike the lemon who was extremely bitter about the whole thing.

I asked my toaster and she said it was all rather crummy..... and the linen drawer threw in the towel whilst the table cloth said there'd been a cover-up.

At that comment, the fruit bowl just went bananas. But the cooker just couldn't understand it all in the heat of the moment and the dish drainer was racked with confusion too.

Meanwhile, the eggs continued to ignore everything as usual and scrambled to have a cracking time, though clearly the yoke was lost on them.

The fridge said, with a cheesy grin, people were just milking the whole situation.

The crockery cupboard ended the discussion by saying we were all just a load of mugs

Dave Thomas



Brean Stages Rally

23/24th January

The 4th weekend of the year saw myself and regular driver Ryan Fagan making the very long trip down to Somerset to start the year on the 2 day Brean Stages.

Having only bought the car, a S1400 Proton Satria forest car, 3 days before the event due to the regular Eurovolks prepped S1600 version still undertaking its winter rebuild the main goal was to go and learn the car and see if we could surprise a few locals. With neither of us having been to the event, never been in the car before and Ryan only entering his 2nd year of competition this would be a tall order.

The stage didnt get off to the greatest of starts due to clipping a rock hidden behind a hedge causing 2 punctures on the left hand side causing interesting handling so we limped the rest of the stage back to service. Stages 2 and 3 went well despite clipping a few chicanes and bales getting used to the limits of the car confidence started growing as we settled in pretty quickly. Unfortunately stage 4 would not be kind to us, coming through a sequence of 90's immediately followed by the next several cars had cut and dragged mud onto the road which by the time we arrived was quite treacherous causing us to have a big enough off to end the day both us us were unharmed but the new car looked rather 2nd hand.....

Once we got the car back to service we found the damage wasn't as bad as first feared, mostly being cosmetic, so after finding a new radiator to replace the ruined one, a new distributor, repairs to the throttle return mechanism and good check over it was ready to be taped up and go again. So after successfully repairing the car and passing the trophy rally scrutineering we proceed to go out for a 2nd day.

Despite a slow start on the first stage to make sure the car was ok all was good so it was decided to see if we could get a good result in the trophy event. We managed to set respectable times on 2 and 3 and again confidence was starting to rise. Unfortunately stage 4 would ruin that again as a collision with a kerb would bend the drivers side wishbone causing the car to be undrivable in 3rd gear or higher. At this point however we were determined to finish no matter what so carried on for the last 2 stages at a steady pace. Finishing the event was made all the better by finding out we were 3rd overall in the trophy rally to which we were over the moon with and topped off what was despite the off a great weekend.

The task now falls upon getting the car sorted for an as yet undecided event within the next few weeks.....

Jordan Joines : Wallasey MC



LE JOG



They say it's quite an expensive rally to compete on. Let's forget about that for now. Instead let's focus on the important stuff. Five days. 1500 miles. 23 Special Tests. 32 Regularities with over 100 Timing Points. 54 Time controls. And 70 Historic Rally Cars in all shapes and sizes.

Day one sees no competition, but plenty to do. An early start for Scrutineering followed by Documentation in the Land's End Hotel.

With signatures on the dotted line crews receive their personal effects, among which is a beautiful Elysee "Le Jog" Chronograph watch for each competitor, with a serial number to match start numbers. Nice touch. The afternoon is lost through final car checks, trip meter calibration and road book familiarisation. Early evening sees everyone back at Land's End for the competitor briefing followed by a 3-course meal, along with the obligatory pint to settle the nerves.

Day two - the rally commences. Straight into the fire with a Special Test out of Land's End Hotel, then a short road section to the start of the first Regularity. Mid-morning coffee & biscuits, then back on the road till lunchtime where a choice of warm meals awaits. Steak pie is always a favourite. The afternoon brings more Regularities along obscure back lanes and quiet fell roads via Special Tests at varied venues including an airfield, a college and a show ground. It's not all car parks and cones.

Dinner is served, another two courses with hot beverages galore. The energy will be needed. The night section begins with an incredible Regularity section in Caerwent, a WWII Royal Navy Propellant Factory which in recent years has been used as an army training facility. 98 tulip instructions in less than 6.5 miles. Intense! Finally to round it off a challenging night section of Regularities and Time Controls in the intricate Welsh lanes before flopping onto hotel beds at 02:30.

Day three - 5 hours' sleep, raring to go. It's becoming clear that whatever happens you just have to keep on moving. Any dawdling cuts the time you have at rest halts, which is more and more precious as the event goes on. Chez Perez near Chesterfield is a highlight of the day with three Special Tests on a mixture of Tarmac, gravel and mud. Being Sunday the lunch halt is of course a Carvery. Nothing wrong with a bit of tradition. As night closes in the ice arrives to keep drivers on their toes. Two Special Tests in a quarry add a new challenge - darkness. Then looms the impressive site of Slaley Hall, our residence for the evening. Luxury, if you can navigate the myriad corridors to your room.

Day four - the long one. On the road at 08:00. Coffee halt at a roadside cafe with the best Bakewell Tart in memory. A quick visit to the Jim Clark Rooms in Duns. Sorry, did someone say the Forth Road Bridge has been closed? No problem, the organisers just rattle off new road book paperwork for the diversion. For 70 crews. Oh, and to be safe, the entire diversion has been set out with day-glo orange HERO arrows - Even adorning the odd motorway signpost, amazing! A late lunch is taken in an elevated restaurant overlooking the Forth Road Bridge and its partially built sibling.

Still meandering north, no snow but plenty of wind and rain. Aviemore greets us with another lovely hotel, but there aren't any beds for us here. Instead just two hours for a late dinner and a recharge before the final leg.

At 23:00 we head into the night to encounter the Loch Ness Monster - a 74 mile Regularity section with 14 timing points. To keep a high level of concentration for over two and a half hours really tests the stamina.

Throughout the night regular coffee stops are factored in, useful when you've been on the go for nearly 24 hours. There are also a couple of Special Tests, which help to get the adrenaline back up and running.

The hardest time is as dawn begins to break, but you have to keep pressing on. Finally, magically, John O'Groats is just a Special Test away. No time for Heroics! The last time control after 26 hours on the road. A good day.

Day five - breakfast, pint, bed. Roused early evening for the Awards Presentation and Dinner. Suits donned, tales of derring-do ready, the night passes by in a flash. Are we setting off again tomorrow, Jog Le?

What strikes me about the event is that everything is always under control. Competitors are well looked after, fed & watered, serviced if required (the cars, not the crew members!) and treated to some of the best roads and venues possible. Every scrap of event paperwork is professionally presented, clear, thorough and true. Marshals are abundant in every nook and cranny of England, Scotland and Wales. The service crews who follow the event and pop up at every rest halt are indefatigable. Fellow competitors are friendly, helpful and willing. The two contenders for the HERO Cup assisted each other with spare parts when they encountered car problems. And the competitive side? We spent most of the event in convoy with eventual Gold Medal winners Andy Lane & Iain Tullie. After every Special Test we'd hang on to check each other's times. Andy gave me his spare alternator when mine developed a fault. Even when they had the event sewn up we managed to rile them with a quick time round a kart track early on Monday morning. Never think these events aren't fiercely fought.

I don't think about the money. I just think about how and when I can do it all over again.

Dan Willan : 2nd O/A : Gold Medal Winner : Kirkby Lonsdale MC

TRIPOLETTE RALLY

25/26TH MAY

The first co-prompted Tripolette Rally organised for members of Glossop and District car club, High Moor MC and Knowldale CC, took place on May 25/26. It was intended to provide experience of the right sort for the lesser experienced members of the three clubs and with 49 finishers from the 63 starters, after a hard straightforward, yet tight 200 hundred mile, won on the road event, it would appear to have done just that.

The rally started and finished at Kennings garage, Glossop, with mechanics available at the start, and also at 5.00AM on the following Sunday morning, a very thoughtful gesture from the Kennings bosses. All the crews got smoothly away on an easy 18 minute run to the first control at the start of the steep climb on to Holme Moss. The first interesting section came from TC4,102/115037, to TC5 at 111070 app. SW. This white road was loosely surfaced and after a few cars had slid their hectic way through the series of tight corners, dust hanging in the air, gave following cars a visibility problem. During this section one of Knowldales top rated crews were delayed for 18 minutes with their Gordini suffering blocked carburettor jets.

Yellow road sections from Lingards Wood through Bradshaw, Pole Moor and Penny Hill to TC10 at 005186 app SE cost many crews time and then from TC12, 017219, came a long main road run, onto sheet 95, the Blackburn map. From TC14 was a two minute thrash up the hairpins onto Widdop Moor. Then came a tight hairy section to TC16 at 908346 made more difficult as the road surface from 920337 to the control was in a shocking state after the winter frosts. By now there were just 18 crews still clean, many of these were soon to disappear as crews wrong slotted near New Laith, including Cook/Dawson Cortina GT, James/Clare Mini, Shaw/Bidden Minor and Curry/Williams Morgan. At arrival at the halfway halt at a small filling station and café north of Gisburn, ten crews were still clean.

Soon after leaving the petrol halt Smith/Heap were unfortunate enough to roll their Mini on a bad corner after swerving to avoid a flock of sheep. In this second half things tightened up considerably, the organisers made certain of no clean sheets, from the east of Barnoldswick through to Middop Hall, with a tight series of five controls from 870479 app. NE to 82449 app. E, with a time allowance of only 7 minutes! An incredible performance was returned by Brayshaw/Wood in a Minor who only dropped 1 minute with Adams/Campbell dropping 2 minutes. This really surprised the organisers who had reckoned on an average of four minutes dropped. The rally then followed a white 3 ply road through to TC33 at 766406 through Mearley Hall on the outskirts of Clitheroe. The route gave little chance to make up lost time as it twisted through the forest of Pendle, with many crews overshooting the hidden junction in Roughlee to approach TC37 at 849419 from the NW, whilst out of bounds areas made the correct approach to TC38 at 881421 app. SW, near Foulridge, very difficult. From here the route retraced its steps to the finish with an excellent breakfast of ham and eggs at the Norfolk Arms hotel in Glossop, with the full results published within 45 minutes of the last car finishing, with an impressive list of 40 awards being issued at the prize giving. An excellent event.

Result

1,	Hall/Cornforth	Minor
2,	Adams/Campbell	Cooper
3,	Kirk/Watson	Cooper
4,	Mellor/Bastiana	Mini
5,	Brayshaw/Wood	Minor
6,	Figg/Lauder	MGA
7,	Eyre/McDermott	Herald
8,	Mapple/Marrs	Mini
9,	Hodkinson/Hodkinson	Minor
10,	Smethurst/Summerfield	Cooper

Report from Steve Entwistle

And there will be another one from Steve in the next edition of Spotlight - 'The 1973 Roskirk Trophy Road Rally'

Kim Jong Un decided to send Donald Trump a letter in his own handwriting to let him know he was still in the game.

Trump opened the letter which appeared to contain a single-line coded message :

3704SSV-0773H

Trump was baffled, so he e-mailed it to the his aides, who had no clue either, so they sent it to the FBI.

No one could solve it at FBI, so it went to the CIA. With no clue as to its meaning, FBI finally asked MSS (Ministry of State Security in China) for help.

Within a few seconds MSS cabled back with this reply :

"Tell The President he's holding the message 'upside down'."

10:09

Northern Classic Trial

18th Feb

Once again the Northern Trial is a “Classic” in every sense of the word.

Fellside Auto Club one of the smallest clubs there is put on one of the best trials in the country thanks to the help and co-operation of numerous other clubs and individuals from far and wide.

Based in north Cumbria and the western Lake district forests the event starts and finishes using the superb facilities at Wigton cattle auction. Here the cheery staff put on great breakfasts to fuel up competitors before the start and excellent meals at the finish that would satisfy the hungriest competitor.

The compact road mileage of 57 miles contained no less than 16 sections in total although some classes of machinery didn't have to tackle the more severe tests. “Carlisle Gate Lane” was a stony track with muddy patches plus some deep ruts to catch the unwary before proceeding to the meat of the event in the well known forests, Setmurthy, Wythop, Whinlatter and Hobcarton which surround Bassenthwaite Lake.

Jonathan Toulmin the well known Midland Automobile Club racer and hillclimb competitor plus his helpers were marshalling Setmurthy, no mean feat this as its 250 miles from home. A big thank you to all those who travelled long distances to officiate, very much appreciated.

Oddie Danaan the custom bike and Hot Rod builder bought a motor bike on E bay to do the trial but it was reported broken down about 4 miles from Setmurthy forest with a suspected seized engine on the two stroke bike.

I was spectating at Setmurthy so on hearing this I re traced the route to his last reported location but couldn't find him so I continued on towards Wigton checking lay bys and possible areas in case I passed him trying to fix the bike. On reaching Wigton auction I checked all the vehicles parked there but none looked suitable transport for the eccentric Oddie. Previously he has turned up in strange vehicles with “Anthill Mob” scrawled on the sides, flames or other equally attractive distinguishing features indicating his creativity skills. He'd obviously gone home and had in fact left a note pinned to the venue door explaining his actions which was very thoughtful of him indeed.

It turned out the bike had been running weak, had a partially blocked jet and had seized up. When it cooled down it freed off so Oddie found an old beer can in a hedge, poured petrol down the plug hole, started it up and rode it flat out along the main road towards Wigton until it stopped again. His plan was to continue doing this until he reached Wigton. A guy witnessed his attempts to get back for his van so kindly gave him a lift which allowed the intrepid Oddie to recover his bike, then drive the hundred miles back home to Leyland before setting off again to Scunthorpe where he was flat track racing another bike on Sunday. Last year he was up against Guy Martin in a final and Oddie won, what a pair of characters those two are.

Saturday was pretty cold and with some rain at times it was tough on competitors as well as machines, no sitting about getting a suntan this year I'm afraid. Everyone remained very cheery including several girls riding trials bikes. In particular I must mention one of the girls Kathy Martin who is a really bubbly person. I was speaking to her very briefly when some walkers stopped and passed the time of day, her attitude and friendliness to those people and others was so nice it was great PR for the trial and motorsport in general.

Continued on Page 18



Northern Classic Trial **Continued from Page 17**

After a tour around some of the sections I stopped at one where I stepped out behind Dean Partingtons car to get a photo of him trickling very nicely his way through the mud towards the top for the only “clean” so far, the section was named “Cheshire Cat” . However just as I popped out behind the car it momentarily halted whereupon Dean blasted it. I was most definitely not “clean” after that squirt of the throttle although Dean and Bill Rhodes his passenger were grinning like Cheshire cats when they saw the state of me whilst returning down the hill.

Very kindly Dean lent me a brand new yellow duster to clean up my face, he seemed very proud of having a brand new yellow duster as he mentioned it several times! Still thank you Dean it was appreciated.

I had to leave shortly after this as I was marshalling on a new section not far from the finish, here only the toughest of the cars and competitors arrived to attempt it. The most unfortunate guy here was Richard Parker who's little Austin 7 was climbing effortlessly when suddenly it stopped. Investigation revealed the main HT lead had jumped off after hitting a deep pothole, this landed him 10 penalty points more than he deserved, after restarting he cleaned the section easily, what a shame.

At the start of the section I was talking to Nicola Butcher who had been going like a train all day as usual in her VW Beetle. Husband Ben was checking and resetting tyre pressures whilst their two small children, Thomas and Barnaby were fast asleep in their child seats in the back and continued to do so in the sections. This certainly solves the babysitting problem, it would be some dash back to Cirencester otherwise I guess.

Another great trial, thanks to the organisers, marshals, competitors and Hopes Auction Company at Wigton it just shows what can be achieved when everyone pulls together and helps each other out.

Keith Thomas

Thank you for publicising our classic trial, Fell Side Auto Club have organised the trial since 2000 with two exceptions due to foot and mouth and organising team issues.

We are a very small club but none the less demonstrate that our commitment and dedication to classic trialing is recognised with consistent positive comments and despite the fact that The Northern is the furthest north of all the one day trials still attract the top competitors.

HOWEVER if the trial is to continue in future years we need new blood to assist with all aspects of the competition. If the trial dies, one of only two that use Forestry Commission land in the North Lakes, it would be extremely difficult to reinstate.

We as a club work tirelessly to put on the competition and are very proud of our success. IF it is to continue we need demonstrated support, not just words! It is in the hands of others now. I and the other members of the organising team are here to listen to offers of practical assistance to keep classic trialing active in the North.

Save it now or lose it forever.

Myke Pocock ; Chairman ; Fell Side Auto Club



Rallying Rambles 3

(tales of an obsession with motor sport)

By Bill Honeywell ©

I've fast-forwarded to 79 & 80 without bringing you up to date on the Isle of Mull. Dad (Roy) and I competed every year except 1976 (despite being desperate not to miss the event I was in the middle of radiotherapy for the testicular cancer. I don't think you'd want to do both these days, and you certainly didn't want to do it then!)

In 1973 dad and I contested the Tour of Mull together for the first time, in the blue Mexico BFR 632L. We'd both rolled out the year before, me when Brian Tyldesley's seat let go at Tree Bend, dad much earlier, near Glengorm on the afternoon section, when Trevor flipped the Mini over. Times have changed – dad recalled how they both needed a cigarette; Trevor had a packet in the driver's door pocket but they'd disappeared. They were eventually found in the passenger door pocket, having rolled around the roof in sync with the car (...or should I say the car rolled while the fags stayed where they were!)

1973 was the only time dad drove the whole event. I can't remember the result – it probably wasn't bad but we didn't break any records either. In 1974 we were forced to use my newly-acquired red Mexico TCW 360K after dad had rolled his car without enough time to re-shell it. Another steady drive round and an 'also-ran' result.

From memory 1975 would have been back in BFR. In those days it was still legal for the crew to swap seats during the event, so dad drove the first stage (Mishnish Lochs) and then handed over to me for the rest of the rally. He often recounted with amusement the driver of the car behind coming to my window at the start of the 'Long One' and saying to me "Bloody hell Bill, you must have flown along Mishnish Lochs just now!" – dad leaned across and said, rather matter-of-factly, "I drove that one!"

This arrangement continued for a few years. I think in '76 he'd traded the Mexico in for a brand-new droop-snoot RS2000 (PFV 577P?) – absolutely the Bees' Knees, but of course I couldn't make it to the island, and I don't think we ever did the rally in that car. By '77 I was back and getting more competitive – that was the first year we made it 'on to the calendar' – November, i.e. 11th overall. I was hopeless through the opening forest sections in the afternoon (on road tyres too, as well as still driving the car from home to Mull and back again) but loved taking time of the Scottish Championship boys at night, when they said they couldn't see!! (I was always blessed - by pure good fortune I have to say - with such good night vision that I drove just as quickly in the dark as daylight.)

The '78 event was only two months since Val and I were married. The car hadn't done an event for months, and I had to burn the midnight oil to get it ready. Lots went wrong on the event itself, and although we finished we were down at 32nd from a rather optimistic seeding of 22. 28 minutes down on Alistair and Campbell Roy who won in a Sunbeam. I think the only consolation was beating Trevor Roberts, who competed with Steph Mason – but then, he was in an Allegro... Soon after Mull the mortgage rate went sky-high, and with a heavy heart I sold the car.

The following year dad had changed cars again and now had a Golf GTI. A quick car but not really suited to the roads on Mull, and completely standard apart from safety mods and a sumpguard. The Golf required a completely different driving technique – neither Mini nor Escort; I learnt that it was best to keep braking until just after you turned the car in, which encouraged a bit of movement from the rear. With their usual sense of humour, the organisers had seeded us at 40 and Trevor/Steph at 41, and this time Trevor (in a Mini Cooper) took the honours with a 30th overall, compared to our even more mediocre result of 38th.

In 1980 we were once again in an RS2000, dad's second, a bonny car and reasonable rally vehicle too. We never made the calendar in it – we were 21st and 24th respectively, but would often vie for best Lancashire, best Clitheroe, best Team, or all three!



Continued on Page 20

Rallying Rambles Continued from Page 19

Dad would never even drive the first stage again. In 1982 I was back, having got a pay rise and bought the black flat-front RS2000 KKC 733P from Ian Parrington, the car which was to be the love of my life for the next three momentous years...

You may wonder why I'm showing a picture of Cyril Bolton (with Ian Grindrod?). It's because after Val and I got married and had to sell my first Mexico, I had to keep rallying somehow, and since I could navigate, I let it be known that I was available. Now you're probably thinking "I don't remember Bill navigating for Cyril" - but that's probably because you're not thinking of... the BP Economy Run. Although there was timing, the results were decided on a combination of accurate navigation and best mpg. Cyril asked me if I'd do it with him (there was some publicity involved and perhaps it was beneath the dignity of other navigators!) and so off we went to the start at Stockport for a night's very steady driving through the Derbyshire and South Yorkshire lanes. EVERY competitor had an official IN THE CAR! He or she sat in the back and ensured that you stuck to the rules - no knocking the car out of gear going downhill, no coasting, etc. I quickly realised that part of my job (as I saw it) was to let Cyril know when said official had nodded off! Of course, I'm not saying we cheated, but... we ended up first in class.

Looking at that photo of Cyril and Ian, Barry Clark commented: "Two really nice and witty guys. I remember Ian saying to Walter Ainsworth "Don't ever forget Walt, I taught you all you know about rallying, but not all that I know."

