

October spotlight 2020



Matt Flynn / Rob Bryn 'Chicken' Jones

3rd O/A Targa

Photo Courtesy of Chris Ellison

www.sd34msg.org.uk

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Pennine Targa

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MOTOR SPORT GROUP

September has been back to normal for motorsport events in some disciplines. My first event was marshalling the Pennine Targa Rally. A little task on the third test of the day, getting all cars from the arrival control to the start line, for one minute starts. BUT it was along a single track road about 150 metres long, with the test finish control close by the test start control, and cars also need to use the same 150 meters of single track road to exit from the test! Cheers Paul Buckle, 'I have just the job for you'...the test commander informed me on arrival. Anyway, all ran very well and great to see many smiling faces from the crews, although the cars came out of the test very dirty!

The next weekend was the Saturday and Sunday events at Blackburn services. A day's motorsport for £35 A new timing system was used on the event. The Autotest timing app, Sapphire Solutions

(see - https://play.google.com/store/apps/details?id=autotest.sapphire&hl=en_GB) also have a Targa app! This app was used both days for timing the event, giving very little problem. By the end of Sunday, most drivers had downloaded the app, so they could see their results as soon as they finished the tests. The system kept all drivers informed of their times, even those not at the event could follow what was going on.

Under the current Covid rules, this system will help event organisers.

On the 15th September, we held the Zoom meeting with member clubs; a report is on page 6. One major item agreed, was to work with ANWCC at their awards night, and give out the SD34 awards at the same time. **If Covid-19 allows the event to take place.....**

The date is Saturday 30 January 2021, venue not far from Manchester Airport (not same as last year) and that full details will be on the ANWCC website in mid-December as soon as the championships have finished.

2019 - Award winners please return your trophies.

On the last Sunday of the month, it was back to Demon Tweaks for the Knutsford DMC, British Autotest Championship event, (Plus ANWCC and SD34MSG rounds). The event was held in Wales. Covid requirements, forced the club to change the way of running an autotest! The entry was split into two groups with two classes and 15 drivers attending the morning session. I arrived at 12:00 as the first group was just leaving. The second group of drivers from three classes started just before 2pm and all finished by 15:15 twelve tests completed. Well done to the club for putting on the event!

Steve Johnson, Chairman, SD34MSG

1973 Fordsport Challenge

In 1973 Fordsport rally effort under Stuart Turner, announced a national competition between motor clubs. It took the form of driving tests at Oulton Park, a pit stop, a quiz, a table top rally on a moving bus etc.

Although being a small club, Preston Automobile Club won the competition outright.

The prize awarded was diverse but included a Fordsport forum at the Preston Guildhall (which included Timo Makinen, Henry Liddon, Ari Vatanen etc) and Stuart Turner was our guest speaker at the annual dinner/ prize do at the Saxon in Blackburn.

Right Is a photo of most of the winning team.

L to R Eddie Parry, Mike?, Dave Taylor, Martin Oglesby, Rod Carter, John Parker.



P.A.C.'s 1973 Fordsport "Challenge" Winning Team (Oulton Park)
(where's Tommy Lowe?)



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Comprising the following 11 Clubs



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Clitheroe & District Motor Club
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COVID-19 Guidance

Update for the Community

11/09/2020

It is now a little over two months since motorsport restarted in the UK, and what has been achieved by everyone in our community in getting our sport back on track is nothing short of remarkable. I would like to thank everyone – our member clubs, officials, marshals, teams, and competitors – for your dedication and determination.

It is this spirit of collaboration and commitment to embrace the 'new normal' that will ensure motorsport can continue and withstand the ever-changing conditions. While many aspects of our everyday lives have been impacted, we are extremely fortunate that motorsport has been able to resume, and is categorised as an organised sport that has already been through restart protocols.

However, this Government backing will only continue while our community is playing its part in maintaining the safest possible environment, as we have all been doing so far. We must maintain this high standard, accepting and embracing evolving guidance. We are all aware that Government needs to react swiftly to the evolution of the pandemic.

This brings us to the revised protocols announced earlier this week by Government. Thankfully, organised sport can continue to operate, when there is clear evidence of a thorough plan and consistent execution. Motorsport qualifies on that count. However, there are changes that we now need to implement to allow us to continue safely and these are summarised below:

- there is now the requirement for all participants to wear a face mask in all areas of the venue at all times
- the removal of individual personal exemptions from wearing a face mask; these persons will no longer be allowed to attend Motorsport UK events
- enhanced powers for COVID-19 Officers, Clerks of the Course and Stewards to intervene and penalise any transgressions
- reducing the maximum number of marshals per post to 6.

READ THE LATEST GUIDANCE FOR THE WEARING OF FACIAL COVERINGS

MSUK Complete face-covering guidance: <https://www.motorsportuk.org/wp-content/uploads/2020/09/2020-09-18-Face-mask-and-coverings-guidance.pdf>

MSUK Chart only: <https://www.motorsportuk.org/wp-content/uploads/2020/09/2020-09-17-Face-mask-and-coverings-guidance-chart.pdf>

Hugh Chambers
CEO, Motorsport UK

SD34MSG

Bi Monthly Meeting

16th September

Events are continuing to be organised in the remainder of the year, with an encouraging number of events already successfully run despite the precarious times we currently find ourselves in. CDMC and Airedale & Penine ran a very successful targa/classic rally on 6th September. Whilst U17MC ran their second set of autosolo/PCA events at Darwen Services, and Bolton le Moors ran an autosolo as part of the much altered Ormskirk Motorfest at Aintree Racecourse on August Bank Holiday Monday. Upcoming events include a stage rally at Weeton Barracks on Sunday 1st November, co-promoted by Pendle & District and Garstang & Preston Car Clubs. The Neil Howard Stages is also scheduled to run at Oulton Park on Saturday 7th November.

Unfortunately, Knowl Dale Car Club have had their permit for a touring assembly in early October refused by MSUK, and 2300MC made the decision last week to cancel their running of this year's Andy Mort Tour.

Whilst on the subject of events, clubs have been asked to submit their 2021 event dates for inclusion in the championship by the beginning of November so that all relevant permits can be applied for.

Due to only a limited number of championships still running both in SD34 and ANWCC, it is looking likely that the two associations will join forces for their presentation evening in January next year. As a result of this, it has been requested that clubs ask any winners from last year to return their trophies in the next couple of months so that they are ready for the evening in January (subject to Covid of course).

In any other business it was asked that all clubs please send in any proposed rule changes for the 2021 championships no later than Friday 16th October so that they can be discussed in plenty time ready for the next meeting.

**The next meeting is :-
Wednesday 18th November at 8pm.**



MOTOR SPORT GROUP

Rallying Rambles 10

(tales of an obsession with motor sport)

By Bill Honeywell ©

Another Mull Catch-up

I've realised that in my last Mull catch-up several days ago, I got to 1981, and over the last few episodes I've covered '82 and '83. So before I go any further, I need to tell you about '84 and '85 – so here goes.

The 1984 Tour of Mull was almost certainly the last rally I did in KKC 733P. Seeded at 10 out of a starting field of 78 (small by today's standards) we had high hopes of a good result. These were well founded early on, and we were lying 6th... after the first stage, Mishnish Lochs. In fact we were inside the top ten on the first four stages, but then had an alternator problem which slowed us down in the second half of the night, but we still finished Friday night in 11th, with MacKinnon, Pattison and Gwyndaf Evans taking the first three.

In those days there were no closed roads, so the Saturday afternoon stages were on private land – the forests of Lettermore, Fishnish, and Dervaig. Amazingly (for us) we didn't drop a place, but at the start of Saturday night we had John Cressey and Dave Calvert breathing down our necks in 12th and 13th! So if nothing else, as the three of us had entered a team (Clitheroe A), with 11th, 12th and 13th we were looking strong for the Team Award!

Just got that about right I reckon - Lettermore Forest

Saturday night was split into two halves, and we started strongly, arriving at the Craignure petrol / service with a cumulative 4th fastest time over the five stages – Mishnish Lochs, Calgary Bay, Glen Aros, Gribun and Scridain – (less than a minute down on second placed Pattison.) I really had the bit between my teeth now as we set off on the last four stages, starting with Loch Tuath and the Hill Road (4th fastest, with MacKinnon retiring here) and then storming down Glen Aros in 2nd place.

But worryingly, the damper on the offside front strut had taken such a beating it had lost most of its damping capability. We started Gribun well, but just before the bridge near Dhiseig took a yump, and the car bounced badly after landing just as I tried to turn in for a medium left. The result was we went straight on, passing within an inch of a telegraph pole and on to the beach. Luckily the tide was out. Unluckily the nearest spectators were at least 400 metres away (we couldn't get the car out on our own) and in no hurry whatsoever. Our cries of "Hurry! Faster! Hurry!" were received in the same way as the Spanish 'mañana' –but without the same sense of urgency.

Eventually – over 30 minutes later – we got going again, finished Gribun and then Scridain. With maximum lateness on Mull being 20 minutes, we were headed for exclusion, and the Time Control was just after the selective finish. Dad's mind was working overtime. "I don't know how we're going to bamboozle the marshal," he admitted, "we're going to end up as non-finishers." "We're not going to try and bamboozle the marshal," I said firmly. Dad was confused, so I told him to say nothing and leave it to me. When we stopped at the control, I leaned over; the marshal said "Blimey, you're very late, what happened to you?"



KKC Ledaig carpark

*Thanks again to Kevin MacIver for this photo
Tobermory Main Street*



Lettermore - close up

Continued on Page 8

Rally Rambles 10

Continued from Page 7

So I told him how well we'd been doing, the damper, the 'excursion' on to the beach, the lack of spectators, and ended up by saying, with a sigh, "After all that, if you put down the time that's on the watch, we'll not even be classed as finishers. But if you could put a time 30 minutes earlier, it won't affect our selective times at all, but we'll be in the results, even though nearly last." So that's what he did.

Only three of the other 16 teams finished intact, and they had even more penalties than we did, so despite me finishing 47th, we had the consolation of winning the team prize. Outside the Aros Hall that night, results supremo Fred Blundell asked me "I've been racking my brains all day - how on Earth did you con the marshal at the last time control?" to which I replied with total honesty "I didn't con the marshal Fred, and I didn't tell any lies." A few other people asked me the same question and got the same answer. You heard it first here folks.

In 1985 I had no car at all. For the second year running, the rally wasn't included in the MN Championship, partly because of the cost, partly I think because road rallies were getting so fast that Mull – effectively a closed road stage event but run like a road rally without closed roads – was a potential embarrassment if things went wrong. We had to take part – we did every Mull Rally – but how? Luckily for me, Ken Skidmore, who was competing with Kevin Savage in a Sunbeam, had a MkII Escort RS2000 available and offered to hire it to me (or lend, I can't remember which!)

Seeded one better at no 9 this year, we had a slow 'wake-up' call on the first test (Scridain) but then went on to set consistent top five times, to finish Friday night 3rd overall behind Ron Beecroft / John Millington and my old pal John Cressey / Alan Wilson. Even more remarkably, we were still lying 3rd as we ended the Saturday afternoon forest stages.

I DO have a photo of the 1985 car, but can't just find it - so here's some running repairs from around 1981 instead



It may not have been Mull's biggest or best entry list, but starting the Saturday night section from Tobermory Main Street as a re-seeded no 3 felt pretty good. But on the night's first test – Mishnish Lochs – just before the end of the lochs, a halfshaft let go and the rear wheel and brakes disappeared with it. I managed to pull in to a safe track after a very scary hundred metres, trying to slow the car down whilst at the same time having the distraction of a very fine fireworks display in the mirror, caused by sparks from the wheel-less rear suspension racing along the tarmac! So 3rd overall was not to be. I've had to be satisfied with two 6ths and several other reasonable finishes.

Would we be back? Of course, and in another Escort. But you'll have to wait for a couple of episodes while I tell you how I carried on rallying with no car (again)...

By Bill Honeywell ©

VSCC

Lakeland Trial

14th November

The VSCC have had to announce today 29/9/20) that the Lakeland trial due to take place on Saturday 14th November has had to be cancelled.

When the forestry commission withdrew permission for the use of the forests David Rushton and his team of locals up here obtained permission from various landowners to use some completely new locations to supplement the sections that were not owned by the forestry commission .

Unfortunately with the Covid restrictions announced this week, urgent discussions with insurance companies and the landowners there was no option but to cancel the event.

David Rushton has done a fantastic job overcoming the various obstacles, the event would have been a classic had it been allowed to run but never mind look forward to 2021 and hope people keep safe and Covid is conquered very soon.

TARGA SAGA

Yes I did spell it right.

Amongst all the many detailed tasks that the organisers of the Pennine Targa Rally undertake are a few fairly straightforward ones that any eejit should be able to accomplish and I was lucky enough to be chosen for one of them.

All I had to do was rescue a couple of hundred traffic cones from the rough ground at the back of my mates garage and put them in a trailer.

First task was to check they were still there after a few years of not being used. Sure enough, hidden under four feet of brambles, nettles and shrubbery they were still strewn around where we left them last millennium.

After asking around for a non-existent petrol driven strimmer the landowner apparently mended his broken one because on a further visit the wasteland was well cleared with just a box trailer, a scrap car and a broken down wooden garden shed to negotiate to gain access to the cones.

Then it rained and blew and rained some more so being old and feeble I chose to sleep in case the fairies dug them out for me. Arrangements were made with another more sprightly club member to bring his box trailer to the yard but nothing is ever that easy or it wouldn't be a saga. After watching the lousy weather forecasts for the back end of the week we chose to go on Monday, thereby missing out on two glorious days of un-forecast sunshine.

Then we realised it was a bank holiday Monday and the garage premises would be all locked up so we changed it to Tuesday. We arrived then, to find the place still secured as they were taking two days off but I could contact the local chap who had keys, if only I had brought my mobile phone.

My mate had brought his but didn't have the mechanics number so we phoned my wife so she could relay it to us from my now charged up phone.

We rested while he brought us the keys and let us in then we got down to the sweaty work of grubbing about in the shrubbery and stacking the cones in the trailer. On returning to my own car I found that I had left the key in the ignition and it had locked itself. It does that, it's French, innit?

Did I mention saga? So once again it was on the phone to Wifey with a plea to bring the spare key up to the garage so I could drive home. I really hope this is the only targa saga that I become involved with as it stopped being funny after the first half hour. There is a moral to this tale, don't rely on eejits for even the least complicated task.

But then the day of competition dawned to find me pulling into the car park at Gisburn ready for a long and exhausting day. I had a car full of stuff on the grounds that it may come in useful and also well aware that those items that I hadn't brought would undoubtedly be needed. Such as a gazebo and a big table. Signing on was supposedly simple as the online arrangements were clear, it was an event closed to three clubs, others could enter if they joined one of the clubs. Three of us worked feverishly to sign up the 130 people who missed this detail. Sorry about the wait folks, but at least the sun was shining and we were rallying again. Yaaay!

Everyone finished, nobody broke their car and I tell lies. Roll on the next one.



Photos Courtesy of Tony North



Not much gets me out of bed before 7am these days, but the promise of my first motorsport event post lockdown saw my excited little eyes open at 3am! This was going to be a loooooong day. Ali skilfully drove us to the start venue at gisburn auction mart for a spot of standing around and waiting. Interspersed with a dash of scruteneering and a bacon sarnie (whilst maintaining social distance at all time)

I was sat for the first time ever with the legend that is Bob Hargreaves. A navigator who has been there, done that and gone back to do it all again as a driver. I had no idea what to expect from our partnership, other than he would keep me right. My office, the BMW 318, was spacious and luxurious compared to the usual 1960's minis I choose to travel around in. It has electric windows and a CD player! Which Bob actually switched on during one of the transport sections. I can't remember the song, but it wasn't on for long.

We had a great day on the tests, Bobs memory was so good at recalling the cones that I nearly shut up and let him get on with it. But, being female, I couldn't have possibly managed more than 10secs and so I carried on barking orders, whether he listened to me or not.

We didn't have the problems that befell other crews, my husband included. Test 3 got the better of Alex Willans beemer and saw a piece of metal go where it shouldn't. I'm sure there's a more technical description somewhere, but being female (have I mentioned that) I didn't really pay attention. Sadly though, it meant an early retirement for the 2 Alex's and my husband happily took on the role that I usually hold - rally WAG, or should that be HAB, and photographer.

It was nice to see him pop up at various locations to cheer me and Bob on. It must have worked, as we found ourselves in the top 10. A result we hadn't expected but will gladly take. Bob drove superbly, we made no mistakes, didn't fall out and parted ways with the promise of more events together in the future (if BoJo allows us) It's great to be back amongst motorsport friends and as ever I am grateful to the organising team for the time and effort they put into it all.

There were plenty of friendly marshals and it all seemed to work. The road book was of professional standard and the test diagrams were all 'as map' Looking forward (hopefully) to the York targa where I get to sit next to my husband and tell him what to do, maybe he'll listen, maybe he won't.

Results will tell



Photos Courtesy of Tony North



Photo courtesy of Paul Whitlock Motorsport Mugs

Lynsey Procter : Hexham & DMC



Neil (Basket Weaver) Raven : Ilkley & DMC

The Minx in the Mud

To make sure we were getting our motor sport fix Clitheroe & District and Airedale & Pennine motor clubs put on their historic and targa rally and sent us on a fab adventure in the neighbours back garden, Lancashire, and some bits of North Yorkshire as well.

Claire and I have done two targa's before, both the Ilkley ones, and have fared quite well in the mighty Saxo VTR but since then a new kid has come into the fleet in the form of a 2003 MX5 we call the Minx. I have been enjoying some tail out fun on the York autotests in her and Claire had her first play on the A&P Busfields event a month back. I had seen lots of targa MX5's so thought a £400 road car with a twizzy knob on the steering wheel would be fine for these events and we entered the Pennine targa, only just getting one of the last places left. Boris the Boxster wasn't even an option as he wouldn't even start at the thought of getting his bumper covered in mud and water! But it might be a laugh for the future.....

To give the car half a chance, I made and fitted, a small sump guard that covered the bit Mazda had left exposed. I left it until the day before the event to do and made a pretty good job of it, even if I say so myself! I had the welder out, I drilled some holes, bent some ally and crawled around on the floor for a couple of hours! It was great! Then I had to take all the spill kit, SOS/OK board and various bits of targa paraphernalia out of the Saxo and felt a bit guilty about doing that! Normally the Saxo would be raring to go but this time she was left down the side of the garage with two flat tyres. I started her up to make sure she was ok and she leaped into life, after not moving for 3 months, like an excited dog hoping to be taken out for a walk. I couldn't look her in the headlights as I walked off into the garage with all the bits I'd retrieved.

A quick wash and the Minx was ready to go. Our only targa experience was the Ilkley ones and they were always relatively smooth, we had no idea what waited for us on Sunday! Which soon came round after an early night and early-ish start. We left the top up as it was drizzly and cold, the forecast for the day, but as we waited for scrutineering the rain eased up and the skies started to brighten. The top was straight off to let the sunshine in!

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Photos Courtesy of Tony North

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All scrutineered and with bacon butty and road book in hand we sat down to have a look at the first test. This was in the form of a Jacobs Ladder, whatever the hell that was! It turns out to be two rows of cones with imaginary lines between them and across opposite cones. You have to decide which is the fastest route to take crossing all lines but only once! I'm normally trying to decide between drinking a cuppa or eating my toast at this time on a Sunday morning, not working out Mensa questions! So we did what all top crews do, went and watched the top boys doing it! Turns out there are two ways to do it and we chose the one that suited us.

The first test done we queued for the second and saw car 1 return after starting just over an hour ago (we were car 58.) I thought they must be coming back for a second loop but it turned out they had put a shock absorber through the rear of the BMW! This wasn't a cheapy BMW either, it was the real deal and with the number 1 sticker on the side had a decent crew inside, Alex Willan and Ali Procter, who know a thing or two about rallying! Ali told us that test 3 was rough and replicated the famous picture of the Celi-ca ploughing through the mud on the Safari rally all those years ago!

