

# November spotlight 2020



**Report on Pages 16 & 17**



**Tony Lynch**  
**BTRDA Rallycross Championship**



[www.sd34msg.org.uk](http://www.sd34msg.org.uk)

**Volume 11 : Issue 11 November 2020 : Maurice Ellison**

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## Chairman's Chat

Most of the North of England is currently under Tier 3 Covid restrictions; grass root motorsport, can at many temporary motor sport venues still be safely run. Track days and circuit events are still happening. With an aging organising team, as we are all volunteers; many clubs organising any event, have a very difficult task. Should they put on any motorsport event? The Welsh are in the middle of a 17-day 'lockdown' making it a very difficult choice. As a marshal or competitor, should they leave to attend any motorsport event? After all, it is a hobby. Still with no end in sight, mental health, due to isolation will become an issue.

Talking to the committee within my clubs, we feel that Covid-19 may be around for 3 to 5 years in some form. A solution to the issue will be some time off. We have run grass root motorsport events in July and September, proving that with a good Risk Assessment and on the day monitoring, they can be run safely. That is not to say they have been perfect, but continuous monitoring by the Covid-19 Officer of the paddock area and test sites, help to keep all attending safe. Learning to manage and live with Covid-19 is what we feel is the best plan.

**All advice from Motorsport UK and Public Health England/NHS will be continuously monitored Prior to each event. Any final instructions to drivers and marshals will contain the latest health message at that time and the event cancelation will always be an option.**

To reduce the risk from Covid-19, events may need to change their format. Half the entry before lunch and half after lunch worked well for Knutsford DMC autotest last month. I have seen the Donington AutoSolo Winter events looking to run 3 sessions of about 2 hours each, I am sure clubs will find a way through and run events.

The Under 17 Motor Club has a training session planned for Saturday 5<sup>th</sup> December 2020, we also have several 2021 dates planned. **Due to Covid-19, no Face to Face training events will take place for the rest of 2020.**

And lastly congratulations to the winner of ANWCC sprints series, 3 events at Curborough Sprint Course last month over two weekends, so John Stone (Blackpool South Shore MC) in his Ford Fiesta R5 WRC, as a novice (in Sprints!) the winner the championship.

Stay safe

**Steve Johnson,**  
**Chairman, SD34MSG**



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**Chester Motor Club**  
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**Clitheroe & District Motor Club**  
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**Ecurie Royal Oak Motor Club**  
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**Garstang & Preston MC**  
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**High Moor Motor Club**  
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**Warrington & District Motor Club**  
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# Rallying Rambles 11

**(tales of an obsession with motor sport)**

***By Bill Honeywell ©***

Now that we're up to date with Mull, let's get back to the 1984 Motoring News Championship... or not...

Mike Kidd and I felt like we'd got used to each other and were becoming a team, while I was still working as an estate agent and surveyor in Clitheroe. The firm I worked for, Duckworths, had merged with the larger Entwistle Green Ltd in 1983, and I'd become a director. I had to put in a lot more time at work and didn't feel it was fair to just do the occasional event with Mike. Even worse (!) later in 1984 the board decided to allow me to buy shares from the more senior ones. When I say I was allowed, there wasn't really a choice! I had to find £5,000, a lot of money in 1984. It meant putting the future and the family first, and rallying second. Heaven knows what it would fetch now, but back then I sold that beautiful car just after Mull for £4,500, and temporarily retired from driving (apart from Mull of course, where we managed to make alternative arrangements!)

I hadn't given up rallying of course, and already things had begun to take a different turn. In 1983 I'd helped with servicing for John ('Chocolate') Morley on the Ulster International Rally, when John Meadows was his co-driver in an Escort RS2000. That was the first time I'd visited Northern Ireland and the early 80's were still in the midst of the troubles, so I wasn't thrilled to find that we were staying at the Europa Hotel in Belfast (it had been bombed more than once). Chocolate was always very careful with money, so he only booked one room for driver and co-driver (who had beds) and service crew (floor).

I was woken around 6.30 by a huge bang. Fearing the worst I jumped up off the floor, rushed to the window and looked out, to see a dark sky and another flash of lightning which preceded the next clap of thunder... Phew! From the rally start, we (the service crew) set off in front of Chocolate and headed for the roundabout where the Belfast road joined the motorway, to ensure that the car made it safely thus far. Whilst we were waiting, a lorry carrying a full load of Coca-cola came past; we gave the driver the thumbs up and he screeched to a halt. "Are yuze boys pard o' the raally?" he shouted: we told him we were servicing. "Hold on," and he went to the back, pulled out a crate of 24 cans of Coke and after handing them to us with a grin and a "Good luck boys!" he was gone. I decided that – despite the troubles, I rather liked Ireland, especially the vast majority of its inhabitants.

Sadly, the first day ended in retirement. I remember how beautiful the Antrim coast was, and the villages of Cushendun and Cushendall, with their names reminding me of Tweedledum and Tweedledee, but on one of the moorland sections south of Ballycastle the two Johns had flown over a crest thinking it was straight, only to be caught out when the road went square right. Although not badly damaged, the car couldn't continue – to be fair they didn't just go off – they almost ended up in another country! I think the car was as far off the road as any I've ever seen. As service crew we had to wait until the road was open to the public again, and finally we reached the stricken hapless crew to get them back home again.

Co-driver John told us that the Course Closing car had been through about ten minutes before we got there. It stopped, and the navigator, a 'big fella', got out, whistled dolefully, then shouted "Are yous two okay?" and when they confirmed that all was well he shouted again, just to co-driver John this time, saying "Will ye be need'n a clean pair of underpants?"

Nothing happened in 84 until around November, when Chocolate rang and asked me if I'd like to do the National Breakdown Rally (formerly the Mintex International) with him in February 85: after a year doing the Astra Challenge with John Morton, John had agreed to co-drive for Cyril Bolton – we'd be rubbing shoulders with the likes of Michele Mouton, Per Eklund, Pentti Airikkala and Jimmy McRae (with Ian Grindrod).



***John Morley***

***The only photo I've got – wrong car, wrong navigator, but it's Chocolate at the wheel - sorry!***

***Continued on Page 6***

I thought it would be great fun (even though I had to shell out for an expensive International Licence!) and agreed. Chocolate was preparing a new car – a VW Golf GTI – and would be in touch nearer the time. Which he was. About two weeks before the rally he rang to say the car wouldn't be ready so he was going to withdraw his entry. During the conversation I managed to talk him round and he agreed – with the service crew boys – to burn some midnight oil and get the car finished. I agreed to lend a hand too. So at the end of February off we set for... Bradford (there's no International Rally nearer!). Once the scrutineering and other formalities were done, there wasn't much else to do before the start, so I went to the nearby IMAX cinema and watched a film on the space shuttle. I knew several of the crews (many of them quite local) including Dave Metcalfe/Phil Sandham, Ian Holt/Peter Bland and John Morton/Norman Jackson.

The rally itself used all the classic Yorkshire forests – Cropton, Pickering, Ryedale, and the devilish 27-miler in Dalby. All went well through the night and the first half of the next day until – in Ryedale I think – we had a heavy landing and a rear shock-absorber punched its way through the bodywork into the rear of the car. Which, with no way of carrying out a reasonable repair, meant curtains and a drive home, frustrated and disappointed.

A long rallying drought followed, until July – five months! I may have done the odd night event but if I did, I don't think I've a record of it anywhere. It's when I start writing something like this that I regret all the things I must have thrown away or simply lost. Of course, without a huge house or a small warehouse you simply can't keep everything – perhaps it would have been better to write all this down years ago. Still, better late than never.

Now it was my chance to do the Ulster Rally with Chocolate. A tarmac, pace note rally. We didn't have time to make notes so we bought a set (£30 I think, from Fred Gallagher). Sad to say (in one sense) I think it must have been quite an uneventful rally, as there's not much that I remember distinctly. Although I do remember that on this, and the other events we did, people would come up to John – people who knew him, people who didn't – and ask how things were going. John would almost always say something like "It's going OK, but I must be the only driver on this event whose co-driver can drive a bloody sight faster than I can!" It was embarrassing at times, but then, there are worse ways to be embarrassed!

And that tells the story of how we finished, really – 4th in class, 47th o/a. Not too bad for a VW Golf but not breaking any records either. And I was enjoying myself.

Prizegiving took place in the Europa Hotel (which was handy as we were staying there) hosted by the TV sports commentator Steve Rider. John bought a round of drinks (which back then cost under £10), gave the barman a £20 note, and got change for a tenner. He quickly queried the barman and said "I gave you a £20 note." The barman said it was only £10. John pressed the point. The barman replied "It can't have been a £20, there are no £20s in the till," to which John replied "I can believe that, because I saw you put it in your pocket." The barman made a pretence of going to the till and came back with the £10... John was not amused and to be honest I'm surprised he didn't report the barman to the management or the police.