A brief interlude from the Escort photos... around 1977 Clitheroe & District Motor Club decided to embark on a PR exercise, taking rally cars to village halls and schools to entertain and educate the public. It was a lot of fun and quite successful. Here you see the first two chairmen of the club (Trevor Roberts and me) about to be besieged by would-be Grange Hill types at Read primary school... For some reason Trevor needed me to drive his Cooper S to Read. I took it over Pendle and, being used to Escorts, complained to Trevor when I arrived that it did nothing but understeer. Trevor explained to me how it should be driven - throw it in to the corner and instead of using the steering to correct, put your foot down and let the understeer do it for you. On the way home I tried, but it still didn't seem to work. Those were the days when people drank more and still drove. We stopped at the Red Rock for 2 or 3 pints, and, would you believe it, those drinks completely transformed the handling of Trevor's Mini!!

The best newspaper headline I ever saw was in the Clitheroe Advertiser, and it read "NO CARS STOLEN AT RED ROCK PUB" - which may not strike you as odd at first, but the more you read it, the more you have to ask "What on earth are they talking about?!?" The answer lay in a piece the week before, when our top local paper reported on two cars being stolen from the pub car park. The landlord, incensed at the inaccuracy of the story and worried about the effect on his trade, contacted the paper, told them the cars had NOT been stolen (only tampered with), and demanded a retraction.

And so, with finances at full stretch, the *ad hoc* navigation continued. Drivers got to know that if their regular navigator wasn't available, I was happy to stand in, and occasionally this would be for more than one event.



Continued on Page 21

Rallying Rambles

Continued from Page 20

Around that time Mark Harrison, who still runs Stuart Frazer Kitchens, was usually teamed with a navigator who would later go on to a successful long-term partnership with me (and also 'navigator to the celebrities') – John Meadows – but he couldn't make the 1980 Devil's Own Rally, so I took his place on the maps. We started at a relatively lowly seeding of 23; Mark was quick, and deceptively so, his smooth style disguising raw speed. Dad (Roy) greeted us as we came into the half-way petrol halt – in those days there were no mobile phones or internet of course, but the organisers had arranged for interim results to be telephoned from a phone box at the last control to the garage (all very advanced stuff back then!!) – and as we arrived, Roy said, excitedly, "You're in the lead!" "We can't be," I replied, "Why not?" to which I said, without thinking, "We're not going fast enough!" Mark's smooth driving had deceived me, and now I realised my answer had been somewhat tactless! We had an, er, 'businesslike' second half with very little chit-chat! But we maintained our position to finish as overall winners, no mean feat from down at no 23. Thanks Mark – now we both just wonder where all our hair went!

I'd already navigated John Morton to his first-ever finish in the early 70s – in a mini. He'd done a few rallies but never got to the end; all I can now remember is John being cock-a-hoop at finishing, and driving down Clitheroe's Castle Street past Woolworths at around 6.30 am. At 70 mph!! Now he asked me to navigate again, and we did a couple of night events. John was still his confident, ebullient self; I recall travelling along Coal Pit Lane near Gisburn at what seemed like a tremendous rate of knots; then near Eldroth I missed a slot left, but no sooner had I shouted "Turn around!" than my whole world seemed to turn into a slow motion spin – John had instantly executed a handbrake turn, the first time I'd ever experienced one – very exciting! And on our last event together through a tight gateway, he caught a rear wheel of the Firenza on a very solid stone milk kit stand, instantly ripping off the wheel and suspension. Immediate retirement. We spectated for a while and then along came a crew who were well known for not getting quick times. They stopped and offered me a lift to where I could get help. Soon after they stopped in the middle of a selective because the navigator wanted a pee!!



After I started driving again my regular navigator also co-drove for John in the Astra Challenge. Mort had lowered the passenger seat and, thinking it might be too low, asked if it was OK. "No it's not!" came the reply, "I can still see a little bit of road over the dashboard!"

Brian Harper, Minisport supremo needed a map man and so I stood in on Pendle & DMC's South Valley Rally (in 79 or 80?). We had an uneventful smooth run all night resulting in the overall win, and I remember Brian being 'chuffed to bits' with the result, our first event together. So a few months later he asked me to navigate for him again. I can't remember the event, but in the first half the route took us through Malham and up the 'east' road towards the Tarn. Just before the crossroads where Mastiles Lane joins from the east, a rough track runs for about 200 metres, and as the direction of approach at the junction was from the E, I knew we had to take it. It had started to snow and we were first car on the road. Half way along the white, we hit a snowdrift and got completely stuck. Following cars could see our predicament, successfully risked 'force majeure' and stuck to the tarmac. It was the only thing to do, but Brian was furious. He paced around the car, kicking the door sills and using words I'd never heard before! If you want to know what hero to zero feels like, this was it!

By Bill Honeywell ©

Six retired Floridians were playing poker in the condo clubhouse when Meyerwitz loses \$500 on a single hand, clutches his chest, and drops dead at the table. Showing respect for their fallen comrade, the other five continue playing standing up.

Finkelstein looks around and asks, "So, who's gonna tell his wife?" They cut cards. Goldberg picks the two of clubs and has to carry the news. They tell him to be discreet, be gentle, don't make a bad situation any worse.

"Discreet? I'm the most discreet person you'll ever meet. Discretion is my middle name. Leave it to me."

Goldberg goes over to the dead man's apartment and knocks on the door. His wife answers through the door and asks what he wants? Goldberg declares: "Your husband just lost \$500 in a Poker game and is afraid to come home.

"Tell him to drop dead!" yells the wife.

"No problem - I'll let him know," says Goldberg.

MEET TINA COOPER RACER & MECHANIC

You may know Tina from racing her Lotus Elise or have seen her alongside her fellow British Women Racing Drivers Club (BWRDC) members, Lorraine Gathercole and Sharlie Goddard, putting together a Porsche on last year's Mission Ignition Channel 4 TV programme.

That challenge was something that would have seemed daunting to a lot of people but Tina came across as very calm and knowledgeable. I asked her what had given her the confidence to tackle it? Tina is very logical: "I have done a lot of work on quite a few cars over the years, and in principle they are pretty much the same, so I was sure it was possible for us to re-assemble the car and start the engine. The unknown factor was if we could do it faster than the other team."

This logical thinking translated into a much more organised approach than the other team, with Tina checking how to get the engine back into the car whilst her team mates organised the parts that had been removed, ready for reassembly. Tina does admit to having some qualms. "When the screens were pulled back and I saw the physical size of the engine and gearbox, I have to confess I did have my reservations, as I'd never tackled anything quite that big, and the car was up on a ramp, which I've never used before. But Sharlie and Lorraine were great team mates and we all got stuck in together."

Clearly Tina's years of building and maintaining her own race car from the ground up stood her in good stead. I asked Tina what got her started working on her own car in the first place. "It actually started with a horse. I fell off while doing a bit of show jumping during a riding lesson (I never had my own pony) and injured my collar bone. My mum then banned me from riding as she said it was too expensive and too dangerous! Being thirteen years old and not being the type of person who can ever sit still, I looked around for something else to do, and found that my dad and brother were outside in the garage playing with cars.

"At that time my brother was competing in Junior Autocross, in a Mini, which was a car my dad built for him. As my brother became too old for the Junior category at 17, I had a birthday and became old enough, so I took over his car, and immediately started winning."

It must have been great fun to be able to race a car at that age, but alongside the competition there came the opportunity to learn how to maintain and fix them herself. "My dad had always tinkered around with and fixed his own cars and motorbikes, so whenever I wasn't doing schoolwork, I'd be out in the garage looking over his shoulder and getting my hands on the spanners.

"In those days girls just didn't do things like that, but I was, and still am, very stubborn and don't like being told what to do, or what not to do. I found it really interesting and got a huge amount of satisfaction being able to do work on cars myself, instead of having to wait for, or plead for, someone else to do things for me. My brother got an apprenticeship with a local garage as a panel beater, and did car bodywork at home at the weekends, so guess what? I learned panel beating and spraying from him too."

It's still the case that not too many girls take up spanners, but perhaps it's more usual in grass roots motorsport to get stuck in. Tina concurs: "Everyone raced home built and prepared cars in our Junior Autocross club, so to me it was just "normal" - the only difference being that I was a girl. When I progressed to senior Autocross I couldn't afford to pay people to work on my cars, so the only way I could afford to race was to do all the work myself. To supplement my racing budget, I used to buy old MOT failures, fix them up and get them through their MOT and then sell them."

So does Tina work on her own road cars as well as her race cars? "Yes sometimes. It depends which car it is and what needs doing. I tend not to do servicing if I want the service record book stamped. But I changed the alternator and starter motor on my Fiat Ducato van, my tow vehicle, last year and saved myself well over £1000 in labour costs. It was an absolutely awful job but worth the pain in the end. And I found other things that were broken or about to fail, so I rectified them too."



What was it that made the job so horrendous? "I had to lay flat on my back beneath the engine compartment, holding the big, commercial vehicle sized, alternator above my face with one hand, while blindly trying to fit the bolts in the top of the alternator with the other. It was early in the year, cold and raining, and of course, the van is too tall to fit in my garage."

That sounds like hard work, but was that the most difficult job she's had to do on a car? "The worst car job has to be doing a clutch change on the Elise, without taking the engine out. The gearboxes are an awkward shape and really heavy, and there is virtually no room to manoeuvre them to get them out and back in again."

There's clearly a great sense of achievement in doing your own competition build and preparation, but I know from my own experience helping with our rally car that there are times when you've had enough of grovelling on the floor getting filthy. I asked if Tina would still work on her cars, if money was no object?

"I think I would employ someone to work with me and give me a hand. They would need to be good with electrics though, I hate doing car electrics. Also, if I had an unlimited budget, I'd build myself a proper workshop with a ramp and plenty of space. That would be just fantastic and make things a lot easier! "

Of all the competition cars Tina has raced I wanted to know which was her favourite. She clearly has a lot of affection for her Minis. "There must be a collective noun for Minis, a mayhem of Minis? I've had so many race Minis over the years that I've lost count. A couple of Autocross, 850cc and 1000cc Minis, and rallycross Minis, 1000cc and a 1480cc, and my first Mini 7s. I've also had a Fiesta XR2, and a Metro Turbo Challenge car, which was a bit of a monster to drive but huge fun. Currently I have three race cars, a Mini 7, my pre-66 Mini Cooper S, and of course the Lotus Elise. Which is my favourite? That's a difficult question to answer, like choosing your favourite child. But I guess for sentimental reasons I'd have to say my Championship winning Mini 7 from the 1990s."

She's been racing for a few years now so must have made some amazing memories. "I've had quite a few great days motorsport in my time, so it's tough to pick just one. I would have to say it was a memorable day down at Brands Hatch back in the late 1980's. My brother and I both had Mini 7s at that time. It was the end of the season and he had just won the National Mini 7 Championship, and I had been racing the Metro Turbo all that year and not really been out in my Mini 7. It was a winter series round and we both decided to have a 'no holds barred, all out head to head, brother versus sister' race to see who the quickest driver was. We finished first and second on the podium, with me on the top step. My dad was the proudest guy in the pit lane that day. As a little postscript it's a great feeling when you win a race, but when you win a race in a car that you build and prepare by yourself with an engine you've built yourself, it gives it that little bit extra."

I wondered what would be on her bucket list. "There are a lot of things on that list! I'd love to go to the Le Mans 24, and the Classic Le Mans. I've always loved the LMP1's and think it would be a bit special to see them run at La Sarthe. I love to see, and hear, the legendary F1 cars out on track and it would be really special to see them on the streets of Monaco at the Classic Monaco GP."

"Also I lived in the States for a few years and fell in love with IndyCar, but never got the chance to go to Indianapolis, so I would love to go to the Indy 500. I'd also like to go to the Isle of Man TT. My dad used to go every year but I've never been. The atmosphere is supposed to be incredible." And apart from racing? "I love travelling and exploring new places, and I love riding my motorcycle. So, touring around Europe and North America on my motorcycle really appeals to me. The reason I haven't done much of it yet is that the racing season seems to take up so much of my time."

We can all attest to that!

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North Wales

MSUK

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1	G 13	Stuart Dickenson	37 points
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3	G 38	Sean Robertson	29 points
..	G 59	Maurice Ellison	29 points
5	G 17	Robin Mortiboys	28 points
6	G 99	Tim Foster	27 points
7	G 16	Bill & Robbie O'Brien	20 points
..	G 64	Bryan Wragg	20 points
9	G 03	Les Fragle	19 points
..	G 20	Peter Donnellan	19 points
..	G 23	Ian Davies	19 points
..	G 65	Brian Eaton	19 points
13	G 01	Bill Wilmer	10 points
..	G 02	Graham Cookson	10 points
..	G 11	Mark Wilkinson	10 points
..	G 70	David Mainprice	10 points
..	G 33	John Ellis	10 points
..	G 37	Jermaine Jackson	10 points
..	G 41	Jerry Lucas	10 points
..	G 48	Peter Langtree	10 points
..	G 50	David Peaker	10 points
..	G 52	Steve Lewis	10 points
..	G 53	Tom & Vicky Mercer	10 points
..	G 55	Steve Broadbent	10 points
..	G 56	Tony Jones	10 points
..	G 51	Gerry Morris	10 points
27	G 07	Tony & Avril Lee	9 points
..	G 26	Mark Dickenson	9 points
..	G 40	Ian Smith	9 points
..	G 42	Roger Whittaker	9 points
..	G 58	Geoff Ingram	9 points
32	G 28	Andrew Taylor	5 points

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The world is said to be a small place. Earlier this month this cliché was brought home to me in spades. Way back in the 80's we had a management trainee called Paul Clark who I thought was quite a bright young thing. In February 1990 I left the company I was then working for and went to manage the Shap Granite Quarries and for a brief time lost touch with him. A couple of years later he turns up at my office door as the new rep for an explosives company. At this time I was no longer competing (between the wives grumbles about the cost I was also under pressure from higher management in the company who wanted to know if I was going to earn my living by rallying or working for them) but I had agreed to take on the Clerk of Course duties for Spring Hill MSCs Brockhole Village Stages Rally. From getting the Clerk of Course job to the event running was only 3 months away and it was my first time as CoC on a Stage Rally. My team was Pat Cooper (my Sparky who when I last heard of him was co-driving for Richard Hill in a Subaru in the Pirelli Welsh Championship) Bruce Lindsay and Malc & Jean Graham. RMC never knew (but might know if they read this) that between Pat & myself we worked almost solidly at the quarry offices on the rally with my assistant manager running the quarry operations with just the odd question now and then from him. That was 1994 and I doubt I could get away with it these days - in truth I was surprised I got away with it then. In 1995 I tried to run the Tong Park Stages (talked about that in the May part 1 edition) and then the Stage Rally at Blyton. Paul Clark was starting to show an interest in Motorsport. Then just before the Stage rally at Blyton I headed down to South Wales to a job just outside Swansea and we lost touch again and Paul Magretton (Now of Legend Fires) took over the job of running the event as Clerk of Course at Blyton (I couldn't guarantee to get back in time for the set up at Blyton on the Friday night). I have digressed. One day last week I receive a text message from a number that I didn't recognize with a prefix that was strange 'Are you the Maurice who used to be at Shap & Sandside?' 'Yes' I reply 'Who is this?' and then my phone rings. Its Paul Clark phoning from the Arab Emirates where he now works. No wonder I couldn't find him. He was searching for something on line and came across a copy of spotlight. Noticed the name and phone number and sent me a text on the off chance. Whilst I was aware I had got him interested in Motorsport but not how much. When he got out to the Emirates he got involved with Marshalling at the Abu Dhabi GP. Then involved with the Paris Dakar and more recently with the BAJA Racing out there - hence the photo below.



Grumpy Old Git Still Wittering On & On & On



Back in December 2013

I wrote the following in Grumpy and I don't believe much has changed in the past seven and a half years

Its that time of year when I get my Club Membership renewal emails.

I am a member of quite a few motor clubs.

- Some I joined to do their event.
- Some I joined to do their Championship (*with not a lot of success*).
- Some I joined and I don't know why I bothered.
- Most of them I wont be renewing my membership.
- Which got me thinking.
(*bet you can all smell the burning wood*).

Why do people join your club?

It could be that its on their doorstep or their friends go to that club

If you have an interest in motorsport and you have not got a clue how to get involved, why would someone choose to come to your club?

What has your club got to offer and how does it go about recruiting new members and keeping the ones they already have?

Car Clubs are in the business of promoting Motorsport, but to do that they need to 'sell' memberships.

Very roughly speaking, 75% of members never turn up for anything other than at events (*all they want is a membership card, any club will do, all they want is to compete*),

5% want to get involved in anything and everything (*this group will organise events, join the committee marshal and compete - the backbone of any club*).

The rest seem to drift in and out - they are interested but time is the problem and other commitments and interests get in the way.

If a club has 100 members then you have 5 or so people to organise things but if you only have 50 members it is down to the same 3 to do everything !

Much less than 50 and its all Do It Yourself or, as you may notice with a lot of clubs, do nothing but whinge and rely on other clubs to do the organising of events for them to compete on.

WHAT DID YOU LAST DO FOR YOUR MOTORCLUB?

Radio Mutterings – Gemini 23



Apologies for the recent radio silence, but like many I've been a bit preoccupied recently.

Working in the NHS, myself and my colleagues appreciate all that our colleagues and other essential workers across the broad spectrum of the emergency and utility services, social care, transport and key retail are doing to help us all through these challenging times. **THANK YOU** and thanks to all of you that are following the social isolation rules, they do make a real difference and will help us all come out the other end of these challenging times. I also know that many of you in the motorsport family have embraced the 'volunteer' spirit and are helping out as best you can, either in an organised manner or simply looking after the neighbours next door. It's also encouraging to see some of our high-tech motorsport teams and companies across motorsport, helping design and manufacture some of the essential kit that we in the NHS need, so **THANK YOU** again one and all.

It's now week nine plus in the NHS Liverpool incident room for COVID-19 and for me that means an endless round of conference calls and video conferencing as we organise the practical response to the pandemic, alongside making sure that when you need it for a life threatening or urgent emergency the NHS is there for you. As a radio controller I'm used to wearing a headset for a day's event or even three or four on the Rally GB, but I never thought it would become part of my core NHS role !. My role in co-ordinating urgent & emergency care and working as lead commissioner for the North West Ambulance Service has proven to be 'full on' as we entered the pandemic and work our way through the peak and hopefully for now at least out the other side. Alongside the immediate need of patients with or suspected of having COVID-19 we also need to ensure that we respond and care for those in immediate need. I know there is an element of genuine fear out in the community, but if you have an urgent or emergency need for care please, please don't put off that call to your GP, NHS 111 or 999, you will get listened to and if needed seen face to face in as safe a manner as we can make it.

Reflecting on the long days it's a bit like motorsport, 90% maybe 'routine' of a sorts and then 10% adrenaline as an immediate problem or incident develops and you have to quickly assess the scene, determine and enact a course of action in response. Whether it's planning for community testing, responding to an urgent need for PPE, maybe a call for mutual aid between hospitals or sadly exploring and planning for expanded mortuary capacity this pandemic is stretching us all, whether on the immediate patient frontline or in one of a myriad of supportive or planning roles. Working in central Liverpool in the NHS HQ is quite a surreal experience at the moment, a busy office of perhaps 150 people in the top two floors of the former Lewis's building (you know the one with the 'exceedingly bare statue') is now reduced to maybe ten of us in the building at any one time, with the majority working as they can from home. So far team spirit is high and the camaraderie, like marshalling or radio teams does make a real difference, at times we even manage a smile, often at the expense of the politicians !. I know many of you like us will be out on a Thursday evening at eight to clap for the NHS and other care and essential staff, but like many health systems we have lost colleagues to this terrible disease so Thursday becomes a little more personal and the clapping just that little more loud on occasion.

Unfortunately a bit like rallying, when you are sat in the radio car or control, healthy eating is not always a priority and at times we seem to exist on a diet of Red Bull (other energy drinks are available) and surprisingly chocolate, at this rate we will come out of this pandemic about 10 stones heavier and with insomnia !. What I do know is that we will come out of this pandemic to a new sort of normality and that probably includes motor sport for the foreseeable future, and we may have more hurdles and challenges to rise to.

Who would have thought even a few months ago that we would have the prospect of two 'British' Grand Prix but held behind closed doors at Silverstone. The spectre in the future of a so called second wave, the winter ahead and the economic climate will all test us, but what I do know is that we have a spirit in this country, much maligned and derided historically in the press, but a spirit nonetheless most typified by Colonel Tom that will see us rise again.

For now, I wish you and yours the very best, keep safe and above all carry on.

Ian Davies : Gemini 23 / motorsport UK Radio Controller

And now for something completely different !!!!!

As the title says, not the usual Motorsport item for the Worlds Best Rally. But something of interest (maybe) to those that know of me.

As a young 56 year old ~~ going on 19!!!!.I first competed on Mull in 1977 and 1979 ~~ and still have the rally plates and calendars!!! then came back in 1993 with the bright yellow Renault 5Gt Turbo, that some of you may remember. After having such a good time, in the Mish,I asked mine host Robert, would you mind in 1994 if I do a Pop/Music quiz ~~ for free, and for charity, Something about “Bears in the wood” and “Popes and Catholics” were his replies.

So the idea was born, I was running them in my local every Monday, and had a large collection of various genres of Music ~~ the only down side ~~ my age ~~ I do not buy much of the “chart “music of today

I decided on a ten round format ~~ all music on a cassette, with answers required for 10 artists/songs in each of the rounds. No problems with that.