We had bigger things to worry about, which way to go around the cones on test 2! The tests were straight forward enough but the penalties for a wrong test are steep in the world of Targa so we needed to get it right. Which we did! Two tests in and we were all good, we even kept the top down for the second test! All we had to do now was get out of the test venue and the right direction on the road. Errrr....left or right? We had both been so focused on Jacobs crab ladder we had overlooked the next bit! Fortunately, car 59 knew where they were going and pointed us in the right direction and we guided them to test 3 from there as we settled down in to the first of the lovely drives between tests on quiet country lanes.

Test 3 – Moss Farm – was the one Ali had warned us about and he wasn't kidding. As we arrived one car limped down the track with a tyre hanging off the rim and there were a couple of other cars dotted around the test as we drove through. It was a very straightforward test with two laps of a route, one 360 and three stop-a-strides. Simple. Well those bits were but the mud, ruts and rocks made it a bit more exciting. Plus the car behind was set off a minute after you and as I was driving like Miss Daisy with my best car damaging obstacle recognition eyes in we soon had a rear view mirror full of a black Honda Civic which needed to get past. Unfortunately the track was only wide enough for a car and a half so the Civic made it's own extension and ploughed through the soft verge. He dropped in front of us as we entered the 360 round a big bale and we were synchronised for 300 degrees then the MX5 decided it wanted to get off and we were spat out on to a very soft and very deep bit of muddy field.

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Photos Courtesy of Chris Ellison



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We were beached. Swear words didn't improve the grip but the competitors standing next to their stranded car leaped to our aid and pushed us out and as a token of our thanks I left one covered from head to toe in mud after he stood behind the spinning wheel as we tried to rev our way out of the gloopy mire. 2 minutes had been lost and when added to our incredibly steady drive round we could have been timed by the sun! But we were out unscathed and off on our way to the next test. The first point of action was to get the roof down as it was steaming in the car when we had it up but we didn't fancy a face full of whatever was in the mud on that test!

The only glory of that test was we can say we were overtaken by the eventual winners of the event, Paul Morgan and Sam Stafford in their super Honda Civic. In fact, we were also passed by 10th overall, Bob Hargreaves and Lynsey Procter, who had got up at 3am to get to the start!! Peter Scott and John Pinder in Peters MR2 which was quite literally flying over the bumps also roared past as I gingerly navigated an approach to a gateway. We don't do things by half you know!

Test 3 was crap for us, I think that sums it up. Onwards and upwards. The sun was out, we had the top down and the scenery was stunning. We were still laughing and joking and enjoying the day out. We had code boards to pick up on the way which were clearly marked on the map so no excuses for not getting them. The next test was called Dunnow where we met a stood-up Niall Frost leaning on the outside of his car at the entrance. He should have been sat down inside the car guiding his driver to the next test. His news was also one of caution. It was a forest type test but they found the only tow bar in the forest to slow them down for a tight corner! Unfortunately Joe Mallinson and Jason Metcalfe also ended their event here with a broken drive shaft. A bitter end after they had put so much effort in to preparing the car.

As we queued for the start Peter Scott asked if he could go in front of us, he was car 57 so should have been there but we passed him on the road to the test, we let him take the place. Peter has no launch control on the car or in his foot so we reversed up the track and around the corner to keep out of the line of fire from the stones he'd been sending up on previous starts. He didn't disappoint and set off leaving rooster tails of limestone bullets covering anyone within a 100 metre zone! Niall's info was good and we took a steady line through the test scrabbling for grip out of every corner. I guess running at car 58 we weren't going to experience the smooth ish surface Niall did in the Impreza so were struggling to get any decent speed or grip in the corners. The £25 tyres weren't really built for this surface either!

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Photos Courtesy of Chris Ellison

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We had a laugh though and kept on the cut up bits rather than the piles of loose stones on the outside of the corners which seemed to have magnetic forces, dragging the car in at every turn. Back to the road book and on to Tonys Place for test 5. A smooth blast round an industrial park with a nice open flowing test ideally suited to a low-slung rear wheel drive MX5. And it didn't disappoint! What a laugh. Just damp enough for some sideways action and rear wheel steering. Fab. We drifted to the stop line and I stood on the brakes to stop us overshooting. As we stopped the brake pedal lost all pressure and a large hiss came from under the car. Bollocks. The smoothest car friendly test and we had broken something. I looked under the car and bonnet but couldn't see anything coming out. When the brake pedal got to the bottom of its travel it did lock some wheels so we felt happy to continue but kept on stopping to check the brake fluid level which was going down.

The next test was Giggleswick Quarry where the Ilkley Motor Club team gave us a very warm welcome but none of them had any brake fluid! We had diverted to Settle to see if the petrol station had any brake fluid but they just had overpriced screen wash and small bottles of oil, plus everything you would need for a weekly shop!! Although the Ilkley team couldn't assist with brake fluid they did have some good advice, such as don't use your brakes!! More useful were warnings of rough surfaces, a huge watersplash and very soft surfaces off the preferred line. They weren't wrong! The watersplash was a lake, the mounds that had accumulated on the outsides of the 360's were MX5 swallows and the brakes definitely weren't needed as they were useless! A huge boulder was one obstacle that needed to be driven round and I got that close I hit the wing mirror on it. I was tempted to put my trunks on and go for a dip in the water splash lake thing but settled for a blast through it which changed the car from blue to a milky grey! For me it was the best test of the day! Superb fun and every element of a spectacular test in one. Claire was shouting the instructions out and getting louder as we got to the end! Brilliant!

The next test was in Ingleton where there was another petrol station so we took it steady on the drive there but again plenty of bread and toothpaste but no brake fluid. They did however have a top employee who pointed us to the petrol station / garage at Kirby Lonsdale just 6 miles down the road. We had no choice and headed away from the tests to the garage to stock up on brake fluid. Claire phoned ahead and they confirmed they did indeed have some and we set off. We had dropped down the field and still had no idea what had broken so knew full well we may have to miss the two tests in Ingleton but would still be in the event. We arrived at the garage and I purchased 4 bottles of their finest brake fluid and set to finding out where it was all going.



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Out of a brake pipe at the back off the T piece which splits the feed from the front to the two rear wheels was the answer. I had no choice but to try and cut and crimp the brake line to the passenger side but there wasn't enough to hold the pressure. The next line to crimp was the one feeding the rear brakes, so I put 4 crimps in that with the pliers and it held pressure. Fortunately, we hadn't emptied all the brake fluid so didn't need to bleed the front brakes and it all worked well. We took the decision to miss the two tests in Ingleton and head for lunch as we didn't want to go over time or miss out on our sarnies and soup! It also turned out you got a go on a proper start ramp for the afternoon leg!

The start to the afternoon was a superb scenic drive from Wray over to Slaidburn along a narrow steep moorland track, a favourite rally road called Haylots which most of the competitors had only seen in the dark! At the top of one particularly steep climb we came across a Henry Carr who had come across the border to keep us all moving and making sure we were going the correct direction when joining the slightly wider moorland road he was marshalling at. I was driving nice and steadily as I had only 50% of my braking power and hadn't had to rely on the brakes as yet and had no intention of doing so. Fortunately the Willys Jeep owners club had decided to go on their annual run out through the Trough of Bowland so my progress seemed positively lightspeed compared to these boys!!

They pulled over after a while and let us all through and as we started to make some progress we came across a red triangle in the road followed by a non running red Corsa and the Mitchell brothers looking rather deflated. We pulled over to see if we could be of assistance and they asked if we could tow them to Slaidburn. Of course we would, just as soon as we'd topped up the brake fluid!! We had a reduced braking efficiency, they had a car that wouldn't start and we had about 10 miles of the Trough of Bowland to navigate to get to Slaidburn. What could possibly go wrong? Nothing! We had a great drive with the odd tug on the tow rope to remind us we still had a Corsa anchor! Steve was doing a great job as the towee and was braking nicely on the downhills keeping the MX5 in check.

As we approached Slaidburn I felt a drag on the car and looked behind to see Ian and Steve waving so we pulled in. As we stopped a huge train of rally cars passed us which I couldn't see because I had a rear-view mirror full of Vauxhalls finest hot hatch! Having said that there were a few normal people in front of us enjoying a nice Sunday drive out who had held us up a few times. Ian had spotted a phone box outside the village but Claire had a much

better idea, go to the pub where they might have WIFI and would definitely have beer! We carried on in to the village and left the stricken Corsa and crew there to find a way home. Steve later told us he had a lightbulb moment as they took solace in a pint and checked a fuel pipe in the fuel tank that may have come off.



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And was indeed the problem which they managed to fix it and complete the last two tests and get a finish! A brilliant outcome!

The MX5 was free of its Griffin badged friend and was off to find the next test, another blast around Dunnow which this time would be run in reverse but still had the huge banks on the corners. A bit of brain fade from me had me reversing after getting driver side and passenger side confused but no damage or beaching's. Tony's Place 2 was the next test and we sped round the test with a bit more caution. On the first run though we set 6th fastest time and the second run we set 13th fastest so not too bad. Then on to my favourite, the Giggleswick Quarry for a second blast. I could have played in there all day but would have been left with two seats and a steering wheel, the rest of the car would have disintegrated! On our first run in the morning we were 8th fastest and in the afternoon we were 6th fastest! We hit the watersplash a lot more committed and left the big boulder alone! Claire was calling the cones out and the direction to attack them in while holding on for dear life! My favourite test of the day without doubt, brilliant.

From here it was a nice drive back to Gisburn auction mart to do the final two tests. At both test starts the marshals suggested we go for it as these were the last two tests so we did! 5th fastest on test 14 and a lovely drive up and down Jacobs crab ladder in 24 seconds was just 2 seconds over the bogey time. We had made it! An action-packed adventure filled day that ended in a finish. You will notice I have only been mentioning individual test times and for good reason, we finished 63rd out of 66 finishers due to our two missed tests!! 90 cars set off and fortunately we were one of the ones that made it back. We finished with a tan, a muddy car and some brake pipes to fix. But most of all we had some wonderful memories and spent the day with some fab friends, new and old, doing what we like to do the most, have a good laugh!!

The mileage that must have been put in recceing the route and securing the test sites shows the commitment from Clitheroe and A&P to put this event on. A big thank you to all the marshals, landowners and organisers who made this event possible. And a huge thanks to Claire for all the laughs and for going topless in the pouring rain.

Our next event is the York Targa Rally in October where we hope to have a good laugh and complete all the tests!

Neil (basket weaver) Raven
Ilkley & DMC





Geoff & Maggie Bateman
Clitheroe & DMC & West Cumbria MSC

The Pennine Trophy rally, excellently organised by the Airedale and Pennine MCC and Clitheroe & DMC gave Maggy and me the first opportunity to do a targa event since Mull back in March. The event was eagerly anticipated and so on Sunday 6th September at 5-30am we pulled out of the drive, loaded trailer in tow, to head to Gisburn auction mart for an eventful day. Good progress was made and we arrived at 7-15 to find the trailer park nearly full despite the early hour. Unloaded and parked up for scrutineering, we had some time to have some socially distanced catch up with some people we haven't seen for a long time and to have a look round the car park and see what was about. Scrutineering done we got our documentation, Maggy settled in the car with the road book and I went to the cafe to obtain coffee and bacon rolls, the staple diet for rallying. To avoid disturbing the diagram marking I went for a look at test 1, which had just started and was immediately confused. I watched several cars do the test in different ways and couldn't make out what was "right" and what was a "wrong test". On return to the car, however, Maggy showed me the test digram and explained that it was a "do it yourself" arrangement leaving the crew to try to work out what would be their most suitable way to tackle it. That was something of a novelty as we had never done that before, so, another walk out to the test and we decided to attempt it as two slaloms up and down and see how it went.

With the book prepared and toilet visits completed, we got in the car and moved in to the queue for test 1 where we slowly moved forward until car 65 in front was called forward. I went to start the car and nothing happened, it just kept turning over and over but would not start. Oh the embarrassment! It got worse as we had to get pushed out of the way to allow car 67 through. If there had been a tree branch handy I could have done a very passable John Cleese impersonation! Bonnet up, tools out but everything looked OK. I tried swapping some relays over and pulling wires but to no avail. After about 15 minutes of trying I just gave it a good cranking and it just about fired up and I was able to catch it and get it running. Several visits to the rev limiter followed with much popping and banging from the exhaust but after a few minutes I managed to get some sort of idle out of it, get the tools away and head back to test 1 start. We decided to just give things a go and see how far we got and take it from there. We managed to get in to test about 18 minutes late and managed to get round it, out and through noise.



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Fortunately, for us at least, there was a delay on test 2 due to some excellent tractor parking by one of the mart's clients which allowed us to sneak forward a bit and join the queue about 5 cars behind where we should have been, thanks to the crews who let us in. I daren't turn the engine off so we sat there for quite some time, cooling fan running at regular intervals, until the test restarted and we eventually got to move forward. Test 2 was more conventional with a proper diagram, but started with a tight bit through a gate which seemed to be a bit greasy before exiting through the same gate and around some buildings to a loop around some cones before reaching the finish. We got round OK, the car was still running so we headed off to test 3.

I had seen Alex Willan return to the paddock as I was trying to get the car started and he told me that test 3 was a bit rough and reinforced this by showing me the holes in the BMW's boot where the shocks had pushed through. We were just happy to get to the ATC after the short road transfer. We were informed by the marshal that the test was a bit rough but the Pug seems to deal with rough ground fairly well so off we went, as hard as we could, sliding and banging about on the mud and rocks, great fun. We did our two laps, managed no penalties, slid to a halt and exited the test. To my surprise the car was running better after it's good thrashing and we left test 3 in much better spirits than we had arrived in.

The run over to test 4 at Dunnow, passed through Tosside and Slaidburn and allowed us to make up some lost time whilst enjoying the splendid scenery. Dunnow 1 was another loose gravel farm track test with a good run down to a stop astride followed by a run through some farm buildings then a sharp left, down quite steeply on the gravel to flick right to pass cone B before a hairpin left, hairpin right and hairpin left uphill on loose gravel which was quite challenging. A flick in to the right around cone C then a long sweeping right hander to flick right past cone D and we were at the finish. We would have quite happily gone round again, if we could have it was that much fun. The car was going OK, the sun was shining, we were rallying, all was well in the world.

The transfer from test 4 to test 5 passed through the spectacular scenery of Tatham Fells before arriving at High Bentham. We had some confusion when we arrived as we thought we had to turn in before we got to the bridge as it looked to us as if there were different routes in to and out of test. We spent several minutes causing amusement and, no doubt, some degree of consternation, to the residents of the caravan site that we did a couple of laps of until we found our way back out on to the road and to the correct turning just after the bridge. The test itself was pretty tight with buildings, kerbs and a gate to avoid, whilst trying to manoeuvre around the cones in a fairly tight space. Never a good environment for the Pug, as without power steering it can be a fairly physical test to get round these sort of tests. However, we got round it with no penalties, posted a reasonable time and headed out towards test 6 at Stubbs End.



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We arrived at the entrance to test 6 to be told by a marshal that the test was cancelled due to the poor ground conditions caused by the persistent wet weather of the preceding weeks. We were instructed to carry on to test 7 at Giggleswick Quarry. On arrival the ATC marshal told us that it was a bit wet and muddy in places and so it proved to be. However, we always seem to have fun in these conditions and despite nearly going wrong at cone B with a right side entry instead of a left side, we made good progress around the test merrily slipping and sliding along. The water splash after gate I-I was unexpected, otherwise we would have had the windows fully closed, however, we were lucky as our clothing stopped most of the water getting in to the car! It was a cracking test, a good length and a bit tricky in places, well laid out and, in common with all the other tests, well marshalled.

On leaving 7 we had a fairly relaxed drive along the A65 to Ingleton for tests 8 and 9, a couple of farmyard tests that looked a lot more open on the diagrams than they were in real life. Test 8, Lishmans, was tight but slippery and we managed to get round OK but 9, Kirkstead Barn had a really tight 180 between some concrete walls which saw our first stop and reverse of the day as I just couldn't get the car around it in one hit. It cost us a few seconds but I doubt if we were the only ones who had a problem with it. We exited 9 and with the car still running reasonably well headed off down to Wray for the lunchtime halt. Bridge Tea Rooms provided an excellent venue with a large parking area and plenty of room for that social distancing! We were about 12 minutes late in to lunch due to our hold up at the start of the day and one or two delays on route, so while Maggy got the food and drink sorted I did the lunchtime service checks on the car. We still had 4 tyres with air in and oil in the engine so all was good. A brisk lunch, a bit of banter with other crews and it was time to leave. It was the first time I had turned off the engine since Gisburn so with great trepidation the key was turned and it started!! Bonus! We toddled off to the "start ramp" to be officially started and have our picture taken (lights and number plate cleaned in advance).

On leaving Wray we had a long road transfer of 73 minutes with an allowable make up of 19, so we left a little late knowing we could make up on route. It was a cracking route down through the fells to Quernmore and then down through the Trough of Bowland to the famous Dunsop Bridge then up through Newton and Slaidburn to arrive back at Dunnow for test 10. This was basically a reverse run of test 4 but with a bit of added interest. A quick pull from the start was interrupted by a tight flick right around cone A before a straight blast down to a turn around a small wooded island which we very nearly overshot, just making the first right turn fully locked up and holding on! Oops. The return back to A and the tight hairpin left was no problem but the descent through 3 hairpins was treated with a little respect. A quick flick to the left for C then a greasy uphill to a tight left back round a small island before heading out through the buildings for a nice fast run down to the finish. Another enjoyable, flowing and challenging test that we both enjoyed. However, on leaving 10 the car had started running roughly again and would not idle at all without cutting out. At least it would start, but I had to keep it above 2000 rpm to keep it going. The exhaust was popping and banging more than a hotted up 15 year old one litre Fiesta in a supermarket car park on a Saturday night and the pulling performance wasn't wonderful but I could keep it running so we left 10 and started nursing the car on the homeward leg. Retirement was out of the question, it was just a case of how long it would keep going.



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The transfer from Dunnnow to test 11 at Tony's Place at High Bentham was without incident and we arrived at ATC 11 with Maggy explaining to the marshal why I was keeping the revs so high and apologising for the noise. The test was a repeat of test 5 from the morning loop and we got round it only a second slower than the morning's run when the car was running much better. The engine was working much better at the top end of the revs than at the bottom end so that was where I was keeping it. Leaving 11 and crossing the "main road" caused a little consternation and seemed to draw a bit of attention from some passers by, however, we made it safely across and headed once more to Giggleswick Quarry for test 13 past the cancelled test 12 at Stubbs End. We managed to pick up the code board on the way without having to stop which was a relief.

On arrival at ATC 13 Maggy was once more apologising to the marshal and explaining our predicament, all of which was taken with the good humour that we had experienced all day from all the marshals we had encountered. The test was awaited with great trepidation, the absolute last thing we needed was for the car to "fail to proceed" in the quarry.

We started the test, avoiding the error of our previous run and managed to remember to close the windows and gave it a good shot. One slight error saw us go wide on a 180 and nearly get bogged down but I managed to pull it out and we got to the finish and surprisingly we were 9 seconds faster than the morning. The faster time was probably due to a combination of avoiding the error on cone B and also keeping the right foot hard down out of fear of the engine stalling! With relief we left Giggleswick, headed down in to Settle to get some fuel which we seemed to be getting through rather a lot of and managed to cause a few frowns in the petrol station forecourt as I kept the revs up whilst waiting for a pump to become available. We got petrol, the car started up again and we knew we only had to get back to Gisburn to get a finish even if we had to push it round the tests! Thankfully it didn't come to that, we managed to get back to the mart despite a bit of an effort due to a slow moving queue of traffic a few miles out of Gisburn. On arrival test 14 was clear and we went straight in. It was a reversal of test 2 and we did it 2 seconds quicker that way round. Straight out of 14 and over to 15 and straight in to test for a repeat of test 1. Out of test, and straight in to the trailer park to get in position behind our trailer just in case I needed to winch it up, but we were OK, it started and I managed to get it on the trailer.

Event over we both headed off to the cafe for a superb pie and peas served by the lovely people who had served us breakfast rolls that morning. We sat and discussed the day's events and both agreed that it had been a cracking event with a good mix of tests, some tight, some flowing and some very entertaining surfaces to deal with. If it runs next year it will be on our list of events to do. Superb organisation, excellent marshalling, good tests and an amazingly efficient results service. A big "well done" and "thank you" to the organising team and everyone involved with the running of the event. It just goes to show what can be achieved under the current circumstances with the right team.