Which reminds me of another true story – Mull, 1971. It was the Sunday afternoon after the rally and seven or eight 'blokes' had decided to have a 'session' in the Western Isles Hotel, at that time owned and run by Mr & Mrs Forrester. You could tell that Mrs Forrester wasn't completely at ease with so many 'ruffians' descending on her landmark hotel for the rally, and was much happier with the mostly genteel folk who stayed there on the other 51 weeks of the year, but business was business. By the way, this story is only funny if (a) you're over 60 or (b) you get into the mindset of the time. To start with, petrol was about 30p per gallon – or about £0.06p per litre. Many, and I mean many, people would put £1's worth of petrol in the car almost every time they filled up – it was over three gallons. And secondly, beer was about £0.11p or £0.12p a pint. I'm not kidding. Four or five pints for ten shillings (50p!) The UK went decimal on 15 February 1971 and there followed (no connection) a long period of serious inflation. So if you've got the general price structure in your head, and you understand that a lot of people used to buy petrol in 'poundsworths'... OK, back to the story. A not insignificant amount of beer had been drunk, and everyone's glass was getting empty. Heads turned to Norman and the consensus was that it was now Norman's round. Reluctantly, he made his way to the bar – rather too carefully, for he'd already imbibed one or two – where our hostess was standing, arms folded in a slightly disapproving manner. "Er, hmm, a poundsworth of beer please Mrs Forrester!" The whole room collapsed in tears. If you've just laughed, you're getting old...

Next up was the Manx International - almost a home event for Chocolate as his parents lived at Kirk Michael on the west coast of the island. And of course this meant that our accommodation was free, so John, being careful money-wise, was very happy. As I recall we had time to make our own pace notes on this event, which took place in September, and the weather was pretty good.



Michele Mouton and Fabrizia Pons headed the entry list, while Russell Brookes/Mike Broad and Jimmy McRae with our very own Ian Grindrod were to have an epic battle to decide the British Championship (eventually decided in Brookes's favour after Jimmy suffered one mechanical problem after another but still finished second). Meanwhile we had an enjoyable and workmanlike, if not that memorable, rally, starting at no 108 and finishing 30th overall and 2nd in class – not too bad, despite the fact that Chocolate was still telling everybody that he couldn't drive as quickly as his co-driver!

Most, if not all, service points were at the TT Grandstand area in Douglas. At one halt we had a problem with the suspension which needed urgent attention, and time was of the essence. As luck (or Sod's Law) would have it, the local radio reporter decided to interview us as we left the time control in, sticking his head and his microphone through my window just as we were setting off into the service area. John, on a mission, ignored him and off we went! The reporter quickly withdrew his head but apparently we drove over his microphone wire and caused a 'rope burn' on his hand, and he complained to the organisers. At the end of that day we were summoned to the Clerk of the Course to explain ourselves, which we did at the same time as eating humble pie, a little too obsequiously, I thought, but we got away with it.

When we got back home I was summoned to a meeting with Entwistle Green's managing director. Fifteen months earlier I'd parted with the rejuvenated KKC 733P to raise £5,000 to buy shares in the company. Now I had no choice but to sell them again as the business had been sold to Lloyds Bank (remember Black Horse Agencies?). I got £13,500 for my shares, an excellent return, admittedly – and I'd be able to buy another car – but it would never be quite the same. Or so I thought. As it turned out, the following year I managed to acquire another thoroughly excellent Escort MkII.

The following year Chocolate and I would take part in another three internationals in a new car – the ex-Brian Wiggins Group N (standard car) Astra GTE – the National Breakdown, which we finished this time (although without a spectacular result); followed by two events I'd always wanted to do – the Rothmans Circuit of Ireland and the Lombard RAC Rally of Great Britain. Between them they'll take up another chapter – the Circuit of Ireland was a quite amazing experience.

**By Bill Honeywell ©**



It is with great sadness and regret that we are having to write to inform you that following further discussions with Three Sisters Circuit management the decision has now been made to cancel this year's Adgespeed/JRT Stages.

Many obstacles have brought this to a head. We have been asked by Motorsport UK to remind all Officials, Crews, Service Crews and Marshals not to break local lockdown restrictions (both where they live and in the areas in which an event is taking place) by travelling to any motorsport venues that are in the affected areas.

The factors that we have had to take into account are as follows: -

1. The rally venue is located in an area that currently has strict Covid-19 restrictions imposed.
2. Many of the organising team live in areas with increased lockdown restrictions.
3. A large number of crews entered live in areas that they are not allowed to leave unless they are travelling for work or education.
4. Our marshalling team are also under these very strict conditions.
5. Three Sisters Circuit have asked us to guarantee the event will take place, if we carry on and hope that restrictions are lifted and they are not, we would be required to pay the full venue hire cost at great financial loss to the organising club and sponsor.

We know that this is very disappointing but we feel we have no other option.

We hope to see you all at the Questmead, Compbrake and Adgespeed Stages in 2021.

Stay safe and stay well,

Best Regards,

**Adgespeed/JRT Organising Team**





# York Motor Club



# York

## Targa Rally

Sunday October 4<sup>th</sup> 2020

The York Motor Club Targa rally was held on Sunday 4<sup>th</sup> October based on Rufforth Airfield with tests on 3 venues. It was a pleasantly late start which meant we didn't have to get up in the middle of the night for a change, which turned out to be quite handy as I had to pump out an inch of water from one of my sheds before we left, following about 4 inches of rain the previous day up here in North Cumbria. Sunday, however, started out dry but with the ever present cloud it looked like it would be touch and go as to whether we had a dry day or not. We left a little late but made good progress and arrived at Rufforth in plenty of time to get unloaded and check the trip meter before getting to the check in marshal at our allotted time of 11-02. Booked in we moved forward, parked in a queue and sat there waiting to be moved to the parking area for scrutineering and document pick up. After a few minutes it became clear that we were already in the parking area so Maggy shot off to pick up the documents and bacon rolls whilst I got the bonnet and tailgate opened up for the scrutineer. Time was tight as Maggy only had about 30 minutes to go through the road book and mark it up. It did not help her with me having to keep the driving seat clear so that I could move the car down the line at regular intervals as cars departed for test 1. With a few minutes to spare the book was marked up and I managed to get a brief look at the diagrams for a couple of minutes before being called forward at MTC1 to proceed to test 1 start. Fortunately it was a fairly straightforward test around a lot of cones set out as 3 slaloms, the first being run twice. It was fairly obvious where to go and we got round OK with the exception of just clipping one cone. Could have been a better start but we were out and going further up the airfield to test 2. The transfer was a bit rough but we picked our way through the pot holes to get to the start. The surface was a lot dirtier than test 1 with quite a bit of mud to deal with but the layout was again fairly simple and open enough for us to get round without issues even though the grip was interesting at times.

*Continued on Page 9*





## **York Targa Rally**

### **Continued from Page 8**

A short run to test 3, also on the airfield, presented what I would describe as a classic autosolo type test on a nice wide piece of runway with a decent sealed surface. It comprised a longish slalom down the left of the runway using 15 cones followed by a 5 second "stop box". Out of the box and in to a wide 13 cone slalom finished off with a short and tight 3 cone one to slow you down for the finish. It was well laid out and quite good fun and the sort of test we hadn't done for a long time.

A short run across the field got us to test 4 where we had managed to catch up a bit of traffic which gave us a chance, at last, to have a bit of a better look at the other tests. I couldn't see much of the test from sitting in the queue, but from what I could see I kept seeing brake lights followed by reversing lights on about 4 cars in succession in the same place on the test. I finally worked out whereabouts this was on the test, at the 3<sup>rd</sup> gate on a slight left hander past a heap of rubble. I pointed it out to Maggy and said that I would need to be careful not to repeat the same error. Made a mental note to self and waited to start the test. In to test, turn left then right, left, right, left 180 followed by a left, right, left then into the first gate, 2<sup>nd</sup> gate and 3<sup>rd</sup> gate, but it wasn't the 3<sup>rd</sup> gate!!! I'd made the same error, there were 3 cones across and the eye line naturally took me to the 2 on the right rather than the two on the left with the left most cone being quite a bit over and out of sight because of the heap of rubble. Reverse engaged, expletives duly said and our first major error of the day. It had been even more annoying having watched others make the same error, having noted it, tried to avoid it and then making exactly the same error! A devious bit of test layout!!

There followed a brief period of discontent in the cabin which happily returned to the normal air of calm efficiency before we got to the noise test.