So on the Wednesday night 1994, before John Fifes Thursday Forum. The Quiz was on in the “MISH”. Robert supplied all manner of prizes for the winners. And asked if the proceeds could go to the lifeboat Association. I never expected the response on the night!!!! The Mish is very popular at the best of times but this was just crazy. I priced the entry at £1 per team member, and made an announcement, that this quiz is different ~~~ We will sell you the answers ~~ for 8 of the 10 rounds ~~ to enable us to get a winner. I shouted out 10p per answer, so effectively £2 per round, if you felt that way inclined. Robert,stepped in and upped the ante and price to 50p per answer or £10 a round !!!.

At this point it would be remiss of me not to mention my wife and friends, who whilst on holiday for the Rally were roped in to sell the answers ,mark etc etc. I such friend, had to endure the Quiz all the way from Foulridge Lancashire to Tobermory, not once but every year !!!!!.

That first year I think we raised somewhere in the region of around £500,and this seems to be the norm, although I feel we got up to around £700 one year. Good causes that have been helped besides the Lifeboats, are the Mull swimming pool fund, The Brian Molineux fund, The Sue Cameron fund and others.

As they say from little acorns, mighty oaks grow, This could not be more true than with my Quiz, over the last few years. Several of the Tyre vans visiting Mull have donated excellent “goodies” as prizes or for the auction, we run at the end. Also I have commandeered a few more to help out, namely the members of Warrington Motor Club.

Over the years, there having been some really good stories of peoples efforts, to try and win ~~ a few I while now recall.

One time a team from Yorkshire were competing from Keighley Motor Club I think .When we took our mid quiz break, there captain came running up pleading with me, not to restart, before he had been to the Cash point !!!!! It would appear he had spent all his cash buying the answers for the first half !!!!!

Another instance, one of my friends, was wandering around “helping” those that seemed to struggle. With one team ~~ he was most told vehemently to “go away”. But being the persistent sort of guy he is,~~ “that’s wrong “ my mate says ~~~ “Oh yeah,& what makes you so sure” ~~~ “Maybe the fact I have heard this quiz, from Lancashire to Scotland ~~~ non ~~ stop !!!!!” OOPs !!!!!

Of the auction, one of the most outrageous items that raised over £50 in auction, was a 3 litre bottle of Czech Brandy ~~ which was donated by my brother ~~ it cost him £2:50!!!.It still has Pride?? of place ~~ unopened!!! at the end of the Mish Bar

As with most things, technology plays a big part in this, From the early beginnings, were a hand held radio mike, in front of a radio cassette, was the best I could do, a less than satisfactory method, but it seemed to be ok. In 2005 I transferred my cassette quiz on to a CD, and brought the quiz in the 21st century, being able to play the CD through the Pubs PA system via the Karoke machine.

In 2005,the 2300 team were in excellent voice, singing most of the songs of the quiz, but falling short of getting the answers, when the music stopped.

Why??? is the question, I often get asked. I cannot and never will be a rally driver ~~ finished last in 2003.But as with most people, this event and the Islanders, have made mine and our parties visits so enjoyable, I guess it is my way of saying thanks to 2300 for their efforts, and also to people of Mull. who make our stay enjoyable every year.

So folks, If you want a good night out have some fun, and help some worthwhile cause ~~ I do not know who will benefit this year, bring your mates to the Mish on Wednesday 11th October.

All good fun, and like most things in this world I can be bought !!!!!

Rod. Brereton : Pendle & DMC

Entwistle delighted at top 10 finish

‘TO finish first, first you must finish’ is a well-worn phrase in sporting circles – none more so than motorsport.

And for Steve Entwistle, contesting his first-ever Rally of the Tests, getting to the finish line was his first priority.

But the Rishton-based rallyman exceeded all his own expectations by claiming a brilliant second in class and ninth overall.

“In 20 years of driving, and given the level of the competition on the ROTT, I think it’s my best-ever achievement,” said Entwistle at the finish.

“When we crossed the finish line in Harrogate, there was an overwhelming sense of achievement that was almost emotional.”

The bi-annual event is a hugely-popular recreation of the RAC Rallies from the 1960’s, with competitors from all over Europe tackling a series of driving tests and timed-to-the-second regularities spread across five days and more than 700 miles in Wales, the Midlands and Northern England.

Open to classic cars, with only pre-1962 cars eligible for overall awards, the ROTT is no jaunt in the countryside.

“The Rally of the Tests is tough on the driver, navigator and car. You have to drive at a pace that keeps you at the front of the field, whilst preserving the car for the days ahead,” added Entwistle.

“There are 31 tests, 30 regularities and 241 manned controls, so there’s no let-up at all.

“Most days we were on the road by 7.30am and not getting to the overnight halt until late in the evening. That’s a long day in 50-year-old Mini with 997cc under the bonnet.”

Up against the cream of British and European historic rally crews, Entwistle and his navigator Bob Hargreaves got off to a flying start at the opening night’s competition around Chester.

Sixth quickest on the opening farm test, the pair ended the first day 17th overall from a field of almost 80 cars.

The second day through Wales, which comprised a series of tests and regularities in forests, farms and kart circuits saw Steve and Bob move up to 11th overall - despite the appalling weather.

Entwistle added: “The car seemed to be like a sponge. With all the rain, it felt like I was driving a motorised foot spa. Every time I braked, I could hear all the water sloshing about in the footwells.

“But Saturday’s leg from Stoke to Windermere was the toughest day.

“We set off at 7am and didn’t stop until we got to the overnight halt at 11pm, the pace was relentless.

“By mid-day we knew we were inside the top 10 and second in class, but the times were so close we daren’t make a mistake, which all added to the pressure inside the car.

“The pace was such that on tests such as Catterick Camp, we were doing 80mph on gravel, airborne in places, and still arriving at the finish control two seconds late!”

Despite driving a 52-year-old car, Entwistle’s famous ex-Roy Mapple Orangebox Mini only protested once during the whole event – and that was two miles from the finish in Harrogate.

“The engine started to make a rattle, and my first thought was ‘Please, no, not when we are so close!’, but it didn’t let me down.

“It was a fantastic feeling to finish in the top 10, way beyond what I dared hope for.

“But rallying is a team effort and I couldn’t have done it without Bob, who was superb on the maps, and Orangebox.

“I also have to say thanks to my sponsors, Mini Sport of Padiham who have been brilliant in backing me all season.

“The whole event was 10 months in the planning and five days in the execution, and while I was sad when it was all over, I was completely shattered by Sunday night. “If I had the money – which I don’t – I would definitely do it all again.”



Rally of The Tests 2013

Chester to Harrogate



Way back in July I got an email from Paul Crosby asking me if I fancied doing this years Rally of the Tests with him.

I replied that unfortunately I was going to be tied up doing the John Robson with Paul Brereton and besides that 'was he sure he had got the correct person?' 'Yes ' Paul replied. So I went on to tell him that I had very little experience of Classic Rallies having only done the Ilkley and the Lake District Classics.

Mr. Crosby then sent me a photo of his beautiful 1970 Tuthill prepared Porche 911 and I immediately contacted Paul Brereton to ask if I could be excused the John Robson.

Paul Brereton let me off doing the John Robson and it was on - I was doing the RoTT 2013.

Call me naive (*although thick might be nearer the truth*) but I did not realise until the Pre-Event Documentation landed on my doorstep what I had let myself in for, and even then that was only a taster for what we were about to get once we had signed on!

A heap of paper was issued at signing on that included 'clues' to be able to find our way round some of the route and off I went to my room to get this little lot plotted. Little did I know that we would get another raft of paperwork issued every morning 30mins before our start time, just to keep us on our toes and then at each lunch halt another 5 or 6 pages to keep me busy and slender (ish) as I battled to get it all on the maps and claw back time (missing Lunch & afternoon tea).

So we get under way on **Thursday evening** with the **Prologue** and Brynmore Pierce is manning MTC1.

I wind the window down and have brief chat and then we are off. I forget to wind the window up (the start of our problems!), Half a mile up the road we take a hard to see slot left, on a little bit and round a 45 left and drop into a deep ford. I had not wound the window up and I am (and my maps and instructions) wet through. Two and a half hours pass in a flash (although at the time it seemed like a full night event) and we are back at Chester for the welcoming Dinner.

Leg 1 Chester to Stoke. I cant tell you how many tests, Jogularities, Regularities, Dealarities and Tests we do but it is none stop from 8am till 9pm. I don't think I ever want to see Coed y Brenin ever again, and Swynnerton is total madness with 109 Tulip diagrams to get right and cars going all over the place, at one point we slot left and get beached on an obstacle course (takes forever to extract ourselves). On the way from Swynnerton to Stoke on the last regularity of that day we hear a very load banging from the rear. We stop to investigate and find we have lost the barrel nuts and cushions for the rear shockers. Game over - or so we thought. On further investigation they are on the sump guard and we refit them but at a cost in time. Later on both front headlight units fall out and are then fixed back in place with Gaffer tape. Arrive at the MTC OTL and get a maximum (plus the late penalties on the regularity) Not our Day !



Continued on Page 30

2013 Rally of the Tests Continued from Page 29

Leg 2 Stoke to Windermere - Friday. Cant be any worse - can it? In theory no it cant. I was going to be on my own patch and I know it don't I? Wrong again! We start the day with 3 tests at Swynnerton before more regularities etc as we head for a test at Oulton Park. On the Oulton Park test we are flying and I thought we had set a pretty good time until we arrived at the Marshal.

He told us that we had not stopped astride at the finish line and therefor got a wrong test. From Oulton another regularity before a saunter up the M6 for lunch at Hoghton Tower, I managed to have a bit of Lunch here and a quick chat to Simon Boardman, Phil James & Chris Ellison (Thanks for the photos guys) before we were into the Tests at Preston and Barnacre Reservoir. Between the Preston and Barnacre Test we have a regularity that used the one way system round Beacon Fell and the white through Claughton Hall.

There was much debate as to which roads round Beacon Fell were one way and whether it was shorter to use Claughton Hall white or go up to Crabtree Nook. I knew the Beacon Fell one but was unsure if we would be permitted to use Claughton Hall white. The red & white tape holding the gate back was the deciding item when we got to the entrance and eventually we got to the IRTC. After Barnacre it was over Haylotts and up to Whoop Hall for lunch. After Lunch we pop into Dan Willans place (just round the corner from Whoop Hall). This test is laid out exactly as it was on the Devils earlier in the year **AND I GET IT WRONG! Wrong Test! Bugger!**

From Kirkby Lonsdale its another regularity up and around Killington with the forest thrown in for good measure (or was this Sunday?). From Killington we are on another regularity that takes us up Howgill & then round Bretherdale. On Bretherdale I have my head stuck in the map and say to Paul "Hells Bells there are a lot of Photographers out here." He replies "Its Not Photographers - Its Lightning" I look up and the rain is horrendous. Coming down like stair rods. Poor Marshals stood out in this! Then its a Test that I love at Waters Farm (just on the way into Shap) followed by a test at Bank Head Farm at Crosby Ravensworth. A brief respite and a cup of coffee at the Appleby Manor Hotel and we get another hand out for the evening sections.

This includes a bash around the roads and tracks of Warcop followed by 3 very tricky regularities before we head to the Evening halt at the Old England Hotel in Windermere. Not a bad run round Warcop. Paul Bosdet is well off the road at a hairpin right, we have one wrong slot but in the end quite satisfied with Warcop. Ok on the 1st of the evenings regularities. Get a bit lost on the second regularity. Miss the last three controls on the final regularity. Bloody glad the day is over. Knackered and ready for bed. So it couldn't get any worse - could it ?

Leg 3 Sunday, Windermere to Harrogate. Final stretch and the first bits on home ground. Hope this is OK. Wrong again! We get issued another lot of handouts 30 mins before our due departure time. Go to the car and we have a puncture. Blow the tyre up with some sealing compound and everything seems OK. The first of the regularities starts just off the A6 near the Bluebell at Heversham. From the Start Reg we go to the west of Milnthorpe and onto the road to Arnside turning left onto the old quarry road at Sandside Quarry then 200 yrds down this road turn hairpin left and across to Beetham.



Continued on Page 31

2013 Rally of the Tests Continued from Page 30

I warn several Navs that the hairpin left at Sandside quarry is difficult to spot and get right. Now, I know it well because in the '80s I used to manage Sandside Quarry and used to use this road as a shortcut. To my never ending shame I get it wrong. Since I left Sandside Quarry they have altered the entrance to the Quarry. It now emerges where the hairpin Left used to be and the hairpin left is now 30yds inside the new entrance. The Navs that I warned and did not know the junction, all got it right first time and later thank me for my tip (Red face for Maurice).

Then we had two regularities taking us up to Warcop again but this time it was for three Tests. Inbetween these two regularities and before the Warcop Tests we had a Test at Breakes Hall which I had last used on the 2010 (I think) Lonsdale Belt. So now for Warcop. On the first of these tests we fall off the road on a slippy but of track and get firmly wedged into the ditch. It all started to go wrong 2 corners before we eventually slipped into the ditch. Paul got it a bit too much sideways on one corner and I thought he had regained control but we were into the next corner and a bit more out of shape. I thought he had got it sorted but the next corner arrived a little too soon and off we went. Game over again I thought but after a twenty minute wait we were rescued by the test start marshal who swiftly pulled us out and we were back on our way but with a car full of ditchwater and a slightly rearranged nearside front wing.

Everything OK until the first left hand bend and then all the ditchwater that had remained on Pauls side of the car wooshed across and my feet are soaked. Next Regularity was over Tan Hill (would love to be more precise but I left my maps in Pauls car and cant be certain how we got to the next Regularity). The next regularity was 'Downholme' and whilst not perfect, we got through it with relative ease. We then had 2 tests on Catterick Camp (& even the tests were getting more complex) were we had a moment of hesitation on the 2nd of these. Before Lunch at Leeming Bar we had one more regularity to do on the Tank Testing grounds of Catterick Garrison. Total Cock Up - Couldnt find the first 3 of the 7 intermediate regularities

But managed to find the last 3 and the End regularity. Regularities ALL DONE - THANK GOD, now its just (Just! says he) 5 tests to do and its all over! The 1st 3 of these are all at what I think was the old Prison at Walton just to the East of Wetherby. No real problems on these but might have called one of them a little better.

Just Harewood Hillclimb to do twice now and then its short trip to the finish at Harrogate. Get to Harewood and move onto the start line. The marshal counts us down 5, 4, 3 and the red (ignition warning) light comes on 2, 1 GO. No time to stop and investigate, we are off and at a fair pace. By the time we are coming to the end of Harewood 1 we have copious clouds of steam and blue smoke from the engine bay. Cross the finish line, pull onto the grass and have a look. The temp guage is well in the red. Broken fan belt. Fan belt changed and hope we have not blown anything from engine to head gasket. Sit a while and temperature drops to normal. Everything seems OK. Start last test and we are 10 secs faster on this run. Chuffed to get through it all, all be it with the odd problem or two. Off to Harrogate.

We arrive at the White Swan in Harrogate to be greeted by Bob Malloy who is doing interviews with the crews as they come across the Ceremonial finish line. Bob gets everywhere!



Continued on Page 32

2013 Rally of the Tests Continued from Page 31

Then its get changed into the Penguin suite for the Awards Dinner. (after the awards I am chatting to Ali Procter and was he worse for wear - still talking sensibly and not swaying about but his eyes were going in three directions at the same time! - wouldn't want his hangover! - but am very envious of his abilities as a nav)

Roger & Leigh Powley finished 6th O/A in their Porche 911

Ali Procter with Howard Warren (Porche 911) finished 7th O/A

Martyn Taylor with David Morgan (MGB) were 10th

Steve Entwistle & Bob Hargreaves were 12th O/A in the Mini

Eventually we get to the Also Rans

Arthur Senior/ Chris Sheridan (Mini) 51st

Paul Crosby/Maurice Ellison 54th (5th in Class) Porche 911

There were a total of 69 finishers out of 71 Starters

After the event I was very disappointed with the result. Far too many errors on my part - Paul drove superbly, however, I have gone through the whole thing without the pressure and some sense has come out of it. I have also chatted at length to Martyn Taylor who has been most helpful in pointing out where I (with hindsight and his experience) might have avoided some pitfalls

Would I do it again?

If you had talked to me on the Monday following the event the answer would have been a resounding 'No Way'. With Martyns help (and now having the benefit of doing it once and knowing what to expect) The answer is 'Too bloody right I would'.

For me, it was a long and tiring experience. None stop from early morning till late at night and the level of concentration was immense. No wonder I floundered at times, I am not getting any younger.

The planning and time involved in putting something like this on must be a formidable task and my admiration goes out to all the organisers and marshals. Thanks Chaps. Formidable Job and well done.

And a BIG THANKYOU to everybody who has sent me **Photographs : Chris Ellison, Phil James (ProRally), Paul Whitlock (MotorSport Mugs), Jez Turner, Peter Barker (Retro-Speed), Tony North, Dave Culley (GMS)** and so many more - sorry if I have forgotten your names - its an age thing!

Maurice Ellison : Clitheroe & DMC



WCMSC 2013 12 Car Championship

Monday the 18th and off up to Cockermouth for the last round of WCMSC 2013 12 Car Championship - only need a finish to win the series with my pilot Mr.Dan Hurst.

Imagine my disappointment when Ian Tullie turns up to do the event followed by Joe Cruttenden and Michael Gilbey (Malcolm Wilson boys out in force)

Everything going very well until the final section. Needless to say really, but I get the last section (a herringbone) wrong and missed 5 codeboards on that section, however, I think I am on the correct road and call a flat over crest into a slight right and because we are not where I thought we were - its turns out to be Care over crest, steep downhill into 60 left over bridge!!! Brown Trousers time. Dan sorted it out but a very hairy moment. Dan still managed to scare the living daylights out of me on a couple of occasions where he got the correct call but still had us heading for the scenery - Payback time perhaps?

We also had the pleasure of HM Cumbria Constabulary taking an interest. We pulled into TC2 to find a Police Range Rover parked up next to the control. The two of Cumbrias finest were nattering to the Marshal. We got our next set of route instructions, pulled out of the control and parked up to work them out. As we finished putting that section of the route onto the map and started to pull away we were passed by said Range Rover who then drove in front of us for the next mile or so. He eventually pulled over and waved us past

Mr. Tullie (who drove & Navigated himself and starting as Car 12) won the event easily with no fails for missed code boards, and to rub salt in the wounds set off as last car and also collected all the code boards up along the way. (He is too bloody good for me !!!! Jealous ! Yep !) We finish 5th

Maurice Ellison : Clitheroe & DMC

C&AMC

Glyn Stages

Ty Groes

31st Oct & 1st Nov

Driveshaft Breaks Hope Of Championship Podium

After a strong showing at the Pembrey Junior Rally culminating in a podium finish, Tommi Meadows was hoping to repeat his successes once again this weekend at Anglesey for his last rally of the season.

Accompanied by new co-driver Gareth Hooper, the Clitheroe teen made a brilliant start to the two day event. Wet conditions played into the hands of the Nissan Micra pair, and they found themselves sitting just outside of the top 5 - out of a 27 car field - as the first day entered the night stages.

Spurred on by his co-driver, a confidence filled Meadows set 2nd fastest time on both of the dark stages, only being beaten by Ireland's Josh McErlean in a Citroen C1.

For day two, the stages dried up massively which meant that the pace was even quicker at the top. Nevertheless, the Sagar Insurances backed Micra continued to stay at the top of the time sheets, with a 2 minute lead to the next Nissan.

However, a broken driveshaft on the very last stage of the event forced the crew out of the rally, robbing Tommi of a very good points haul which would have allowed him to secure 2nd in the Junior 1000 Rally Championship for 2015.

'It is quite disappointing for us to end the event like we did,' commented Meadows, 'sadly, that puts an end to my hopes for a podium finish in the championship this year. However there are a lot of positives to take from the weekend as we were right on the pace all the time - we will be back next year and I'm even more determined to get that win that I have been working towards.'

'I'd like to thank Proflex Suspension, Cybox Exhausts, TAROX Brakes, Sagar Insurances, A-Frame Engineering and Legend Fires for all of their valuable support this season



Tommi Meadows : Clitheroe & DMC

Next Big Step announces 2016 scheme for progressive Juniors



The Next Big Step Award heads into its fifth year in 2016 and the scheme designed to assist progressive drivers make the next step in their career has announced its support package for one lucky driver graduating from the F1000 Junior Rally Championship. The award, developed by 2011 BTRDA Rally First Champion Ian Arden has assisted in the rallying careers of talented youngsters including Mitsubishi E9 pilot Aaron McClure, MSA RSF Young Driver of the Year Sam Bilham and Subaru WRC driver Niall Moroney.

As the 2015 season draws to a close, Arden is looking for applications from career driven Junior drivers who wish to further their experience behind the wheel and graduate to the popular BTRDA Rally Series. One successful Junior will receive a tyre deal from leading motorsport manufacturer Yokohama UK, plus assistance and support from the Award throughout the remainder of their career.

Applicants who wish to be considered for the scheme are urged to contact Arden who will create a short list ahead of meeting with Award advisors who will have the final say. *"It's really simple for Juniors to apply for next year" says Arden. "Simply email nextbigstep@live.com outlining your plans for next year and your hopes and ambitions for the future. Please ensure your contact details on the email as I will be contacting everybody who applies and once we have a shortlist we will be in touch with the lucky applicants."*

To be eligible for the award, you must contest the BTRDA mixed surface championship or gravel championship in the 1400s or lower categories down to Rally First 1.0. *"It gives me immense pride and satisfaction to help the juniors of today to become the stars of the future"* he says.

Kirkby Lonsdale M.C. 12 Car Rally Series *The (Don't Lose Your) Head Cup*

Thursday 29th October



November started a little earlier than planned with this event.