2300 Club
Andy Mort Tour
October 17th 2020
CANCELLED
Due to the latest
Covid-19 Restrictions

P.S. On getting the car back in the garage (eventually) the cause of the problem was traced down to a fractured breather hose which goes in to the bottom of the 205 inlet manifold, well out of sight. It must have been opening and closing up until it finally parted (probably after test 10) which in effect opened up a 12mm diameter hole in to the inlet manifold. So as well as leaking air in, in vast quantities, we also pretty much lost vacuum advance and about 75% of the brake servo efficiency. The hose has now been dispensed with and the hole permanently sealed so hopefully that will be the end of that!

Geoff and Maggy Bateman – car 66



Liam Charleton : Hexham & DMC



Tough day in the office.

It was an early start for me and Luke as we headed down to the Pennine Targa on Sunday morning.

The event had a full entry of 90 cars. This was going to be our first event together since mull in March. The event started at Gisburn Auction Mart. It also hosted the first two tests.

One was more straightforward than the other. The first test involved breaking the lines in between two rows of cones but you could only cross a line once. Luke managed to work out the best round and we did it no problem.

Test 2 was a quick blast round the mart. Test 3 was what can only be described as a section from the safari rally. I enjoyed the length of the test however it was probably a bit rough for the Mazda and there was 3 other crews that had to retire on that test.

We were struggling to get in to a rhythm possibly a bit of rustyness. Luke was also starting to feel a bit unwell on the road sections which wasn't helping. We ended up having a disaster on test 7. It was in an old quarry nice long test, but I miss judged the ground on a 360 and got the car stuck and I mean well and truly stuck. Ending up needing a van to tow us out. Taking a maximum on that test ruined any chance of a good result. That kind of put a bit of Damper on the rest of the day.

The afternoon was consisted of the same tests with out the rough test 3. The afternoon was far more enjoyable than the morning. The result probably didn't really reflect our pace on the day.

It was good to get back in the seat and out competing again. I definitely need more practice at the whole RWD thing. Thanks for Jeff Tait for transporting the car to the rally and Chris Dodds for the company.

Liam Charlton : Hexham & DMC



Photo Courtesy of Tony North



Photo Courtesy of Tony North



**Mark Johnson/Steve Butler
Clitheroe & DMC – Car 36**

As a road rallyist, and some time stage rallyist, I've never been really sure what a Targa rally was meant to be. I'm guessing it varies from event to event. Having only ever done one before, being the Ystwyth Targa at Sweet Lamb, I thought they couldn't all be like that, i.e. a forest rally with cones. Previously, the nearest thing I've come to what I thought a Targa might be like this was the daytime tests of the Morecambe Illuminations some years ago. That seemed to involve a lot of driving up and down the A6 between Morecambe prom and various farm yards to indulge in the occasional few seconds cone dodging. Having performed not particularly well as a navigator on either of those events I can't say I was looking forward much of a result on the Pennine. Spoiler alert, time hasn't improved my ability to direct rally drivers around obstacles. And it must be me, because each event was with a different driver. I kind of expected that when Mark asked if I fancied a go at this event, so we both went into it with no expectations other than to have a fun day out and, most of all, actually get out and do something having been cooped up for months. So, was it fun day out? Oh yes, you bet ya.

Starting and finishing at Gisburn Auction mart with two opening tests on site, it was good to meet up with motor club mates after a five month gap. The tests themselves were, let's face it, cone dodging. Simple enough, but the signs were there on test 2 when Mark insisted on aiming to the opposite side of a cone than I thought I was indicating. But we got through it and off to test 3 at Moss Farm. Definitely no cone dodging here – but you needed a sturdy vehicle. Thankfully, Mark had just fitted a sump guard to the trusty (standard) Corolla (Clio still a work in progress – but close). We needed it. Derbyshire whites? Ha! Nothing. Stranded cars and punctures were the order of the day on here. But we survived and off up Lythe Fell and a little known (well to me, anyway) Dunnow forest (cough) test. There was the odd cone to avoid, but this was a cracking little test and great fun. Continuing up Lythe fell we were on our way to the next test at Tony Harrison's place, which Mark wasn't particularly looking forward to.



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Pennine Targa & Classic Continued from Page 22

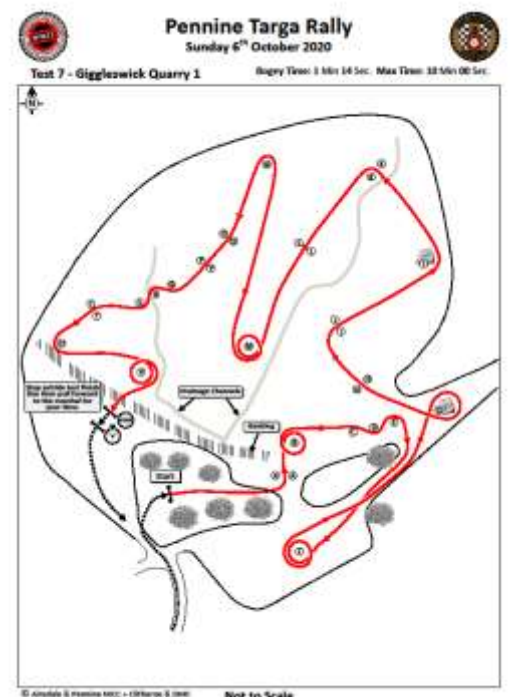
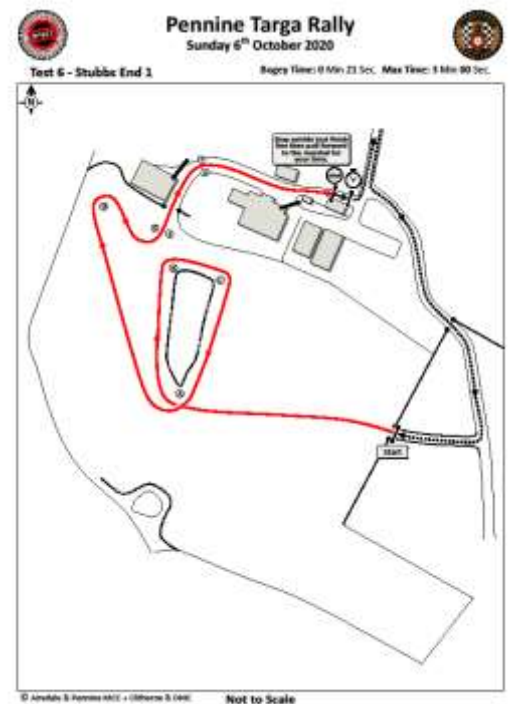
Having done an autotest here before, MJ thought it was going to be a bit tight, with lots of kerbs to hit. It was, but was perfectly laid out to give the competitors a smooth and challenging test. More misunderstandings between driver and navigator cost us a few seconds, but we kept it tidy. Next was supposed to be a grass test up at David Stubbs place, but previous heavy rainfall knackered that idea, so it was straight off to Giggleswick quarry.

Here's where monumental cock-up number one occurred. The test itself couldn't be seen from the start line, so when I showed mark the test diagram neither of us spotted that we were looking at the diagram for Stubbs farm! On all test sites the cones were labelled A, B, C etc and usually taken in alphabetical order. By the time we got to about cone D, it dawned on the idiot navigator that the test we were on and the diagram I was using bore absolutely no resemblance to each other. Anyway, Mark pressed on regardless and took what seemed like a reasonable route around various cones in some sort of order until clueless the navigator turned to the right page and worked out where we should actually be going. Second fastest on that test! I shall say no more. Next stop was a couple of reasonably tight tests around two adjacent farm yards close to Ingleton. The scale of the diagrams was a bit deceptive, the test sites being quite a bit smaller than the diagram suggested, but we managed to get round without any penalties. After which it was off for a quick lunch at Wray tea rooms.

Next stop, back to Dunnow on Lythe Fell. The route there was an epic journey taking in classic night rally roads over Haylotts, through Crossgill, back down the Trough and then back up Lythe. Dunnow was laid out differently to the first time round, which made it interesting. A reasonably tidy run, apart from one massive overshoot. After this it was back up to Tony's for the same test layout as before – no misunderstandings this time and kept it neat. Then over again to Giggleswick for the second time – but the first time using the correct test diagram! We were slower for some reason.

Then back to the final two test at Gisburn. Now then, just when you might be under some kind of impression that that we (I say “we”, I mean “I”) might be improving after a day's practice, what transpired on the penultimate test can only be described as laughable. I can't even describe what went wrong, partly because I'm because I'm not entirely sure what did go wrong and partly because I'm too embarrassed. Suffice it to say, we need to work on our system. At least we gave the marshals a laugh. The final test went without a hitch and then it was off for a well earned socially distanced tea. Oh, and don't ask me about road timing. I'm still not sure. I applied the basic rules of “don't be earlier than your scheduled time” and “done be too late”. Seemed to work.

Thanks to Mark for a spirited drive and your excellent company on what was basically a grand day out with your mates. Thanks to CDMC and APMC for putting on a great event. A lot of work had obviously gone into putting it together and it all seemed to work out faultlessly. And thanks as ever to all the marshals. Road rallying is my first passion, but would I do another Targa? Absolutely. Loads of fun – and partly to see if I can eventually learn to successfully navigate around cones!



Steve Butler – occasionally on the right page



2020 Pennine Trophy Historic & Targa Rallies

Report by Phil James

The inaugural Pennine Trophy Historic & Targa Rallies, organised by Clitheroe & District Motor Club in collaboration with Airedale & Pennine Motor Car Club, provided a series of tests dispersed along a 120 mile road route in the North Lancashire/Yorkshire borders.

The action got underway with two tests at the Gisburn Auction Mart start venue before competitors headed north to Moss Farm for Test 3 that, at 1.2 miles, was the longest test of the day. It comprised of a double loop usage of what can be best described as some rough farm tracks containing significant swathes of standing water and the tricky terrain helped contribute to numerous punctures and mechanical failures.

Next came what many competitors described as their favourite test, the gravel tracks through the privately owned 'Dunnow' forest, north of Slaidburn, formerly used as a stage on the now defunct much missed Silva Stages. There then came another surface change with the switch to tarmac for 'Tony's Place' (Test 5), a test around a small Industrial Estate at High Bentham.

Water logged ground conditions forced the cancellation of Test 6 (and the later Test 12) so the first visit of the day to Giggleswick Quarry (Test 7) came next on the schedule. A long watersplash featured prominently here and, not unexpectedly, provided a number of crews with a soaking.

Two tests at Ingleton, Lishmans and Kirkstead Barn, completed the morning leg prior to the lunch break at Wray bringing some brief but welcome respite for both crews and cars before they embarked on the day's longest road section. It may have been long but it wasn't lacking in scenic beauty not seen before by those who had only previously traversed these classic lanes on night-time road rallies. The breath taking views over Haylot, Caton Moor, Appletree Fell and The Trough of Bowland brought crews to Dunsop Bridge. It was then on to Slaidburn before turning north for a second visit to Dunnow (Test 10) where a reverse of the morning's test had added fun factor thanks to an extra loop of track being thrown in for good measure.

Second visits to 'Tony's Place' (Test 11) and Giggleswick Quarry (Test 13) preceded the final road section, south via Settle and Long Preston, back to the Gisburn Auction Mart for a pair of final tests and the finish.

As for how everyone got on there follows a Rally Sport Magazine 'Crew by Crew' style report. It couldn't have been compiled without the help of those competing so a big thanks to those who responded to my request for information.



Historic Rally:

1 Alex Willan/Ali Procter (BMW 316i) – Ret

Crew not competed together for a few years and it was first time together in a RWD Historic so disappointed to retire so early after a rear shock punched through the boot floor in Test 3.

2 Mick Valentine/John Thornley (Ford Escort Mk2) - 1st O/A

Driver's first win (as a driver), navigator won a rally sat next to driver's dad almost 20 years ago! Thought the tests were a lot of fun and the organisers did a great job of dealing with the challenges of running a socially distanced event.

3 Malcolm Davey/Mark Broadbent (MG B) – 3rd O/A.

Car borrowed from Paul Slingsby, they held second place starting the final test.

4 Joe Hardy/Adam Blacker (Ford Escort Mk1) – 7th O/A

Completed all tests without penalty and got all code boards.

5 Jeremy Taylor/William Taylor (Lotus Elan) – Ret

As hosts to one of the test venues they entered their HSCC track race prepared Lotus though it's lack of ground clearance meant it wasn't particularly suited to the event. William. Jeremy's 78 year old father, struggled to read the maps/test diagrams having forgot his reading glasses! They were overtaken by one of their rear wheels en-route for the Forest of Bowland and were thankful for the following competitors stopping, retrieving the wheel and spinner, lifting the car and putting it back together, but their rally was run.

6 Martyn Taylor/Hazel Taylor (Vauxhall Astra) – 11th O/A

Husband and wife crew who fell foul of a water splash in the quarry on both visits. Second time had to fit new plugs (thanks to Geoff Hall) and tinker with the fuel pump to restart car. First ever event for Hazel who thoroughly enjoyed the experience.

7 Andrew Johnson/Dave Boyes (Lancia Fulvia) – 4th O/A

The standing water at Moss Farm and Giggleswick Quarry didn't suit the Lancia with its deep set plugs but the crew enjoyed the two Dunnow tests and those at Tony's Place.

8 Martin Oglesby/Keith Oglesby (Opel Kadett C GT/E) – 6th O/A

Keith was looking at the wrong test diagram on Test 7 and only realised on reaching the first cone! Found the correct diagram and followed it, which they did correctly, but the delay cost lots of time and much embarrassment. Martin reckoned that as it was Keith's first rally for 25 years he could be excused due to his lack of match practice!

9 Jeff Sharp/Jason Dolman (Peugeot 205 GTi) – 2nd O/A

Went well on Test 1, but then dropped time on Test 2 following a little navigator/driver confusion and reckoned not being able to see through the mud helped set a good time through Test 3. Got a soaking through the Test 9 (Giggleswick Quarry) water splash and dropped time on Test 10 (Dunnow 2) trying to find the exit from the 'mound roundabout'. Handbrake issues then came into play temporarily costing them second place but recovered the runners-up spot with a brace of good tests back at the Auction Mart.

10 Simon Thompson/Holly Thompson (Ford Escort Mk2) – 8th O/A

Father and Daughter crew who's first event in the Mk2 in historic spec entailed having to throw away the five speed box, the discs on the rear and other modern affectations. Driver hadn't driven in competition since retiring in the 80s but bought the car three years ago to rekindle his youth. Thought the event was adapted to the pandemic as well as it could be and felt a real sense of kinsmanship with fellow historic crews.

11 Callum Dickinson/Stuart Proctor (MG BGT) – 9th O/A

Thanked the organisers, land owners and marshals with special thanks to those who got them out of the mud at the farm yard test!

12 Tom Craddock/Glen Strain (Ford Escort RS2000) – 10th O/A

They reckoned a mixture of terrain and scenery and a great driving experience, despite losing the exhaust at one point, made it the best day's motorsport for the money!

13 Michael Hill/John Hill (Triumph TR5) - Ret

Plans to contest the event in a Ford Escort Mk1 were thwarted by clutch problems forcing the TR5, that was fitted with a hardtop and a set of centre lock minilite wheels borrowed from a 1966 MGB, into action. Still not the best choice of car given some of the tests but it went well and though plenty powerful enough it lacked a sump guard and its suspension wasn't best suited to some of the tests. Worsening gearbox problems forced their early retirement but only after enjoying some power slides through the Dunnow Forest Test.

14 Tony Harrison/Ayrton Harrison (Peugeot 504) – 5th O/A

A day of ups and downs for this road rally father and son crew who had been 10th after Test 4, 4th after Test 9 and spent much of the afternoon in 6th place before snatching 5th on the final test.

Targa Rally:

15 Steve Retchless/Sasha Heriot (Ford Escort Mk2) - 19th O/A; 8th Class M.

16 Myles Gleave/Hugh Gleave (Peugeot 205GTi) – 10th O/A; 6th Class M.

17 Howard Price/Baz Green (Subaru Impreza) - Ret

18 Steve Cotton/Niall Frost (Subaru Impreza) - Ret

Driver's first targa rally and the first event with navigator. Problems began on Test 3 with puncture and speed sensor issue that limited the engine to 4,500 rpm but despite which they exited the test in 8th place. With a spare wheel fitted and the ecu reset it was on to Test 4 where an altercation with a farm trailer tow hitch resulted in damage to the Impreza's grill and radiator. Reaching the test finish in what was initially thought to be a cloud of steam they then realised it was actually smoke, the plastic fan cowl having come into contact with the exhaust and catching fire. That was quickly dealt with using a hand-held extinguisher but it was rally over for the Subaru crew.

19 Matt Flynn/Robin Bryn Lynton (Subaru Impreza) – 3rd O/A; 1st Class M.

20 Louis Baines/Su Baines (Peugeot 106) – 21st O/A; 9th Class M.

21 Kris Coombes/Sam Colman (Nissan Micra) – 41st O/A; 16th Class M.

22 Dan Sedgwick/Sam Ambler (Peugeot 106 Rallye) – 65th O/A; 22nd Class M.

Snapped an inlet manifold on Test 3 but managed to get going and get out of the test. A bodge repair then enabled them to continue but some maximum times, having cut sections and missed boards, they finished last.

**23 David Ruddock/Paula Brown (Mazda MX5)
40th O/A; 15th Class M.**

**24 Kevin Savage/Phillip Savage
(Suzuki Ignis Sport) – 22nd O/A; 10th Class M.**

**25 Tony Shields/Mark Casey
(Vauxhall Astra) – Ret**

A broken driveshaft in Test 7 finished their rally prematurely.

**26 John Gribbins/Colin Blunt (Peugeot 205GTi)
36th O/A; 13th Class M**

**27 Tom Spencer/Sam Spencer (Vauxhall Corsa)
8th O/A; 5th Class M.**

Struggled for grip on road pattern tyres, particularly on Test 3 and Navigator had to resort to operating the handbrake due to driver battling with understeer. Trouble free run thereafter but decided to play safe rather than risk breaking a driveshaft on the tight manoeuvres. Pleased to finish inside the top ten.

28 Mark Sheppard/Zak Linham (VW Golf GTi) – 57th O/A; 20th Class M.



- 29 James Taylor/Ian Graham (Ford Fiesta ST150) – 26th O/A; 11th Class M.**

James was debuting the Fiesta that had been in build as a road rally car for the past three years. Collected a puncture on Test 3 so forced to do rest of event with no spare. Enjoyed his first Targa particularly the two Dunnow tests.

- 30 Danny Cowell/Phil Boyle (Subaru Impreza) 7th Overall; 4th Class M.**

Matched times with cars 53 and 33 but final ranking given as a result of their being slower on Test 1.

- 31 John Davies/Nick Bloxham (Ford Puma) – 4th Overall; 2nd Class M.**

- 32 Simon Jennings/Pete Gibson (Peugeot 106) – 14th O/A; 7th Class M.**

Forgot to fit the sump guard so had to take it easy on some of the rougher tests. Impressed by some fantastic roads and scenery linking to the test venues.

- 33 David Pedley/Grace Pedley (Mazda MX5) – 6th O/A; 3rd Class M.**

Found tyres to be a worry having picked up a puncture on Test 3 Moss Farm they had to take a more conservative approach thereafter. Dropped time stopping on a test at Giggleswick Quarry to find out which way round a cone they needed to go!

- 34 Neil Paylor/James Greenhough (Proton Satria) – 60th O/A; 21st Class M.**

- 35 Rob Yates/Julian Russell (Peugeot 106 Rallye) – 37th O/A; 14th Class M.**

- 36 Mark Johnson/Steven Butler (Toyota Corolla) 50th O/A; 19th Class M.**

- 37 Sean Crowley/Richard Williams (Ford Escort Mk2) 35th O/A; 17th Class M.**

Were left to rue a 'random penalty' they collected on test 14.

- 38 Barry Young/Cameron Young (Renault Clio) – Ret**

- 39 Rob Cotton/Chris Williams (Subaru Impreza) – 43rd O/A; 17 Class M.**

- 40 Pete Jagger/Suzanne Barker (Peugeot 205 Rallye) - 47th O/A; 18th Class M.**

Gave thanks go to the marshals on Test 3 for finding the white spotlight cover that fell off!