We left Rufforth for a 10 mile transfer to Acaster using the tulip road book instructions which allowed the composure in the cabin to return to some semblance of normality and, thanks to the slack road timing, saw us arrive at Acaster in good time allowing us several minutes to park up before ATC and have a good look at the next series of 4 tests at this venue. It was not possible to see any of the tests from where we were sat so we didn't know what to expect and so test 5 saw us on a wet and muddy surface going round islands covered in trees, with some very slippery surfaces and a good bit of surface water in places. We made a reasonable job around the first island and round the second to be confronted by a tight in on the right to a 180 which saw us slide unceremoniously into the hedge as I tried, and failed, to get the back to swing round on the handbrake. I'd read it wrong and should have approached much wider on the left. The car stalled, and I had to reverse a bit to get us back on course which was most embarrassing before going through a slalom to a 180 where we had a minor arboreal excursion, but fortunately without loss of forward momentum, before hooking back right round another island to do a 540 round a cone followed by a lap of a small island before a tight right to get a 180 around cone "O" before a 2 cone slalom to finish. Despite the errors this test was much more to our liking with the differing grip providing some great entertainment.

A short run got us to test 6 which started with a 90 left around a quite large island avoiding 5 cones on the way round before going half way round it again before exiting. Another slight error as I nearly missed the exit as I didn't register the cone until a bit late. The cones were getting a bit muddy by this time and some were blending quite well in to the background which was quite brown and muddy in most places. Anyway we got out and had a nice quick run past 3 widely spaced cones before passing a large clump of undergrowth on the left which we knew preceded a left turn in to get round cone "J" in order to do a circuit of "J" and "K". On the diagram these looked close together, in reality they must have been 50 metres apart with a ground covering of a greyish material which had the grip capability of driving on axle grease.



**Photos courtesy of James Downie**  
**See Facebook RWD Rally Images**

Cone "K" was on gravel as you came off the grey stuff and the 180 there was fairly straightforward, however, the return across the grey "mud" to "J" to execute a further 180 was quite exciting for us with the direction of travel not always being where we would have wished it to be! It was great fun though and we continued on without penalty to execute the last slalom which was on a much firmer surface. We slid quite well round the first 3 cones but then, as I guess the tyres cleared of the grey mud, we suddenly gained much more grip as we approached the 4<sup>th</sup> cone and nearly ended up in the fence. It had been great fun though and we both were already looking forward to the second run at it later in the day.

Test 7 was another longish test with a bit of a tight start followed by a much more flowing later part. Unfortunately we made another error when approaching a 360 around 2 cones "P" and "Q" where after completing the 360 the instruction "left of Q" wasn't quite right and we overshot the exit route and only just managed to get the car round without having to reverse. By now I think we had probably already made more errors in these 7 tests than we had in the whole of Mull and the Pennine Trophy!

Test 8 saw another minor cock up as we nearly went the wrong side of the first cone we passed. It started on to a long right hander and cone "C" was the first cone we passed and should have passed it on the right on the way up to "A", but a little confusion saw me nearly go left of it only to brake hard and avoid it at the last minute. Panic over we managed the rest of the test without incident and made our way out and back on to the road for the 15 mile transfer to the next venue.

A short detour on the road transfer saw us going alongside the A64 and not along it which required a turnaround and retrace to eventually get back on route. We were not having the best of days really, but we arrived at the venue in good time and waited to go in to test. The test itself was fairly compact around a yard with a heap of tarmac and another of stone to be circumnavigated with a couple of short slaloms and a couple of 180's slipped in to add a bit of interest. The surface was mixed with a start on concrete, followed by mud and gravel around the heaps and finishing up on concrete again. We managed to negotiate it without any issues, at last, felt we had done a reasonable time and left the test to return to Rufforth for the second loop of tests.

On our return we had a short stop for a few minutes as we were ahead of time which allowed us to check the car was OK and make use of the portable facilities, then back in and off to test 10, a repeat of test 1, and the start of the second loop of tests. There were no test changes and we managed to get through these first four tests without repeating the errors of the previous run which was a relief. The run over to the Acaster venue was uneventful, as this time we knew where to go, which always seems to help, and we arrived there in good time to allow a short stop and a chance to compose ourselves before going in to the first test, now designated 14, a repeat of test 5. Remembering our problem with the tight 180 at cone "E" from the first run I used a modified line and we got through the test without incident but somehow managed to go a second slower than our first run through! Must try harder! Tests 15, 16 and 17 passed without incident although the "grey mud" on test 15 seemed to have got even more slippery than it had been as test 6 and we seemed to spend quite a bit of time trying to do a Torvill and Dean impersonation with a Peugeot 205! However, with the exception of test 14, we managed to record quicker times on the second passes. Test 18, a repeat of test 9, was managed with a 4 second improvement and as we headed back to Rufforth for the final 3 tests we were feeling happier than we had been after the first loop.

Tests 19 and 20 were run through the gun club on the opposite side of the road to the airfield. Test 19 was run with groups of cars going through and being held at the end of the test. Test 20 then saw us retrace the test before exiting the gun club. The tests were run on 30 second starts and the slick manner in which they were run was a credit to all the crew on the test. The start led in to a 6 cone slalom then through a gate onto what was described as gravel, but, in reality, turned out to be more like deep mud with some big stones thrown in for good measure as we went through a gateway at the top of the test. We then headed through a right/left combination to finish with a 4 cone slalom in an area about  $\frac{3}{4}$  the size of a tennis court with the cones placed well out to the sides making the turns a bit tight, but at least it was a sealed surface. We were ushered in to a parking spot and waited for the return run.

Test 20 was interesting with the first shout from the left seat of "Right of S" to which the reply was "No I think it's left" followed by "Left of R" and "Don't you mean right?". At this point Maggy realised that in the rush to mark the diagrams in the morning she had inadvertently marked up both diagrams the same. It wasn't a problem though, as it was the same path as the run up and the wheel marks were clear to see and we actually managed a 5 second improvement over the run up.



# York Motor Club



# York

## Targa Rally

### Sunday October 4<sup>th</sup> 2020

I arrived a bit earlier than expected so I hung around until about 1000hrs then I moved to my test 6 location. A large part of the test was not visible from my post but I could quite clearly hear the roar of the engines and swish of the tyres in the muddy bits. As they came round cone I out of sight to me they came upon a very large mound of grey something or other. Some of this grey stuff was spread across the airfield runway and after a very heavy shower at about 1100hrs it became quite slippery to say the least. A hard left turn to come onto cone J gave some drivers a butterfly tummy because they had to immediately get the right lock on to avoid running into the bushes. What now appeared a simple manoeuvre to drive straight to cone K, do a 180 and go back to cone J, left some of them completely bewildered. A straight run to cone J on the outside became a tussle of wills between driver and navigator. Nav wanted to go round J clockwise the driver wanted to go anti clockwise and the poor car was left going sideways.

The test was run twice as Test 6 in the morning and test 15 in the afternoon. NO changes were made to the test layout.

In the morning test, 15 competitors got it wrong mainly by going the wrong way round cone J. In the afternoon, I was expecting a quiet time of it because they all new the course, 11 more wrong tests were recorded in the afternoon, 7 of them being wrong test from the morning session.

There was some good driving by some of the competitors even though some got it wrong and a couple made a complete horlicks out of it. I personally felt sorry for the cars as the were forced to turn through 180 degrees on broken concrete and a muddy surface to boot. BUT I had a good time and a good laugh at the drivers antics trying to control their vehicles. More than one driver or navigator gave a smile or wave when they realised that they had messed up. Well done to you all and especially YORK motor club for a very enjoyable day and an excellent goody bag as well.

**Brian Wragg : Liverpool MC**

## York Targa Rally *Continued from Page 10*

A short hop over the B1224 and we arrived at the final test which was a reverse run through what had been test 1 and 10 but, with a modified route. The test started with a big fast loop passing to the right of 4 cones before crossing over to return past the right side of 3 more before a wide 180 to return past the same 4 cones on the right. Unfortunately I misjudged the 180 and ran over the first cone of the series of 4. It jammed under the car, refusing to be spat out until virtually at the test finish causing quite a distraction to us and a degree of amusement to the marshals. Needless to say our test time was not brilliant and was not helped by the 10 second penalty either. However, on the upside we didn't have to pay for the cone and it had seemed to stop an annoying exhaust rattle which had started before test 19.

We drove out past the final control where Maggy was inundated with bags containing our "picnic teas" and other assorted goodies to such an extent that I had to take them from her when we arrived at the trailer park so that she could get her harness undone and get out of the car. The grub was excellent with some really tasty sandwiches and some wonderful cakes which were enjoyed later on. The car was duly loaded in a socially distanced manner and we managed to get out and on the road before the rain started for the two and a half hour haul home.