At the beginning of October I did the first in a series of 6 of the Kirkby Lonsdale MCs 12 Car Rallies with Ayrton in his Micra and won the three way tie on engine size.

We had arranged to run as Intermediate Course Car on the MEM Malton Forest Rally on the 1st of November and then on the 7/8th of November use the Micra again on the DanSport Rally (7/8th November).

Then Dan Willan decided to run the second round of the 12 car series on Thursday the 29th of October (I was hoping it was going to be after the DanSport). That way he could get the first three rounds in well before Christmas. This caused us a bit of a problem because it gave us (well in truth Ayrton) only 2 days to fix anything that broke on the Micra before the Malton Forest Rally.

So we decided to Marshal on this round instead. Which was a shame as the maps being used were 96 & 97 and you don't get the opportunity very often to go out and play on these maps. However, the day before the event Tony Harrison (Ayrton's Dad) traded in a well used and somewhat suspect Fiesta 1400 that was destined to go to the breakers on the following day. So we were doing after all but in a Fiesta.

Sign on at the Heaves Hotel & get the route to plot. Dan has thrown in a series of Clock times (approach in the direction of the minute hand and depart to the hour). I hate these and have to draw a clock face for each one. Then a series of Map features and I have the odd problem with up hills & down hills but eventually get them sorted. All plotted and off we go to TC 1 which is on the yellow just by the Railway Station for the Lakeside & Haverthwaite Railway. All the route is on Map 96. Map 97 is only used for the run out and run back.

As we are heading to TC 1 along the A590 I ask Ayrton if the heater works as it's a little chilly in the Fiesta. 'Doesn't seem to' is the reply, followed by 'We may need to run with the windows open to clear the mist on the windows'. . . . It looks like its going to be a very cold night!

Get to TC 1 before anyone else, including the Marshal. With half an hour to go before our due time Ayrton decides to check the car over whilst we wait. He finds that there isn't a drop of water in the engine. A quick scout around in the bushes and we find an old Coke bottle which is used to get water from a nearby puddle and fill up the radiator.

Car 4 arrives then the Marshal, then Tony Harrison running as car 1. We are running as car 2. Tony leaves on his minute and then we soon follow. 90R 90L over Railway bridge and slight right, slight left (only its not) very long tightening right, miss first on left. 50yds slot left and Code Board. Keep right and immediate slot left then 30L & 30R and we meet Car 1 (Tony & Simon) coming towards us. Missed the code board perhaps? No, it turns out they couldn't find the next slot right but we do. Up the hill, round a couple of tight bends and start to lose power. Down the hill, pick up another Code Board and turn left at T and immediate right (Hill Top).

Miles completed so far - one and a half. Up the hill round the double 45 left and then downhill - running a bit better. Turn right at T junction and up towards Rusland Cross. Car starts to lose power again and the sickly sweet smell of burning oil permeates the car and steam starts coming through the air vents and its difficult seeing where we are going as the steam from the vents is fogging the windscreen.

Slot right at Rusland Cross and right again at Crosslands. The Fiesta is really starting to smell of burnt oil now and going very slowly. (Miles so far, 4). Half a mile further on the old Fiesta shudders to a stop in a convenient wide part of the road. Use the last bit of water from the Coke bottle and we disappear in a cloud of steam.

Look at the map so that we can tell people where we are when we organise recovery and notice that we are parked up next to a beck. The Coke bottle is quickly pressed into service again and after a few trips to the beck we have filled the radiator up and the steam has abated. Whilst Ayrton tries to start the car I slow down the next three crews and wave them past with a thumbs up.

The Fiesta starts up and we are off again. But not for long. Half a mile along the road and we take a slot, hairpin, left and lose power again. Pick up a code board along the way but the old girl won't go much further. At the T junction at Thwaite Head she is really struggling to keep on running and we call it a day. Turn left instead of right and head back the shortest way for the Heaves. Copious stops (8) to use the coke bottle and convenient streams to top up the engine and we manage to get as far as the Garage just after the roundabout at the bottom of Lindale Hill and she dies. Got phone reception, so we call Paddy and he sets off from Bentham to recover us back to the Heaves.

Tony is the eventual winner with 1F 36m, but was pushed hard all night by newcomers Jim Wade & Steve Hartley who finished second with 1F 39m. A tough night for everybody and a busy night for Paddy who also recovered Chris Huddleston in the MGZR who broke a drive shaft again (2 X 12 car rallies and 2 retirements with driveshaft failure).

Simon tells me at the finish that they could tell when they were getting closer to us as the smell of burnt oil got stronger and the 'Fog' got thicker. Funnily enough, after they passed us they didn't come across fog again all night.

There were 10 entries for this round and 9 starters (Someone forgot to bring map 96 with them! and there were no spares). With 2 retirements there were only 7 finishers (all with fails & lots of dropped time).

There were more marshals than there were controls to man and a big thanks to Dan for organising a very challenging route that included some Classic Lakeland roads including Subberthwaite, The Scissors, Jackson Ground, Backhouse Moor, Stony Crag and High Scathwaite that I wish we could have done more of them. A very big thanks to Paddy for towing us back and another big thanks to the marshals who turned out in droves.

Sorry we didn't see most of you. Next Round : Thursday 26th November Maps 97 & 98, 7pm Heaves Hotel

Maurice Ellison : Clitheroe & DMC and Kirkby Lonsdale MC

Sandbaggers Cup

Ayrton and I are back in the Micra after the disastrous last KLMC 12 car when we cooked the 'dodgy' Fiesta four miles into the event. Some newish driveshafts have now been fitted to replace the one we broke on the Dansport. Ayrton tells me that he couldn't understand how that happened those driveshafts had only done 14 Autotests and 12 rallies, barely run in!

Starting and Finishing at the Heaves Hotel and this time using maps 97 and 98. Before the event I am thinking, map 98 - must be using Kingsdale and maybe the top bit of Lythe Fell. Should be good for us. Ayrton lives on the doorstep and knows these bits well. Never assume, because we don't use those roads at all.

As on previous rounds Tony (Ayrton's Dad) with Simon Frost in the hotseat is seeded at Car 1 and we are running at Car 2.. Ten starters, still can't understand how these events are not full with a long reserve list, these are cracking good events and not to be missed. Car one is due at TC1 at 20:31.

On our minute we chase after Ayrton's Dad but are hampered by the foggy conditions. The fog will certainly ensure that there are droppers. We go down 97 to Hincaster and then up a very slippery Tarmac'd white (Commonmire) to TC 2. At TC2 we drop 2 minutes and Tony has already gone. Its neutral to TC3 and he has already gone from here when we pull in. TC3 to TC 4 takes us up Black Yeates and right at Warth crossroads. Then its left and up Kittridding and left again onto the B6254. Left again at Barkin House and towards Gatebeck. As we go past Sill Field we catch Tony and Simon. The fog is still with us and we just sit on Tony's tail, letting him do all the hard work. We follow them through Gatebeck and Middleshaw and NAMS 1, 2 and 3 and down to the slot right at Swather Plantation. Tony makes a cock up of the slot right here (we think he did it on purpose so that he then had us as pilot car) He then follows us past Shawrigg Hall to Old Town and then Askrigg Green to NAM 4. Left out of NAM 4 and past Tosca to crossroads, turn right then its left onto the A 65 towards Kirkby and first right and then hairpin left (very tricky junction this) to come into TC 4 behind Kirkby Motors. Take same minute as Tony but for some reason I seemed to have picked up 7 code boards rather than the required 6. Neutral to TC 5 that starts at the bottom of the Roman road by the Whoop Hall Hotel. Chase Tony up past Casterton with Tony finding the 3 NAMS for us and then Barbondale to Gawthrop and second left towards Sedbergh. Despite having to stop to allow an oncoming car pass us and losing our pilot car we get into TC 6 on the same minute as Tony (just) but he has already gone.

Neutral to TC 7 the other side of Sedbergh. Set off from TC 7 on the same minute as Tony and our pilot car leads us up the bottom part of Fairmile to Howgill and we slot left. I am enjoying the easy life sitting back and letting Simon do all the hard work until he wrong slots at Crook of Lune Farm and we follow. We back out followed by Tony and now its our turn to do the work as lead car. Over the very narrow bridge at Baw Bank, under Railway bridge, turn right then left at Beckfoot. Tony goes past us as we struggle up the steep hill out of Beckfoot. Turn right up to Grayrigg head and then left past Dubs Hall and down to T Junction and left again. Pick up codeboard just before the next T junction and turn right. Still foggy but Tony loses his tail (us) as we press on down the fast road that runs parallel to the M6.

Slot left onto the A684 and into the last NAM. As we enter the NAM Tony is pulling out. Down the western side of Killington Lake to Millholm and overshoot the junction right to Green Bank. Back on track but Tony has well gone but we catch him going up past Wray Farm and sit on his tail again down to Laverick Bridge and past Benson farm. Not far to go now. Just Hayclose and left at the Pub and first right along the very slippery yellow of Helmside. Pick up the code board at the crossroads, straight across (with SGW), Turn left at T and down the road to Crosscrake. TC 8 should be just before the crossroads, that's where I plotted it, but it isn't. Turn right and TC 8 is 200 yards up the road. Off to the Heaves for Chips & sandwiches and await the results.

We finished 1st O/A by a minute from Tony and Simon. Shame really because for most of the event they did all the work and we just sat back and let them because we knew we had a one minute advantage after we caught them early on.

Tony won the series and Ayrton finished second. I won the Navigators series and Simon got second. (I had one ride with Tony when Ayrton couldn't make it)

Maurice Ellison : CDMC & KLMC

Grass Roots Motor Sport

Airedale & Pennine MMC Rock & Heifer PCA



11 competitors arrived on a wet and cold Sunday morning at the Rock & Heifer in Thornton to tackle 2 tests set out by Dave Toft.

First car started at Noon and it looked like it was going to be a tight event with times being very close and some entertaining driving on show.

After the first test (run 6 times) Joe Mallinson led Oliver Blair and Neil Toft. This left it all to play for on the 6 runs of test 2.

Everyone stepped up the pace and as the rain stopped Joe Mallinson ended up beating Oliver Blair by 0.74 sec, with Neil Toft coming 3rd after posting ftd on his 'throw caution to the wind' last run. The top six were covered by just 6 secs. Amy Toft in her first pca on tarmac showed very good driving skills for a 14 year old. Everyone enjoyed the day despite the weather.

Next round 3/1/16.

Bring on the snow

Gary Ross : A&PMMC



Photos Courtesy of Tony North



Oh the Irony !! Hyphenated. Non-hyphenated.



Decided to learn a new skill whilst
in Self Isolation.
Thought writing in Mandarin might
be a good start



Leading the 1976 Pirelli / Car& Car Conversions Championship with just the Wydean Stages to go was Alan Thurlow in his Mini based Lightspeed Magenta. However, he only had a one point lead over a tying Jon Lloyd and Tony Worswick.

However, Tony broke the gearbox on the last stage and didn't finish and then Jon Lloyd beat the Magenta of Alan Thurlow.

Jon Lloyd/ Stuart Derry won the 1976 CCC Championship, Alan Thurlow was second and Tony Worswick/Me finished 3rd



Inside the Industry

with Paul Gilligan

Coronavirus – What's Next For The Industry?

Apologies but again this month there can only be one subject. The virus dominates life for all of us and every industry. As ever I'm writing on the 13th so much will have changed before some of you read this. Hopefully some things may have changed for the better. Everything depends on progress on arresting the spread of the virus, and on one day developing a vaccine or effective treatment, perhaps even both. Apart from stressing the bleeding obvious that these things are vital I'm not remotely qualified to comment, and I'm not sure anyone else is fully qualified currently.

I don't want to appear selfish but I can only report on the effect on this industry – I don't know anything about any other, apart from pubs of course where the situation is sadly all too clear. So for the motor industry what happens next is all about those two great economic rules, supply and demand. Let me look at those now.

New Vehicle Supply

All vehicle production plants in Europe and many beyond have been closed since late March. They are just starting to reopen now and in the main on very much reduced rates of production because of social distance regulations and other factors including component shortages. First past the post is Ferrari who restarted last week and now claim to be back to full production. That's less than 200 cars a week though, Ferrari build slowly as I know having been privileged to visit the factory a while ago. It's much more difficult with a mass production factory. BMW have restarted "gradually", Jaguar Land Rover will go back to work next week and Bentley last week. Nissan have said their Sunderland plant will remain idle throughout May at least. Aston Martin have begun a "phased return" to production at the St Athan plant that makes the new DBX SUV, vital for Aston who've just announced a £120M loss for the first quarter of this year.

Therefore the stock of unsold new cars and commercials is pretty well exactly what it was when the lockdown started in late March. Some of these are sold and I'm told cancellations are few. In our own little way we had 11 new vehicles that didn't get out in time, all 11 customers are eager to get their new car or van and we're working to get them delivered asap now the delivery systems are slowly restarting. With all showrooms closed and no deliveries possible April was about a zero score. In fact somehow 4000 new cars were registered. This gave the media the chance to run sensational headlines about "94% Drop In New Car Sales". Had all the printing presses been switched off and all shops etc selling newspapers been closed I wonder if they would have run similar headlines about the drop in newspaper sales?

So all we currently have to go at the unsold stock that was there two months ago. Showrooms won't open again until June 1st at the earliest but vehicles from the slowly reopening factories won't arrive until July or August with rare exceptions. And the build up of that supply will be slow. So a factory order that used to mean a 12 week wait will be probably around twice that. A recent What Car survey showed that one third of buyers were willing to wait no more than four weeks for a factory order, and a further 25% wouldn't wait more than 8 weeks. Those people will be sorely disappointed. It was always 12 weeks, and as I say will now be much longer. Today I was told the wait for a new electric Jaguar I-Pace could be nine months or longer. Dealers are only allowed to submit sold orders so there will be no unsold stock. Therefore the impatient will have to buy what is there or wait, it's as brutal a choice as that. Supply may be increased by cancellations of rental company orders or decreased if a Scrappage Scheme is introduced. Both of these possibilities are discussed below.

Used Vehicle Supply

Again very little has been sold in the last two months so the dealer stock is what it was in late March. There will be more part exchanges coming in as the new cars sold for March which didn't get delivered yet fight their way through the system. Then there are the end of lease vehicles that were due to be replaced in April and May, but can only be replaced if there is a suitable new vehicle available. Otherwise the lease will be extended. We're advising our lease customers to do exactly this rather than take something they don't find ideal and in fact we've done that already with my wife's Evoque and my daughter in law's Golf GTi.

All that says used vehicle supply may be tight but again the elephant in the room is the rental companies. As they influence both supply and demand and as we're in the middle of both let's look at them now.

Rental Companies

My comments here cover cars rather than vans. Van rental business has remained strong through the crisis with support for emergency services and more work for those involved in deliveries to homes as remote shopping has increased. The car rental demand has collapsed. Customers come (or don't currently) from the same sources as the airlines, business travellers and tourists. A high proportion of rentals are from airports. Business travellers and tourists are almost unknown. So the rental fleets sit idle. And there are a lot of them. Rental companies buy about 10% of the new cars sold in the UK and Europe every year. So for the UK say 250,000 cars a year. The time they keep them for varies but a rough guess is 6 months on average. Which means the rental fleet averages around 125,000 cars and as they had all just built up for the new registration plate and the Easter peak it was probably a good bit more than that in mid March. Now probably 90% of those cars are parked up, well over 100,000. Some are due to go back to manufacturers and dealers under "buy back" contracts. Some are "at risk" so down to the rental companies to sell. That doesn't matter, they all have to be sold one day by somebody.

Rental companies have cancelled thousands of new car orders. So demand from this sector is tiny, which will help the volume of new cars available to other buyers. Manufacturers won't mind because they make little money selling to rentals, discounts are vast. So if they are short of cars why do it? But the cars already in rental yards with no customers to hire them are the problem. All these are financed one way or another so monthly payments are due which is difficult with no rental income coming in! Hertz were saved from bankruptcy last week when their funders agreed to wait another month for their money. What chance do Hertz have of being richer this time next month and so able to meet the payments? Very little I'd say.

The great fear is that because the rental companies are desperate for cash a vast number of near new cars with very low miles (because they haven't been rented recently) will be released into the market very quickly. Inevitably that will bring prices down. Great bargains for the customer who perhaps can't get the new car they want but can now get a very low miles one for less money. Very bad for the dealers who are holding millions of pounds of similar cars bought a few months ago at higher prices. If the rental companies slow down the release of their unwanted cars onto the market that will benefit them as prices won't drop so far, but can they afford to wait for the cash?

I have to declare an interest. One of the areas of our business specialises in remarketing ex rental vehicles to trade and business customers all over the UK. In the short term a glut of cars for sale would do us good, but I'm not sure of the long term. We want our trade customers to survive and that's a risk just now, see below.

Demand

This is the difficult one. The availability of new and used vehicles is pretty well clear, so forecasting the supply side is easier. But the \$64000 dollar question is how many people will actually want to buy a new or used car or van in the current situation. Many people have had their incomes reduced and their savings battered. Many are fearful for their jobs as furlough reduces and eventually ends. Many small business owners have had no income apart from Government grants and loans for two months now, and for some there are months more of the same to come.

Equally there are those whose circumstances have improved, who've been working from home on full pay with reduced commuting costs, expensive holidays cancelled, no spend on entertainment and so on. There are certainly signs that there will be strong demand for cheaper used cars as people seek to avoid public transport. There are thousands of cars that have come to the end of their lease or PCP agreements where something has to be done, and thousands more will reach that stage in the next 3-4 months, September in particular.

What Car Magazine have surveyed potential buyers and almost 20% of those currently considering a new vehicle intend to buy just as soon as the dealers re-open with another 6% saying they will buy within 4 weeks. That should get dealers off to a flying start. Certainly in Germany and Austria dealership sales were quickly up to over 80% of the previous levels once dealers were allowed to open the doors. There is undoubtedly a level of pent up demand from people who want to change their car and have been unable to for almost two months now with at least another few weeks to go. However one has to wonder how strong the demand will be once these people have done their deal?

Van demand we expect to stay reasonably strong. The courier companies have remained very busy and will continue that as people seek to avoid going to physical shops. It seems likely that the Government will support the construction industry who are great van users, and many in that industry have work to catch up on from the enforced break.

Then of course there will be efforts to stimulate new car demand. The industry both in the UK and throughout Europe is calling for a Scrappage Scheme whereby owners of older and therefore higher polluting cars are given a grant of say £2000 to buy a new car. In fact this is a no cost deal for the Government because if the customer buys a new £12000 car £2000 of that goes back to the Government as the VAT content in the price. So they can help the industry and the environment at no cost which makes it a no brainer and I'm 99% certain it will happen in June.

The manufacturers all need to get cars and vans delivered quickly because frankly they need the money. One way of achieving this is pre-registration, when unsold vehicles are registered by dealers in exchange for a big discount. The advantage for the manufacturers is that the dealers pay in full on the day of registration, funded by their finance company providers. So long as the finance companies are prepared to do this and the discount is big enough to persuade the dealers to make the investment in uncertain times this can work for everyone, including the customer. How far the manufacturers will be prepared to go depends on their stock levels and their view of sales and how many cars they can make over the next few months. I think if the showrooms open in early June the manufacturers will wait until late June to assess the level of demand and then perhaps push the pre reg button.

Where Does all That Leave Manufacturers and Dealers?

Damaged in a word, severely damaged. Toyota announced yesterday they expected profits this year to be no more than 20% of last year if any profit at all. Toyota expect global sales of 8.9 million vehicles this year which is the lowest for 9 years and compares to 10.46 million last year. Some analysts have said that the combination of weak demand and slow production could bring global sales down by a third to under 7 million. At that level no manufacturer makes money. No doubt there will be job cuts and factory closures, costs have to be brought into line with reduced sales. Marketing budgets will be cut bringing motorsport spending into great danger.

For UK dealers forecasts are that new car sales will reduce from 2.25 million to about 1.6 million, which is a one third drop. That will be extremely painful for the dealers. One senior dealer group executive said this week that he expected a "Darwinian evolution" of the car retail sector. In other words survival of the fittest. He expects 25% - 30% of UK car dealers to go out of business or be taken over in the next two years. For those that remain staffing levels will be reduced particularly in the showrooms to come into line with reduced sales volumes. If you're selling one third less cars you need one third less people to be brutally simple. Some large dealer groups have already started the legal consultation process over sales staff redundancies, some have declared redundancies already. This process may be slowed by the extension of furlough announced earlier this week, but I think that will only put off the evil day for many. We're actually recruiting salespeople and have been INUNDATED with applications from people who expect to be redundant soon.

When I read over this I can't be sure if I've been too pessimistic or too optimistic. That depends how the virus situation develops. If new cases and deaths continue to drop as we gradually unlock then I think things will go fairly close to what I've suggested. But if things go the other way and we get the dreaded second wave goodness only knows. All bets are off in that situation.

Paul Gilligan



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Spotlight on Dave 'The Oricle' Orrick

From February 2014

Name?

David Orrick (I was only allowed to use 'Dave' through my rallying years, then I got a 'proper' job and they wouldn't put what was essentially a nickname on a business card!)

Born?

Dumfries, Scotland in 1949. Brought up in North Shields, Tyne-side, and moved to Kendal aged six. Lived (apart from a couple of 'expatriate' spells, one short period in Tokyo and another, longer and far more enjoyable, in New York) in Cumbria or Lancashire ever since.

Lives in?