- 41 Mark Standen/Tomos Williams (Proton Satria) - 13th O/A; 5th Class E.**

Had been holding second place until the penalties that had been applied to other crews were quashed dropping them to 13th. Were thrilled to be out rallying again and hoping it will run again next year.

- 42 Ian Swallow/James Swallow (Proton Satria GTI) - 51st O/A; 11th Class E.**

- 43 Daniel Knight/Morgan Knight (Nissan Micra) - 20th O/A; 7th Class E.**

- 44 Liam Charlton/Luke Tait (Mazda MX5) - 61st O/A; 15th Class E.**

- 45 Dafydd Jones/Trystan Leyshon (Vauxhall Corsa) - 12th O/A; 4th Class E.**

Having a good run before breaking a shaft towards the end of the quarry test, forcing them to push the car to the end and down to a lay-by to allow them to change the drive shaft.

- 46 Andrew Thompson/Joshua Bailey (Suzuki Swift) - 55th O/A; 12th Class E.**

- 47 Paul Turton/John Turton (MG ZR 160) - 46th O/A; 9th Class E.**

First test went well, the second however, went not so well, some confusion in the car lead to the slowest time. The heated debate that ensued as to the who's fault it was led to a wrong slot on the road section to the next test! The rest of the day went well setting a couple of top twenty times, finishing one in front of their start number.

- 48 Paul Redford/Darren Roberts (MINI Cooper) - 16th O/A; 6th Class E.**



49 Steve Mitchell/Ian Mitchell (Vauxhall Corsa) - 66th O/A; 17th Class E.

Lost second gear on the Test 3 then the clutch starting playing up and could only use 1st and 3rd, but some times couldn't engage 1st without stopping and turning off the engine. Struggled through to lunch and thought they had the clutch fixed, but it broke again a couple of miles later. Half way over the Trough of Bowland the car stopped and wouldn't start but got a tow from Neil and Clare Raven (car 58) to the Hark to Bounty at Slaidburn. Decided they were going no further, so had a pint of the local bitter and couple of packets of crisps. Then remembered the car had done this before so took the inspection cover off the fuel tank and after reconnecting a loose pipe it started again. Made it to the finish and did the last two tests but with six fails for missing three tests were ranked last in the final standings.

50 Ethan Davies/Dan Johnson (Ford Puma) - 11th O/A; 3rd Class E.

51 Dominic McTear/Ian Raynor (MG ZR) - 29th O/A; 8th Class E.

52 Josh Townley/Nick Townley (Peugeot 106 Rallye) - 59th O/A; 14th Class E.

Were under pressure to put in a fast time at Test 9 Kirksteads (their home) and were going well until reaching the penultimate last cone where the engine cut out. Driver tried starting it on the button but nothing happened and then he realised he had knocked off the ignition key with his knee! On Test 10, Dunnow 2, the throttle cable snapped and the butterfly in the throttle body jammed shut costing a 12 minute test maximum.

53 Huw Morris/Richard Crozier (Ford Focus) - 5th O/A; 2nd Class E.

54 Wyn Jones/Iestyn Leyshon (Proton Satria) - 17th O/A; 3rd Class E.

Reckoned it was well worth the trip from West Wales having had a good days sport and picked up some class awards for good measure. Well done to all involved in running the event!

55 David Wainwright/Yvonne Wainwright (Rover 200BRM) - 48th O/A; 10th Class E.

The crew's first targa rally. Navigator suffered brain-fade when driver got disorientated on Giggleswick Quarry 2. At the arrival control for Dunnow 2 a Giant Sawfly flew into the car, a scary looking insect, 4cm long, but thankfully it flew out again while being counted down for the test start!

56 Jeremy Dale/???? (Alfa Romeo 145) - 58th O/A; 13th Class E.

57 Peter Scott/John Pinder (Toyota MR2 Mk3) – Ret

Only made it as far as the lunch halt.

58 Neil Raven/Claire Raven (Mazda MX5) – 63rd O/A; 16th Class E.

Forced to do most of the event without rear brakes after losing them on a morning test.

Lost three minutes after beaching the car at the 360 on Test 3. Then despite a hose splitting under heavy braking they set 6th fastest time on Test 5 and having only front brakes they then set 8th fastest time at Giggleswick Quarry 1. Made a temporary fix to the brakes then stopped in the Trough of Bowland to help Steve and Ian Mitchell before towing them to a pub in Stainburn. Found some brake fluid after a long search and went on to do the remaining tests setting 6th fastest in Giggleswick Quarry and finished the event with a muddy car but with huge smiles on their faces!

59 Paul Morgan/Sam Stafford (Honda Civic) 1st O/A; 1st Class E.

Set joint fastest times through Tests 1 & 2 and once they took an exclusive hold of the top spot on Test 5 they were never headed.



60 Bob Hargreaves/Lynsey Procter
(BMW Compact 318Ti) 9th O/A; 2nd Class S.

Changed their route for Test 1 at the last minute and were still only 2 seconds down on fastest time then found Test 2 to be very slippery around the last couple of cones. Cone A on Test 3 was sat on top of a round bale and as the test was a double loop had to wait whilst a previous competitor cleared the area and on the second passing had to wait for two cars to get out of the way dropping 20 seconds overall. Matched times on the two visits to 'Tony's Place' (Tests 5 & 11), were quicker through the second visit to the Quarry and enjoyed Test 10 Dunnow 2.



61 Joe Mallinson/Jason Metcalfe (Ford Fiesta) – Ret

Would like to thank the family from Test 4 on the Pennine Targa not only for letting them use their land for what seemed an awesome test but also helping get their car built back up. Unfortunately after removing the guards the other shaft had gone and with the gearbox mounting in bits and it was game over.

62 Dan Morris/Geth Johnson (Ford Puma)
2nd O/A; 1st Class S.

63 Ben Mitton/Levi Nicholson (Rover 100)
18th O/A; 4th Class S.

64 John Gornall/Martin Gornall
(Peugeot 206GTi) – Ret

Driver's first Targa, lost a wheel in Test 3, game over!

65 Andrew Hankey/Carwyn Roberts
(BMW 318Ti Compact) – Ret

66 Geoffrey Bateman/Maggy Bateman
(Peugeot 205GTi) – 39th O/A; 7th Class S.

Really enjoyed Test 3 and the Quarry.

67 Paul Pendleton/Chris Rydeheard
(Toyota Celica) – 53rd O/A; 8th Class S.

Following some confusion at the first set of cones on Test 2 they went around the buildings only to be met by screaming marshals and a farmer in a Manitou Telehandler coming straight at them! Test aborted, but a good job done by the marshals and the test start team to prevent an accident. Took nearly 6 minutes to complete Test 3 dodging stricken cars and huge potholes, but made it round without any real drama or punctures. Came out of



Test 4, Dunnow, with the biggest smiles and could have gone back round there all day! Struggled with a lack of ground clearance throughout and were relieved to exit the Quarry tests puncture free. Reckoned the second visit to Dunnow was even better than the first!.

68 James Durkin/Danny Poole (Ford Fiesta ST) – 30th O/A; 5th Class S.

69 Alec Harrison/Tony Fox (Nissan Micra) – Ret

71 Anthony Harrison/Simon Barnes (Suzuki Ignis) – 38th O/A; 6th Class S.



72 Russ Henstock/Jack Fairclough (Nissan Micra) – 27th O/A; 5th Class N.

Sheared the nut holding the track rod on Test 3 and finished with the wheels pointing full lock in opposite directions. After a quick fix using an engine mount nut they carried on cautiously before rebuilding it at the lunch halt thus enabling them to continue at full pace in the afternoon.

73 Andrew Sheard/Tommy Pinnington (Peugeot 106) – 28th O/A; 6th Class N.

**74 Tom Grice/Jamie Edwards
(Ford Fiesta) - 15th O/A; 1st Class N.**

This was road rally driver Tom's first Targa and he was pleased to finish as first Novice after battery lead and handbrake issues threatened to ruin his day.

**75 Tim Robson/Georgia Robson
(MINI Cooper) – 44th O/A; 12th Class N.**

**76 Glyn Bargate/Dylan Bargate
(Ford Fiesta ST150) – 45th O/A; 13th Class N.**

Crew enjoyed their first Targa.

**77 Roger Burkill/Adam Birkill
(Ford Fiesta) – 52nd O/A; 15th Class N.**

**78 Kieron Chapman/Elis Elwyn Jones
(Ford Fiesta) - Ret**

First Targa event for these North Wales brothers who started well and reckoned Test 3 was the most fun. All was going well until the first visit to Giggleswick Quarry where the Fiesta dropped its power steering fluid forcing them to continue with no power steering. Then about 150m in from the start of Test 10 the gear selector snapped ending their rally.

**79 Gareth Lloyd/Jonathan Cragg
(Subaru Impreza) – 25th O/A; 4th Class N.**

Only previous event in this car was the 2017 Knutsford Targa Rally since when it's undergone a major rebuild. Set joint fastest time on Test 1 before breaking both rear shockers on Test 3 despite which they still caught two cars in the test! More issues came with a broken front shock absorber on Test 7, followed by a misfire on a road section and gearbox issues in Test 11 so the crew were both relieved and pleased to make finish.

**80 Peter Messer/Chris Hewlett
(Mazda MX5) - 54th O/A; 16th Class N.**

Driver's first Targa in car usually used for sprints, but really enjoyed the tests. Just possible, however, that the MX5 was 'a tad low' for Test 3, on which they were comfortably slowest.

Having set out to achieve three things 1) To do all the tests without cocking any up; 2) not to finish last; and 3) to be able to drive the car home it was mission accomplished!

81 Matthew Hewlett/Callum Briggs (Peugeot 106GTi) – 32nd O/A; 8th Class N.

82 Jack Gribbins/Mitch Gribbins (Citroen C2 GT) – 31st O/A; 7th Class N.



83 Mark Jones/Corey Powell-Jones (Peugeot 205) – 42nd O/A; 11th Class N.

First targa rally for both the driver and his 14 year-old navigator grandson. Got round road sections without going wrong but found one or two tests a different matter. Driver confessed to being too old to see were they were going and unable to listen. Next time he's promised to remember his glasses and hearing aid but after setting a good time on test 11 he thinks there's hope yet!

84 Pete Clegg/Sarah Clegg (Vauxhall Corsa) – 23rd O/A; 2nd Class N.

Said they had an excellent day on a very well organised event with some brilliant tests

85 Michael Pears/Jon Shepard (Vauxhall Corsa) – 62nd O/A; 18th Class N.

86 Kevin Easterbrook/Alan Ison (Mazda MX5) – 33rd O/A; 9th Class N.

87 Andrew Crawley/Jess Crawley (Morris Mini) - 34th O/A; 10th Class N.

Regular PCA competitors but driver's first rally since 1982 and 15 year-old daughter's first ever. Hurried entry made for car, a 998 cc Mini Cooper replica, hence missing opportunity to enter Historic Rally.

88 Dave Sharp/Alfie Sharp (Ford Fiesta) – 64th O/A; 19th Class N.

89 Richard Craig/Adam Griffin (Lancia Y) 24th O/A; 3rd Class N.

Happy with result on navigator's first targa.

90 Marc Mathison/Oliver Mathison (Proton Satria GTi) 49th O/A; 14th Class N.

91 Kevin Stones/Chris Holden (Toyota MR2) 56th O/A; 17th Class N.

The event marked a return to rallying for Kevin, who was a regular competitor between 1977 and 1988, while it marked a rally debut for his son-in-law Chris. They were baulked on Test 3 and wrong tested at the Quarry before collecting a 10 minute penalty for missing a code board but had good fun In a car that only cost 'a few hundred quid'.

Can't wait to do it all again!

Phil James : Pro-Rally Photography


A father said to his daughter "You graduated with honors, here is a car I acquired many years ago. It is several years old. But before I give it to you, take it to the used car lot downtown and tell them I want to sell it and see how much they offer you.


The daughter went to the used car lot, returned to her father and said, "They offered me \$1,000 because it looks very worn out." The father said, "Take him to the pawn shop." The daughter went to the pawn shop, returned to her father and said, "The pawn shop offered \$100 because it was a very old car."

The father asked his daughter to go to a car club and show them the car. The daughter took the car to the club, returned and told her father, "Some people in the club offered \$100,000 for it since it's a Nissan Skyline R34, an iconic car and sought out after by many."

The father said to his daughter, "The right place values you the right way," If you are not valued, do not be angry, it means you are in the wrong place.

Those who know your value are those who appreciate you. Never stay in a place where no one sees your value





Motorsports Photography and Journalism

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Trackrod M.C The Clubmans Motorsport Melbourne Time Trials August 29th 2020



**The Clubman Motorsport
Melbourne Time Trials**
Promoted by Trackrod Motor Club
29th August 2020

A great day competing for the first time since March!

Out with Dave Longfellow in his Subaru for the first time since Jersey 2019, the Clubman Motorsport Melbourne Time Trial was the first opportunity for non M Sport cars to compete on some sort of rally.

A strong entry list meant a seeding of fifth with some quick cars behind us but waking up to a very wet venue meant it was always going to be a four wheel drive car that wins.

The first five stages were all the same four mile test using the perimeter of the venue and Dave got a quick start as usual.

Up to second after stage five following penalties applied to a few of the cars seeded in front of us. We did manage to set consistent third best stage times throughout the morning, confirming the cars pace.

Following a lunch break, the last five stages were a reverse of the morning with some slight changes to a couple of junctions.

With a long drizzle only the British Summer can bring, we struggled with the lack of grip where our competitors did very well.

In stage eight we nudged a bail at one of the hairpins. A reverse out meant we set a slow time and receive a penalty and drop to third.

At the end of the day we thought we had secured fourth, however the final results saw all penalties removed for all competitors and it showed us in fifth.

A disappointing end to the day given we were second for the best part of the day, but pleased with a trouble free day, setting competitive times and enjoying being back in the rocketship!

The team move to the Flying Fortress Stages in two weeks time defending a two year winning streak before I get back in the car for the Harold Palin Memorial Stages on 4th October



Mark Broadbent : A&PMCC

On the first day, God created the dog and said, "Sit all day by the door of your house and bark at anyone who comes in or walks past. For this, I will give you a life span of twenty years." The dog said, "That's a long time to be barking. How about only ten years and I'll give you back the other ten?" And God saw it was good.

On the second day, God created the monkey and said, "Entertain people, do tricks, and make them laugh. For this, I'll give you a twenty-year life span." The monkey said, "Monkey tricks for twenty years? That's a pretty long time to perform. How about I give you back ten like the dog did?" And God, again saw it was good.

On the third day, God created the cow and said, "You must go into the field with the farmer all day long and suffer under the sun, have calves and give milk to support the farmer's family. For this, I will give you a life span of sixty years." The cow said, "That's kind of a tough life you want me to live for sixty years. How about twenty and I'll give back the other forty?" And God agreed it was good.

On the fourth day, God created humans and said, "Eat, sleep, play, marry and enjoy your life. For this, I'll give you twenty years." But the human said, "Only twenty years? Could you possibly give me my twenty, the forty the cow gave back, the ten the monkey gave back, and the ten the dog gave back; that makes eighty, okay?"

"Okay," said God, "You asked for it." So that is why for our first twenty years, we eat, sleep, play and enjoy ourselves. For the next forty years, we slave in the sun to support our family.

For the next ten years, we do monkey tricks to entertain the grandchildren. And for the last ten years, we sit on the front porch and bark at everyone.

Life has now been explained to you.

Tony Lynch celebrates podium start at Lydden Hill

Wigan racer Tony Lynch was able to celebrate a podium finish as his 2020 Retro Rallycross championship campaign burst into life at Lydden Hill.

Westhoughton-based Tony made the long trip to Kent for his first outing at the wheel of his Toyota MR2 since the 2019 season finale back in October, with his Team Geriatric outfit having used the unusually long off-season to work on further modifications to the former rally car.

The season opener at the spiritual home of rallycross saw the Toyota running with a revised bodywork package for the first time, with the team having invested in a number of fibre-glass panels in order to reduce weight as the latest stage of the ongoing development of the car.

After a solid start to the weekend in practice, the opening qualifying heat saw Tony finish in third spot behind Terry Moore's Mini and the Citroen AX of Stephen Cozens, and he then repeated the feat in heat two - where he would also post his fastest lap of the weekend.

With Moore secure on pole for the final, he would then sit out the final heat, with Tony taking second behind Cozens to cement his place on the front row of the grid for the final.

Prior to the start, the team worked to resolve a brake issue that had developed in the final heat and - as had been the case in each of the three qualifiers - Tony made the most of the starting prowess of the Toyota to get away well off the line.

Contact with Cozens as his rival tried to find a way through would cause some minor damage to the Toyota but Tony was able to continue without issue to once again finish third on the road and secure a well-earned podium finish - entertaining the watching crowds at the same time with a showboating display on track.

"Having been out of a car for so long, it was great to get back on track at Lydden Hill and start racing again," he said. "I'm happy that we've come away from the weekend with a podium finish and whilst a win would obviously have been nice, third is still a good way to start the new season.

"Aside from a small issue with the brakes after the third heat, the car ran without problem which is credit to the team for the work that they have done. The car felt really good and we just lost out a bit to Stephen and Terry on the up-hill run to the hairpin, where they had an advantage in terms of power-to-weight compared to us.

"In the final, when I knew they had managed to break away and I had a gap behind, I was able to put on a bit of a show for the fans with some power slides and entertain them a bit.

"One thing we do know from this weekend is that running a standard gearbox is holding us back a little bit but we're not currently in a position to make the investment in a close ratio box without missing some rounds, which we don't want to do given it would impact on our ability to fight for the championship.

"Hopefully in the rounds to come, I'll be able to really take the fight to Terry and Stephen and push for wins."



Photos Courtesy of Xynamic



BTRDA Rallycross at Lydden Hill

Tony Lynch secures podium on BTRDA return

Wigan racer Tony Lynch secured a hard-earned podium finish from a challenging weekend on track as the Autosport International BTRDA Rallycross Championship presented by Cooper Tires season finally got underway at Lydden Hill.

The race weekend marked Tony's return to BTRDA competition for the first time since the 2018 season finale, with his Ford KA being run by Paul Waldron Motorsport with assistance from members of his own Team Geriatric team.

Tony made the long trip to Kent aiming to challenge for the podium places in a highly competitive field, but he was left with work to do after practice when driveshaft failure limited his time on track.

With the car repaired, Tony headed out on track for the three Supermodified qualifying heats, taking fifth place in heat one before a dramatic second heat, which had to be red-flagged after rival Kenny Hall rolled his Renault Clio.

When the heat restarted, Tony secured sixth place despite the car starting to suffer from a misfire, and he completed heat three in fourth spot to leave him sixth on the grid for the A Final.

The exclusion of Slawomir Woloch from the meeting meant Tony actually lined up in fifth spot for the final and a solid run saw him take the flag in fourth spot overall and third amongst the over 2 litre cars - a result that secured him a place in the Superfinal.

There, Tony once again crossed the line in fourth overall for a solid end to the weekend but there would be a boost for Tony after the event was concluded when it was revealed that Supermodified winner Tristan Oven-den hadn't registered for the championship.

That meant Tony ends the opening weekend of the season sitting second in the over 2 litre class and third in the overall Supermodified standings.

"It was a really tricky weekend, but one that ended with a huge smile on my face," Tony admitted. "I'd almost forgotten how good the KA is to drive, but I hugely enjoyed myself and to come away from the event with some silverware is great.

"Things didn't start well with the driveshaft letting go in practice but the team did a great job to fix it for the heats, where unfortunately we ran into another issue with a misfire that we think was caused by the engine running a bit hot after we had to stop with the red flag.

"The boys worked to change different things to try and resolve the issue so to come away from the final with fourth place was really good, and I didn't realise at the time that Fred Ling in third was in the 2 litre class so we'd actually got a class podium. With Tristan not registered, that then became second, which means a good haul of points and more than I was realistically expecting from my first weekend back in the class.

"Clearly there are some seriously quick cars in the Supermodified class this year but I'm already looking forward to being back out in the car again next time out where hopefully we won't have a repeat of some of the gremlins we encountered at Lydden and can pick up another solid result."