York MC are to be congratulated on grasping the nettle and organising this event under the trying circumstances which prevail at this time. An excellent performance by all involved in the organisation, set up and, of course, running and marshalling on the day. The event ran very smoothly and well to time. The tests were a good combination between the two main venues with the tighter tests of Rufforth complimented by the more open and flowing tests of Acaster so everyone should have found something that suited. Hopefully the event will be run again next year.

**Geoff and Maggy Bateman**  
**Car 49**  
**West Cumbria Motorsport Club**



**York Targa Photos courtesy of James Downie**  
**See Facebook RWD Rally Images**



# York Motor Club



## York

### Targa Rally

Sunday October 4<sup>th</sup> 2020

#### Some go more sideways than others....

The North Yorkshire Classic was one of many cancelled events this year which meant I was unable to spend a weekend guiding the ever sideways Rapier of Andy Beaumont around the airfields and lanes of North Yorkshire, so it was a pleasant surprise to hear that York Motor Club were able to organise a test only targa event in October. Andy once again asked me to occupy his left hand seat so come October I found myself at Rufforth Airfield in car 2 on the inaugural York Targa. The event had some small changes, mostly around groups of people mixing but none of it seemed like it would detract from a good days motorsport. The event featured 21 tests over four venues with most repeated during the day. A late morning start and early finish negated the need for a lunch halt and a compact route meant from start to finish would take just five hours. There was only 45 minutes from collecting our rally pack to setting off so I busied myself with marking up the test diagrams as I had the encouraging words of Niall Frost ringing in my ears "don't f\*\*k up!". Andy uses "my side" (left of cone) and "your side" (right of cone) to determine the test route which takes a bit of getting used to, so next to each cone I simply wrote M or Y, the manoeuvre at the cone is easy to call from sight so I tend not to write those down to avoid cluttering the diagram.

The first four tests were at Rufforth airfield before heading to Acaster Airfield and Warren Philiskirk's yard. Test 1 started with a weave through cones in a clockwise loop then a dart across the concrete for a series of hairpins. A quick slot of reverse cost us a handful of seconds but more concerning was the binding back brake Andy noticed as we moved away from the stop line. Test two was more complicated but also on the loose so we could make full use of the cars rear wheel drive.

*Continued on Page 13*





## **York Targa Rally**

### **Continued from Page 12**

Test 3 was another long slalom followed by some quick hairpins and even on the smooth tarmac the back end was hanging well out. Test 4 was a somewhat tighter affair and some cones back to back caused some confusion as to where a "gate" was, certainly one to remember for the second run. The first four tests perhaps didn't suit the big Rapier but we seemed to be close on times to the cars ahead. The binding back drum wasn't helping things as Andy's only option was to drive through puddles to try and cool it down.

By the time we arrived at Acaster airfield for test 5 the drum had at least stopped smoking so we hoped it had worn enough brake shoe and/or drum away to loosen itself off a bit. Test 5 was probably the best of the whole event, a nice long open test with a couple of 360's that really suited Andy's driving style. The muddy and slippery old airfield surface also helped keep the back end loose when required. Test 6 was again nice and open and featured a loop of two cones on possibly the slipperiest surface I've ever encountered. When Andy set the car up to go hairpin right on the grey gloop the car slid as if it was on ice then we sat spinning the back wheels but virtually stationary before slowly easing ourselves away. I'm still not sure what the grey stuff was but I'm told it's mulched paper. From test 6 we crossed the road onto the other half of Acaster airfield for two more tests. Test 7 was quite tight and having seen a video of us in action on Youtube I'm convinced it seemed quicker in the car. Luckily everyone else looks equally pedestrian and we were only five seconds off the fastest time. Test 8 used a section of the airfield I've traversed multiple times on the Ilkley targa so I knew where we could push. The tight hairpins in the middle of the test also presented no problems and we were again just a handful of seconds off fastest. Test 9 took us over to Warren Philiskirk's yard and whilst there isn't a huge amount of space the organisers had used it to its full potential to make an entertaining test.

With the first nine tests completed we headed back to Rufforth to do them all again. I'm a big fan of repeated tests as it gives you chance to correct all the small errors or hesitations you've had on the first run to try and extract every last second. Tests 10, 11 and 12 certainly followed this theory but on test 13 the "gate" that had caused us issues on the first run caught us out again and this time we managed to go a full car length the wrong side of a cone. Luckily I spotted the mistake (as we passed two cones with the same letter on my left hand side) and told Andy to stop before we reached the next cone so we could back up and correct our route without penalty. A silly mistake that probably cost us less than 10 seconds but that can make all the difference on this type of event. The four tests at Acaster went without any problems although we were slower on two of them which we put down to the deteriorating conditions thanks to 70+ cars dragging mud all over the concrete.



**Photos courtesy of James Downie**  
**See Facebook RWD Rally Images**

**Continued on Page 14**



## **York Targa Rally** **Continued from Page 13**

Tests 19 and 20 were held at Rufforth gun club with a batch of cars completing test 19, waiting at the end, then doing it in reverse for test 20. The test started on tarmac before slotting onto gravel with a section across mud through a gate where we were warned not to stop or we might get stuck. The test finished with a series of hairpins performed in front of the other crews waiting for the return run which Andy pirouetted round with ease. After the reverse run it was back to Rufforth for the final sting in the tail. Test 21 used the same area as test 1 but as we did it in the opposite direction with a different route the cones weren't in alphabetical order and there were extra cones that we needed to ignore. We got through without any problems and were one of only 5 crews to set a time under 1 minute. After clocking in at the final control I went to watch some of the other crews tackle the final test and it was clear the extra cones caused some confusion.

The event had been excellent with the organisers and marshals all working well under the new guidelines. The compact route with minimal transport sections meant it was short day for just over 30 minutes of competitive driving. The tests were a good mix of tight, technical and faster, flowing layouts and the absence of codeboards is always a benefit. There were no results at the finish but by Monday evening results showed us 1st historic and 2nd overall, 8 seconds behind the remarkable Suzuki Alto of Andy and Nick Pullan. We had a penalty free run and it was surprising that from a 70 car entry on 8 crews avoided a penalty of some sort. A huge thanks has to go to Roger Burkill and his team from York Motor Club for putting an event on when rules and regulations seem to be constantly changing. I for one hope it becomes a permanent fixture on the calendar. My thanks also go to Andy Beaumont for a very entertaining day. As an aside it seems we were lucky to finish the event at all. A few days after the rally Andy took the car for a test run after fettling his brakes and it promptly broke a valve spring!

**Sam Spencer**  
**Malton MC & Clitheroe & DMC**



**WDMC**  
**WARRINGTON & DISTRICT**  
**MOTOR CLUB**

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# Lombard

## BATH 2020 rally



Arriving late afternoon Friday at Bath racecourse, Mike and myself unloaded the Sierra and parked the car in front on the Grandstand and racecourse track along with the other entrants. No scrutineering as it was down to yourselves to make sure the car was prepared adequately. The night's stay was at The Royal Bath Hotel Spa which was lovely to say the least. Marble everywhere. As the hotel wasn't serving food we ventured into Bath centre along with a few other crews.

Saturday morning dawned quite nicely being mild, dry, thankfully no rain. A civilised 8-50 start time saw us away off the start line heading left onto the main road to our first stage South Cerney.

About half a mile away the rear offside brake calliper decided to stick on so we couldn't move and this was uphill too. Mike didn't bring any tools with him, luckily a friend of his had his service crew follow a few cars behind, we borrowed a spanner and released the calliper by opening a union on the hydraulic handbrake, releasing fluid and pressure from the calliper.

Onward to SS1... This was an airfield. As we found they all were.

Mike hadn't used this as a rally car previously as he'd been circuit racing the Sierra for many years having it converted for this event in view to do more events. We set off from the start line getting the Sierra madly sideways on the long sweeping right hander. Into 90 left right onto gravel, sideways again. out into 90 left right.. Long right hander complete full 360 spin. Regained control through to some more tight corners. This was to be done only once. Out of the tight corners, flat right complete 360 spin again..hmm..

Out of Cerney heading to SS2 .. Chedworth. This was to be done twice.

Advice from marshals here to keep left at the watersplash being a large hole to the right of this. Very slippery indeed with the boost being set to first position. Don't want the full 480 bhp here!! Mike took the watersplash easy, some of the cars were rather muddy to say the least.

Out of Chedworth onto road section heading for Aston Down.