South Cumbria: almost at the end of what the comedian/musician Mike Harding once famously called 'A 36 mile *cul de sac*!'

Married ?

Almost 28 years into a partnership (which is usually more 'civil' than not!) with Ruth but son James now has flown the nest, has a family of his own and lives in Norfolk.

Earn a crust?

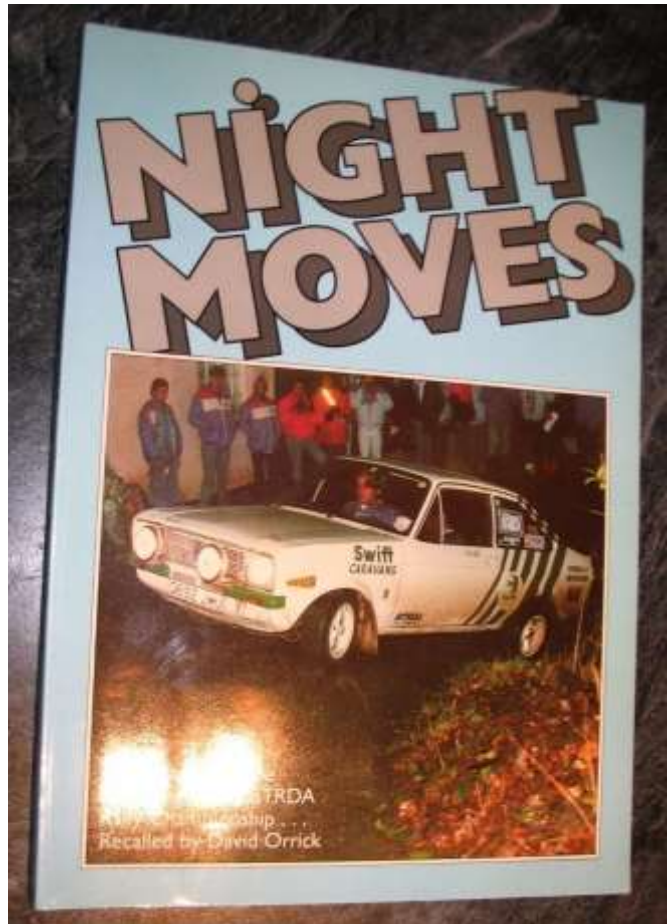
Director of Communications & Business Development for Austrian Gaming Industries, GmbH.

Motor clubs?

Life Member: Garstang & Preston MC

How did you get involved in motorsport?

'Through singing in a church choir'. Beat that one, if you can! When I was a kid (way back, when God's dog was still just a puppy) I received my secondary education at the all boys Kendal Grammar School. Somewhere in my early teens the incumbent music master of that fine seat of learning retired and his replacement was recently arrived back in England from what used to be called 'the colonies'. Geoff Cordingley (who we pupils instantly dubbed 'Stringy') had taught for some years in Rhodesia, now Zimbabwe, and there had dabbled in club rallying. He came back to England with his new bride and two red setter dogs, set up home in Kendal and was appointed to the dual role of music master at KGS and also, because the positions were linked, as organist and choirmaster at Kendal Parish Church.



Continued on Page 42

Spotlight on David Orrick **Continued from Page 41**

I went, under Stringy's tutelage, through the trauma of puberty and my voice broke and changed me from a junior soprano into an 'adult' tenor. My vocal routine consisted of two nights of choir practice plus Matins and Evensong every Sunday ... Saturday weddings and sundry funeral additional and for a miserly fee.

But Stringy still had, as many of us have discovered over the years, his motorsport 'jones'. Now that he was paying UK taxes and living on a monthly salary, rallying was out. Yes, it was expensive, even then, with £1 buying four gallons of petrol! So Stringy enlisted the help of the school's metalwork shop and got himself a Go-Kart. He joined Westmorland Motor Club and went charging around disused airfields such as Flookburgh in order to satisfy his 'need for speed' cravings. Now, being young and thick, I didn't know that people such as Stringy always have need of a 'gofer' to do all the crap jobs that they don't want to do themselves. Somehow, I fitted the bill and thus spent many a happy Sunday (between Matins and Evensong, naturally) humping tyres, filling jerrycans, loading and unloading the kart and standing in queues to bring 'himself' tea and buns on request.

Stringy wasn't very good. We only very rarely had to risk the wrath of the vicar by running late back to Evensong because Stringy had made the final races of the day. But there came a meeting when, for an entertaining addition to the race programme, the organisers threw in a 'mechanics' invitation race' and in an unaccustomed flush of generosity, Stringy let me drive. Now the furthest I'd ever driven the kart up to this point was up and down the paddock. All I knew was that the right pedal made it go and the left pedal made it stop. No clutch to worry about (not that I knew what such a device actually was) you got a bump start and off you jolly well went.

If this had been the story of a yet-to-be-discovered competition driver I would have stormed the grid, won the race and gone on to fame and fortune. Sadly, the reality was different! I managed two of the three required laps more or less OK (and I wasn't running last!) but on the final tour the throttle return spring (whatever that was) fell off and the throttle jammed wide open. Luckily, I was on Flookburgh's main straight and, as the leaders duly took the chequered flag, I reached the final hairpin ... to exit the circuit straight on, through the straw bales and into a collision with the Saint John's ambulance that was handily parked up in my unscheduled line of travel. I was OK, the kart would be unbent later in the week and only a small charitable donation was necessary to get some fresh white paint for the ambulance. Stringy even absolved me from blame (just as well, as Evensong was fast approaching) and the organisers, as I found out later, awarded me the meeting's 'wooden spoon' trophy for my efforts.

We had to leave soon after for our appointment with religion and it was Tuesday morning before Stringy informed me that because the Presentation ceremonies for Sunday's meeting had been curtailed due to a rain downpour of Amazonian proportions, I should present myself on Thursday evening at the County Hotel in Kendal where I would receive my trophy. Stringy telephone my parents for permission (undertaking to pick me up in his car and bring me home afterward) and so, barely fifteen, I received the wooden spoon (which was actually a cheap half pint tankard that I still have, somewhere) and discovered two wonderful things: an illicit half of shandy and the rally films that had been brought along to pad out the evening's entertainment. From that moment on, I was hooked. Forget go-karts, this rallying business was the real deal! Later that year I cycled from Kendal to Levens Bridge to 'watch' the RAC Rally competitors pass through. OK, it was only a road section and not a special stage, but I was there. Seventeen and a driving licence couldn't come soon enough!

My Dad, forever a practical man, taught me to drive (illegally) from then on, in his 1200cc Ford Cortina. We used Flookburgh Airfield's perimeter roads first and then graduated to the lanes of the Lyth Valley. After more than two years of this, the driving test was obviously going to be easy. So easy, in fact, that I had a car before I had a licence. The vehicle in question was an 848cc Triumph Herald that was supposed to be suitable to transport me from home to college and back. To me, it was a rally car in the making.



***Starting the long climb up to Tan Hill with
Dennis Quinn in the 2.2 litre RS2000.
Not much chance of a wrong slot here!***

Spotlight on David Orrick **Continued from Page 42**

Driving test day was a Tuesday, and it all started so well. Until, that is, we started to climb the steep hill onto the Sandylands estate where I would need to perform the hill start, emergency stop and parking parts of the test. A thick afternoon fog had come down and the examiner decided that it was too dangerous to continue the test. Had I passed, or failed? "Neither" came the reply, "You will have to book another test date but you won't have to pay the fee again." Back to Dad, to report. There was a problem here, in that I had already planned my first rally outing ...in four day's time! Luckily, Dad was a Special Constable with the local police. He had a word with the Inspector, the Inspector had a word with the driving test centre; all resulting in me re-taking the test on Thursday afternoon and passing with flying colours. Saturday evening's 12 car event only required a club membership card and road insurance. My 'navigator' (and I use the term only very loosely) was Billy Cropper, the son of the local coal merchant. We did more 'bashing' than 'plotting' and, when we did manage to find a control; we generally approached it from a different direction than that intended by the organisers. Then again, it has to be said, a Triumph Herald – positive camber rear suspension and all - was never the ideal rally car. Luckily, it ate its engine not long after and wasn't really worth repairing. Enter a Cortina GT from Sandy Morrison at Skip-pers of Kendal. That car, HHN 448D, ended up with a glorious history long after it left my ownership. The late, great, Dave Metcalfe threw a Pinto engine in it and used it to win the Illuminations; a result that really launched his amazing, but all too brief, career. Talking of the Illuminations, I remember Billy and I going out to watch the 1968 event and seeing at first hand just how it should be done. Stars of the show and winners that night were the late Jimmy Bullough, navigated by Don Barrow. Just watching Jim throw his Escort Twin Cam flat out in top through a couple of bends and over a yump was a visceral shock to the senses: I never realised just how fast a car could be driven on a narrow, greasy, farm road.

The truth was that I was never going to be a driver. I regularly ran out of talent – usually halfway round a tightening bend – and I couldn't keep up with the costs. I quit! Finally and irrevocably ... for all of two weekends. Then, by accident, I discovered navigating. The key to this discovery came by way of the realisation that I could actually read a map without the disadvantage of vomiting all over the car and its driver. I had learned enough of the navigational arts from the partners that followed Billy Cropper (who had turned his sporting interests to playing rugby and eventually signed on to become a Royal Marine) to understand what was required; primarily, having enough skill to not get lost too often and to understand what was essentially the simplest rally timing method ever devised: Targa timing.

Continued on Page 44



A pre-Lakeland Stages rally forum with (left to right) Malcolm Wilson, Fred Henderson, the late Dave Metcalfe, 'Dave Orrick, & Ian Grindrod



The challenge of continental rallying for the navigator: regulations, bulletins, maps, roadbook, pacenotes and service schedule. These from the 1984 Lotto Haspengouw Rally.



Mal Graham in the snow in a 3Litre Capri

1st car and 1st comp car:

One and the same – the afore-mentioned 848cc Triumph Herald, complete with the infamous hinged engine cover (if you bashed a wing, you ended up replacing the whole front bodywork) and the equally infamous positive camber rear suspension. Then a 1500 Cortina GT and, just before the funds really dried up, an ex-Bob Lamb Mk2 Cortina Lotus. After that, I saw sense, part exchanged the Lotus and bought a 'sensible' road car.

Favourite rally car.

Maybe an unusual choice, but I'll go for the Toyota Celica Twin Cam Turbo. When Ove Andersson was running Toyota Team Europe he begged the parent company in Japan to develop a 4WD Turbo model that would be able to take on the other leading works cars on an equal basis. What he got was the 2WD Celica TCT. It had more than enough power but also the inbuilt disadvantage of only two driven wheels. But come endurance events such as Safari or Ivory Coast the Celica was a classic. It was virtually unbreakable and, just like an Escort, easy to service. On events such as the Middle East Championship it could, in the hands of Mohammed Bin Sulayem, regularly defeat Audi Quattros and the like. The Celica TCT eventually gave way to the Celica GT4 that brought Carlos Sainz his first WRC title and then the Corolla that won FIA titles all around the world.

Other rally cars.

You name it, from between 1967 and 1995, and I've probably sat in it at some time or another.

First event.

First 'real' rally (after the 12 car 'navigational nightmares' that I started on) was Westmorland MC's Spring Rally, a qualifying round of the Morecambe Bay Championship. This series consisted of 8 events: 4 rallies and 4 driving tests; one of each provided by the 4 clubs that made up the Championship: KLMC, Morecambe CC, Furness DMC and Westmorland MC. As far as the rallies were concerned, the rules were pretty loose. For example, you got points for starting and for finishing ... and it wasn't always in the same car. As the funeral director brothers John and Frank Parkinson demonstrated when they started one event in their Cortina GT, blew it up outside of Kendal, got a lift to the funeral home ... and then finished the rally ... in a hearse! All the MBC rallies were early evening half nighters: kind of anti social but handy if you wanted to finish in good time to then rush off and do an all nighter somewhere else. My debut, the Spring Rally, ended up with the back end of the Cortina poking out of a wall we had demolished near Killington after Billy Cropper fell prey to 'navigational dyslexia' and confused 'left' with 'right' at a particularly inopportune moment.

Continued on Page 45



Tackling the flatlands of the Qatari desert with Sultan Sowaidi. This was actually an artificial stage, bulldozed out of land belonging to the University of Doha



Often maligned for being self-opinionated, Andy Dawson was a fine driver and a brilliant engineer. He also 'ate all the pies'.



Son of a famous father, Eiichi Iwashita took the York National by storm and, in the process, added considerably to Dave Orrick's collection of grey hairs.



Most Frightening moment.

1969 White Horse Rally, in the snow. Being instructed to go 300 then crest and ninety left, reaching the point of no return and then seeing out of the corner of my eye Billy Cropper turning his map board through 180 degrees and muttering 'Oh, sh*t'. That one stung, and caused a lot more than 'localised chaffing'!

Biggest accident.

One of the three favourite questions at clubnights and forums! Probably too many to mention but accidents, of course, are simply rallying's way of telling you that you are driving too fast. When (if) I go upside down again, it will be the 22nd time: that's individual incidents, by the way, not the number of rolls!

The Isle of Man has tried killing me twice, but I don't hold any grudges. Falling off a mountain on an Indian Reservation in Northern California, waiting until our Triumph TR8 stopped rolling and, justifiably upset, shouting at Jon Woodner: "I called it, didn't you see the bloody arrows?" and getting the laconic reply: "Arrows? Sheeeit, I didn't even see the damn Indians!"

But the best one wasn't even an accident at all ... because we got away with it. Next to last stage of a Kuwait Rally, just a few weeks before the Iraqi invasion. Lying in a comfortable and unchallenged second overall behind our sister car. Apart from one range of hills Kuwait is flat: like, you could roll a bowling ball from the Saudi Arabian border to Iraq and not be in any danger of hitting anything. Flat out in top across the desert and we start catching a big dust cloud; meaning the car in front had a problem. My advice was to hang back and just drive out the last 2.5km of the stage. Did he (Sultan bin Hamed Al Sowaidi from Qatar) listen? Did he buggery! So we are doing 120mph in this total dust cloud and he chooses his moment to pull out of the tracks, onto virgin desert, and overtake. That's when we hit a sand dune smack in the centre of the sumpguard and take off like a bloody Excocet. How high we went, I don't know ... but we seemed to be airborne for a long, long time until Newton's first law of motion (namely, 'what goes up inevitably has to come down') took effect. How that Celica took the impact I will never know. We had wrapped the radiator round the fan, bashed all the front body work and cracked the windscreen but, thanks to having emergency service immediately after the stage. We got away with it ... but there were terse words said!

Best event.

Now I'm struggling. Road or Stage, what to choose? OK, I have to cheat and have one of each. My favourite road event was always the Devils Own, whether or not it was in the Motoring News championship. For stage rallies I could choose any of the RACs – particularly the 1983 event alongside Mikael Sundstrom in an Opel Ascona – or, for totally different reasons, the Jordan Rally. That was the best event of the 'old' Middle East championship (before it graduated to the WRC) and used to feature a stage called Tu-ba that was 125.9 km in length: except they used it twice, once in each direction with service in between.



A much missed friend. The late Jon Woodner and his factory backed Triumph TR7/V8 during the 1980 Sports Car Club of America Pro-Rally championship.



Sponsored by his own parts company, Northern Auto Sport, Geoff Birkett won the 1982 Devils Own Rally



Spotlight on David Orrick Continued from Page 45

We recorded temperatures inside the car touching 50 degrees Celsius and were dehydrating so fast that, when we got to service after the first pass, we had to be pulled bodily out of the Celica by the service crew. Half an hour later, we were lining up to do it all again in the opposite direction. Now I'm going to be a boring old fart: that was **real** rallying, not the sanitised, politically correct, office hours events that are so common today. That first RAC I did was won – over 78 special stages – by Timo Makinen/Henry Liddon (Mk1 Escort RS1600) in a total stage time of 8hrs 02min 39sec-onds. The most recent Rally of Wales had 22 stages (5 of them of less than 3 miles), started on Thursday evening, finished at lunchtime Sunday and took Sebastian Ogier 3hrs 03 minutes 36.7seconds. I rest my case!

Rally Hero.

In drivers: the late, great, Dave Metcalfe. He could, and should, have made it through the British ranks and into real World Rallying. He had the talent and an envied reputation, among team managers and other rallying people that mattered, as a true professional but he never forgot who he was and where he came from. I only ever tested and did press days with Dave but, even though we talked many times about doing some rallies together, it never happened. Dave's tragic death cut short a career that promised so much but, for me and a whole lot of other people, his memory lives on.

Last year one 'Maurice Ellison of this Parish' talked me into doing a KLMC 'Road Rally Legends' night (I thought he had said 'leg-ends' which, in my case, would have been much more fitting!) at the Heaves Hotel; just a few hundred yards from where Dave had lived: on the A6 directly opposite Brettargh Holt, which was then a home for unmarried mothers. I hadn't been in the Hotel since 1992, on the day of Dave Metcalfe's funeral, and all the memories just came flooding back, bringing about my requesting the audience to join me in a minute's applause in recognition of a great friend, a great Cumbrian and one hell of a rally driver.

Markku Alen: Just because he was 'Maximum Markku' and had an aura about him that made you share his belief that, no matter what obstacles were in the way, he was going to win.

Walter Rorhl: I got to sit with Walter in a works Lancia 037 at Flugplatz Pedersfeld in Germany, on a press day ahead of the first Rally Deutschland. That was the year the sponsorship ban on tobacco companies came in. Lancia Germany were sponsored by West cigarettes so, to comply with the rules, they kept the same sponsor and artwork on the car ... but painted on 'East' instead of West: clever. Walter was so gentle with the car but so incredibly fast. Walter didn't get on with a lot of journalists but he and I hit it off and we had a really good relationship for a lot of years. Now he gets paid handsomely to drive Porsches for fun ... lucky sod!

Continued on Page 47



With Colin Short in the David Oliver Rallying Audi Quattro in Clocaenog on the 1984 Gwynedd. Not long after this was taken the car retired when its turbocharger exploded, punch-



Dennis Quinn



Dennis Quinn



A right stick in the Mud

Spotlight on David Orrick

Continued from Page 46

Andy Dawson: He gave me my first professional breaks; starting with the 1976 Lombard RAC Caravan Rally (yes, you read correctly: Caravan! Stately homes, Silverstone and the Epynt Ranges plus a regularity road rally in the Welsh lanes overnight ... and all with this diabolical appendage, kitted out – as per the regs – with full camping gear hooked on the back) and then Donegal, with a Datsun Violet 160J, in the same year. The trouble with Andy was that he was both a brilliant engineer and a brilliant driver but he never worked out, until it was too late, which he wanted to concentrate on. As a team manager he was a hard taskmaster but tactically he was right up there with the very, very best. He wasn't always 'politically correct' however. I remember him turning up for a York National, his Nissan having 'Andy Dawson, O+ and a picture of an anchor (work it out for yourselves, it's an anagram of 'Newark') painted on the car's front wings. Or the end of year party he organised at a pub in Silverstone. Wives and girlfriends were invited but nobody knew Andy had booked a pair of strippers for the *après déjeuner* entertainment.

Rally Hero.

For navigators/co-drivers I would have to choose John Davenport first. He was the best professional co-driver in the world for a long period and, as rallies editor of Autosport, wrote insightful commentary on world rallies plus his own observations on the rallies that he contested in the 'Rally Record' column. Sure, he ran into big trouble at Austin Rover and ended up taking the legal flak that followed, but never forget that he had the balls to run two British drivers (Tony Pond and Malcolm Wilson) in British cars, the MG Metro 6R4, and with a British team when virtually all the other outfits subscribed to the 'if you want to win, get a Finn' scenario.

I'll take two from various times in the road rally years; Don Barrow and Peter Bryant. It wasn't just that they were good, it was the aura of excellence that surrounded them. Jim Bullough once told me that having Don in the navigator's seat was 75% of winning ... even before the event started. It was, he said, all about confidence. Bryant went on to partner Ari Vatanen for a couple of seasons ... but his reputation was the key to Ford giving him the ride, and that reputation was built on dominating the MN series with Harold Morley for several years.

Biggest Influence.

The simple answer is: rallying itself. As in anything in life, you learn as you go on. For me, rallying became the love of my life. I often get asked 'do you miss rallying' and the answer is always 'yes, every day.' But, when I stopped, I did so because I had fallen out of love with the sport. For me, stopping meant a complete break. I never could watch rallies; even going to a stage after retiring from an event was torture. But, through the years I did compete, it was an all encompassing passion and that gave rise to all the great memories I continue to enjoy to this day



David Kynaston : Southwest Stages



Algarve : Portugal



Continued on Page 48

Spotlight on David Orrick **Continued from Page 47**

I'm sure that you will find this sad, but I still take myself off the main road and make de-tours over the classic roads of yesteryear. *(No Dave : I am still doing that! Mo)* That's easy when you live off the A590, there are so many places to choose from.

Funniest moments.

Hell, there were so many over the years, that was part of the environment. Some of those memories were in the 'good clean fun' category ... and some weren't. Like the TTE mechanic on duty at the Dalby Fire Tower service area who dived into the treeline to answer an urgent call of nature. Toyota had pioneered the idea of waterproof 'all in one' suits for service crews. They were practical and could be easily cleaned off by the gentle application of a power washer. However, the foreign gentleman of this tale had just got on with the task in hand when the radios burst into life with the news that Bjorn Waldegaard was making haste into service, in vital need of a new gearbox. Anxious to get prepared our friend the mechanic hastily re-arranged his romper suit, blissfully unaware that he had managed to get it's hood lodged under his buttocks. 'Getting your own back' took on a whole new meaning as he stood up and hastily flipped the hood back over his head. Trust me, you had to be there!