Rally Car Test Day 9th September 2020

Plus

**Navigator/Co-Driver Training
with Craig Parry**



TESTING TESTING

Thanks once again to Warrington Motor Club stalwart Stephen Ellison we had had to break the lockdown blues with a rally car test day and navigator teach in at Three Sisters Circuit

The weekday event was well attended with 15 cars and a number of drivers and navigators visiting the site. The navigational teach in started with some classroom sessions followed by an on track walk about and for some a run in the rally cars to further their experiences.

For me and Phil it was literally a day of two halves with the morning used for blowing the cobwebs from the BMW Compact. However a bad misfire plagued us throughout the session and despite some remedial work couldn't be cured. The great news was the overheating issues had gone which had been around for several events previous.

There were a number of people on hand for advice and Martin Fox, in particular helped with his wealth of knowledge which will hopefully help to cure the problems we encountered.

Off home (only 3 miles away) to drop off and collect our new steed, a Subaru Impreza. Despite it not finished I was impressed with the agile handling for a big car and feel you got from the driving position. Despite some braking issues we both had a ball in the afternoon which certainly brightened up the day for us.

Back home and looking back, the event was a great way to get out and about without the stress of a full on event. Glad we never got to do the North West Stages in the BMW as it could have been another short outing.

Let's have another one Ste

George Jennings : Warrington & DMC



U17MC(NW) Autosolo/PCA

12th & 13th September 2020

Milo Unwin : U17MCNW : aged 14

On Sunday the 13th it was my second PCA in my own Micra. Overall, was a very good day and no car problems to report either and best of all, It now has a 12 month MOT with only two advisories outstanding. I have never competed on a Sunday and only ever on the Saturday and this showed. We made a few mistakes throughout the day, mostly my fault.

I was in the first group, and very stupidly we didn't arrive in time to walk the track. We were on time however didn't find the time to walk the track so when it was my turn I just had to try my best based on the one car in front of me. It was a completely wrong test and I didn't know where I was going. But when I was waiting for my next attempt I was looking at the test diagram along with watching all the other cars do the course and I did it right when it came to my go. Although the second run was very slow, I was learning my way around the track and by third go I knew where I was going and was beginning to increase speeds. By the sixth or seventh run of that block, I was improving lots and the course wasn't a problem whatsoever.

I decided I was going to put it behind me, and really pull it out of the bag on the second block of tests. It was a learning curve and I know what to do for next time when it is a different course. When the second block came, my times were improving dramatically including clean runs and achieving a very nice PB. I was very pleased with my driving overall just apart from the first lap however it was a learning curve and I know for next time.

I did some marshalling too, and I do enjoy marshalling seeing all the other cars go round. I have also installed a RMD deep dish steering wheel and it did really well and I enjoyed using that. I do believe though you can't really learn from your mistakes unless you make them. Now at least I know what to do and not to do for next time! Thank you everyone so much for a brilliant and enjoyable day and I am looking forward to the next one.

Milo Unwin : U17MCNW : aged 14

Steven Spielberg was discussing his new project -- an action docudrama about famous composers starring top movie stars. Sylvester Stallone, Steven Seagal, Bruce Willis, and Arnold Schwarzenegger being courted for the top roles.

Spielberg really hoped to have the box office "oomph" of these superstars, so he was prepared to allow them to select the composers they would portray, but only as long as they were among the most famous.

"Well," started Stallone, "I've always admired Mozart. I would love to play him."

"Chopin has always been my favorite, and my image would improve if people saw me playing the piano," said Willis. "I'll play Chopin."

"I've always been partial to Strauss and his waltzes," said Seagal. "I'd like to play him."

Spielberg was very pleased with these choices. "Sounds splendid," he said.

Then, looking at Schwarzenegger, he asked, "Who do you want to be, Arnold?"

Arnold replied, "I'll be Bach."



U17MC(NW) **Autosolo/PCA**

12th & 13th September 2020

A Family event - AutoSOLO

Andy & Ben Norman : U17MCNW

Our second weekend (ever) of auto testing. Having found out about U17MC by accident in February 2020, Ben (my 15 year old son) and I now have a K11 Micra to compete in and have completed our second weekend with the club. What an experience so far!

At the July event Ben drove with the instructor and was passenger for me as I took part for the first time. Roll forward to September, Ben competed on Saturday, with me as his passenger, I drove on Sunday, with Rachel (my wife) as passenger. This gave me chance to appreciate both perspectives of the tests – as a nervous passenger, for Ben (who I'm extremely proud of), he held his own, not too many cone penalties and did very well. Also as a driver on Sunday, giving Rachel a white knuckle ride, building on my confidence from my first time driving.

In the run up to Saturday Ben was very nervous, worried he'd stall the car, take the wrong route (something I managed) or be very slow – he was none of these things. Once he'd settled into the rhythm of the day and got himself familiar with the course, he got smoother and faster as the session went by. It's great to see how much the Under 17's get from the event. Ben is sensibly confident behind the wheel already and already looking forward to the December session.

Post our maiden event, we've made a couple of minor tweaks to the car (replaced a noisy CV joint, fitted an induction kit and given her a slight suspension drop) – this sport doesn't have to be expensive, but you can easily get addicted to improving the car!!!! –what will be next??.

I loved my session in the car on Sunday – what an adrenalin rush, although I'm not so sure Rachel felt the same, she got quieter as the day went by – presume that's a good thing.....

The camaraderie of the group, during race time, whilst marshalling, setting up or just watching is great – a great bunch of people, we've been made to feel very welcome. It's great to see everyone encourage each other, give tips, help with running repairs and make sure we all get the most from the day.

Thanks again for a brilliant weekend – we are definitely hooked!

Andy & Ben Norman : U17MCNW



Airedale & Pennine MCC **Rock & Heiffer PCA** Sunday 13th September 2020

We are somewhat miraculously able to keep our monthly production car autotests running through a combination of generous landowners, the outstanding cooperation of Motorsport UK and our careful adherence to covid regulations. I usually turn up around ten in the morning with all the paperwork needed for the event, permits, entry forms, score sheets, etc and find that one or two of our competitors are already there and changing their tyres ready for giving them a good scrubbing. The old tarmac is quite abrasive and it is known for the tail out rear wheel drive crowd in particular to see the cords of their rear tyres at close quarters after two of the three rounds. In time the rest of our competitors and organisers roll up and, as many are regulars, get straight in to the routine of signing on and catching up with who has done what since last time. The September event was the weekend after our hugely popular targa rally that was co-promoted with Clitheroe motor club and as several competitors entered both events, there was plenty to catch up with. On my arrival at the venue I was amazed to find most of the competitors already in attendance and busy dragging the big traffic cones into place. These people are becoming very well trained, something is going right. In these strange days we have adopted the required online entry and it works very well. We have always said that we would run the autotest if only one person turned up so entry on the day is very welcome to competitors and organisers and has become our regular way of working so even if a driver turns up at the start an entry is simply a quick phone call to complete the form online will get things sorted.

The clerk of course is a gem, he lays out the cones, plans the course, times everyone then makes sure all is collected and put away then can be influenced towards having a pint in the adjacent pub. Our entry includes a free hot snack that can be mistaken for a small meal and as the computer calculates results immediately, the place goes quiet apart from chomping and the gurgles of satisfied competitors.

As for the event this month, we all live to see a certain little green mini blasting round at full bore but after seeing the filthy state of it after finishing the targa we were just grateful to see it again. The course opening car was present too, clean and tidy as usual instead of being blathered in mud up to its headlights.

I must mention the outstanding help we get from the permits department at MSUK, due to the pandemic we run a PCA for two family members in the same car and a separate autotest for all the other one person- one car entries. I arrange the PCA permits many months in advance but with the covid requirements I have had to get dual permits at very short notice and due to the excitement of running the targa I forgot to get a second permit for September. A grovelling phone call later and my new best friend at the MSUK arranged things for me overnight. Wonderful help, many thanks. I've sorted the next three out with plenty of notice.

All the results are on the A&P website and tell their own stories, it's great fun, join us anytime. Bd13 3RH

John Rhodes. : Airedale & Pennine MCC



Photo Courtesy of Joe Mallinson



Airedale & Pennine

6/7th FEBRUARY 2021



SNOWDROP RALLY

Promoted by Airedale and Pennine Motor Club

Clubmans - Ideal for Novices & Beginners
Joe Mallinson Clerk of Course

Bolton-le-Moors Car Club

AutoSOLO

Aintree Racecourse

31/08/2020

Originally, the Ormskirk MotorFest was to be held, unsurprisingly, in Ormskirk, on the August bank holiday weekend. However, issues relating to nobody's favourite buzzword, Covid-19, forced the event to be relocated down the M58 to Skelmersdale. Then, very late in the day, a second relocation was forced to occur, this time to Aintree Racecourse, and part of the original Formula One Circuit!

Therefore, due to the ongoing issues in the community at large, BLMCC were delighted to be able to host this AutoSOLO.

An entry list comprising the regulars and some newcomers with a wide variety of cars in use, along with a fast flowing 200m long test site made for a good days motorsport. Part of the test contained two slaloms that couldn't have contrasted more, with one along the smooth circuit Tarmacadem, and one along a pothole filled perimeter road. BLMCC were also pleased with the weather, sunny, clear, calm and dry.

The competition got underway at 10am and there were close battles throughout the classes. Throughout the day, competitors times became faster and faster, with competitors showing impressive skill (and the rubber feeling the heat!).

In class A, Andy Crawley took the victory, with his daughter Jess coming in 2nd.

Class B saw Melanie Morgan take an impressive class win once again, besting her dad Gary by over 30 seconds, who took 2nd in class.

Class D (or the MX5 class as it apparently needs renaming!) was won by Charles Andrews, with Steve Kaye coming 2nd.

Coming 2nd in class E was Howard Morris in his impressive GBS Zero, with the class and overall win belonging to Alec Tunbridge, who drove impressively all day. Congratulations to all class and overall winners.

We had positive feedback from competitors throughout the day, who were keen to return to Aintree as a venue. As ever we are always happy to receive any form of feedback from an event.

A big thanks goes out to the marshals, organisers, Aintree Racecourse, Aintree Circuit Club and to the competitors for their entries.

Jack Mather : Bolton-le-Moors CC



Hexham & DMC **THE GREAT NORTHERN SCENIC TOUR**

September 20th /020

Ed Grtaham : Hexham & DMC

Blessed with a stunning landscape and steeped in history, there can be no better area for a scenic tour than Northumberland, England's most Northerly county so there was a bumper entry for the Great Northern Scenic Tour organised by Hexham & District Motor Club on September 20th and a varied entry turned up to the start venue at The Tyne River Country Park ready to sample the delights of the area.

The event organisers had promised a mix of interesting by-ways and bags of local history and the competitors were hardly settled in their cars before arriving at the first of these, the 11th.century Bywell Castle. A few miles up the road and industrial history featured with the impressive Thornbrough Lime Kilns and this was followed in short succession by visits to Aydon Castle and Halton Castle, the latter an old pele tower which saw action in many Border skirmishes. Heading West, the route followed the line of the iconic Hadrian's Wall, the World Heritage Site which would feature quite prominently in the itinerary, stopping off at Heavenfield the site of a 6th century battle.

Staying with the Roman theme the crews then visited Brunton Turret, Chesters Roman Fort, Brocolitia and Houssteads, all relics of the time when the area was the Northern frontier of the great Roman empire and it is amazing to see how much of it still survives, over 1500 years since it was first constructed. A feature of Hadrian's Wall is that was built largely on high ground so the view of the surrounding landscape are quite fantastic, stretching North to the Scottish Border while to the South the Cumbrian Fells are visible.

After a quick stop to view the towering Thirlwall Castle, the route headed into Cumbria through the pretty little village of Gilsland then continued it's journey back in time passing Birdoswald Roman Fort, Piper Sike Turret and Banks East Turret, all situated along a particularly well preserved section of Roman construction. The morning session concluded with a lunch halt in the serene surroundings of Lanercost Priory, the former Cistercian monastery where generations of the Earls of Carlisle have been buried and there was the opportunity for the crews to soak up the atmosphere while enjoying a picnic lunch in the large meadow surrounding the monastic buildings.

Leaving Lanercost via the 17th century Pack Horse Bridge, the next stop was the imposing Naworth Castle, the family seat of the Howard family, Earls of Carlisle and owners of a very stately pile indeed. Heading back East there was more Roman history at Willowford, a site where the remains of a crossing over the river Irthing are still clearly visible, then it was back into Northumberland for even more castles starting with Blenkinsop then on to Bellister, said to be the most haunted castle in Northumberland, thankfully there were no ghostly spectres to alarm the crews as they cruised past.



John & Fiona debate which way to leave the lunch halt at Lanercost Priory in their MGA



Mick & Karen Stead pas Halton Castle in their Lotus Excell

Continued on Page 41

A trip alongside the picturesque River South Tyne brought Featherstone Castle into view, this 16th century seat of the Clark family was used as a prisoner of war camp during WW2, it evidently proved to be such comfortable billet that, when hostilities ceased, none of the inmates wanted to leave !. Climbing up onto the foothills of the Pennines the route then meandered to the charming old Quaker Meeting House at Coanwood where the crews were surprised to be greeted by a gentleman who is a direct descendant of the founders of the little chapel, the same family having farmed the area since the place was built in 1760.

There was the opportunity to enjoy some more stunning views as the route headed over the wide open spaces of Whitfield Common before dropping down into the Tyne Valley to visit Ridley Hall, an ancestral seat of the Bowes-Lyon family now used as a training centre for vulnerable adults. The final stop, number 20, on what had been a very full itinerary, was Langley Castle, a huge 11 century tower now run as a very upmarket hotel, it's walls are reputed to be 15 feet thick so presumably sleeping residents are unlikely to be disturbed.

The run terminated at the quaint Carts Bog Inn, in years gone by a halt for drovers bringing pack horses down from the lead mines in the surrounding hills. The inn features a quoits pitch, this once being a popular sport in the area although no one was tempted to try there hand at a quick game. It was a great place to round off a great day which was hugely enjoyed by all the participants, many of whom expressed their amazement that so much superb scenery and amazing history could be packed into a single day

Ed Graham : Hexham & DMC

**Pendle District Motor Club
along with
Garstang and Preston Motor Club**

**Heroes
Stages Rally
Weeton Barracks
Sunday 1st November 2020**

This years Heroes Stages due to run on 1st November has unfortunately been cancelled. Due to the recent change in government guidelines the MOD feel they can not authorise any social events at Weeton.

The final nail was the fact that Weeton sits close to Preston, which is subject to a local lockdown. I have had a lengthy conversation with the office at the MOD who manage the bookings and they are as disappointed as we are.

They tried every thing possible during the last few days and explored if we could run under the current guidelines. Like most organisations the MOD do not want the finger being pointed at them the same way for example shooting is being seen, especially as there are people who still cannot visit loved ones and would rightly be questioning as to why the MOD were allowing a large gathering to race around their property.

Don't forget there have been PR issues at Weeton in the past. Thankfully we have received this bad news now and not 3 weeks further down the line.

I have made the initial approach to book Weeton for the 7/8 August 2021 for next years Heroes stages. Thank you all for your hard work during this time , but lets look forward to Anglesey in March, and hopefully restrictions may be a bit better by then.

**Steve Kenyon
Clerk of the Course of the Heroes Stage**



**Horse manure may protect
us from the Covid-19 Virus**

Take fresh horse manure & rub your hands with it.
It has the following actions:

1. It prevents you from touching your nose, eyes, mouth.
2. People will keep at least 6 feet away from you.
3. No one will want to shake your hand.
4. You will safely wash your hands well, before going to lunch.

Caernarvonshire and Anglesey MC

The organisers regret that, due to the restrictions imposed as a result the Covid-19 pandemic, the 2020 Targa Rally scheduled for 24th October is cancelled.

We look forward to the return of the event in 2021.

Wolverhampton & South Stafford MC **Gaby Mohr Memorial Trial**

13th September 2020

A view from class 2

This event would normally be towards the end of the season but with the disruption caused by Covid it became the season opener. The venue is based near Bridgnorth which for me is down Birmingham way, most of the normal venues I know my way to now, but this one I have no idea.....satnav's and phone app's all seem to take me different routes all more or less the same arrival time so the route has never stuck in my head. This year I had a scenic route coming off the M6 fairly early and going down some A and B roads for 40 odd miles which is a bit more interesting than hauling down the boring motorways.



A good balanced entry for the trial, 8 in each class made it hard to predict a winner. Clever paper and contactless systems have quickly become normal in trialling, drive by signing on and no contact scoring all work well, and I think the verbal confirmation of your mark on the section works well, the marshal has a score sheet and you keep a record in the car with you which then you read out at a safe distance to the event secretary at the end of the round certainly keeps the event flowing nicely.

Wolverhampton motor club has a great venue for trials. It's nice and steep with a varied hillside which means the sections change in character quite a bit. From off camber climbs to long lumpy climbs and short sharp finishes. Round 1 was kind to me. Somehow I lead the class by the giddy heights of 1..... a better start than normal...but the competition is hard in the Midlands, here I run into some very well prepared Saxo's which I would say are the benchmark for anything running in class 2.

By the start of the second round four of us were separated by 3 marks, one mistake and that would be the lead gone! and it didn't take long for me to drop a few. No big cock ups just getting nibbled at the ends of sections by a mark or two by the Saxo of Philip Buckle. Gary Preston in his Fiat 127 is where I set my sights for how I am going as we are normally fairly close in score but the car was coughing and spluttering and costing him points, but was now in a comfortable second in class 4 marks behind the Saxo and 10 plus clear of everyone else.

Lunch time and a chance to sit back and relax in the sun and scenery, everyone seemed to just be happy to be out, sat here writing this now the future looks unclear again with new lockdown measure and a rise in Covid cases I can't help wondering if this is going to be the shortest season ever. I hope we are able to keep going social distancing is so easy to do in a field.

Round 3, the hills get altered over the lunch break and the sun was drying the venue nicely, off we all head, normally I tend to go a bit better in the dry conditions but with the class order reversed and only two cars running in front of me I was starting to get some "greener" grass and a nasty lump on hill 6 hurt my score sheet, classic Mini's do lack suspension travel and fresh grass(yes I've all the excuses!!) it just slowed me enough I couldn't recover, that cost me a 6 on a hill that if you got over it was more or less a clean (0 marks). That coupled with a bit of nibbling from the Saxo, those odd marks at the ends of sections, meant he had now pulled well away from me only dropping 4 to my 13, and some of the other were closing to with a good round from Allister Moffatt on 5, if I were to lose the same again that would be really bad!!

Round 4 went a lot better with the exception of hill 1 which had been set really hard only one front wheel drive car made the steep climb the Saxo.... another 7 marks lost to him. Now nearly all the following sections were cleanable to most people I lost another one to a steep climb though some stinging nettles but wasn't of consequence. The hump in hill 6 that cost me on round 3 was an easy clean once you flatten the fresh grass down.

My efforts for the day yielded me second in class 2, Phil Buckles unstoppable Saxo was first in class ahead of me by 21 marks by the end of the day 34 to my 55, quite the gap I can think of maybe 15 I reckon I could of got if I had been "better". Still trailing behind a bit. I tend to think the best you can do is win your class, after that first overall depends on how other people in your class have been doing behind you, I would of though he was on for first overall but turned out Dick Glossop in a Liege in class 3 was having a stonking day only dropping 14 all day nearly half as much as his nearest competition on 27. So he took first overall, congratulations to him, no easy wins at national level these days. Class 1 had seen it's early close battles succumb to Trevor Moffatts eventual dominance for the class win.

A most enjoyable day's sport once in the mix hoping to catch the car in front or keeping the folk behind at bay is when it starts to get more interesting, if I am missing out at the front of the class, I just have a battle with whoever's is closest to me. I am happy enough with second in class and 6th overall. I try to look at any top 10 overall finish as a plus, nice to see new guy Peter Hilleard in 10th spot showing a bit of promise in a 106 diesel.

All in all a great day out went home a different route again to how I got there, got sent down what turned out to be a tiny country lane which isn't all that fun in a van towing a trailer.

Rupert North : A&PMCC

Ernest Owen Car Trial Catton Park

Sunday 27th September 2020

Trevor Moffatt won the Ernest Owen car trial by the narrowest margins from Mark Hoppe. Moffatt dominated the new car class all day to open up a fifteen point class lead over Nick Pollitt, despite hitting a seven post.