Another airfield. Where were the stately homes that were mentioned? Twice round here, we both commented on the distinct lack of arrows..ok, we had no stage maps or notes which was as the Lombard was but they had arrows!..Mike was not impressed..he hadn't a clue where he was going, it was more of guess where you're going more than anything else, he really wasn't happy. Mike turned the boost to full power, the brake bias turned to front to reduce pressure to the back as some relief to stop the rear calliper sticking which was rather hairy at a fast long right we were heading for at 135mph!! needless to say the car didn't stop quite where Mike wanted it to and just missed some large plastic barriers before turning and missing any oncoming rally traffic!! The brake problem was becoming more frequent, on the road section it would just come on, so I kept the spanner handy to open the union nut freeing the calliper. This problem was plaguing us all day with a funny grating noise starting from that corner of the car..

A rest halt at the Aston Down airfield was nicely timed with some assorted biscuits and Coffee..very civilised..

Onto SS6 back to South Cerney.. The brake problem now getting more frequent, we luckily borrowed some brake fluid at the thought of becoming too low with losing it to keep the pressure off the calliper. The road section to South Cerney had a diversion as there'd been an accident so the town centre had been by passed. Mike now thinking the rear offside wheel bearing was giving up probably due to the heat the sticking calliper was producing.

After the first two laps of this it was lunch time of an hour which was provided and very nice I must say with sandwiches and cake to follow.

We did the next stage but stopped before doing another as the rear offside wheel bearing was sounding awful. Mike not wanting to risk it decided to retire which was best rather than risk it. We did learn that Sunday had been cancelled due to health and safety reasons, we did notice that there wasn't much social distancing going on or people wearing masks, whether this was the cause of it we don't know.

Anyway, It was a disappointing day really..

**Adrian Lloyd : Liverpool MC**

# Maximum score for Tony Lynch at Blyton

Wigan racer Tony Lynch was able to enjoy a fine weekend on track as the Autosport International BTRDA Rallycross Championship presented by Cooper Tires headed for Blyton for the second round of the year.

Tony headed for the Lincolnshire circuit looking to add to the podium finish he secured in the season opener at Lydden Hill after the Paul Waldron Motorsport team – running the car alongside members of Tony's own Team Geriatric outfit - worked hard to resolve a misfire on his Ford KA. With further work having gone into the KA in the weeks following the season opener, Tony went into the Blyton weekend hoping to challenge for more silverware in the highly competitive Supermodified class and showed his pace from the outset in the opening heat.

There, he posted the fastest time to win his heat by more than seven seconds and then dominated his second heat - winning by more than eight seconds and once again posting the fastest time.

The double victory meant that Tony was able to sit out the final heat safe in the knowledge that his place in the points scoring final was already secure.

When the lights went out for the final, Tony was beaten off the line by the fast-starting Vauxhall VX220 of Jason Bleasdale and then set about trying to find a way back ahead of rival.

Although Tony managed got alongside more than once, Bleasdale was able to hold on after a race long battle that would prove to be one of the highlights of the day to secure the win by just three tenths of a second, despite Tony posted the fastest lap.

However, with Beasdale not registered to score points, Tony secured a maximum score in the Supermodified class to come away from the weekend leading the championship standings ahead of the season finale at Knockhill later this month.

Tony also retains a chance to securing the overall championship battle, with no fewer than half a dozen drivers firmly in the mix ahead of the Scottish race meeting.

"We were on the back foot all weekend at Lydden Hill and managed to pick up a trophy, so we were confident that we would be in the mix at Blyton with our issues all resolved," he said. "From the moment we headed out on track, the car never missed a beat and, that is thanks to the team for the hard work that they put in.

"The first two heats went exactly to plan and it meant that we didn't need to do heat three because our place on the front row for the final was already secure. I knew Jason would get away well off the line in the final with his car being mid-engined and rear-wheel drive, but I was confident that we'd be able to find a way back ahead to get the win.

"He didn't make any mistakes despite the pressure I was able to put him under and it was a great battle that ended with us split by under half a second at the end. I was also conscious of the fact that he wasn't going to be scoring any points and I didn't want to do anything stupid with the championship to consider.

"It's probably the most satisfying second place I've had in my career and to take a maximum score away from the weekend is fantastic. It puts us in a great place for the final round at Knockhill and we'll go there looking to defend our lead."





# Tony Lynch wraps up BTRDA Supermodified title

Wigan racer Tony Lynch added to his podium tally to wrap up the Autosport International BTRDA Rallycross Championship presented by Cooper Tires Supermodified title in the season finale at Knockhill.

Tony made the trip to Scotland leading the class standings at the wheel of his Ford KA – being run by Paul Waldron Motorsport alongside members of his own Team Geriatric outfit – after podium finishes at both Lydden Hill and Blyton, and with confidence high about lifting the title.

The size of the field for the season finale saw the Supermodified field split in two for the qualifying heats, with the times from the two races being added together to determine the winner of each heat

Although he was first on the road in his opening heat, Tony would end up second once the times from the two races were combined behind the Vauxhall Astra of Sam Bovill but he then turned the tables in heat two, where he won on the road and across the heat as a whole.

Second place overall behind Bovill in the final heat ensured that Tony secured a front row start for the final, where he would line up in the middle of the front row.

There was drama before the lights went out however, as the power steering on the KA failed as Tony headed for the grid - adding an extra challenge to his quest to wrap up the championship title.

Despite that, Tony got away well to challenge Bovill into the opening corner but slight contact between the pair saw his KA then get sideways as he went down Duffus Dip to head onto the loose part of the lap.

Struggling to control the car through the loose part of the lap behind Alan Crockett and Todd Crooks, Tony knew he needed to get back ahead of Crooks in order to lift the Supermodified crown and battled hard to overhaul the BMW MINI to move up into third spot.

Second in his class as a result, Tony duly wrapped up the Supermodified title but will have little time to celebrate before he switches focus back to his Retro Rallycross Championship title bid next month at Lydden Hill.

"Heading to Knockhill, we felt confident that we could wrap up the title, but also knew that it wouldn't be easy," Tony said. "I didn't get to race wheel-to-wheel with Sam in the three heats and I was ready for a battle with him in the final, but as we went out to the grid, the power steering suddenly failed on me.

"Off the line, the sensible thing to do would have been to let him go but the racer in me took over and I tried to get the lead into turn one and we had a bit of contact and I got sideways going onto the loose stuff.

"As soon as I hit the bumps, it was really difficult to control the car and I dropped places, but I managed to get into a groove and fought ahead of Todd to get the points we needed to take the title.

"When I came back to the paddock, the team looked at the steering and it took about 20 seconds to solve the problem, which was one of those caused by a 50 pence part - so I'm glad that it didn't end up costing us.

"Overall, it's been a shorter return to the BTRDA scene than we expected because of the situation with COVID but I'm delighted that we've been able to pick up the Supermodified title. I have to thank the team for the hard work that they've put in on the car, and also thank all of our sponsors for sticking by us in these difficult times.

"With one title secured, our focus now turns to the Retro scene and hopefully we can add some more success before the season is over."



# Airedale & Pennine MCC Rock & Heiffer PCA

Sunday 11<sup>th</sup> October 2020

Things are really going well at A&P. Last month when I arrived well early for our Autotest at the Rock and Heiffer I was amazed and delighted to find several people beaten me to it and were busy getting the cones out and generally sorting themselves, ready for the start. I emptied my folder of event paperwork, much less than usual due to online entries, and we all settled into our well known routine. Clerk of course, Dave, and his family drove the stopwatch and computer, results were announced and everyone lived happily ever after.

That brings me to this month, even though I arrived earlier still I was not the first, in fact I was fourth so whilst the cones were again being arranged I did my thing with the permits, regulations, masks, sanitiser and other really, really, technical stuff.

I was delighted to welcome several young drivers, mostly from the Under 17 MC (NW) and whilst I made myself my second cup of coffee to accompany the bacon buttie, the racing around began. With seventeen entrants it was going to take a lot longer than usual. As we provide food for after all has quietened down the Chef asked for numbers and turned pale when she realised that her preparations were half a dozen short. What a happy state to be in. Too many customers.

As our regular experts blasted around in record breaking times, fighting with each other for the occasional tenth of a second advantage, our new drivers hesitatingly attempted to drive a whole course at a steady pace. Their pace soon changed to be a bit more hurried and then after fifteen separate runs they were blasting around like professionals. The results speak for themselves to show the improvements made, well done to you all. Nobody really crashed, well not very really, just that the occasional car got away a bit. No marshals were actually killed but a few cones were taken to hospital.

The sun shone, the atmosphere was enjoyable and the food was terrific. I cannot wait for November 8<sup>th</sup> to do it all again.

*John Rhodes, A&P.*



*Photos Courtesy of Joe Mallinson*  
**RallyResults.co.uk**





# Airedale & Pennine MCC Rock & Heiffer PCA

Sunday 11<sup>th</sup> October 2020

So this weekend, I took part in the Rock and Heiffer winter PCA. This was an amazing day just like all of the events I do in the micra. I have only done it at Blackburn services so it is always good trying out new venues. There were many other experienced drivers there, so I really liked watching them do it to gain tips and some quite unique cars doing it too.