**1978 Sunrider Rally 400 (USA) With Taisto Heinonen
Toyota Team Canada Celica**

Biggest regret.

Never being able to win the Illuminations! I tried, alongside Steve Egglestone, Dennis Quinn Geoff Birkett and others, many times over the years but it never went right and so remains one 'box' that never got 'ticked'. Have you ever noticed how, just before a major blow up, rally engines are at their all time peak of performance? Back in the Mk1 Escort days Geoff Birkett had a deal with Vegantune Engines who were based somewhere in Lincolnshire. Just before one Illuminations Rally, 1972 I think, Geoff went off to Vegantune and came back with what was promised to be an "all singing, all dancing" screamer of a Twincam motor. It was, too ... briefly. It took all of Friday night and most of Saturday to fit the engine and there was no time at all to do more than run it for a few miles, drain and refill the oil then head off to the rally start. We were classed as Experts, just, but still seeded down amongst the rabbits. A couple of cars ahead on the road was Mike Gilligan, joint managing director of County Garage in Carlisle. As befitted the part owner of a Ford RS dealership his Escort was the absolute best that money could buy but, in truth, he wasn't the quickest of competitors.

The opening section of the Illuminations competitive mileage took in Sunbiggen Tarn, a road much feared for its high speed blind crests and big jumps. We really, really, fancied our chances of a good run on roads we knew well and set off at Warp Factor 10 into the misty, drizzly, January night. Halfway across the open moorland part of Sunbiggen Tarn we caught Gilligan and Geoff was desperate to overtake before the walled section of road that ended the test, where it would have been considerably more difficult to pass and hence we would lose a bundle of time if we had to follow in convoy. We howled past Gilligan's Escort (and I use the term advisedly, as our Twincam was well and truly singing) with just enough road to pull back in before the much narrower walled section and left him for dead in the mile or so before the section finish at Whygill Head. It wasn't just the section finish, however, it was also the end of our rally as the new engine let go with an almighty bang and we pulled into the control area totally devoid of mechanical assistance. I took a time from the marshals but it was a totally vain gesture as it was clear we weren't going anywhere else under our own power. I do remember thinking that it was all of 20 seconds before Gilligan arrived and that we must have been going at some lick to open out that kind of a gap in just over a mile. We had pushed our car out of the control area with the help of a couple of the marshals. As they turned to go back to their posts one of them spied a chunk of bright metal lying on the ground. Of course he went to pick it up to take a closer look but was far from best pleased when he found himself holding a seriously hot con rod that had exited through the side of the engine block. I learned a few new swear words that night!

The other regret I have is not, quite, making it to 1,000 rallies contested. I know I was in the upper 900s (I know I should have kept accurate records) but I never made the great landmark of 1,000: very few have!

Continued on Page 49

Most help from.

A lot of other competitors who most times didn't know they were helping. John Vipond, Tony Mason (do you know he won the RAC Rally?), Bob Redhead and even Martin Holmes. I had a lot of advice and encouragement from the late Henry Liddon, particularly on the skill of the 'driving' part of being a co-driver. He told me: "When you have to drive, do it smoothly. The purpose of you being behind the wheel is to let your driver relax and get some sleep. He isn't going to do that if you constantly jump on the brakes or miss gears, leaving him to rise up from his reclining position shouting "what the bloody hell was that" and trying to bite lumps out of the dashboard."

If you were starting again what would you do different.

Not try to be a driver! Mind you, what little competitive driving that I did taught me so much about navigating and co-driving. I learned the good (from Geoff Whitaker) and the bad (from Billy Cropper) of 'nav-speak' and how it either helped or hindered my poor attempts at driving progress. One classic example: Geoff Whitaker (who was a navigator wanting to be the driver he finally became) was always insisting that I look further ahead than just the next few metres of road. He used to call 'At the end of your lights', followed by the instruction. I used that for years afterwards and, in a road rally sense, still would.

Most importantly of all, learn when to keep my mouth shut and not chase lost causes. I had a certain reputation at times, one that wasn't always positive or even always deserved, but I never learned when it was better to stop playing up to that reputation, even when I was in the right!

Ambitions for the future.

Just a couple.

To see another British driver capable of fighting for the WRC title and bringing back the media attention of the McRae/Burns era. That would make sponsorship hunting a much easier task. And to maybe go back to navigating, just once, and see if I could do in reality what my dreams tell me could still be possible. Peter Jackson from G&PMC offered me the chance last year but, in the end, the dates didn't work out, I had to be abroad and it didn't happen. I won't be doing any of that regularity stuff, though. If historic rallying is supposed to be recapturing the feeling of the 'good old days' they should maybe remember that, by the late sixties, regularity had been largely binned. To me, it's just not fun but, on the other hand, the historic stage scene looks really great: particularly the RAC and the use of maps rather than notes. That is **really** historic, because that's how it used to be ... certainly, on the majority of the 18 RACs I contested.

Continued on Page 50



Castrol Thailand press conference Bangkok



Taisto Heinonen, Toyota Team Canada



The 'Oracle' in full flow

Championships.

Only one I ever won was the ANCC road rally title with Geoff Birkett. Lots of 'podium place' results (SCCA Pro-Rally in America with Jon Woodner, Middle East Championship with the combination of Saeed Khalfan, Sultan Sowaidi, Nasser Khalifa Al Attiyah, cousin of the present WRC driver, and Abdullah Omar Al Majid ... all in Marlboro Toyotas, Motoring News/BTRDA in 1987 with Steve Egglestone) but championships – with the exception of those quoted examples – never really mattered: every single event was a challenge in its own right.

Advice to newcomers to the sport.

Keep records! I always admired both Cyril Bolton and the late Jon Woodner as they documented everything for every event they ever did. It is something you only come to appreciate later in life. If more competitors kept accurate records, there would be a whole lot more biographies and autobiographies for the rest of us to read and vicariously enjoy.

Decide what you want to achieve. Nobody gets to be an 'overnight sensation' in rallying, it's not the bloody 'X Factor'! It's about learning your trade (as driver or navigator), building your experience and learning from your mistakes. To me, the greatest single thing about rallying was that, for the price of your entry fee, you got to compete with your heroes on equal terms. I started my first RAC seeded at 175 and my ambition never went beyond going across the start ramp and 'being there'. That we finished reduced me, literally, to tears at the finish because I had been on the 'world stage', if only with the function of making up the numbers.

So, have your dreams, but be realistic. There is such a huge range of classes in modern day rallying that anyone can win if they have the determination. That's not new, however. Road rallying was split into Novice, Semi-Expert and Expert categories. As you won each of those, and were thus instantly promoted up the ranks, you won 'your' rally ... that is still true today.

Most remembered comment.

Markku Alen : "In rally, any time you are not maximum flat or using maximum brake is direct loss of time" . It sounds logically simple ... but think about it. Every confidence lift over a crest, every trail of the throttle into a corner ... that wasn't Markku's way, not at all!

... and finally?

I wish to point out (and apologise for my part) that this article is WAY too long and if you are bored, I'm truly sorry. But Mr. Ellison told me to 'put it all in' (where have I heard that before?). That was clearly impossible. Even one year of the MN series made a full book on its own (and yes, I have thought many times about writing a sequel to '*Night Moves*' but, until Mick Briant's efforts of recently, I never thought that anybody would be interested) so recalling a career that lasted half a lifetime doesn't easily fit into a few words.

All I can say in conclusion is this: For me, and I suspect many of you, rallying is the greatest sport of all. It was kind to me and sometimes hard on me in equal measure. But I enjoyed it all, good and bad. Rallying is populated by great people: competitors, of course, but also organisers, marshals, safety crews and spectators. And the UK's motor club culture is a treasure that must be preserved.

Hell, without it the sport would never have generated true characters (in the nicest sense of the word) such as my old friend Mal Graham ... and where would the clubnights that I miss doing so much be without him turning up from time to time! And there's just time for one last 'practical' joke. When (hopefully not for a good while yet!) I finally pop my clogs and head off to the great *Parc Ferme* in the sky I'm going to leave a request that I am dressed up for the funeral ritual not in my best business suit but in Nomex boots and underwear, three layers of Kevlar OMP overalls, a face mask and a Simpson helmet ... then let the buggers try to burn that!



Malc Graham & Spring Hill MSC members at an SD34MSG Awards Night

Dirty Fingernail Club Covid-19 Endeavors

Continued from the May Edition Part 2

In 1978 I took a couple of months out between August and October to explore Australia. Whilst there I looked up a friend living south of Brisbane who I knew had a Citroen DS. She had bought the car in the UK when visiting a couple of years earlier and had it shipped to Sydney. Anne was about to take a 2,700 km drive in the Citroen north to Cairns where she was to meet Graham her fiancé, and together head even further north for another several hundred kilometres to Cooktown, a deserted gold mining area at the top of Queensland. Would I like to co-drive the DS, the journey taking in crossing the tropic of Capricorn and negotiating some of the wildest terrain to include huge swathes of bush and rain forest? You couldn't refuse! The journey took several days over typically poor roads where one kept to the centre for safety and to take advantage of the best surface, and once past Cairns any semblance of roads were merely mud tracks. There were snakes and nasty spiders, sharks off the Coral Sea beaches and the odd crocodile on the lookout for a meal.

Luckily the DS's ride height courtesy of the Citroen's hydropneumatic suspension could be raised when travelling over particularly rough surfaces, and the car's front-wheel drive afforded a welcome sense of security. Not least, the soft suspension allowed for comfort even where other cars would have been thrown around, and the hydraulic assisted steering helped keep everything on an even keel. The two images show the DS in challenging territory: crossing the creek, which was in full flood, was only possible by cranking the ride height to its maximum and taking to the water in gentle style. The favourite vehicles for such treks as this were Land Rovers and Land Cruisers, and there is some satisfaction in reporting that both were unable to navigate the creek's depth of water.

Forty-two years on, Anne and Graham still remind me of the journey but tell me that today the trip is but a breeze with surfaced roads and bridges crossing the creeks. They've still got the DS, battered but doing everything it was designed to do.

My expeditions at other times included venturing to the North Cape in 1979 in a Citroen Dyane - that's a re-clothed 2CV. A 3,775 mile round trip where the roads were but loose stone tracks, and worse once inside the Arctic Circle. Then the End-to-End (Land's End to John o' Groats) within 24 hours and without taking motorways. That was around 1977 in a 602cc Citroen, and just did it in time with 20 minutes to spare. I'll have to find some pictures.

Take care and keep safe and well,

Malcolm Bobbitt

Alister Kyle is the young lad some of you will remember from last years VSCC Lakeland trial, that owned the wood near Buttermere old road where we ran a couple of sections thanks to the stalwart efforts of the marshals who pushed, pulled and towed the VSCC cars through the muddy field in order to get to the sections in the wood. I posted pictures at the time of the cars being helped though the boggy field.

The day before when we set up the sections Alistair also showed some of us their family collection of Riley's at their farm and one of the Riley's he sold to Richard Hammond of Top Gear fame who has bought a house in Buttermere. I went back the day after the trial to check we had left everything in good order on his land and I met him again when he took me and showed me his Austin 7 or rather about 4 bits of an Austin 7. He must have put some time and effort in if he has nearly finished the project, a bit like the Nightingale hospitals popping up at unbelievable speed.

Keith

Hi Keith.

Just thought it was about time I sent an email to see how you're getting on? I'm currently back at my Dads waiting our virus situation out. How's things with you?

I hope life is being as kind as can be at the moment.

I've nearly finished my Austin seven now which I'm thrilled about and I'm already planning my next project!

Look forwards to seeing you when all of this this is over.
kindest regards,

Alister



Continued on Page 52

Dirty Fingernail Club : Covid-19 Endeavors **Continued from page 51**

John Johnson was at Workington Tech college with Hartley Timmins who's family had Timmins garage at Cleator Moor, Hartley used to do a lot of rallying of course and still heavily involved with the go karts at Rowrah. John went on to run his own garage then was an instructor at the new Lakes college Workington



At work in the Motor Department of the West Cumberland College of Science and Technology, Workington Division, are (left to right) Hilary Johnson (employed at Holmrook), Hartley Timmins (Cleator Moor) and John Jackson (Gosforth). 1970

Rallying at Moresby pit bank, Fellside Stages 1988 ,3rd in class 11th overall, John Johnson and Paul Nolan in a car older than most competitors, ex Louise Aitken Walkers car.

John Johnson

Since you've been kind enough to keep me in the loop as it were, I thought perhaps our friends might be interested to know that my GSM is approaching completion.

Starting from a bare shell it finally sat on its own wheels yesterday, a situation which would not have come about had I been able to do something (anything!) else.

It's an I'll wind, as they say. Pics attached.

Bonnet next.....

Ed Glaister



I've taken off the wings, doors, running boards off my Model Y Ford and am about to do some bodywork repairs to both A posts and the nearside chassis where it extends at the very back to carry the bumper.

I'm planning to scrape loose rust off the chassis and am wondering whether to use a rust remover or a rust converter product followed by painting or whether to slap Waxoyl on the chassis.

I've read good and bad reviews about rust converters and also good and bad reviews about Waxoyl and Dinotrol.

The rust converters I've read up on are CORROSEAL and AQUASTEEL. Both seem good quickly converting rust into a stable magnetite which can be over painted.

The rust removers are made by various manufacturers but a popular one is FROST RUST REMOVER.

Am guessing many of the dirty fingernail group have treated old chassis and wonder if some would be able to share their experiences with me?

Graham Kirkpatrick



More Dirty Fingernail Club
Covid-19 Endeavors : Continued on page 53

Dirty Fingernail Club : Covid-19 Endeavors

Continued from page 52

A fantastic response to the question posed by Graham Kirkpatrick about the best chassis treatments for combatting rust, replies in some cases were back before the ink was dry. The link to an online mag I haven't opened so not sure if its to do with rust related items.

Keith Thomas

Nothing works like shotblasting. I remember spending hours and hours wire brushing a Scimitar chassis with a knotted wire brush in a big angle grinder. I then painted it with a rust preventer (Jenolite or something like that) then undercoat then a black top coat. Within 3 or 4 years the rust was back as you cannot remove all of it with a wire brush - even using electric power.

Next chassis was shot blasted clean and painted with a good undercoat the same day after thorough degreasing. Top coat applied asap and the rust never came back. Obviously, any heavy rusted or holed sections were cut out and replaced. By God, Scimitars chassis can rust, let me tell you!

I ran many Reliant Scimitars and used them as my daily drivers. I think I had eleven in total including three of the SE4 Coupes. Great cars. I think I might buy another one soon.

Kenny Baird

Try "FERTAN", Our local garage use it and reckons it is very good. Look it up on Google.

I keep looking at the Pizza video it always makes me laugh!

I will sent some photos of our evolution A7 quite interesting.

Cheers

Ian Cowan

I'm not really a fan of treating rust, best off shot blasting or if it's thin metal work cut out altogether, but I've used a product by Bilt Hamber called hydrate 80 which seems to do a good job of converting rust. The surface being treated must be absolutely clean and any wax / waxoyl / oil must be taken off / degreased so you have bare steel to treat.

Hope this helps

Graham Millar

My eldest son David sent me the attached link to an online magazine. Not exactly main stream classic world but a rather interesting grown up pitch on cars old and 'almost' new.

Very grownup car magazine. (Free pdf)

<https://www.5054magazine.co.uk/purchase>

John Lowfield

Being the owner of a 37 year old Datsun that is used all year round in the UK, and is probably the last of its type in use in the UK I feel that I have a duty of care to this rust thing.

When I took the car on 10 years ago, although battered and bruised it was remarkably rot free, having rarely been beyond the North Circular Road (ie central London). I researched corrosion treatments at that time and duly bought Bilt Hamber's stuff.

I cant recall why I didn't buy Dinitrol, but I recall tales of Waxoyl dribbling for a long time after application, clearly unacceptable on a driveway etc. However after application BH's Dynax cavity wax stank really badly for a great many months - so badly that it was hard and most unpleasant to travel in the car. Added to this, the Dynax UB - which is black and thicker, looked utterly fabulous when applied, what a great job I thought, until few weeks later I had been out marshalling in a Kielder forest and all the dust and muck was stuck to the undercoating - as it stays tacky - and has been grubby ever since. So when I needed yet another 5 litres of cavity wax I bought "bodyline" cavity wax from Brown Brothers. This I find to be very much more socially acceptable, and as dribbles on the air filter housing bear testament, is almost impossible to remove once it has dried to a soft toffee consistency. Indeed I have bought more ready for after my current attention to the car.

Notwithstanding this the car is still here, which is still remarkable. Below is a snap of the cavity behind the front wheel arch liner - ie of the "A" pillar, revealed again for the 1st time in 9+ years since the liner was last removed

As for rust converter, I addressed some flaky paint around wheel arches etc about 5 or 6 years ago - treating surface rust before repainting. Clearly I clearly need help here. Just one example of my neglect below

I tried using a "spot blaster" attached to my air line, but that just polished the grot. So it was out with the angle grinder and wire brush:

Still work to do, rust remover to apply etc, then to try and make it look acceptable again. Fortunately it looks as if I haven't gone through any panel yet.

Ed Littlefield





Little Billy asks his dad for a telly in his room.
Dad reluctantly agrees.
Next day Billy comes downstairs and asks, 'Dad, what's love juice?'
Dad looks horrified and tells Billy all about sex.
Billy just sat there with his mouth open in amazement.
Dad says, 'So what were you watching?'
Billy says, ' Wimbledon .'



On the subject of Rust all the years I have parped around with cars nothing will kill rust better than blasting
After it has been done and coated with a weld through etch primer there is still plenty of work to do hear is
Some photos of my project after the blasting and priming.
If any body finds some Morris Minor parts in the garage or workshop over the lock down they dont need I might have some use for them so dont throw out away my little moggy might need it.

Alan Harrison

Alan Harrison asked for any Minor 1000 parts lurking on peoples shelves in their garages, well Dave Agnew came up trumps but it wasn't on a shelf in his garage, it was a Minor 1000 bodyshell with lots of parts on it that he was going to get rid of so Alan may be able to cut out some panels to repair his own.

Robert Gate sent an e mail he thinks an electric hood and a Turbo would be very nice on the Minor and Robert is looking forward to seeing it finished and having a ride in it.

Two factory workers on night shift are talking.
The woman says, "I can make the boss give me the day off."
The man replies, "And how would you do that?"
The woman says, "Just wait and see."
She then hangs upside down from the ceiling.
The boss comes in and says, "What are you doing?"
The woman replies, "I'm a light bulb."
The boss then says, "You've been working so much that you've gone crazy. I think you need to take the day off."
The man starts to follow her and the boss says, "Where are you going?"
The man says, "I'm going home, too. I can't work in the dark."

I was in the queue at Starbucks. The man getting served in front of me asked for a mocha.
"Sorry sir, but we're out of mochas."
The guy was fuming. "I have a mocha every morning when I come in here!" he raged. "I'll just have to have a latte!"
He went and sat down.
I went to the counter and said, "I'll have a large latte too, please."
They asked me for my name. I asked why they needed it and they told me that they'd write it on my cup and shout it when it was ready.
So I told them my name was Mocha.

My Ford Special Days

Ian Cowan

As many of us did in the 1960's , I built this on a ford Anglia chassis that my father sourced for me .

I had originally started with an Austin of some description , but once I had removed the body there was nothing left to build on ! I attempted to make the car with no complex panels , other than some fibre glass parts on the corners . The original car had a genuine Jaguar D type windscreen (My Dad was running Jaguars at the time and had friends in the service department at Browns Lane). This photo was taken in Norway when all roads were gravel with washboard surfaces on corners .

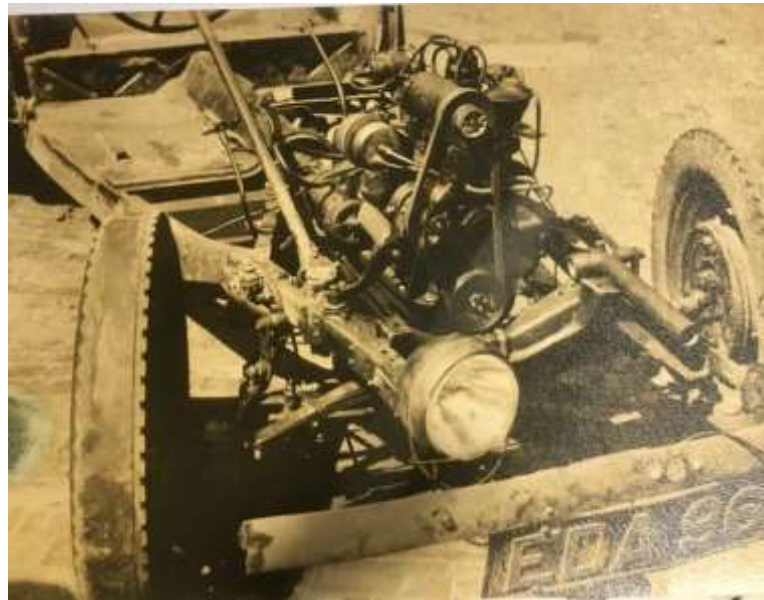
A friend of mine crashed the car by rolling it over a hedge into a field at night Luckily it landed the right way up ! (I wasn't with him and the story goes that he and the other passenger wandered round the field wondering where the road was , and it was only when another vehicle drove past they realised that they were on the wrong side of the hedge .Dad to the rescue in the Jag with a tow-rope and an axe to cut out a section of the hedge As a doctor in Stafford he was well known ,and he squared it with the farmer the next day .