Meanwhile in the rear wheel drive class first round winner Dick Glossop was initially off the pace but managed to claw back to second place, but couldn't beat Mark Hoppe who finished second overall by the closest margin, ruing a two on the last hill. Lunch saw a three way tie with Hoppe, Barrie Parker and Steve Courts in the class but expert afternoons by Hoppe and Glossop claimed top class positions.

Alastair Moffatt arrived with younger brothers (John) from championship winning Nova and showed everyone a clean pair of tracks to lead the front wheel drive class all day to gain an eight point win over Gary Preston and Rupert North a further four points behind.

Uniquely no cars were double driven in the whole entry, and Charlie Knifton won the specials class in his classic trials VW Buggy.

1.	Trevor Moffatt, Vauxhall Corsa,	70.89%
2.	Mark Hoppe, Dutton Melos,	70.92%
3.	Alastair Moffatt, Vauxhall Nova,	77.9%
4.	Nick Pollitt, Nissan Micra,	85.1%
5.	Gary Preston, Fiat 127,	97.4%
6.	Dick Glossop, Liege SS,	99.3%
7.	Rupert North, Rover Mini,	106.1%
8.	Kevin Roberts, Dutton Phaeton,	124.1%
9.	John Wadsworth, Ford KA,	124.8%
10.	Barrie Parker, Westfield SEI,	134.8%



Ernest Owen Car Trial

This was a memorable day for me, not only did people that I have not seen for months welcome me but they actually remembered my name as well, which I am sad to relate is more than I did .

I remembered my name but I forgot theirs, just thought that I would clear that up before all the replies came in.

I managed to walk round Hill 3 and got lost in amongst all the poles so it must have been manic for the drivers not only negotiating the twists and turns of the very bumpy hill but trying to find their way to the next section to drive through.

I can honestly say that I was very glad to be marshalling and not competing.

My Hill for the day was Hill 2 and I was on the start line for this one.

As Gen McArthur said I shall return.

Brian Wragg : Liverpool MC



RALLY OF THE TESTS 2017 CHESTER TO HARROGATE

Lucky enough to have the use of Paddy's Mini again prepped by Mini Sport, and I had Ali Proctor with me who as well as a really likeable guy and good company is a very good navigator with wins to his name and also an 'ace' night road rally nav.

Three and a half day event, 100 cars, 12 nationalities, 750 plus miles. The first day, Thursday was taken up with formalities etc before the first car started the 'prologue' section at 16.30. We started at car 33, seeding by age of car with the oldest first. The route was 70 miles with two regularities and two tests, our plan was to try and be in the top five by the time we got back to HQ, Friday morning everyone was running in position order and we didn't want to be first car on the road! Everything went well apart from being baulked, not on purpose, coming into a control at the end of a very muddy white. We finished the evening third overall, just seven seconds covering the top four.

Day one, Friday, was going to be a long day, Chester into Derbyshire, into Yorkshire then Lancashire, back into Yorkshire to the overnight halt at Darlington, over 280 miles. Included was 9 tests, 7 regularities and a Time control section in Catterick camp. The day started at rally HQ, Carden Park with a test followed by tests at Bolesworth castle then two tests at Oulton Park. We had a reasonable day with mixed weather, very nearly getting stuck on a long wet grassy white in Derbyshire. The time control section in Catterick was on gravel, grass and concrete. Six controls and seven PC's in ten minutes! A spin and an overshoot saw us drop time arriving in Darlington tired and in 6th!

Day 2 started, Saturday, with 275 miles, 8 regularities, 9 tests and a TC section on the Warcop ranges. This was our best day, all in Cumbria which was familiar for both of us, the last of the special tests were on Warcop. Several of the regs were in the dark, one of them the last few miles on whites, remember one running up through hairpin bends, muddy, with speccies and bonfires! We were flying through here, like all private land regularities it's flat out, Ali calling it off the map and me trying to keep it out the ditches!

The Warcop TC section was brilliant, 7 time controls, 12 PC's all in 15 minutes, we were baulked catching two cars, it was very narrow, twisty, but we performed brilliant, Ali urging me on to the last control which we could see as we crested the last yump at 7k in top! Bloody brilliant section, I had a bit of a sweat on in there. We arrived back at HQ after an amazing day leading by 7 seconds from the Crosby/Pullan 911. Probably one of the most enjoyable days in 26 years of rallying.

The last day Sunday started with two tests on Catterick, 150 miles with 9 tests and 4 regularities. The first regularity was on private land, with up to 6 junctions in half mile through a maze of tracks and woods, all on Tulips, and our trip froze! Missed a junction, got back on route through Ali's skill, but we dropped a minute in total and the lead. From here things went much better, with things going well, Crosby/Pullan then had a wrong slot and a spin, at the lunch time on the last day there was 1 second between us after over 3 days!!

A good run through the long, 7 minute test in Lightwater Valley, really good took us to some tests at Tockwith where we started to have trouble with a failing clutch master cylinder having to pump the clutch for gears which harmed our test times. We then did a fantastic private land reg through Bramham Park with over 40 junctions, 90% loose surface, again brilliant and as fast as I could pedal EMO.

The last two tests were Harewood hill climb which started in the paddock, down the access road and up the full hill, run twice at 30 second intervals, really good fun. Relieved to get to the finish where the results were checked and double checked it was that close with us second by 7 seconds! We won the class by 11.31 minutes, fantastic event, and after a chat with Chris Harper and Paddy there is an entry in for 2018 for me and Ali in EMO, Harrogate to Bristol, with a rule change for pre-68 cars eligible for outright victory. Over 70 entries already barely two weeks after the 2017 event finished!



Gemini Communications

RALLYING

Golden Microphone Trophy 2020

O/A	Call Sign	Operator	Score
1	G 13	Stuart Dickenson	47 points
2	G 59	Maurice Ellison	39 points
3	G 25	Chris Woodcock	33 points
4	G 23	Ian Davies	29 points
..	G 03	Les Fragle	29 points
..	G 38	Sean Robertson	29 points
..	G 65	Brian Eaton	29 points
8	G 17	Robin Mortiboys	28 points
9	G 99	Tim Foster	27 points
10	G 16	Bill & Robbie O'Brien	20 points
..	G 64	Bryan Wragg	20 points
12	G 07	Tony & Avril Lee	19 points
..	G 20	Peter Donnellan	19 points
..	G 42	Roger Whittaker	19 points
15	G 28	Andrew Taylor	15 points
16	G 26	Mark Dickenson	14 points
17	G 01	Bill Wilmer	10 points
..	G 02	Graham Cookson	10 points
..	G 11	Mark Wilkinson	10 points
..	G 20	Peter Donnellan	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 70	David Mainprice	10 points
..	G 33	John Ellis	10 points
..	G 51	Gerry Morris	10 points
..	G 62	Colin Evans	10 points
33	G 40	Ian Smith	9 points
..	G 58	Geoff Ingram	9 points

Following the Covid-19 outbreak we still have achieved seven rounds of qualifying events to date. Below are the up-to-date Championship Points after the Greystoke M-Sport stages. I note there are some 33 Gemini Crews listed with points, thank you to all for your support: - If I have missed anyone just let me know and I'll add your points in.

Next Gemini Events-

The **Neil Howard Stages**, at Oulton Park - 07th November, already full for radio crews:

The two day **Glyn Stages** on Anglesey - 14th & 15th November, radio crews wanted for both days.

The Glyn Stages is now Cancelled (See Page54)

The Manchester to Blackpool Bike Ride Update

A decision was made that this will now not be possible to run following the mountain of problems being caused by the Covid-19 virus, so please note the event is now been cancelled for this year.

Moving on, I now have the proposed dates for the two events for 2021 for your diaries, no need to tell me you can come yet, I will re-advise you all again nearer the time.

Manchester 100 - Sunday 16th May 2021:

Manchester to Blackpool - Sunday 04th July 2021:

I have a date for the **2021 Cambrian Rally** being the 20th February. Saying that at this time all forests in the UK and Wales have rallying banned, we have no idea how long this will last.



Every time I get myself involved in anything to do with organizing an event it seems to take up all my time for months.

I don't have enough hours in a day to do everything that needs doing. I worry that I might have forgotten to do something that was vitally important and when everything seems to be sorted some problem crops up throwing everything into disarray. In between all that I am trying to put this 'virtual rag' together and then what really wound me up on the Pennine was when one or two marshals that didn't like the test that they had been allocated to and wanted to go to some other test that they had heard about. If you allow that to happen and let them get away with that then you probably finish up with just a couple of tests done ten times each. We all like to marshal at a good spot but if you are really offering to marshal you have to take the rough with the smooth.

I really must thank those marshals who did those all important but less enjoyable tasks at Main Time Controls and at Gates along the route. Proper marshals not spectators with tabards.

A couple of those gates were important because they were on a nice bit of road that gets frequently used on Road Rallies. One of the farmers always gives PR crews who visit him a hard time. This Farmer happened to stop and have a natter with the marshal at one of his gates and finished up staying to watch the cars through. That Marshal was Henry Carr who is Clerk of Course for the Ilkley Jubilee and I would like to think that his knowledge and pleasant manner explaining who was who and what was what might make it easier for the next PR crew to knock on that door. Thanks Henry

Signing on remotely 138 marshals & officials was not without its problems and at times I did wonder about the intelligence of some 'marshals' that posted on Social Media telling all and sundry where they were going to marshal - just encouraging spectators when we were not allowed them under the terms of the permit.

Glad to see that Lynsey Procter in her report on page 9 liked my map book (although I didn't do the Test diagrams)

When its all over and done within a week I have far too much time on my hands and suddenly I am bored and it starts over again - I want to get involved in organizing something new. Stupid or what? (*you don't need to answer that*)

Following the Pennine Targa I was at 3 Sisters to 'Marshal' on the Rally Car Test Day (with Co-Driver training) - see page 35. Very relaxed day and enjoyable to watch. There were only 15 cars and it was an 'Open Pit Lane'. All I had to do was make sure that those entering the circuit had enough space to not collide with cars already on the track. Not very taxing, even for me.

Tuesday the 15th of September we (Clitheroe & DMC) hold a Zoom Pennine Targa Forum. It was supposed to be a 'Normal' meeting at Waddington but then Boris announced that we couldn't have meetings (Indoor or Out) of more than 6 people. At the end of the Zoom meeting Chris Woodcock let those attending the Pennine Forum know the very sad news that Trevor Roberts had passed away that very evening.

It looks like we are all heading back into a Lock Down again. A little bit different to previous Lock Downs and by the time this virtual rag comes out it might be all change again. Whilst I understand that nobody wants to catch the damn virus I do wonder how long the Government can continue to support people to not go to work. I will have to wait and see. Meanwhile, to keep you entertained in the coming months Clitheroe & DMC have set up a series of Guest Speakers for their usual Club Nights via Zoom and Facebook. The first one in this series was Paul Gilligan (writes 'Inside the Industry' that appears in this mag every month) which is still available to view on CDMCs FB page (the clubnight not this newsletter). Next up is Ben Briant (son of Mick and equally quick) on Tuesday the 6th of October. Next up on Tuesday the 20th of October is Ian Beveridge & David Hopkins. (NBG—you don't have to be a member of CDMC to attend these zoom clubnights— just log onto the CDMC FB page)

**Grumpy
Old Git**
**Still Wittering
On & On & On**



R.I.P.

Trevor Roberts

It is never an easy task to write some words about a person who has recently passed away, do I consider his early life, about which I know virtually nothing, his working life, which I know only a small part, or the part of his life which I was privileged to share?

Trevor Roberts, rally driver, motor club chairman, and committee member is the part of his wonderful life that I knew best and the part that I feel is the only one that I am qualified to speak about.

I first met Trevor, when as a 18-year-old, I joined Clitheroe Motor Club in 1968. Trevor was the chairman at the time and went out of his way to make any new member feel most welcome. Trevor and his navigator at the time, Roy Honeywell, were regarded as one of the leading lights of the Northwest road rally scene, so to me they were heroes. I did the usual rally apprenticeship for a few years, competing on as many rallies as possible without much success, when due to Roy's decision to navigate for son Bill, Trevor asked me to take over the hot seat in his MiniSport sponsored Cooper 'S'.

We enjoyed the best part of 5 years competing together in which time he taught me so much about the sport, and we managed to win a few events along the way. The thing that was very apparent was the way that Trevor was so well respected by all who knew him in the motorsport scene, his friendly manner and easy going nature was so evident, and people just loved him for it.

Of course, I made plenty of mistakes on rallies with Trevor, but he always accepted them with grace, later drivers I went with did not. One time I told Trevor to take a slot left down what was shown on the map as a white goer, dutifully Trev slotted left and shot down the white, as we progressed at some speed, the grass got longer and longer the further we went, and it became obvious that no one had ventured down this track before us. Eventually the sump guard beached itself on the centre of the road and we could go no further. Trevor didn't shout but just said "No problem I have a shovel in the boot". Oh great, I thought we're saved. Trevor appeared with said shovel which was of a size very similar to that of the type you kept on a little stand next to the fire at home. I think I shouted some obscenity at poor Trevor. That was one of the differences between Trevor and me.

Trevor's seating position in the mini was virtually in the back seat because of his height over 6ft., his seat was that far back. This helped to save us on an event in Wales, where we came across a very irate farmer blocking the road and gesticulating frantically. We stopped the car and the farmer came charging towards us, that is until Trevor opened his door and uncoiled his tall frame from the car like a jack in the box, whereupon the farmer with total shock and then some fear, ran to his tractor and shot off leaving the road clear. Trevor hadn't needed to say a word.

I used to make fun of some of the quirky things on his mini, namely it's A35 sidelights and especially the fact that it ran a dynamo rather than an alternator. Spectators could always tell when we were coming by the dim headlights and spotlights compared to everyone else. Trevor didn't worry about such things, he used to say that the lights would be better if it got foggy and to be fair, he was pretty quick in the fog.



Trevor Roberts

Continued from Page 47

In later years Trevor became a steward on the Tour of Mull and subsequently a valued committee member of the 2300 Club. His wisdom was exceptional.

As well as rallying, Trevor's other sporting passion was sailing, and I even trusted him to take me on a trip on Windermere. I certainly wouldn't have trusted anyone else to transport me in a wooden vessel over water.

In his working life Trevor worked at Primrose Garage in Clitheroe, a dodgy second-hand car salesman, I used to call him, but that was far from the truth. I don't think there has ever been a more trustworthy salesman you could possibly buy a car from. Indeed, I bought a few new cars from him over the years, and in that role his wonderful personality shone through.

The years of navigating for Trevor helped me on the way in my rallying career, for which I shall be eternally grateful and probably I never fully thanked him for. Sadly, now I never will get that opportunity, but I hope that he was proud of what he did for me.

To his wife Ann and all his family, my sincere condolences. To his many friends in the rally world, in the business fraternity of Clitheroe and the Rotary Club, we have all lost a true friend and an absolute gentleman.

Ian Grindrod

We had been members of Clitheroe Motor club for a few years, when Trevor asked if I would like to navigate for him on the Mull Rally.

This was I knew, a week long shindig with a rally on narrow Island roads as the highlight. What fun!!

On arrival, Trev was eager for me to get used to using pace notes instead of a map and suggested we drove across the island. He needed to thank a couple who had rescued him the previous year when he rolled the rally car. We duly arrived at the home of Jimmy and Janette Milne and amidst great happiness, were invited in for 'a wee half' (Wee half of what I wondered!) Half full tumblers of a clear, light brown liquid was the answer. It was a chilly evening and the contents warmed the cockles very nicely! Much chatting and 'the other half' later, any attempt to read the pace notes on the way back was futile. Upon enquiring from my driver, what the glasses contained, he suggested my education was lacking if I couldn't identify malt whisky unadulterated by water.

Jimmy played the guitar and would entertain us during the week with (in the main) Scots ballads. During these sessions, Trevor often got up to regale us, deadpan, with his special version of 'My Bonnie lies over the ocean', accompanied by hilarious hand actions. He just stood straight faced and sang, whilst the audience was in hysterics.

Oh Trev. You will be sorely missed by so many people. The rally scene was but one of your 'hats' in a long and caring life, where your motto 'age is a state of mind' will be engraved on ours for ever.

Steph Mason , Sasha and Sam



**Devils Own Rally
Trevor Roberts / Ian Grindrod
Photo Courtesy of Tony North**



**Trevor Roberts,
Roy Honeywell & Bill Honeywell**

Inside the Industry

October 2020

with Paul Gilligan

Now It's All Down To September (And The Second Wave!)

New car dealers are currently working flat out to make the most of September sales and the introduction of the new 70 registration plate. Whilst reports are that September has got off to a good start dealers are nervous about the final result. And it's not just about the level of customer demand. Many models are in short supply as a result of the vehicle factories being closed for 3 months. This has resulted in many discounts being reduced, Audi are particularly affected and BMW and Mini have withdrawn from many high discount deals.

Demand always drops after September as the run up to Christmas starts, although what sort of Christmas we'll see this year is still a very open question. With the Employee Furlough Scheme coming to an end in October it seems inevitable there will be a dramatic increase in unemployment which is bound to suppress new and used car demand, unless new measures are put in place. So the September score is more vital than ever.

Opinions vary across the industry. Just over half of dealer bosses polled recently expect sales to be below last year, 12% expect them to be "much lower". However over 60% of these bosses expect the full year score to be as good or better than last year. Given how far behind we are at this point these people are expecting a much better final quarter than I am currently. In spite of this 70% expect to make redundancies with almost 30% expecting these to cover more than 10% of staff.

As I've said before all of this assumes no disastrous second wave. As I write this on September 15th things don't look good with infections increasing rapidly, although thankfully hospital admissions and deaths aren't – yet. I don't personally foresee another national lockdown on the basis the country simply can't afford, I hope I'm right.

Used Car Supply Still Tight, Prices Still Rising

The used car market remains amazingly strong. Low new car sales since March means less part exchanges coming into the market. Rental and leasing companies and other fleets disposed of hardly any cars through the lockdown period and have sold far less than usual since, partly because they can't get new cars to replace the old. Many long term lease deals have been extended rather than renewed because customers would rather do this than take on a new 3 or 4 year commitment in these uncertain times.

Against this shortage of supply used car demand is very strong. Many customers are looking to a newer car so they can avoid public transport, many are spending the money they saved through lockdown and/or the money they saved by not enjoying an expensive holiday abroad. Auction prices have risen rapidly and continue to do so. British Car Auctions report 1500 potential buyers regularly logging on for online auctions, more than double the usual number. We Buy Any Car and Van, owned by British Car Auctions to feed their needs continue to give very high prices on most transactions. And it appears the top end of the market is particularly strong. I recently watched an interview with Britain's top supercar dealer Tom Hartley where he reported that his business had been very busy throughout lockdown and continued to be so now. His view is that interest rates are so low people with money would rather spend than invest, and that the virus had made people realise their own mortality so they were choosing to enjoy their money while they're here.

What happens next to the used market depends on two things. The first is September new car sales. If these are high that means more part exchanges coming in. The franchised dealers will keep most of these for themselves but some will enter the auction area. The second factor is how many new cars are available to the rental and leasing companies because that influences how many cars they can dispose of. The clever traders are those who bought some of the few cars available during lockdown, they have been able to make handsome profits on those. Many are saying they expect prices to decline in October, others are convinced they will stay high for as long as new car supply remains tight. The ones who are right will make a lot of money, but not the ones who are wrong.

Continued on Page 50

Van Demand Remains Very Strong

As we all know during lockdown home deliveries rose dramatically. No surprise with many shops closed and people unwilling to leave home. Online food deliveries rose by 122%, other online deliveries by 62%. This time last year internet sales were 19% of retail business, now it's almost 30%. All the signs are that many people who hadn't shopped over the net before started to do so during lockdown and liked the experience so have continued to buy that way. And of course all those deliveries require a van. Due to this demand and factory closures new vans are in very short supply. Many manufacturers are quoting January delivery on popular models. Used demand is if anything stronger partly because of the shortage of new, and partly because many customers are preferring to buy a used van rather than sign a rigid long term commitment for a new one. As a result used van prices are literally through the roof. I saw a nine month old Transit with a guide trade price of £15500 go through electronic auction for £19500 last week!