I always take my first lap slowly just to get a feel for the course. I do this at Blackburn too but I did feel I was improving all day and this was evident in my times and on the first course my slowest time was 1:17 and my fastest time was 48 seconds. Not fast at all compared to the other drivers but a huge improvement for me and at the moment I am only a beginner so I am still happy with that.

There were three other courses, and I quite liked the change and my favourite one was the second with a box in the middle, I am not sure why I liked it so much but on the third test of the third course I had a wrong test. Not the end of the world, as I was still happy with the rest of my driving and mistakes like that happen to most drivers probably.

The only thing I would say is that there are a fair few potholes on the course and that did slow me down a bit especially with the first course where I didn't have much room to swerve and I daren't not slow down as I worry about causing my axle or something else to get damaged and that would leave us stranded as we drive the micra to the events.

But, this was such a good event and I liked how relaxed it was too. Also, me and my Uncle met some new people as it was a different club hosting it and seeing some of the other micras gave me inspiration what to do to mine next, but as always my wishlist is bigger than my wallet!

I have got to say though, this is the best £300 I have ever spent. It is so easy to get into and doesn't even have to be a micra just has to be road worthy. I know it needed a fair bit of spending to get it through MOT but it has been well worth it. For anyone reading this article wanting to get into it my best advice would be to just do it! You don't need anything special, just a cheap car and you will be surprised how much fun you get out of it.

Thank you so much to Airendale and Pennine Motor Club for this event. I am looking forward to the next one.!

*Milo Unwin : U17MC (NW)*

**Do you remember when we had  
to smack the TV because the  
reception was poor?  
I feel that way about far too  
many people these days.**



*Photos Courtesy of Joe Mallinson*

***RallyResults.co.uk***



**Police : "This is a Spot Check"**

**DRIVER : "I've got two blackheads  
and a boil on my arse"**

# 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.

I note there are some 34 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 :**

**7th November,** already full for radio crews.

**The Cirrus Research Stages  
at Cadwell Park :  
22nd November**

## Bike Rides 2021

**Manchester 100**

**Sunday 16th May 2021:**

**Manchester to Blackpool**

**Sunday 04th July 2021:**

I have a date for the **2021 Cambrian Rally** being the 20<sup>th</sup> 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.





Just when you think that we might be getting over this Corvid-19 and back to 'normality' and more important a bit of Motor Sport the forecasted Second Wave rears its ugly head.

The problem for me is that I have grown accustomed to getting out of the house (complete with mask, gloves and sanitizer) and despite the rules (which change every ten minutes and I don't really understand them any more) I no longer want to be cooped up at home. The rules seem to be selective.

(much like Dominic Cummings ideas on 'Don't Travel') Because I provide child care for my grandchildren (Tuesdays & Wednesdays) I can resume taking them to and collecting them from school, amongst loads of other parents and grandparents, but I can't go to motorsport events apparently.

Woe is me Thrice woe ! I was supposed to be marshalling on Warrington & DMCs Adgespeed Stages at Three Sisters on the 11th of October followed by Matlock MCs Dansport Historic Rally on Saturday the 17th of October. On the Tuesday before the Dansport I spent the morning making my own Control Boards, Code Board ('cause Matlock MC sent me what the Code Board said) and Dry Wipe White Boards for my Time Control. Boris then released his new 'Tier' System and then Matlock MC cancelled the event. I don't know if the decision was down to the new Rules or it was Competitors pulling out. Probably the correct decision but I was probably as disappointed as the organisers.

November should have been very busy too. Starting with G&PMC/Pendle&DMCs Heroes Stages - Cancelled. Followed by the Neil Howard on the 7th of November.(still running) Then off to Anglesey for the Glyn on the 14th and 15th - Cancelled. Cadwell on the 22nd and finally the Knutsford Targa at Three Sisters on the 29th. Two of the five events cancelled and it could still be more.

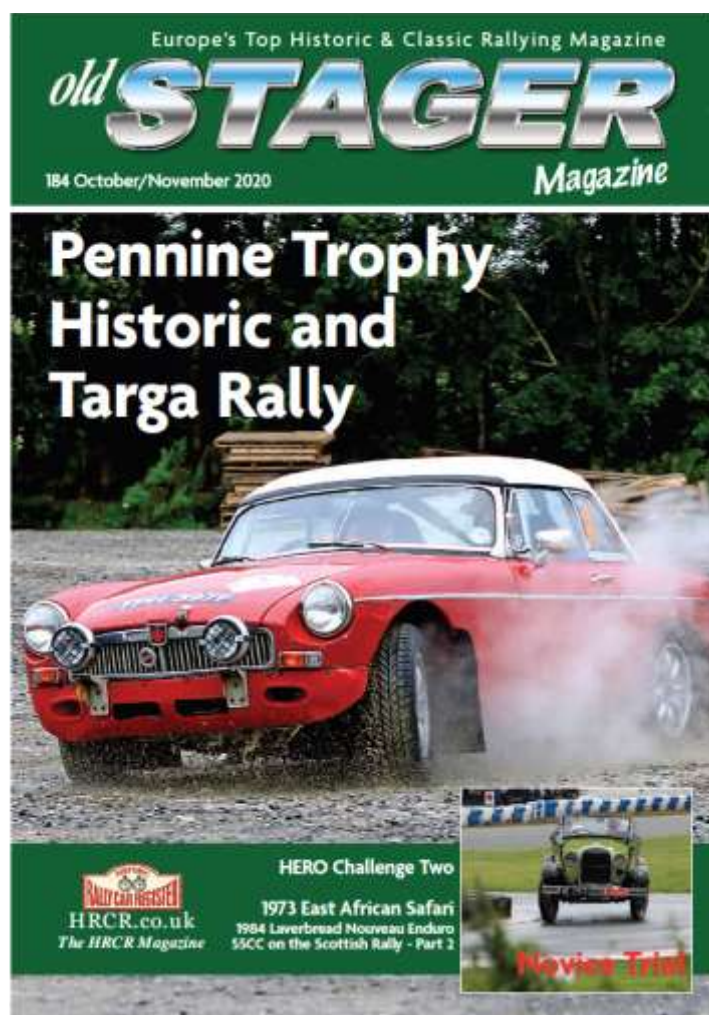
Nice to see that we made the front cover of 'Old Stager' Magazine - well Tony Norths photograph did and we got the strap line.

On October the first I got an offer from Dave Brodie to do Safety Radio in Grizedale for a Film Production Company on the 14th of the month. I couldn't do it because it was my turn to do the School run with my two Granddaughters. Turns out that I missed the opportunity to watch Top Gear doing a bit with rally Escort in the forest. I might have missed Grizedale but I didn't miss catching the cough that my youngest Granddaughter had. By Thursday the 15th I was in full flow along with sore throat and a headache. On Friday it had changed to lots of sneezing. Saturday & Sunday my nose turned into a tap and Monday my eyes were red, sore and streaming. Not Covid but a nasty cold (Man-Flue). See paragraph 2 above!

Next up should be the Devils Lockdown Tests part 2 on Saturday the 31st of October. This will probably be too late in the month to get a report for this edition of Spotlight but it gives me a start for the December edition and I already know that I will have a report. A last minute change of plan for me. Instead of a day spent marshalling I will be sat in the silly seat alongside Tony Harrison in the Peugeot 504.

November I am back out marshalling - providing they both run - on the Neil Howard and then the Cirrus Research Stages

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



**DANSPORT** ///  
Rally Sport Engineering

**HISTORIC RALLY**

17th October 2020

**Devils Lockdown Tests**

Take 2  
31st October



# ***Inside the Industry***

## ***October 2020***

***with Paul Gilligan***

### **Poor September – Or Was It?**

Most of you will have read the statements put out by the Society of Motor Manufacturers and Traders (SMMT) when the September registration figures were released a couple of weeks ago. The total was 4.4% down on last year and last year was low because many manufacturers were short of cars that met the then new emission regulations. More relevant is that this September was almost 16% down on the average for the last 10 years. The SMMT made much of what a disaster this was for the industry, but you have to remember that they are still pushing for some sort of Government support to boost sales, scrappage scheme or perhaps a VAT reduction. So they hardly wanted to send a message that all is well in the car business.

However when you talk to the dealers almost all reported a good September, many in terms of profit a record. Within the numbers private sales were 1.1% down, fleet 5.8% down and small/medium business almost 32% down. Looking at business first that is the category that pre registrations go into and because of stock shortages and the unwillingness of manufacturers to support the big discounts required there were very few this year. The drop in fleet sales is more than totally explained by the reduction in sales to the major rental companies. Because of stock shortages neither manufacturers or dealers were willing to divert precious cars to this area of business where both make little or no profit.