It was at this stage I reckoned it was good time to start some modifications . The next photo shows the engine with some goodies added .

As I remember I fitted twin Solex carbs with a four branch exhaust which made the performance more lively . I also acquired a split front axle conversion which made the handling more predictable except when the steering arms snapped . Those of you who have had a swing axle will know that the gyroscopic forces acting on the front suspension put a great strain on the steering arms . I had numerous incidents with possibly the most alarming occurring while travelling alongside a Norwegian fiord on a narrow twisty section when on our second trip to Norway (this time with Jacquie). The car was still steerable but with alarming (until one got used to it) understeer . It was obviously impossible to reverse the car ! We found a helpful garage who allowed us to strip the front suspension and use their oxygen-acetylene equipment to repair the arm . As I remember we also repaired the exhaust , although that may have been at another helpful garage . I eventually fitted a brace between the steering arm and the backplate .

I then decided to go for some bodywork including a roof . Although the original bodywork was galvanised steel sheet over an angle iron frame I decided to use aluminium for the new roof and bodywork

The frame work was thin wire just to give me an idea where to shape the aluminium . I enjoyed the challenge of working in aluminium and it was all done using gas welding for joining panels .



Continued on Page 56

My Ford Special Days ***Continued from Page 55***

Looking at the shape now I can see the influence of the E Type and Lister body styles . I resprayed the car maroon and we used the car in this form until an XK120 came on the scene but that is another story .

The last picture below shows the car in finished form . I would not say it was over reliable I went through 6 engines and about the same number of back axles and gearboxes . I had fitted a Buckler close ratio gearbox which was great except when my friend and I went touring on the continent and the during the ascent of the Grosse Glockner pass the clutch failed . Yet another friendly garage the other side of the pass and we were able to fit another clutch . Amazingly a Ford Taunus fitted the E 93 engine and was readily available in Austria . On the same trip we also had to source another engine in Brussels following a crankshaft breakage in the middle of Brussels , which occasioned the classic remark “ Should 3 of the pistons be at top dead centre ?? “..... (and an axle from the same yard when the back axle locked solid not very far from Brussels).

We changed the engine in a square just off the main road having been moved on by the police . We had to strip the engine as we wanted to keep the special valve gear . The rear axle problem meant we had to borrow a trolley jack from the very friendly garage owner . He was busy rebuilding an MGA in his garage . We slept that night in a large American car in his yard and I remember listening to Radio Luxenberg and eating my mothers fruit cake as it was all we had with us .

I had also fitted wheel spacers at the rear , and as you will know , that places quite a strain on the half shafts with the result that half shaft failure was not uncommon . Changing a shaft involved splitting the axle and this is not easy when considering the transfers leaf rear suspension . My long suffering Dad ferried out parts from Stafford to make running repairs at the side of the road . I have many memories of other incidents with the car , many of which I share with my wife Jacquie who has nobly supported me in all our escapades but the Austin 7 saga along with the XK120 and many rally stories will have to wait for another time

Ian Cowan



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Kirkby Lonsdale MC

Local Garages Rally

In 1980 I started rallying at 17 yrs old with my dad .

My cooper S 1293 was also my day car for work etc. As we didn't need to wear seatbelts on the road in those days being pinned back in my seat with harness belts when rallying was odd.

We were seeded at 7 because of the experience that my dad had. Going into the last selective on the Local Garages Rally at Bretherdale I was told I was leading by 34seconds . This was only my second ever rally so this needed a serious attack. I unbuckled my belts so I could get over the wheel a bit more to muscle the little mini over the last few miles. My dad hadn't noticed and we set off.

The last corner is an up hill hairpin right at Scout Green, I slung it in on the handbrake, clipped the inside and rolled the car!!! I rattled around inside knocking off my dads glasses a skew like Eric Morecambe and the car came to a rest on the navigator door with me on my dads lap.

As I was climbing out onto the drivers sill some spectators pushed the car back on its wheels and I fell into moorland grass. Get back in they shouted!!!

They pushed the car and it fired up and we made our way to the control fearing all was lost.

After a proper bollocking from my dad we found that we had actually still won the rally by 3 seconds!! . My dad decided to step down from the left hand seat and let me move on, his job was done . Thanks dad x

I navigated for the guy who owned the Cooper S when I was only 14yrs old on 12car events. I had a Yamaha moped when I was 16 and he said that whatever you can sell the moped for I will sell you this car for the same price.

I sold the moped for £250 and bought the Cooper S for the same. It was all fully prepared and ready to go.

I passed my test a week after my seventeen birthday and rallied it a week later. It was a mk1 shell then which I later reshelled into the mk3.

Mike Tucker : Ex Kirkby Lonsdale MC



Flat Earthers fear that 2m Social Distancing could push some people over the edge.

**For the third time this week
I'm buying booze for the
next two weeks**



Willie Thompson

NESCRO

1999

In the early 1990s there were only four historic rallies north of Leeds: the Ilkley Jubilee, Illuminations, Cumbria Classic and Lanarkshire Classic run by Henry Carr, Fred Bent, Graeme Forrester and Graham Couser. These four guys saw the success of other events further south and it is them and the clubs behind them that we need to thank for sowing the seeds which have developed into the many events that we now see being run as far north as the Scottish Highlands.

In 1994 I went to watch the start of the Illuminations in Morecambe and thought I have got to have a go at this so in early 1995 I bought a partially rebuilt 998cc Riley Elf and by June my wife, Linda, and I were on the start line of the Cumbria Classic at Carlisle Castle. We followed the Mini 850 of Steve and Judith Parker all day and I was hooked. Although I have to say that whilst my wife has helped organise many events since she has never returned to the navigator's seat !

We persuaded the committee of Berwick & District Motor Club that we could organise a similar event and in May 1996 we ran the first Berwick Classic with a grand total 18 entries. It was essentially a romp round North Northumberland and Berwickshire with a dozen auto tests at different venues. Over the winter of 1996 we accumulated contact details for one make clubs, local motor clubs, specialist historic clubs and lots of folk with old cars. We distributed hundreds of flyers and in May 1997 we were very pleased to attract 30 entries to an event with a few more tests. In 1998 we had over 70 entries and have maintained that level of interest ever since.



The Sloanes on the 1999 Dales

Photos Courtesy of Tony North

Other clubs started to run events similar events some with navigation, some with tulip road books, some with regularities but all had a number of tests. We attracted entries from all sorts of people in all sorts of cars: some who had dabbled in rallying in their youth and some who had old cars and wanted to do a bit more than just park the car in a field and polish it. As most events had fairly smooth tests and were predominately run in daylight they were very social and very low cost. Some of the early Caledonian events cost only £ 100 including bed and breakfast for two ! One of the big differences between then and now is that most people used to drive to and from events rather than use trailers. At that time the cut off for historic events was 1975 and post 1968 cars were not eligible for overall awards – how things have changed. I suppose you have to remember that in 1996 my Riley Elf was only 33 years old which would compare now with a late Peugeot 205 Gti.

In 1999 we convened a meeting of the organisers of all of the newer events and we agreed to do some joint promotion and produce a poster which would publicise our events and emphasise that they were low cost and easy for beginners. Many people put a lot of work into those early events and the efforts of Graeme Forrester, Jim McGuinness, Bob Hargreaves, Ned Brook, Mike Kirk and Douglas Anderson were instrumental in getting NESCRO off the ground. Before the advent of social media we used to print 1,500 posters each year and post them out to everyone on our extensive mailing list

There was a strong cohort of competitors who competed in many events in the calendar and looking at some of the early entry lists the regular contenders were David Agnew/David Deakin (Porsche 911), David Marsden/Mike Garstang (Cortina GT), Peter & Linda Dawson (Morris 1100 / Reliant Scimitar), Jayne Wignall/Kevin Savage (Porsche 356B), Paul Slingsby/Michael Fox (Porsche 911 / Mini Cooper), Ernest Calvert/Bryan Smith (MGA / MGB), Peter Humphrey/Jon Huffer (Triumph TR6 / Mini Cooper / Volvo PV544), Mike Kirk/Mal Capstick (Sunbeam Alpine), Ned Brook (Triumph Herald), Neil Morrison/Robert Hay (A-H Sprite / BMW 2002 Tii), Robert Leech/John Shaw (Triumph TR4A), Jonathan Armstrong/Jane Winship (TR4), Keith Woodburn/Bob Hargreaves (MGB), Mike Dent (Imp), Edward & John Stuttard (Mini Cooper / Triumph GT6), Jim Hendry/Graham Couser (TR3), Andy Beaumont (RS2000), Andy Smith (RS2000). Bob Hargreaves hopped from the left to the right hand seat navigating very successfully for Ian Knowles in his Escort before buying the car taking a number of top three results. Many of them still familiar names on events now and sadly some people who are no longer with us.

As the early 2000s we saw more very familiar names joining the entry lists: Stuart & Linda Cariss (RS2000), The Ruddocks – David and John (Mini and Mexico), Adrian Stewart (Cooper S), Bob Wilson in the three wheeling S1 V8 Land Rover, Colin & Craig Wallace (Saab 96), Clive & Crispin Kennedy (MGC), John and Lyn Haygarth (Kadett Rallye E), Gordon & Lisa Furness (Wolseley Hornet), Archie & Richard Simmonds (MG Midget), John Bertram/Andrew Fish (Escort Mexico), Ross Butterworth/Ali Proctor (Escort Mexico) and Brian Hodgson/ Les Percival (Imp).

Some of these crews ran immaculate cars: Jonathan Armstrong's TR4 was a works replica and he was such a quick driver, Ernest Calvert's MGA and later MGB were also perfect cars, Keith Woodburn's MGB was the original Motor magazine long term test car and had clocked up 50,000 miles in the hand of the magazine over 30 years earlier, Mike Dent's Imp was always so spectacular until the gearbox or drive shafts expired !, Peter Dawson's Morris 1100 had been originally built for the Monte Carlo Challenge. At the other extreme, and I am sure that they will excuse me, was the Furness's Hornet, Humphrey, a testament to Gordon's skills with the welder, lots of angle iron and a good thick maroon coat of Dulux.

The NESCRO events have always offered a lot of variety and from a personal perspective I used to really enjoy the Scottish events with deserted road and great tests. In the early years the Caledonian Club organised a number of events and one, the Caledonian 500, was a two day event starting in Perth. Day 1 took crews north through a series of special tests to Aviemore where the Highland Car Club laid on an 80 mile road rally. Day 2 took crews to Stonehaven with lots more tests including the sprint track at Alford Motor Museum and the hillclimb at Durris. In due course the Saltire Rally Club was formed and they have organised many events in Fife and Perthshire since 2000.

It is very rewarding to see how the events have developed over the years and given pleasure to so many competitors. The events have evolved to include more modern cars and I think that the blend of targa and historic events is the way forward as it widens the appeal of the events and lets the youngsters have a go at what has to be real grass roots motorsport.

Stuart Bankier

Berwick & DMC



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Man

Board

1

R | E | A | D | I | N | G

2


Ground

Feet
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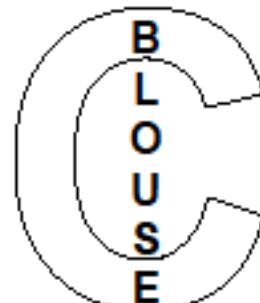
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Lancashire's other Racing Circuit

- 1) Name the two post war racing circuits in the County Palatine of Lancashire?
- 2) Which circuit was in the Ribble Valley?
- 3) What was the location of the circuit originally called?
- 4) How was the product transported from the site?
- 5) As well as product from the site what else did the railway transport from the site?
- 6) The circuit had two main corners – name the one to the West?
- 7) The circuit had two main corners – name the one to the East?
- 8) There was one other bend on the circuit name it?
- 9) What was the name of the main straight connecting the two corners?
- 10) What was the length of the circuit?
- 11) What type of motorsport first ran at the circuit?
- 12) What was the second type of motorsport at the circuit?
- 13) Which was the first motor club to hold a sprint meeting at the circuit?
- 14) What was the third type of motorsport at the circuit?
- 15) Which was the first motorsport club to hold a race meeting at the circuit?
- 16) What was the fourth type of motorsport at the circuit?
- 17) There were three other types of motorsport held at the circuit name two of them?
- 18) What date did motor car racing start at the circuit?
- 19) What was the maximum size of grid at the first motor race meeting?
- 20) Who set the lap record at the first meeting?
- 21) The outright lap record was jointly set by three drivers – name them?
- 22) What was the outright lap record?
- 23) How many car race meetings were held in the first two years?
- 24) Which club organised all the car race meetings for the first 2 years?
- 25) Which was the only other club to organise car race meetings at the circuit?
- 26) Which year did motor racing finish at the circuit?
- 27) What was the maximum size of grid at the last meeting?
- 28) What is the circuit now?

Pendle & DMC

THE OLD GREY MATTER TEST 2

1. **A 'snifter' is a type of what?**
Spoon Cup Glass
2. **If you were cooking a 'damper' in Oz, what would you be cooking?**
Cheese Porridge Bread
3. **Travelling South from Greenwich which country would you pass through after France?**
Spain Algeria Morocco
4. **Where would you find a musk ox?**
Himalayas Arctic Sahara
5. **What is the Mona Lisa painted on?**
Wood Parchment Canvas
6. **Where is Sefton Park?**
Manchester Chester Liverpool
7. **Which medicine consists of acetylsalicylic acid?**
Aspirin Paracetamol Contraception Pill
8. **In which year were the films 'Golden Eye' and 'Babe' released?**
1995 2000 2005
9. **Where would you find red grouse?**
Sand dunes Lakes Moors
10. **Which children's show had three windows – square, round and arched?**
Jackanory Play School Blue Peter
11. **Which football team is nicknamed 'The Toffees'?**
Wrexham Everton Tranmere
12. **Who first crossed the Antarctic Circle?**
Cook Magellan Amundsen
13. **When did women peers first sit in the House of Lords?**
1928 1958 1998
14. **What is the second largest state in the USA?**
New Mexico Montana Texas
15. **Which of these is a celebration meal?**
Knock up Punch up Slap up

Online Yearbook

Please be aware that the online edition of the Motorsport UK Yearbook is now a 'live' document that may be updated periodically during the year. The first raft of updates has already been made for 2020, with an 'errata' document being published which details all the corrections and regulations changes that have been incorporated. This document can be downloaded from the Yearbook page on our website here. For the avoidance of doubt, the online edition of the Yearbook is the definitive version, and it will differ from the hard copy version that you have no doubt already received in those places highlighted in the 'errata' document.

Formula Student Scrutineers

We have been approached by Formula Student, who are looking to train the next generation of Scrutineers for their events. If you are a trainee, or young recently, qualified scrutineer that would be interested in getting involved in Formula Student please email us at technical@motorsportuk.org to express your interest.

The Formula Student event takes place on 24-26 July at Silverstone, although you won't need to commit to all days, and is a great opportunity to be involved in an event featuring alternative technologies such as electric, hybrid and even autonomous vehicles!

Helmet homologation withdrawals

We have been advised by the FIA Safety Department that, for safety reasons, the homologation of the following FIA 8859-2015 standard helmets – whatever the manufacturing date – is withdrawn with immediate effect:

Manufacturer	Model	Homologation no.
NINGBO HD POWERSPORTS SAFETY PRODUCTS (NHDPSP)	HD128.F	PH.060.17-C
NINGBO HD POWERSPORTS SAFETY PRODUCTS (NHDPSP)	HD315.F	PH.064.17-O
OMP (re-branding)	GP8	PH.065.17-C

As these helmets can no longer be considered as complying with the FIA 8859-2015 standard, their use is prohibited in all cases where a helmet to a recognised standard is required.

A complete and up-to-date list of premium helmets homologated according to the FIA 8859-2015 standard may at any time be found on FIA Technical List No.49 available on the FIA website

Competition numbers

Reports continue to be received from Observers and Marshals that the legibility of numbers is still an issue. Can we please ask you to pay particular attention to the display of competition numbers – particularly in Circuit Racing – remembering that (Q)11.1.1 requires the numbers to be in place prior to scrutineering, where they will be checked for compliance with regards to position, legibility and size.

Common issues – as demonstrated in the two images below – include poorly spaced numbers without the background extending the required 5cm beyond the numbers, as well as numbers that are 'lost' within the vehicle livery without the required delineation. Regulations (J)4.1 and (Q)11.1-11.4.2 are clear and descriptive in what is required, and competitors should be advised to rectify any non-compliant displays.



ROPS mounting points



ROPS mounting points

Continued from Page 63



The photo above was sent by a Scrutineer inspecting a rally car for its new owner in advance of its first event, and their attention was drawn immediately to the mounting method used. In principle a raised, or boxed, type mounting is an acceptable method of installation, however there are a number of signs that caused additional concern in this particular case. In line with advice given in the past, where a raised mounting with folded steel sheet is used such as this, we would expect to see the open ends properly 'boxed' in for additional support, which is not the case here – certainly not on this facing side. There is also a question mark over the material used, which at first glance looks like it might not quite be of the correct minimum 3mm thickness. Although not distinguishable in the photo, it is also queried whether the extended parts welded to the bodyshell are in fact a continuation of the main mounting plate (i.e. one continuous folded plate), or whether they are separate pieces welded in place to appear to satisfy this requirement. As always, pay attention to mounting methods, which are obviously a vital element of the overall ROPS!

Vehicle Preparation basics

It has been shown that if the basics start to slide then control can easily be lost. We make no apologies for highlighting what may seem like an un-important issue, but there are basic requirements that seem to be a regular oversight by competitors.

The requirement for the external fire extinguisher trigger point identification is detailed in (K)3.2.2, being a red "E" in a 10cm diameter white circle with a red edge. The requirement for the external circuit breaker trigger identification is detailed in (K)8.5, being a red spark in a blue triangle with a white edge, the base of the triangle being at least 12cm.

The image above below shows an example of non-compliant identification labels – due to their small size – seen during scrutineering at a recent Race meeting.



Of more serious concern, a Scrutineer at the same event found the harness mounting pictured below, a 6-point harness with the crotch straps mounted significantly forward of the seat. Section (K) drawing no.39 gives the required angles for mounting a harness, this shows the crotch straps being no more than 20° forward or rearward of a vertical line drawn through the crotch strap slot in the seat base, any deviation from this angle could affect the performance of the straps in an incident causing a potential hazard to the occupant.





Berchtesgaden

Sunday 27th June - Mission 9

The day was only another 425KM! With a planned 7:30 issue of Mission 9 cards/road books. The next two nights, were planned at the site near to Berchtesgaden, Sundays route included an optional visit to Dachau as we passed Munich.

<https://www.history.com/topics/world-war-ii/dachau>

<https://www.kz-gedenkstaette-dachau.de/index-e.html>

Dachau, the first Nazi concentration camp, opened in 1933, shortly after Adolf Hitler (1889-1945) became chancellor of Germany. Located in southern Germany, Dachau was initially a camp for political prisoners. The Memorial Site on the grounds of the former concentration camp was established in 1965 on the initiative of and in accordance with the plans of the surviving prisoners who had joined together to form the Comité International de Dachau. The Bavarian state government provided financial support.

Back to the event. Each day we covered several hundred kilometres and visited these places quite often...(@ around 22MPG) The Marshal crews had much work to do that day. The main tasks for the day had to be set up at Seegatterl Ski resort. Only some 8Km from Austria. We arrived at around 14:00, there was a large car park at the bottom by the Ski lift which had plenty of room to park the cars and allow the crews time to do the tasks required.

One test/task was a typical reverse manoeuvre between two lines that the driver had to set prior to moving the vehicle. More points were gained for the smaller gap each side BUT any touch of the line, wooden sticks and it became a washout for the test. Another test on the site was to look at pictures of the days journey and place them on the route, crews had limited time and I think they also had to be in order.....



The final test was a climb up the mountain on a gravel access track that the event had obtained permission to use. As it was a Site of Special Scientific Interest (SSSI) cars must not stop or travel faster than 20KPH. This was checked by marshals timing cars in and out of the section. And all crews had to look for some 32 code boards that had been placed on the 4.5Km route these were two digit number plate hanging on trees, posts, any object, bottom of some cattle grids! It took almost 2 hours setting up this route. Crews started to arrive at Seegatterl by 16:00 and started the car park tasks, then finished of with the 4.5 Km route that took around 30 minutes,

Continued on Page 67

H4H 4X4 European Rally 2010 Continued from page 66

Out of 32 code boards, no crew managed more than 26 code boards..... But it was all good fun. Once all three tasks on this site had been finished crews could then make their way to the Camp site Campingplatz Winkl-Landthal just 10Km from Berchtesgaden.

By around 17:30 all crews had been to the tests so we then had to again pick up all our code boards but one of the crews, who at the top of the run, wrong slotted, had found the upper resort of Winklmoos-Alm. That was open and serving food. Well Sunday night and finding food was just too good to miss. Several crews and marshals filled the restaurant and had a very nice evening meal with one of the best views I have had from a restaurant!

Some of the locals had bells around their necks, this was very soothing in the peaceful atmosphere of the open air eating area, These locals, were sadly mourning the loss of a relative or two, that most of us in the restaurant were eating....and a very good the steak was had by most of us!

Whilst we were eating, we knew that we still had around an hours drive to the camp site near Berchtesgaden, but some of the crews found that the restaurant did have rooms available! so for them it was eating and drinking then bed. They rejoined the event by 9:30 on Monday at the campsite. I must say this would have been a good option for the night, but as I was I was not driving that last hour I was fine with an odd beer. The Marshals had to run the event, so we arrived at the camp site just before dark and managed 7 hour sleep! Well we did have the weeks with the most daylight for the event which again was all about preplanning....