Not Good News For The Truckers Though

Whilst van delivery companies are very busy it's not been the same for truck operators. With the exception of food, agricultural and medical supplies demand has been much reduced. Half of the nation's truck drivers were inactive during lockdown and 22% of haulage businesses had no work at all. Whilst things are now picking up they are still a long way from back to normal and truck operators and dealers are facing very hard times.

Air Quality

It's long been assumed that motor vehicles are largely responsible for poor air quality in our cities with all the health problems that result. This has caused many of the restrictions on car and commercial vehicle use in cities. However it seems all of this may be wrong. A study just published by the University of Stirling shows that reduced traffic during lockdown did not in fact reduce one of the most harmful types of air pollution. Fine particulate pollution was measured at 70 roadside monitoring sites across Scotland from the start of lockdown and despite a 65% reduction in traffic didn't reduce significantly. The scientists concluded that vehicles aren't in fact an important cause of this very harmful type of air pollution and that people may well be at greater risk from poor air quality in their homes especially where cooking and smoking is taking place in poorly ventilated places.

Meanwhile the motorway speed limits have been cut from 70 to 60 in four locations to cut pollution and some MPs are calling for the ban on the sale of new internal combustion cars be brought forward to 2030. Someone's right?

All Change At Jaguar Land Rover

A new boss has just arrived at JLR at a very difficult time for the company. They were already in trouble before Covid struck because of reduced sales in China and the move away from diesel. Closing their factories for 3 months when showrooms were also closed caused massive losses of course. Product quality is still a problem with warranty costs still well above those of competitors. JLR recently proudly announced at an investor presentation that their warranty costs for the April-June period this year was well below same time last year. No surprise when the dealers who carry out the warranty work and charge JLR for it were all closed! Their owner Tata Motors has been forced to deny rumours the company is for sale. The new all electric Jaguar XJ and the electric Range rover based on the same technology have been put back to save costs. Originally scheduled for launch by now plans are now for hopefully "late this year".

So new boss Thierry Bollore faces some big challenges. There seems to be some heated debate about future product strategy at Jaguar in particular. It may be that Jaguar will cease making saloon cars at all. It may be the F Type is to be the last Jaguar sports car with volumes insufficient to justify the investment in the replacement due in a few years time. Jaguar without a sports car????? The future model programme has been cut by about 25% saving £1 Billion and it seems the number of model derivatives JLR will offer in the future has been reduced as a result.

New Luxury Saloons From Rolls Royce and Mercedes

New products are planned years in advance particularly at the top end of the market. So no doubt neither of these manufacturers planned to launch their new flagships in the midst of a worldwide crisis. So the new Rolls Royce Ghost and Mercedes S Class have just arrived. Both bristle with technology.

Continued on Page 51

The Ghost is no longer based on the BMW 7 Series platform but uses an aluminium spaceframe similar to the Phantom. It also gets a new engine a 6.75 litre twin turbocharged unit similar to the one used in the Cullinan. Four wheel drive and four wheel steering come as standard, as do doors which are powered for opening and closing and a GPS based system looks at the road ahead to select the best gear ratio from the 8 available. And so it goes on. Prices start at around £250000 and orders are said to be "strong". Rolls have announced that they are one of very few manufacturers already back to full production making as many cars every week as they did before the virus struck.

The new S Class is a positive bargain in comparison with prices starting below £100000 but brings even more technology to the market. Again four wheel steering is featured but Merc customers have two such systems to choose from. The more extreme one offers up to 10 degrees of rear steering angle which results in a turning circle of 10.9 metres, less than an A Class! Mercedes features a mild hybrid version to start with and a more powerful electric motor to come in 2021, Rolls currently don't bother with such things yet. The S Class is in a first for Mercedes from 2021 equipped with level three autonomous driving capability for speeds up to 37 mph. This will enable the driver to be "hands off" for extended periods in heavy traffic and "suitable sections of motorway".

Citroen Launch New City Car

Citroen have just launched a cube shaped electric city car called Ami. Currently it's only available in France because it's been designed around French laws which mean it can be driven by anyone from the age of 14 and doesn't require a driving licence. Maximum speed is 28mph, pure electric with a range of 46 miles the car seats two people and costs £5300. The car is less than 8 feet long and designed for city drivers looking to avoid public transport. Interestingly not sold by Citroen dealers but direct over the internet and by France's largest electrical retail chain. Sales are said to be going well.

More Electric Car News

At the risk of stating the completely obvious the International Council on Clean Transportation reported recently that Britain is woefully short of electric car charging points. We currently have 22613 public and workplace points which the report says is 15% of what we need in 2025 and only 5% of what we need in 2030.

Customers do seem to be warming to electric cars. Internet used car searches for Teslas were 98% up in August over last August, the fastest growing brand of all. Meanwhile a survey has shown that 12 million UK motorists are "seriously considering" purchasing an electric car by 2022. Meanwhile I was pleased to see that in the last few weeks senior executives from Hyundai, BMW, Toyota, Mercedes, JLR speaking out about the advantages of hydrogen power. There seems to be a general feeling emerging that while electric may suit smaller cars for city use for long distances, heavier cars and vans and trucks in particular hydrogen is the way forward. Hyundai expect hydrogen and electric cars to cost about the same within 5 years.



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Knutsford and District Motor Club are pleased to welcome you to the third running of The Knutsford Targa Rally. For 2020, the event will run on a dual Motorsport UK permit (Interclub and Clubmans) and will be based at 3 Sisters Circuit in Wigan.

The special tests will use a mixture of the race circuit tracks and the paddock area to provide a full day's motorsport. Given the time of year, the final tests will be run in the dark to provide a further challenge to all competitors.

Follow the event on Facebook for more updates throughout the year, and visit the website nearer the time to find the event regulations and online entry system. **<http://www.knutsfordmotorclub.co.uk/>**

SD34MSG Calendar Remaining for 2020

Date	Discipline	Club	Title	Venue - Notes	Champ
11-Oct	Stage Rally	Warrington & Dist MC	Adgespeed & JRT Motorsport Stages	3 Sisters, Wigan	
11-Oct	PCA	Airedale & Pennine MCC	A&PMCC PCA 10	Guisely or Rock & Heifer	Non R/R
25-Oct	AutoSOLO	Knutsford & DMC	Booths Hall AutoSOLO	Booths Hall	Non RR
07-Nov	Stage Rally	Bolton-le-Moors CC	Neil Howard Stages 2019	Oulton Park	
08-Nov	PCA	Airedale & Pennine MCC	A&PMCC PCA 11	Guisely or Rock & Heifer	Non R/R
29-Nov	Targa	Knutsford & DMC	Knutsford & DMC	Three Sisters, Wigan	
05-Dec	Autosolo	Under 17 MC NW	U17MC Autosolo 7	Blackburn Services, M65 Jt 4	Non R/R
05-Dec	PCA	Under 17 MC NW	U17MC PCA 7	Blackburn Services, M65 Jt 4	Non R/R
06-Dec	Autosolo	Accrington MSC	AMSC Autosolo 2	Blackburn Services, M65 Jt 4	Non R/R
06-Dec	Autotest	Accrington MSC	AMSC Autotest 2	Blackburn Services, M65 Jt 4	Non R/R
06-Dec	PCA	Accrington MSC	AMSC PCA 2	Blackburn Services, M65 Jt 4	Non R/R
13-Dec	PCA	Airedale & Pennine MCC	A&PMCC PCA 12	Guisely or Rock & Heifer	Non R/R

Non Race/Rally Championship

O/A	Class	Score	Club
1	Andy Williams	72.17	U17MC
2	James Williams	71.54	U17MC
3	Andy Crawley	70.74	Warrington
4	Lauren Crook	67.63	U17MC
5	Jessica Crawley	67.30	Warrington
6	Scott MacMahon	50.42	U17MC
7	Phil Clegg	49.59	Accrington
8	Stephen Holmes	48.03	Clitheroe
9	James Robinson	41.80	U17MC
10	Andrew Robinson	41.61	U17MC
11	Steve Johnson	41.47	Boundless
12	Gary Sherriff	39.90	Bolton
13	Chris MacMahon	38.83	U17MC
14	Chris Livesley	30.04	U17MC
15	Dave Graves	28.87	Bolton
16	Joe Mallinson	19.90	A&PMCC
17	Matthew Nicholls	17.56	Bolton
18	Ian Swallow	10.00	Bolton
19	Warren Nicholls	9.57	Bolton
20	John Jones	9.38	Accrington

U 18 Championship

O/A		Score	Club
1	Jessica Crawley	69	Warrington
2	James Robinson	40	U17MC
3	Daniel Millward-Jackson	28	U17MC
4	Milo Unwin	25	Accrington
5	Matthew Nicholls	17	Bolton

Marshals Championship

O/A		Score	Club
1	Brian Wragg	124	Liverpool
2	Tracey Smith	57	Accrington
3	Steve Johnson	50	U17MC
4	Maurice Ellison	44	Clitheroe
3	Steve Smith	37	Accrington
= 5	Eileen Lamb	20	Pendle
= 5	Barry Wilkinson	20	Pendle
= 5	Alex Brown	20	Bolton
= 5	Ian Mather	20	Stockport
= 5	Jack Mather	20	Bolton
= 5	Lindsey Mather	20	Bolton

Only showing Marshals that have Qualified

Please Send

YOUR CLUBS 2021 Event Dates

For

SD34MSG

James Swallow

jamesswallow87@gmail.com

For

ANWCC

Dave Thomas

ANWCC@TALKTALK.NET

Championship Standings

In Brief : Updated 15/8/20
go to <http://anwcc.co.uk>

Stage Rally :

O/A	Driver	Club	Points
1	John Stone	Blackpool SS	125
2	Rob Hughes	C&A	124
=3	Chris Berry	C&A	113
=3	James Swallow	Bolton	113
5	Adam Williams	Warrington	112
O/A	Co-Driver	Club	Points
1	Liam Whitley	Manx AS	159
=2	Rob Fag	Manxs AS	125
=2	Alex Stone	Blackpool SS	125
4	Sion Cunliffe	C&A	124
5	Daniel Petrie	Ludlow	113

Inter-Club Championship

O/A	Club	Points
1	Under 17 MC	167
2	Knutsford & DMC	144
3	Bolton-le-Moors CC	103
4	Warrington & DMC	78
5	Rhyl & DMC	57
6	Bala & DMC	50
7	C&A	46
8	North Wales CC	40
9	Accrington MSC	38
10	Ilkley & DMC	28

Marshals Championship

O/A	Marshal	Club	Points
1	Brian Wragg	Liverpool	76
2	Maurice Ellison	Clitheroe	34
3	Tracey Smith	Accrington	32
4	Steven Smith	Accrington	26
=5	Ian Mather	Stockport	23
=5	Lidsay Mather	Stockport	23
=7	Paul Henry	Gemini	16
=7	Rob Jos	C&A	16
=7	Robert O'Brien	Liverpool	16
=7	William O'Brien	Liverpool	16

Autotest :

O/A	Driver	Club	Points
1	Colin Moreton	Knutsford	110
2	Paul Fobister	Knutsford	85
3	Steve Johnson	U17MC	56
4	David Goodlad	Knutsford	51
5	Dave Evans	Knutsford	30

PCA (U 25):

O/A	Driver	Club	Points
1	James Robinson	U 17MC	117
2	Jessica Crawley	Warrington	85
3	Andrew Robinson	U 17 MC	89
4	Milo Unwin	U17 MC	81
5	Lauren Crook	U 17 MC	55

AutoSOLO :

O/A	Driver	Club	Points
1	Howard Morris	Rhyl & DMC	192
2	Neil Jones	Bala	147
3	Phil Clegg	Accrington	134
4	Scott MacMahon	U17MC	133
5	Andy Williams	U17MC	130

Allrounders Championship

O/A	O/A Driver	Club	Points
1	James Williams	U17MC	99
2	Andy Williams	U17MC	96
3	Lauren Crook	U17MC	88
4	Jess Crawley	Warrington	57
5	James Swallow	Bolton	31

O/A	Junior (U25) Driver	Club	Points
1	James Williams	U17 MC	99
2	Scott MacMahon	U17MC	69
3	James Robinson	U17MC	58
4	Jess Crawley	Warrington	51
5	Milo Unwin	U17MC	36

O/A	Driver - 1000cc	Club	Points
1	Andy Williams	U17MC	96
2	James Williams	U17MC	87
3	Andrew Crawley	Warrington	60
4	Jess Crawley	Warrington	57
5	Chris Liversey	U17MC	25

Continued on Page 54

Primary School Children Writing About The Sea

- 1) This is a picture of an octopus.
It has eight testicles.
(Kelly age 6)
- 2) Oysters' balls are called pearls.
(James age 6)
- 3) If you are surrounded by sea you are an Island.
If you don't have sea all round you, you are incontinent.
(Wayne age 7)
- 4) Sharks are ugly and mean, and have big teeth, just like Emily Richardson.
She's not my friend no more.
(Kylie age 6)
- 5) A dolphin breaths through an arsehole on the top of its head. (Billy age 8)
- 6) My dad goes out in his boat, and comes back with crabs.
(Emily Burniston age 5)
- 7) When ships had sails, they used to use the trade winds to cross the ocean. Sometimes, when the wind didn't blow, the sailors would whistle to make the wind come. My brother said they would be better off eating beans.
(William age 7)
- 8) I like mermaids. They are beautiful, and I like their shiny tails. How do mermaids get pregnant?
(Helen age 6)
- 9) I'm not going to write about the sea. My baby brother is always screaming and being sick, my Dad keeps shouting at my Mum, and my big sister has just got pregnant, so I can't think what to write.
(Amy age 6)
- 10) Some fish are dangerous. Jellyfish can sting
Electric eels can give you a shock. They have to live in caves under the sea where I think they have to plug themselves into chargers.
(Christopher age 7)
- 11) When you go swimming in the sea, it is very cold, and it makes my willy small.
(Kevin age 6)
- 12) Divers have to be safe when they go under the water. Two divers can't go down alone, so they have to go down on each other.
(Becky age 8)
- 13) On holiday my Mum went water skiing. She fell off when she was going very fast. She says she won't do it again because water shot up her fanny
(Julie age 7)

Ladies Rally Championship

O/A	Driver	Club	Points
1	Ashleigh Morris	Bolton	77.27
2	Jade Paveley	NWCC	68.18
3	Cathy Stewart	BWRDC	66.67
4	Ealish Baxter	Manx AS	41.18
5	Lauren Groves	Clwyd Vale	22.73
O/A	Co-Driver	Club	Points
1	Rachael Atherton	Warrington	84.09
2	Victoria Swallow	Bolton	77.27
3	Christine Pearson	B&BMC	52.27
4	Elizabeth Wakefield	C&A	26.32



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2020

AWARDS NIGHT

30th January 2021

More Details to Follow when available

Knutsford and District Motor Club Ltd

The Jubilee AutoSOLO

25th October 2020

Regs & Entry Forms

www.knutsfordmotorclub.co.uk

CEO's September Message – Hugh Chambers

Sunday 27 September 2020

The roots of all sports governing bodies lie in the fabric of rules and regulations; and of course, they emerged as people wanted to make sure that things were kept fair, and enjoyable. And in the case of motorsport – safe. Danger has always been an unwelcome ingredient of motorsport – albeit our ability to manage it has quite impressively kept up with our increasing inability to countenance its existence.

So, the subject is never far from the forefront of discussion, and all of us are well versed in planning and mitigating danger in all its forms for those competing in a vehicle. With that in mind, it has not been a great surprise that the community has dealt with the dangers and consequences of COVID-19 in such an effective and successful way. When the pandemic first struck, I was not alone in fearing that motorsport would not return at all in 2020. So, it is a massive thank you to everyone in the whole of our motorsport community that we have been able to get racing, rallying and competing in every other discipline this summer.

In fact, the level of events and entries is not too far behind this time last year, which is a wonderful endorsement of everyone's passion and enthusiasm. It also shows how safe people feel to be back in their respective venues. We took a lot of time crafting the 'Back to Racing' guidelines, and that has a good deal to do with why the events have been able to restart; but it also demonstrates how brilliantly organisers, officials and marshals have risen to the challenge. However, we always said that it may be necessary to review aspects of the guidelines as circumstances change.

“The ‘rule of six’ could, in theory, stop sports events overnight, even though we operate in the open air with plenty of space.”

The spectre of a second wave of the pandemic has always been there, and now it is emerging in significant numbers. It is different to the first wave, and thankfully at the moment it is not proving to be as disastrous; but we are heading into winter and all that brings.

We are allowed to run motorsport events under special permission of the Government (via the Department of Culture, Media and Sport), based upon the premise that we are able to implement mitigations to the effects of what can only be termed a 'mass gathering' in most events. And now the goalposts have moved, and in the wrong way.

The 'rule of six' could, in theory, stop sports events overnight, even though we operate in the open air with plenty of space. The reality is that the sport does need people to come together in clusters, whether it is the paddock, event administration, marshalling, or in the pits. And some disciplines are more challenged than others, especially karting. We have listened carefully to the feedback over the summer, and one subject that kept coming to the fore was the concerns expressed around face coverings. From the restart on the 4th July, we adopted a somewhat less than prescriptive approach to the wearing of face coverings, with advisories in certain areas and circumstances.

However, it left a large number of our community feeling very nervous and vulnerable. We need to recognise that a significant proportion of our volunteer workforce is somewhat older and therefore quite rightly needs to observe greater care than the young. Perhaps the most worrying thing was that even in areas where we had become prescriptive (such as on a kart dummy grid), there were some who refused to comply and flaunted the need to cover their face.

“We need to make sure that our particular sport is doing everything it can to justify being allowed to run.”

So, the combination of the Government changes imposed on the 14th September, and the feedback from our community, led us to a new position that we have implemented to tie in with the new Government legislation. Our first priority has always been to keep you and everyone in our community safe, but also those we come into contact with externally, and ultimately the key workers that have managed the crisis so well. But beyond this we seek to protect our ability to compete. The Government has made it clear that they will do whatever needs to be done to control the infection rate, and that there are certain sectors, such as schools, that need to be preserved as long as possible.

Sport is recognised as having great social benefits, and generates billions for the economy, but it would be easy for us to be closed down in favour of other sectors. We need to make sure that our particular sport is doing everything it can to justify being allowed to run, and if that means going above and beyond what is technically allowed across the country then we will do so. None of the decisions have been taken lightly and all with the advice of experts, led by Dr Paul Trafford, who is our Chief Medical Officer and COVID-19 Medical Officer.

We have already had feedback and made some tweaks to the guidelines, but the broad message is that we all need to be wearing face coverings, where required, at motorsport events. It is frustrating, but better this than run the risk of passing on infection or for our sport to be closed down. Motorsport is the thing that brings us all together in a vibrant community of 65,000 people, with a shared passion. I know that together we can ensure that the sport can be run safely – it is in our DNA – and that we can lobby the authorities to permit us to carry on looking after everyone's interests. We really need your support to make sure this is successful, and to demonstrate that to everyone watching.

Stay safe and secure, with best regards to you and your families.

Kind regards,

Hugh Chambers CEO, Motorsport UK

Motorsport UK signs agreement for rallying to continue in Wales until 2023

Wednesday 23 September 2020

Motorsport UK and Natural Resources Wales (NRW) have signed a new access agreement which will allow competitive four-wheeled rallying on NRW-managed land for the next three years until 2023.

For decades, NRW's forests have played host to a range of motorsport, working effectively with Motorsport UK to stage events at every level of the sport, from grassroots to the iconic Wales Rally GB – Britain's round of the FIA World Rally Championship.

Motorsport UK CEO, Hugh Chambers, said:

"We are delighted to announce a new agreement with Natural Resources Wales which will allow rallying to take place in the Welsh forests for at least the next three years. Rallying is an important discipline for Motorsport UK, and Wales offers the perfect environment for our events, held on some of the most revered stages in the world of rallying.

"Not only is it important for competitors, but these events are vital contributors to the infrastructure around them, including local hospitality sectors, as well as subsidiary businesses related to the sport who rely heavily on forestry rallying. We will be working with NRW to optimise the number of events, working effectively with our local communities to ensure affordability to our competitors through a sustainable strategy. Through this, we can preserve the sport and forests for generations to come."

Dominic Driver, Natural Resources Wales' Head of Land Stewardship, said:

"The forests NRW manages in Wales are the heartlands of rallying in the UK and present a unique challenge to drivers.