These same stock shortages meant dealers were able to reduce discounts to retail customers and still sell everything they could get, so although they retailed 1% less cars they made more money, in some cases a lot more. On one Audi model I know of a dealer who reduced his discount from 8% to 2% boosting his profits by over £1000 per car. Dealers also benefitted from an influx of part exchanges for which they had a queue of customers waiting, so these were sold quickly and profitably. UK car production in August was only 44% of August 2019 which shows how slowly the factories have to operate while respecting social distancing. With new cars still in short supply as a result dealers also have strong order banks for cars to be delivered between now and the year end so are looking forward to a strong last quarter. Many are talking of achieving the full year profits they had originally targeted so making up the vast losses incurred during lockdown. Obviously the SMMT don't want the Chancellor to know all this!

However as I write on the 15<sup>th</sup> the virus situation looks bleak with all the numbers pointing in the wrong direction so there is certainly no room for complacency. Further restrictions can only damage businesses.

### **Some Manufacturers Do Better Than Others**

Overall sales for the year to end September are still 33% down on last year. Although pre registrations and rental sales are well down excluding these it looks like remaining sales are still around 28% down, over half a million cars. Those least affected include MG (actually up on last year), Bentley, Land Rover, Lexus, Porsche, Skoda and Toyota. Those suffering worse than average include Citroen, Ford, Honda, Hyundai, Mercedes, Mitsubishi, Subaru, Suzuki, and Vauxhall. Certainly still a lot of ground to make up.

### **Brexit**

Although I haven't mentioned this for a while it certainly hasn't gone away and is another major worry for the industry. Unless a deal can be done tariffs of around 10% will be imposed on cars coming into the UK from Europe starting January 1<sup>st</sup>, and the same on cars made in the UK going into Europe. Even if a deal is done vehicles manufactured here which have a significant non EU component content will still have to pay the tariff when exported to Europe. This will particularly hit Toyota and Nissan who use a large amount of components manufactured in Japan in the cars they produce in the UK, especially the hybrid ones. Although trade deals vary often a product has to have 55-60% of "local content", Typically cars made in the UK have only 20-25% of UK produced components.

***Continued on Page 23***



Around 75% of the balance come from the EU or Turkey and these may or may not be counted as “local”. Toyota and Nissan will suffer most as Honda are ceasing UK production next year, and those two have apparently asked the UK Government to compensate them if they are subjected to tariffs on cars exported to Europe. Otherwise it seems they cannot profitably manufacture in the UK for export to the EU.

As if Covid isn't bad enough!

## **Jaguar Hit By Limited Saloon Demand**

Jaguar currently still has more than 3000 workers on furlough, mainly those employed at the Castle Bromwich plant which produces the XE and XF saloons as well as the F Type sports car. Last year this factory produced 35000 cars. Having been closed for around 3 months during lockdown production is nowhere near back to normal levels yet and in the financial year to March 2021 Jaguar plan to build only 11000 cars there, 3500 XEs, 3500 XFs and 4000 F Types. These are tiny numbers. Problem is people don't want to buy Jaguar saloons preferring the German rivals. A heavily revised XF is currently being launched with an impressive all new interior, and the XE gets a milder facelift also. The severity of the problem is shown by price cuts of around £2500 on XF and over £5000 on XE! The XE is being dropped from the North American market. In the first half of this year, partly due to Covid, Jag shifted only 886 XEs in the US, and XF was worse at 349 cars sold in 6 months. The US dealers don't like the idea of a small cheap Jaguar, 20 years ago they didn't want the X Type because they thought it damaged the brand value and it was dropped there several years before production stopped. Now the same has happened to XE. With a question mark over replacing the F Type when due in a few years' time could Jaguar become an SUV only company?

Aston Martin have cut prices in the US also by about 5% and this includes the new DBX SUV where deliveries have just started?

## **Used Car Market Remains Strong**

British Car Auctions has just reported its fifth consecutive month of rising online sales with daily sales averaging over 6000 vehicles. This shows that rising used prices are the result of strong demand not simply stock shortage. While diesel share of new car sales continues to drop demand for used diesels remains very strong and the increase in prices for these is much greater than the rise in petrol values. And people seem determined to enjoy themselves – sales of used sports cars are running at almost double the same period last year! Theory is money that would have been spent on expensive holidays is being used to buy a fun car instead.

There have been some signs of prices softening in early October. As restrictions are now applying to more and more of the country dealers in affected areas are reporting a not surprising slowdown in enquiries. Recent record prices may not last much longer.

## **Mercedes Announces New Strategy**

Having spent the last 10 years regaining it's position as the highest volume German prestige manufacturer, under new boss Ola Kallenius Merc have changed tack and will now focus more on profit rather than volume. The number of small cars offered will reduce, petrol and diesel developments will be cut with the emphasis on electric and hybrid power. Manual gearboxes will be dropped, all Mercedes cars will be automatic. The emphasis will be on luxury models and significant growth in the Mercedes sub brands like AMG, Maybach and G Class. It was also announced the Mercedes have no intention of increasing it's 5% stake in Aston Martin with a full takeover having been long rumoured.

## **Bugatti For Sale?**

It seems likely VW Group is about to sell the Bugatti business to electric vehicle specialist Rimac. Porsche already own 15% of Rimac and rumours say this will rise to 49% when the deal goes through so VW will still have a major influence over Bugatti and will be able to use Rimac's electric vehicle expertise to more quickly get electric Bugattis, Porsches and so on to market.

## No Geneva Motor Show In 2021

This year's Geneva Show was one of the first casualties of Covid, now the organisers have announced there will be no show there in 2021 either. Two thoughts occur, how many other 202 events will be cancelled in the coming weeks, and will there ever be motor shows in the future?

## Alternative Fuel Matters

In the last month the UK has seen the first hydrogen powered passenger train on test and the first flight by a hydrogen powered "commercial standard" plane. Both are the first small steps but with the full intention of moving to longer distances and large planes and trains very soon. Airbus have announced plans to design and build hydrogen powered airliners to be flying intercontinental routes by 2035. Finally for hydrogen at the Vatican His Holiness took delivery of his new "Popemobile" recently – a modified hydrogen powered Toyota Mirai.

It's been reported that the Government is considering free parking and VAT cuts to boost sales of electric cars with the sale of new internal combustion powered cars to be banned within 10 years. VAT may be increased on petrols and diesels to compensate and incentives will be announced to encourage fuel stations and other businesses to install recharging points. What all this ignores is there is currently a severe shortage of batteries and therefore of electric cars. Waiting lists are long – we this week delivered two electric Renault Kangoo vans which were due in July. The customer wants two more, we've been told March 2021 delivery "at the earliest".

China has led the way in electric cars with powerful state incentives including grants to help people purchase electric and big investment in recharging networks. The grants are now to be cut by 205 in 2021 and 305 in 2022. How much good this does to the environment is arguable – 64% of China's electricity is produced by coal fired power stations compared to 40% in Europe. However there is no doubt we will need similar incentives and investments to achieve Government targets. A recent study reported that the UK needs over 500 new charging points to be installed EVERY DAY from now to 2035 and this will cost at least £17 Billion!

## Is This A Real New Dawn For Maserati?

I've lost count of the number of times I've written about an exciting new plan from Maserati, normally featuring a raft of new models to be introduced over a short time frame. And normally less than 20% of the promises are kept. But I have a feeling this time will be different. In the past Maserati was always constrained by the fact that it and Ferrari were part of the same Fiat family and clear water had to be maintained between the two marques. Things have changed since Ferrari was floated off as a separate company so Maserati becomes the sporting flagship of the group, now of course the same company that owns Peugeot, Citroen, Opel, and Vauxhall.

Over recent years Maserati has been a tiny company creating massive losses. Over the last 5 years they have averaged just over 1000 new cars a year in the UK. Worldwide they sold under 20000 new cars last year, yet they managed to lose \$199 Million doing it. That's almost \$10000 per car! Dealers were overstocked so production had to be cut, their cars didn't meet upcoming Chinese emission rules so had to be heavily discounted to sell quickly, and used vehicles in stock at Maserati owned dealerships in the US had to be written down by millions.

Recently Maserati announced it's new supercar, the MC20. At first glance it ticks all the boxes. Carbon fibre chassis, 621 bhp 3 litre V6 using F1 technology, available in time as coupe or convertible and pretty soon as an electric. And it's drop dead gorgeous to look at. Performance targets which the company say have been exceeded are top speed of over 202mph, 0-60 under 3 seconds and 0-124 mph in 8.8 seconds.