The Eagles Nest.

Monday 28th June - Mission 10

The final Mission book was issued at 9 am in it involved a convoy move through Berchtesgaden to the Eagles Nest all vehicles had to be all parked up by 10:30 as we had 3 buses booked at 11am to take us, as a party up the mountain.

For me once again, it was Car Parking duties, to park all the crews up neatly so that did give a good show to anyone in the area.

The photo top right on the next page has car 12 at the front. This crew finished the event with a different engine to which they start the event as the original engine expired when leaving Normandy! The crew with the help of the local 4x4 group in Normandy managed to source a second hand engine and replace it to rejoin the rally in Bastogne. The second hand engine got them to the rally finish and back to the UK!

For more information see; <http://www.kehlsteinhaus.com/the-location/hintereck.html>

<https://medium.com/@manoverseas9769/the-spoils-of-war-at-hitlers-eagle-s-nest-e749e27568a4>

And in Stephen Ambrose book Band of Brothers, see Chapter 17 Drinking Hitler's Champagne.

Continued on Page 68



H4H 4X4 European Rally 2010

Continued from page 67

To get to the top of the Eagles Nest you book a ticket and then get allocated a bus time. It takes the bus 20 minutes to get to the top terminus (that is where the photo on the right was taken) where an access tunnel and a lift then takes you up through the mountain to the restaurant/Cafe at the top.

The crews could have as long as they wanted at the top as the rest of the day was free for them, they only needed to be at the finish party that was arranged for 18:30 that evening. Drinks from 18:00. This included coach transfers from the campsite to the restaurant about 2 miles down the road and the return back at 11:30

It is also worth a look at the photographs/Images/history online of the Eagles nest. The scenery and views from the top are stunning as was all the scenery in the area

As for the organisers, we had been that busy since leaving Bastogne, no results had been produced for the last two days, several tasks had been completed over these last two days, these results still needing to be calculated and then added into the Mission 7 results. No small feat. I had put the results package together as we went along on the event, I thought it would take 4 of us around three hours to get these done. Yep that was a tight time schedule!

The home for final meal and awards was at the Brenner Bräu Bavarian inn. Bischofswissen. Two marshal crews arrived at around 15:30, with all the Several Mission 8 and 9 score cards and started to work out the results we needed them finished by 18:00 to have the results available as crews arrived, we did it!. The awards started bang on time at 18:30. No protest were allowed - it was in the event regulations..... Not bad after 12 days of the rally. The photograph on the right, includes all the 4 marshal crews that ran the event for 12 days. YEP just 8 of us! in 4 vehicles - one did take the photo...

The photo on the right is the crew of Car 12 Chris and Dee Pacey who received the Sprint of the Rally The fact that they Re-joined the event in Bastogne after two days replacing the engine and typified the Band of Bothers spirit. The award was a print (part of which can be seen) from Bastogne of East Company in the snow covered fox holes.

The evening continued with food and then the Oompah Band with lots of beer and singing...

Later that evening, as it was going dark, I took a photograph of the Eagles Nest from the Restaurant. It was like a light, shining out from the mountain top! (But sadly not good enough for Maurice to put into spotlight!) I then wondered what it would have been like around here here sixty-five years ago? (As I have a little interest in WW1 and 2 I have read a few books on the topic...) On the 25th April 1945, The Bombing of Berchtesgaden (they had a few bombs to get used up....), The Eagles Nest, was carried out as one of the last bombing raids in WW2. 359 Lancaster's and 16 Mosquitos of Nos 1, 5 and 8 Groups. They lost 2 Lancaster's on the raid.

Continued on Page 69



H4H 4X4 European Rally 2010

Continued from page 68

This raid was against Hitler's 'Eagle's Nest' chalet and the local SS guard barracks. Among the force were 16 Lancaster's of No 617 Squadron dropping their last Tallboys. 8 Oboe Mosquitos were also among the bombing force, to help with the marking, but mountains intervened between one of the ground stations transmitting the Oboe signals and the Mosquito's could not operate even though they were flying at 39,000 ft! There was some mist and the presence of snow on the ground also made it difficult to identify targets, but the bombing appeared to be accurate and effective.

See- https://www.google.com/search?q=eagles+nest+germany&source=lmns&bih=657&biw=1366&hl=en&ved=2ahUKEwirw-6F6o3pAhUUKhoKHUwHDS4Q_AUoAHoECAEQAA

That night after the awards 'do' the adrenaline was still running, event now over, how do you sleep.....

Now is the time to look back at the last 6 months and thank those that allowed me the time to help on this event, I did put in a 'few' hours of work! My wife and girls who, sent me away for the fortnight.....The chance meeting with Keith Bowen and his family who put the event together and then needed a marshal, so asked me! The work team, (Who, I had been working with for two years) at Blackburn with Darwen, Road Safety, they supported the flexible working for six months prior to the event! Those in 2010, that helped me raise a small amount of the £120,000 - <https://www.justgiving.com/fundraising/h4hrally2010-stephen-johnson>

I appreciate all your support.

To all those on the event, what a great team of folk we had. All helping each other as required, and supporting a common cause, in friendly rivalry.

RESULTS		
HELP FOR HEROES RALLY AWARDS		
CAR	NAMES	
19	Jim Bowen, Brad Bradwell, Paul Bass	1st Overall
4	Adrian Wilkinson, Jonathan Bowles	2nd Overall
44	Sarah Munson, Simon Atkins	3rd Overall
23	Nick Zervos, AJ Berg	4th Overall
35	Toby Heason, Dyanne Heason, Gareth Williams	5th Overall
42	Leo and Emma Sayer	1st Serving Military Team
40	Iain and Gillian Lyall	2nd Serving Military Team
38	Ed Pawsey, William Pawsey, James Kellyu	3rd Serving Military Team
3	Neill Bates, Gareth Williams	1st Ex-Services Team
30	Alan Brice, Iain Lambert	2nd Ex-Services Team
20	Adrian Lane, Tim Eades	3rd Ex-Services Team
32	Shane Thompson, Jay Bristow	1st Civilian Team
37	Roland and Beth Traynor	2nd Civilian Team
26	Tony and Helen Knott	3rd Civilian Team
16	Mick, Lynda, James and Emma Burt	1st Family Team
13	Dave, Cara, Evan and Rhianon Rees-Jones	2nd Family Team
15	Neil, Jo, Kalon and Nelson Oxford	3rd Family Team
12	Chris and Dee Pacey	'Spirit of the Event'
35	Toby Heason, Dyanne Heason, Gareth Williams	Best Dressed Team/ Vehicle Award
7	Simon Harbidge, Paul Smith	Highest Sponsorship Raised Award

To be continued

**Part 5 Mosel – Nurburgring
(on the trip Home).**

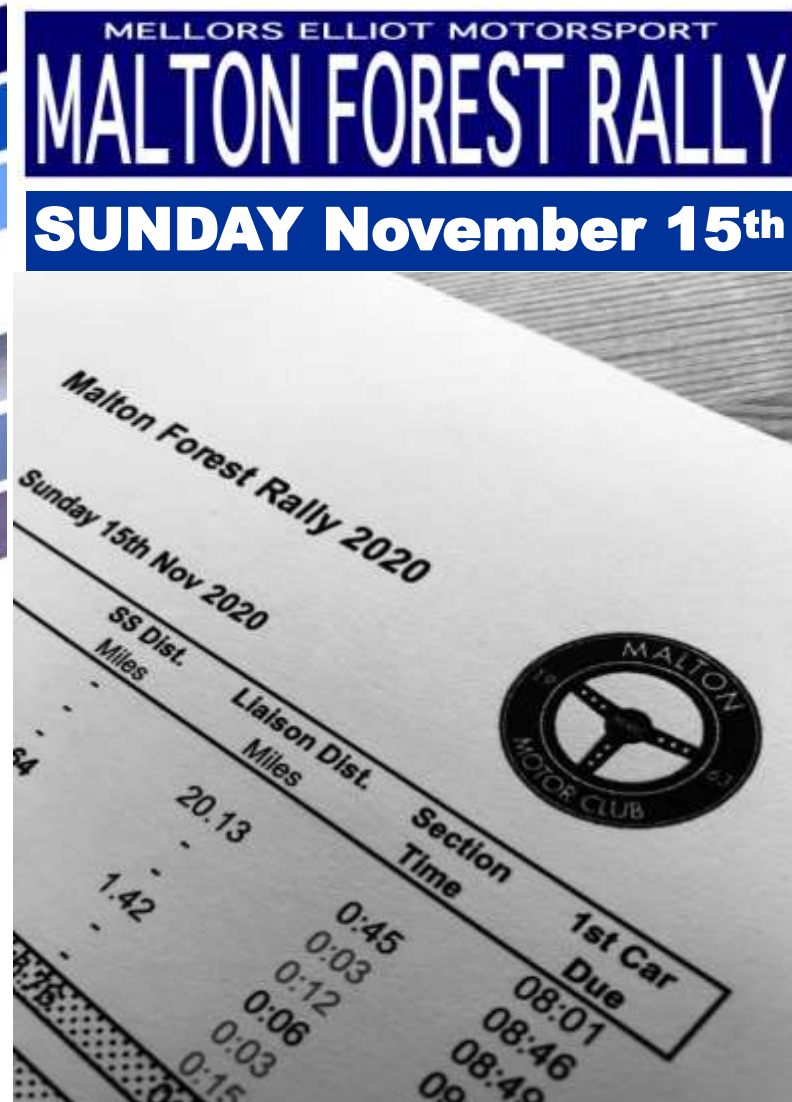


Firstly, from all at Malton Motor Club and the Malton Forest Rally we hope everyone is keeping safe and well through these unprecedented and challenging times.

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.

Here's a sneak peek to hopefully give everyone a glimmer of hope that we'll be back on the stages soon!

In the meantime, stay home and stay safe!



Clan



Clan the company

CLAN CARS LTD.

Clan Cars is a small highly specialised company, manufacturing cars for competition and road use. The Company may be relatively young, but the staff have many years experience of car manufacture.



ENGINEERING

Simple is best, how often have you heard that, well we believe this to be true. Using proven components and readily available materials, our engineering is more craftsmanship than high technology, but isn't that the way it should be in a hand built car?



In fact, Clan's four key personnel have over 40 years experience of competition car preparation and driving. These four and the rest of Clan's highly skilled staff are not just ready to make you a car but to build it to your own specification.



FINISH

Like everything else that is man made, the finish is totally dependent on the amount of effort that is put in. That is why it takes 3 men nearly one week to make a Clan bodyside and then it is painstakingly prepared before painting to the colour of your choice. Painted rather than colour impregnated because it is almost inevitable that at some time during a car's life it will sustain some form of damage, be it only a minor scratch, paint can be touched up, colour impregnated cars need to be returned to the factory for repair.

Only after critical examination is the bodyside passed on for the equally detailed and careful fitting of trim and mechanical components. When you take delivery of your Clan you can be assured it is finished as you would expect a hand-built car to be.

Technical Specifications

	'E' ENGINE	'S' ENGINE
CUBIC CAPACITY	998cc	998cc
Number of cylinders	4	4
Bore	2.866" 72.53mm	2.866" 72.53mm
Stroke	2.380" 60.40mm	2.380" 60.40mm
Maximum Power	65 BHP	76 BHP
Maximum Torque	62 LBS/FT @ 3200RPM	75 LBS/FT @ 4000 RPM
Cylinder Head	Aluminium wedge shape combustion chamber	
Cylinder Block	Aluminium cast iron wet liner	
Camshaft (overhead)	0.310" lift	0.360" lift
Carburettor	Twin 150 CD Stromberg	Weber 40 D.C.O.E.
Exhaust	4 Branch Extractor Type	Large Bore Combined inlet and exhaust
Steering	Rack and Pinion	
Brakes	Front Discs Rear Drums	
Wheels	5J x 13	6J x 13
Tyres	175/60 x 13	185/60 x 13
Weight/DIMENSIONS		
	Kerb Weight 1280 lb.	582 kg
	Length 12' 9"	388.62 cm
	Width 53"	149.86 cm
	Height 43"	109.22 cm
PERFORMANCE		
'S' ENGINE	0-60 mph	7.7 secs
	30-60 mph	8.9 secs
	50-70 mph	6.8 secs
	Max Speed	112 mph
	Overall average fuel consumption 43 mpg	

Cars supplied in simple component form or in kits

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.

Please contact us for all your needs and we will do our very best to help you out.

We deliver to local trade outlets on a weekly basis.

For all trade enquires please contact Mark on 07951454330

hawksgin@mail.com

<https://hawksheadginandspirit.com/>



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HELP REQUIRED

Steve Johnson, Maurice Ellison

Hope you are both well in the strange times?

I was wondering if you could put an article (below) in the next Spotlight Magazine please? I am looking for some past event results and wondered if there might be any information still out there.

Steve – I'm fairly sure you were involved in organising at least 2 of the events I am looking for (2008 Clitheronian, 2009 AMSC December Autosolo).

Any info gratefully received!

Article Below

PAST RESULTS REQUEST

During the lockdown period, I have been looking back through my results archive - something I have been meaning to do for years, but have never had the time. I have found a few gaps and wondered if any SD34 Club members might have any further information.

In all cases (bar one), I have got the headline results from DVT's excellent ANWCC website, but wonder if anyone else has further details such as stage, test or section times still lurking about. The events in question are:

2008 North West Stages, February – I was navving in an Impreza. We broke a wishbone on a kerb at Weeton on Stage 6, but managed to fix it during the course of the day. That year there was a 'trophy' rally taking place over the last 6 stages of the event, so we were at least able to go out and have a go on that. Anyone got the stage times for the main event or the trophy please?

2008 Garstang and Preston Memorial, June – again, in the hot seat in a classic Mini. Finished 30th. Anyone got any section times?

2008 Clitheronian Road Rally, September – in the same Mini, but this time it ended up with the front left buried in a stone wall, so we retired. Again, its section times I am after please?

2009 AMSC / CSMA Autosolo, M65 Services, December – was out in my Westfield, as a precursor to doing some sprints and hillclimbs the season afterwards. Think the result proves that I should have stuck to navving as I was last! Looking for test times for this event please?

2010 Scammonden, Mid Cheshire MRC event, July - Odd one this, as I have an entry list, which I am on, but nothing else and there is no other information on the ANWCC website. I have a vague recollection that this event may have been cancelled at short notice but I'm not 100% sure. Anyone else shed on light on this?

If you have any information on these events, or can point me in the direction of someone who might, please drop me a line at richard.duddell@hotmail.co.uk

Thanks for your help.

Richard Duddell



Event Cancelled For 2020

Wolverhampton and South Staffordshire Car Club regret to announce the North Wales Rally Services Rally North Wales is forced to cancel its 2020 running of the event due to uncertainties surrounding the Coronavirus pandemic.

After being forced to postpone the Dolgellau based event which was originally planned for the 28th March until November, the event organising team have been closely monitoring the Covid-19 situation.

However, following the latest advice from the Welsh and UK Government and Motorsport UK, the sport's governing body, the event committee had further reviewed the plans for running the event in November.

With the sport posing a challenge when adhering to social distancing guidelines, and with the uncertainty of any other restrictions like access to forestry, venues and local businesses, the decision has been made to cancel the rally for 2020.

A spokesperson from the team said *"We have been closely monitoring the Covid-19 pandemic and the implications of running Rally North Wales in November. Whilst we are in the advanced stages of planning the event, there are many restrictions that we understand will remain fluid during the lockdown procedure and beyond.*

As well as the increased financial risk to the event, the health and wellbeing of everyone at this time is paramount including event officials, spectators, competitors and residents in Dolgellau and the surrounding area. Therefore we feel it would be irresponsible to run the event at this time.

We would like to thank our event sponsor North Wales Rally Services and our partners for their unrivalled support during these difficult times and are looking forward to seeing everyone on the event in 2021."

Organisers have issued a provisional date of 27th March 2021 for next year's running of the rally.

The event is a round of the Fuchs Lubricants Motorsport UK British Historic Rally Championship, Pirelli Motorsport UK Welsh Rally Championship, The Fuchs Lubricants RACRMC Mixed Surface/Rally 2 Championship and The ANWCC Forest Rally Championship. It was due to run six stages in the Dyfi and Pantperthog forests totalling 45 miles from its rally base in Dolgellau.

Pro-Rally.co.uk

1



Motorsports Photography and Journalism

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

Phil James

Motorsports Photographer & Journalist

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@ProRallyPhoto



www.pro-rally.co.uk

Pendle District Motor Club. Scammonden Dam Hillclimb 15th August 20

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

Pro-Tec Performance Preparation & Parts



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~~4-5 JULY: SWEET LAMB~~

~~26-27 SEPT: KIELDER~~

~~10-11 OCT: WALTERS~~

crosscountryuk.org

Liverpool Motor Club Aintree Sprints



Liverpool MC's entry lists are now open for its 2020 Aintree Sprints

- 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

**Remaining 2020 Date:-
5th September**

The events are all rounds of

- Liverpool MC Speed Championship
- ANWCC Sprint Championship
- SD34 Sprint & Hillclimb Championship
- Longton's Northern Speed Championship

And lots of other championships too.

See website for details

The events are open to any member of a club in SD34, ANWCC or ANCC.

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



Cinderella was now 75 years old. After a fulfilling life with the now dead Prince, she happily sat upon her rocking chair, watching the world go by from her front porch, with a cat called Alan for companionship.

One sunny afternoon, out of nowhere, appeared the Fairy Godmother. Cinderella said "Fairy Godmother, what are you doing here after all these years?" The Fairy Godmother replied "Well Cinderella, since you have lived a good, wholesome life since we last met, I have decided to grant you 3 wishes. Is there anything for which your heart still yearns?"

Cinderella is taken aback, overjoyed and after some thoughtful consideration and almost under her breath she uttered her first wish "I wish I was wealthy beyond comprehension." Instantly, her rocking chair was turned into solid gold. Cinderella was stunned. Alan, her old faithful cat, jumped off her lap and scampered to the edge of the porch, quivering with fear.

Cinderella said "Oh thank you, Fairy Godmother". The Fairy Godmother replied "It is the least I can do. What does your heart wish for your second wish?" Cinderella looked down at her frail body, and said "I wish I was young and full of the beauty of youth again".

At once, her wish having been desired, became reality, and her beautiful youthful visage had returned. Cinderella felt stirrings inside her that had been dormant for years and long forgotten vigour and vitality began to course through her very soul. Then the Fairy Godmother again spoke "You have one more wish, what shall you have?" Cinderella looked over to the frightened cat in the corner and said "I wish you to transform Alan my old cat into a beautiful and handsome young man".

Magically, Alan suddenly underwent so fundamental a change in his biological make-up, that when complete he stood before her, a boy, so beautiful the like of which she, nor the world, had ever seen, so fair indeed that birds began to fall from the sky at his feet.

The Fairy Godmother again spoke "Congratulations, Cinderella. Enjoy your new life." And, with a blazing shock of bright blue electricity, she was gone.

For a few eerie moments, Alan and Cinderella looked into each other's eyes. Cinderella sat, breathless, gazing at the most stunningly perfect boy she had ever seen.

Then Alan walked over to Cinderella, who sat transfixed in her rocking chair, and held her close in his young muscular arms. He leant in close to her ear, and into her ear breathed as much as whispered, blowing her golden hair with his warm breath, "I bet you regret having me neutered now, don't you?"

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



Rally/Race Car Testing At Three Sisters Circuit

Take advantage of the Three Sisters Circuit's Early Bird discount on all mid week race car testing between 9am and 11am.

www.threesisterscircuit.co.uk



GRIZEDALE STAGES RALLY Saturday 5th December



The BTRDA Rally First championship running in the MRF BTRDA Rally Series.

The classes will be 1.0, 1.4 and 2.0

Events are

- Rallynuts **Cancelled for the 2nd time**
- Woodpecker 5th September
- Trackrod 26th September

Rally first runners enjoy a £50 discount off the entry fee.

There is a single make tyre (MRF) and rally first competitors will enjoy a very special price.

rally

AT
TRACKDAYS

anglesey
circuit
fracton

JUST £140
FOR THE DAY

PRICE PER TEAM OF DRIVER AND CO-DRIVER



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

Anglesey Circuit's Rally Trackday events operate in a similar manner to a regular track day, featuring all-asphalt stages for drivers and co-drivers to run as a team. Featuring multiple, specially designed stages suitable for all cars and driver abilities, from novice to experienced rally teams.

2020 NW Training dates

5th Dec 2020

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(Beginners/Refresher)

Maximum of only 16 places each day.



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ANCC



Association of Northern Car Clubs



PD Extinguishers Stage Rally Championship 2020

9 th Aug	Heroes Rally	Mixed
http://www.pendledistrictmc.co.uk/		
6/7 th Sept	Promenade Stages	Tarmac
http://prmrally.wallaseymc.com/		
15 th Nov	Malton Forest Rally	Forest
https://www.maltonmc.co.uk/malton-forest-rally/		

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Steve Butler	Road Rally
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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)

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Steve Johnson

& if I have left you out of the above credits,

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

Meetings Postponed for Now

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 July is

Saturday the 13th of June

which is due out on

Monday the 15th of June

for the 2nd edition of July is

Saturday the 27th of June

which is due out on

Tuesday the 30th of June

for the 1st edition of August is

Monday the 13th of July

which is due out on

Wednesday the 15th of July

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