"Rallying makes an important contribution to our rural economy and many community benefits derive from these events. The impact of COVID-19 has seen more and more people retuning to visit our nation's forests and has placed a greater focus on the need to respect our natural environment.

"In reaching this agreement, NRW is considering fully the impact of everything we do on the places people love. This includes the commitment to working with Motorsport UK on the journey towards becoming a greener, more sustainable sport in the future.

"This ambition will remain at the heart of our discussions as we work with the rally event organisers on the programme of events for 2021 and beyond."

2020 Club and Volunteer of the Year nominations open

Your chance to celebrate standout efforts by the organisations and people who have helped keep motorsport alive through these unprecedented times

In a normal year, the Club and Volunteer of the Year awards are an opportunity to make some noise on behalf of the grassroots clubs and volunteers who keep the sport thriving and deserve particular praise for going that extra mile. This is of course not a normal year by any stretch of the imagination, but the motivation to celebrate the achievements of organisations and people very much remains and Motorsport UK is inviting nominations for these prestigious awards.

The Club of the Year has been awarded for the last 27 years with Clitheroe and District Motor Club winning in 2019 for its "work in ensuring safe and low-cost motorsport is available to all, regardless of background". Winners before that included Enniskillen Motor Club, Southsea Motor Club and many others from across the UK.

Held for the last 17 years, the Volunteer of the Year award similarly rewards the hard work of the army of unpaid enthusiasts helping keep events running. Dave Read was awarded the Volunteer of the Year title in 2019 for his "work and tireless dedication organising the North West Stages Rally".

In light of this year's lockdown afflicted season, the categories for 2020 have changed slightly and will now comprise Club of the Year, Organising Team of the Year, Volunteer of the Year and Community Supporter of the Year, with the last award open to nominations from family members or friends as well as clubs.

Club of the Year will be awarded on the basis of collaborative work with other clubs, shared best practice, opening motorsport to the local community and members alike, developing volunteers through training opportunities and going above and beyond in all areas.

The Organising Team of the Year award will be judged on application of Motorsport UK's 'Getting Back On Track' guidelines, managing COVID-19 safe events for all participants and attendees and the successful implementation of social distancing and other measures.

The Volunteer of the Year will be decided on leadership skills, proven ability to overcome challenges, personal development and going above and beyond, among other criteria.



Motorsport UK confirms 2020 licences for officials and marshals will remain valid for 2021 thanks to a 12-month extension

Officials and marshals expecting licence renewal forms can rest assured that their existing paperwork will remain valid throughout the 2021 season.

This measure is in response to the ongoing COVID-19 situation and applies to all 2020 officials' licences, including clerks and stewards. 2020 officials' licences/ ID cards will not be replaced for 2021 as the 2020 version will be extended and should be used until 31st December 2021.

This applies to all officials' grades excluding ARDS, ARKS, AHASS and BARS instructors. Volunteer marshals may be concerned about meeting grade maintenance requirements. Motorsport UK would like to reassure everyone in the marshalling community that current marshalling grades will not be affected and all 2020 marshal grades will be extended for an additional 12 months and remain valid until the end of 2021.

The 2020 marshal registration card will not be renewed in 2021 and marshals should retain their existing cards until 31st December 2021. This applies to all marshalling disciplines. Any new marshals or officials recruited in 2021 will be provided with a 2020 marshals' registration card or officials' licence card.

If any marshals are planning to work at overseas events in 2021, please contact Motorsport UK in the usual manner to obtain authorisation.

Guidance for wearing face masks and coverings

High density – compulsory

Lower density – compulsory unless socially distanced (+2m)

This guidance is for any person involved in any event in the defined areas and is to be read in conjunction with existing guidance.

Age: This guidance applies to anyone aged 6 years or over.

* **Enclosed areas** (including vehicles) unless occupants are from the same household. The organiser must be satisfied that they reside together.

** **Trackside** includes any person within the restricted area that includes the track.

Fixed venue (Kart)

Paddock

Assembly areas

Grid

Parc fermé

Awnings

Enclosed areas*

Incident intervention

Marshal posts

Trackside**

Fixed venue (Race/Speed)

Assembly areas

Grid

Pits & pit wall

Pit garages / awnings

Enclosed areas*

Incident intervention

Paddock / parc fermé

Marshal posts

Trackside**

Non-fixed venue (Rally/Club Sport)

Event control

Enclosed areas*

Incident intervention

Assembly/service areas

Time controls

Section and test starts

Marshal posts



No Stage Rallies Until 2022?

Due to the ongoing effects of the coronavirus pandemic, it is not beyond the realms of possibility that proper stage rallies, that we all know and love, will not return to the British Isles until late next year or indeed 2022. I hope I can be proved wrong. Until a tried and tested vaccine is readily available, the deadly virus will not go away! This will continue to be problematic with regards to the return of meaningful events.

No clubs are willing to organise a full blown stage rally, with all the extreme measures required to combat the spread of Covid-19 in place, at the present time.

The rejigged World Rally Championship calendar has already hit problems. Rallies Germany and Japan have now been lost to the pandemic. Rally Belgium has moved onto the date vacated by Japan. Rally Estonia based in Tartu (4th-6th September) kicks off the WRC restart. Three remaining events are scheduled to follow; Turkey (18th-20th Sept.) Italy (29th Oct.-1st Nov.) and then Belgium (19th-22nd Nov.)

Also affected by the ever changing effects of the coronavirus is the European Rally Championship. The latest news shows that the Azores Rallye, due to run this month, has now been cancelled, leaving just three events still to run. Next up here is the Cyprus Rally in mid October. The ERC organisers are frantically searching for replacement events to possibly add to their 2020 calendar.

Well done to VW Polo R5 driver Oliver Solberg and his Co.Tyrone co-driver Aaron Johnston who won Rally Liepaja in Latvia last month for the second year in a row. This was round 2 of the ERC. Alexey Lukyanuk who was third in Latvia behind non-registered Mads Ostberg (both in Citroen C3 R5's) leads the championship on 70 points. Solberg, still only 18 years old, is second on 66.

The delayed 2020 FIA World Rallycross Championship got off to a spectacular start with a double header in Sweden last month. A week later saw the series move on to Finland for rounds 3 and 4. Former champions; Swedes Johan Kristoffersson (VW Polo) and Mattias Ekstrom (Audi S1) dominated the first two events and look set to be the pace-setters this year. Search for World Rallycross on YouTube to catch all the action from the semifinals and finals. Believe me it is well worth seeing! There are 10 World RX rounds in total, finishing with Germany in December.

Here in Northern Ireland, Omagh Motor Club ran the successful Cam Trophy Rally Time Trial last month. A fairly large entry of 70 competitors started. Each were allowed five runs (the best two to count) over a 2.65 mile stage in Cam Quarry near Coleraine. A dusty dry day for all. We had marshals in place as well as providing rescue cover. I think this was the first rally-type event to take place in the UK since lockdown back at the end of March. The Time Trial took place under new Motorsport UK "Covid-19 friendly" regulations. Of course no spectators were admitted as the event ran behind closed doors. Apart from a slightly delayed start to insure all was correctly set up, everything ran smoothly. The overall winner was Jason Mitchell in his Fiesta R5. Gareth Sayers was second in a similar car followed by David Condell's New Fiesta R5 Mk.2. Top 2-wheel-drive finisher was Jordan Hone in his Opel Adam.

Brian Patterson

Many media tributes have been paid to Brian Patterson who sadly passed away last month after a short illness. Brian and his wife Liz were responsible for changing the face of how results of stage rallies were communicated during the events to the public and indeed competitors.

The couple from Glengormley Co.Antrim started their RallyNews bulletin service way back in the 1980's. Originally they covered news from the Donegal Rally, but so successful was the venture that most major events in the British Isles, including the WRC Lombard RAC Rally then utilised their services. All this was way before the advent of the internet and mobile phones.

When officiating on events, such as Donegal or Rally GB, if possible, I made sure to visit Brian and Liz in the service park to collect a set of bulletins in order to keep up with the latest news and results. Liz would type as Brian dictated the information collected from the rally crews at stage ends. Then they ran off the bulletins on a copier from the back of their Mercedes van. There could be as many as 15 different bulletins per event. All were full of quotes and entertaining snippets as well as the ongoing results.

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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.

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Dates for your 2021 Diary



Kirkby Lonsdale MC

Harry & Ivy Rally

Interclub Rally Permit

6/7th FEB 2021

Hexham & DMC

Hexham Historic & John Robson Rallies

27/28th February 2021

Voted by competitors as the best SD34 Road Rally Round in 2019

Clitheroe & DMC

Primrose Trophy Rally

27/28th March 2021

NEW All Pre-Plot Format

Maps 97, 98, 102 & 103

Start & Finish at Truckhaven J 35

Malton MC

Ryemoor Trophy Rally

24/25th April 2021

Starts at Stillington Sports Club

Clerks of Course

Dan Robinson

Assisted by Sam Collis

2020 Armstrong Galloway Hills Stages Rally

Following the implications of the latest government announcements regarding the COVID-19 pandemic, it is with great disappointment that the management committee announce that the 2020 Armstrong Galloway Hills Rally rescheduled for 31st October will now not take place this year.

The committee were hopeful that with continued steady progress out of the crisis, a successful and safe rally was possible. We were also mindful that this could give many of the local businesses who support our event each year, as well as those who rely on motorsport for their livelihood, a much-needed financial boost.

However, taking into account the latest changes in lockdown guidance this week, coupled with the fact that there remains no relaxation for the multiple occupancy of vehicles in the Motorsport UK 'Back on Track' Appendix for Scotland, we have been left with little choice but to cancel.

To those who took the time to complete the pre-event survey in the last few weeks, and had expressed an interest to compete or assist, we thank you for your support. Of the 276 responses, made up of a split of 118 Competitors and 158 Marshals/Officials, only 4% of the total feedback received was negative.

We wish to pay special thanks to our long-standing headline sponsor, The Armstrong Group, as well as the whole team at the Southern Scotland region of Forestry and Land Scotland, and both Cllr. Adam Wilson and Ian Barr of Dumfries and Galloway Council, for their continued positive support towards the event.

The Armstrong Galloway Hills Rally will return in one years time on Saturday 11th September 2021, with a 45-mile event in the Galloway forests.

A couple made a deal that whoever died first would come back and inform the other if there is sex after death. Their biggest fear was that there was no after life at all. After a long life together, the husband was the first to die.

True to his word, he made the first contact: " Marion Marion " "Is that you, Bob?" "Yes, I've come back like we agreed." "That's wonderful! What's it like?"

"Well, I get up in the morning, I have sex. I have breakfast and then it's on to the golf course. I have sex again, bathe in the warm sun and then have sex a couple of more times. Then I have lunch (you'd be proud - lots of greens). Another romp around the golf course, then pretty much have sex the rest of the afternoon. After supper, it's back onto the golf course again. Then it's more sex until late at night. I catch some much needed sleep and then the next day it starts all over again"

"Oh, Bob! Are you in Heaven?"

"Nearly -- I'm a rabbit at Clitheroe Golf Club"

Pendle District Motor Club
along with
Garstang and Preston Motor Club

Heroes Stages Rally Weeton Barracks Sunday 1st November 2020

We are now able to confirm that we have secured a new date of 1st November 2020 for the running of the Heroes Stage Rally at Weeton Barracks. This is now being planned to be a full stage Rally.

Regs available at sd34msg.org.uk

Legend Fires North West Stages 20th March 2021

LFNWS organisers confirm plans for 2021 event. The organisers of the Legend Fires North West Stages Rally are pleased to confirm that we are planning to run the 2021 event on 20th March.

Once again it will be based in and around the market town of Garstang, with Myerscough College providing Rally Headquarters and the central service area.

We understand that some people may question why we would be starting to plan the return of the event at such an early stage in the country's recovery from the Covid-19 pandemic. The simple fact is that in order to satisfy the legal timescales in our application to run closed public road special stages in March 2021, we have to start the process now.

Whilst we recognise that it would be impractical to run the event with the restrictions that are currently in place, our planning is based on the assumption that the recovery will continue over the coming months.

However, it must be stressed that the organisers will be following all guidance, restrictions and safe practices issued by Central and Local Government and by Motorsport UK and, as we did in 2020 will make the health and safety of the local community, competitors and volunteers our priority.

We are extremely grateful to all residents, councils and local businesses for their support, and also sincerely thank all the 2020 event sponsors who have generously confirmed their continued commitment for 2021.

We look forward to seeing you all in Lancashire next March.

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DEVILS Lockdown Tests

Anybody fancy doing an event?

The Devils Lockdown, Part Two.

31st of October 2020

We're delighted to announce -with caveats due to the pandemic and further lockdown restrictions from H.M. Government - that we will be running the Devils Lockdown, Part Two on 31st of October 2020.

The start venue will be in the Cockermouth area with the route taking in tests over several venues and a very special regularity section on ex-MOD land.

This will be a Targa Permit event with preference given to HISTORIC vehicles, for clarification, Historic is defined as vehicles eligible for HRCR events. However, we are welcoming entries from modern vehicles that comply to Targa permit rules.

Regs published and available for download on the 9th of October, entries open on the 12th of October.

Marshals, we will open registration up in the very near future, keep your eye on this page only for updates.

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Caernarvonshire & Anglesey MC

Glyn Memorial Stages Rally

14th/15th November

CANCELLED

It is with sadness that Caernarvonshire & Anglesey MC, have had to announce that the Glyn Memorial Stages Rally, which was due to take place on the 14th/15th November 2020 has had to be cancelled for this year.

Due to the continued Covid-19 restrictions in Wales, which still restrict gatherings to 30 people. It was felt that as these restrictions have now been in place for 5 months, they are unlikely to be lifted in the next 6 weeks, with cases on the increase. These restrictions would have made it impossible to run the rally.

We also feel that it would be unwise to encourage people to travel to the area when local people, who's support we rely on, have their lives restricted by the current guidelines.

To all our competitors, we'd like to thank you for your continued support & hope you will understand our decision. We also hope that you will continue to support us in the future.

To our sponsors Pentraeth Automotive Group, Menai Bridge, thank you for your continued support.

To all our marshals, radio, timing, & results crews, we once again thank you for your continued support. We know that the event could not run without you & appreciate you all being willing to volunteer to stand out in whatever conditions Anglesey can throw at you in November.

This has been a very hard decision for us to make, but we hope that it is for the best.

We look forward to seeing you all in Anglesey in 2021.

The proposed date is 13th/14th November 2021.

Stay Safe everyone.

James Robertson

Clerk of the Course Glyn Memorial Stages

There's a brunette, red-head, and a blonde all on death row. The day before their execution they are each delivered a message from the judge stating: "Since you have been on good behavior I will allow you to choose how you will die -- lethal injection or electric chair."

The brunette went first. She chose the electric chair, and it malfunctioned so she was set free.

The red head saw this and picked the electric chair too. It malfunctioned again and she was let free.

Then it was the blonde's turn and when asked what she chose she said, "Lethal injection because the electric chair is broken!"



IN MANY CIVILIZATIONS OF THE ORIGINAL
INDIGENOUS PEOPLES OF THE AMERICAS,
WHEN EPIDEMICS OCCURRED,
THE LEADERS WERE SACRIFICED
AS AN OFFERING TO THE GODS.

JUST SAYIN'...



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We need your help!

**For the first time in our 6 years,
we have an Official Charity!**

As for the 2020-21 season we will be supporting the Wigan & Leigh Hospice!

While it might be a local charity, it has huge importance for our Deputy Championship Co-Ordinator, Andy Long, having supported both himself and his family during his late-wife's battle with cancer.

The Hospice offers palliative and end of life care to people with incurable, progressive illnesses, providing care and care and support for those people important to their patients.

Competitors will be given the chance to donate to the charity on their entry form, while links to the Hospice's website and fundraising activities will be found on our website.

There will also be fundraising boxes situated in the Championship HQ and signing-on areas at every round. Let's do this

**For more information on the announcement,
the link to our website is below**

www.msnrallychamp.co.uk



TRACK DAYS EVERY MONTH at Three Sisters



www.threesisterscircuit.co.uk

Monthly Car Track Days:

19th October
23rd November
14th December



ADGESPEED
JRT Motorsport
WDMC
WARRINGTON & DISTRICT
MOTOR CLUB

Regs available from
www.warringtondmc.co.uk

RALLY TIME IS COMING
SOON

Adgespeed & JRT Motorsport Stages
11th October 2020
Warrington DMC

@ 3 Sisters Circuit Wigan



More information soon
on our Fb page

The logo for Rally Trackdays, featuring the word "rally" in a large, stylized font with "TRACKDAYS" in a smaller font below it.

The logo for Anglesey Circuit, featuring a stylized "O" shape above the text "anglesey circuit" and "traction" below it.

**JUST £140
FOR THE DAY**

PRICE PER TEAM OF DRIVER AND CO-DRIVER

Two rally cars, a red Ford Fiesta and a red Citroën C3, are shown on a track with yellow and black checkered patterns. The cars are in motion, leaning into a turn.

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.

UPCOMING EVENTS

FEB 17th SUNDAY	MAR 15th FRIDAY	APR 13th SATURDAY	JUN 29th SATURDAY
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BOOK ONLINE AT RALLYTRACKDAYS.COM

OR CALL THE CIRCUIT OFFICE ON 01407 811400

NESCRO Challenge 2020

October update

Another update confirming what is cancelled and may be happening.

Cancelled

Sun 18th October	Solway	Wigton MC
Sun 25th October	Tynemouth Targa	Tynemouth MC

Possibly still running

Sun 22 nd November	Saltire	Saltire Rally Club
Sun 29 th November(?)	Solway Coast Targa	Solway Car Club

Saltire Rally Club are confident as their event will run unless restrictions are announced at a later date.

Solway Coast Targa have permission to run their event from the landowners and are keen to run the event.

A few events have taken place around the country since the beginning of July and hopefully more will take place as the year moves on.

I will hopefully keep you informed of the two remaining events as the weeks go by.

Thanks

Bob Hargreaves

01229 587777

07742 313602



five best scores will count towards their final tally. The organisers of the Scottish Rally have kindly agreed to act as a reserve event, should one of the early rounds be unable to run.

The PROVISIONAL* calendar is as follows :

20 th February	Cambrian Rally/Llandudno
13 th March	Malcolm Wilson Rally/Dovenby
17 th April	Rallynuts Stages/Royal Welsh Showground
22 nd May	Plains Rally/TBA
19 th June	Kielder Stages/Kielder
10 th July	Nicky Grist Stages/Builth Wells
4 th September	Woodpecker Stages/Ludlow
25 th September	Trackrod Forest Stages/Filey

RESERVE :

24th July Scottish Rally/Lockerbie

* SUBJECT TO MOTORSPORT UK APPROVAL & ANY FURTHER RESTRICTIONS IMPOSED ON THE BTRDA BY THE COVID-19 PANDEMIC

As previously announced, all 2020 BTRDA Rally Series registrations will be carried over into 2021 and BTRDA Membership will be held at £30.00 per person for a further year. Registrations for the 2021 MRF Tyres BTRDA Rally Series will be available in early December via :

www.btrdarally.com/competitors

For further details, contact Ian Arden - Tel : 07917 355169/E-mail : ian@btrdarally.com

Acknowledgements

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

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

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

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

Jokes, Photographs, Information, reports etc

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

Phil James of Pro-Rally, Geoff Bengough
Bill Wilmer & The Gemini Communications Team
Keith Lamb (Gemini 9) Ian Davies (Gemini 23)
Peter Langtree (Gemini 48) Tony Jones (Gemini 56)
Bryan Flint (Gemini 32) Derek Bedson (Gemini 21)
Les Fragle (Gemini 3) Steve Coombes (Gemini 5)
Adrian Spencer (Adgespeed) Phil Andrews
Tom Irvin Photography David Bell (Gemini 61)
Paul Gilligan 'Inside the Industry'
Duncan Littler Speed Sports Photography
and last but not least, Chairman
(& my complaints manager)

Steve Johnson

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

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

SD34MSG

Next Meeting

Wednesday November 18th via Zoom

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 every month 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 November Edition is
Thursday the 29th of October
which is due out on
Saturday the 31st of October**

**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 re-
ports as they see fit**