Best news of all is this is just the start. Next year sees the introduction of the mild hybrid Ghibli as well as an all new SUV smaller than the Levante with new versions of the Gran Turismo and Gran Cabrio following closely. Four new sports cars and a new SUV in less than two years is some programme for a small specialist manufacturer. It proves PSA are deadly serious about putting Maserati back as a serious player and a genuine rival to Ferrari, Lamborghini, McLaren etc. Great to see!



*Paul Gilligan*

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# GT40s and carbon fibre boats in West Cumbria

I hope everyone is keeping OK and avoiding Covid. Even in the little parish of Dean where I live there are a number of cases of Covid-19 and people have fallen foul of it even though they have been taking all precautions to avoid it, one relation of one of our regulars has caught it yet he hadn't been out of his house since lockdown started in March so do take care.

Time has flown by and I know a number of you are getting on well with your restoration projects, Michael Ware the former curator at Beulieu motor museum writes articles in Classic and Sportscar magazine so I gave him the contact details of a few of you willing to take the time and trouble to get your quill pen and paper into action and furnish Michael with details of their cars. This has resulted in articles on Ed Glaister's GSMs ( note the plural), Mike Masergh's Rochdale and Simon Riley's Turner having been featured in the columns of the magazine or will appearing in a future issue.

If you look at the photos on the right you will see lurking in a building is the Marlin that was owned by Alan Smith until last year, Dave Nicholson bought the car off Alan and the machine has undergone a makeover and now is resplendent not in maroon as I photographed it but in metallic black I am told.

I took the photos in Dave's son in laws workshop at Brigham. Dave's son in law is known as Ginger Phil, the other guy is Alan Smiths eldest son Andrew can you guess which is which ? sorry no prizes for the correct answer.

The two other structures beside the Marlin many of you will recognise, one is a boat and one is a car or at least a car under construction, neither of them are just simple boats and cars however the car is a Ford GT 40 "Evocation" or replica to most of us and when finished it will have an American V8 engine which has been rebored in readiness for installation and was lurking under a dust sheet near the car.

The body moulds were hanging on the wall so before long Ian Cowan and his mate (Mike if my memory is correct) incidentally lives just a few hundred yards away in Brigham with yet another GT40. Their cars will soon have a soulmate to accompany the GT40s to events so if you don't want to follow the fashion and be rather more exclusive you may have to buy an Allegro, although who would want to ?

Good luck with the rest of the build Phil you are making a wonderful job of it I have to say.

Those who are interested in boats and like cars many of you are too you may recognise the boat under construction it is a Flying Fifteen the same type that regular members Graham Kirkpatrick, Alan Smith, and myself sail although very confusingly they are not 15 feet long but in fact 20 feet long, the 15 feet designation is the waterline length of this particular class of boat. They are a very popular racing dinghy with a 5 cwt keel which makes them very stable and an ideal sea boat too. They were designed by Uffa Fox in 1947 and the Duke of Edinburgh sailed one for many years mainly at Cowes week aptly named "Cowslip" I believe.



**Continued on Page 26**

Over 4000 boats of this type have been built since 1947 and in fact Alan Smith owns number 1 which is built of wood strips laid over wooden ribs, Alans younger brother Eric yet another of our regulars restored number 1 a few years ago before he started building several Austin 7s the first7 he built is the open one that Dave Nicholson uses in trials.

Almost all the Flying fifteens apart from very early ones are fiberglass ones as this material is fairly light and very strong but like the GT40 the boat under construction is no ordinary boat the hull and deck which were just ready for mating together is built entirely from carbon fibre so a real cutting edge leader in boatbuilding being even lighter and stronger than fibreglass.

Ginger Phil or Phil Hodgkins to title him correctly grew up in Brigham but then worked away for several years he has extensive knowledge and expertise using carbon fibre for both construction and repair and in fact he repairs the works Bentley race cars for Malcolm Wilson as well as other rally and race teams teams so if you need any work done in this field contact Phil, Dave Nicholson, Alan Smith or myself can give you contact details.

It is surprising what is going on locally so if you have any news to share with others please let me have a few details.

Best wishes,  
**Keith Thomas**



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/>

**Chief Marshal**  
**RUSS HENSTOCK**

[chiefmarshal.knutsfordtarga@gmail.com](mailto:chiefmarshal.knutsfordtarga@gmail.com)

We will need lots of help on the day, so if you would like to marshal please get in touch with Russ ASAP

## USEFUL ? MOTORING TIPS

DRIVERS. Drop gravel into your fuel tank so you can fill your car up for less at the petrol station.

**Frank Randle, Clitheroe**

**FOOL neighbours into thinking your car has an expensive alarm fitted by sleeping in it every night, turning your hazard lights on and constantly sounding the horn at regular intervals.**

**M. Planck,  
Stafford**



# Lockdown Fergie Rebuild

Like all reasonably sensible 70+'s I've been keeping myself busy during the pandemic. In my case, I'd prep'd the Singer le Mans and Morris 8 Tourer for the 2020 road season just before we went into the initial lockdown and the Cooper "S" had been readied for its outings to Harewood and Barbon. So, I'd been concentrating on some maintenance on the house and outbuildings until..... a young neighbour (in her late 50's) who'd insisted on doing some shopping etc for us asked if I knew anybody who could have a look at her husbands' 1950 grey Fergie (petrol) because it wouldn't start (!!). As I run a working 1948 grey Fergie for our "hobby" farming, I offered to have a look (return her favour as it were).

Well, the tractor had been laid up in a dry barn for 5 years or so and I assumed it would probably need replacement parts in the ignition system and a good cleaning out of the fuel system/carb etc. Initial inspection quickly revealed that when I tried turning the engine with the starting handle it was seized (no wonder it wouldn't start!). With the head off it was evident that water had been leaking into numbers 2 and 3 cylinders and on closer examination I found that the head was cracked and beyond repair. Thus began a long and interesting rebuild and it became clear that in its previous incarnation the wee tractor had probably been put together from many boxes of used and dubious bits!

Finding a replacement head proved a challenge and there was quite a bit of head scratching and sucking of teeth to be done but last Saturday morning it fired (with my starter motor on it!) and ran smoothly to the great delight of me and the tractor's owner. Job done, favour repaid. And, during the tractor's resurrection I'm delighted to say the owner got properly involved and used the job to improve his knowledge of Fergie's so I'm confident that the tractor will have a much better life in future.

When we were searching for the correct petrol cylinder head I suggested that we might try one off a TR2 and fit a pair of webbers - that way I could probably take it to Barbon and enter it as a classic single seater (or maybe use it to bed in that Brigham V8 you mentioned).

Ah, well, time to grit my teeth and settle down for what looks like being many more weeks of social isolation.

Stay healthy,

**Mike Garstang.**

*I got pulled over by the Police  
**He said "I can smell alcohol"**  
**I told him that's because you**  
*are not respecting  
social distancing**

# Saltire Classic Rally 22nd November 2020

The present and potentially increasing restrictions to control COVID-19 mean that we can not feasibly run the Saltire Classic Rally in its traditional format this year on 22<sup>nd</sup> November.

Provided restrictions do not intensify we plan to run a single venue event on that date with perhaps 12 tests. Supplementary Regulations will be issued in due course. Entry numbers will be restricted, and we will not accept entries from any area where a local lockdown restricts travel.

## Our decision is based on the following :

- Sharing of cars (except by persons from the same household) is not permitted at present in Scotland.
- The number of people involved in the Saltire, 80 competitors, 65 marshals, 10 officials creates a risk of viral transmission that is unacceptable both to the club and society.
- Highland Perthshire Communities are exceptionally sensitive to events in the area. Following a summer that produced an epidemic of motorhomes, dirty campers, selfish parking et cetera. We do not believe that it is appropriate to impose another event on these communities.
- As the local Motorsport UK registered motor club we have a responsibility to demonstrate restraint, consideration, and compliance.
- The last three months have seen more unregulated car club runs than you can shake a shepherd's crook at and that has caused incredible PR issues that we are left to resolve.
- Following consultation with landowners and community representatives we have agreed that we should plan for 2021 and return with the standard and format of event that we have provided for the last 17 years.

Our partners, Atholl Arms Hotel - Blair Atholl, McDonalds Butchers - Pitlochry and our headline sponsor Blair Atholl Garage are fully behind this plan and we very much appreciate their continuing support with a provisional plan in place for Sunday 14th November 2021

**Colin Wallace**



# SD34MSG Calendar Remaining for 2020

Date	Discipline	Club	Title	Venue - Notes	Champ
07-Nov	Stage Rally	Bolton-le-Moors CC	Neil Howard Stages 2020	Oulton Park	
08-Nov	PCA	Airedale & Pennine MCC	A&PMCC PCA 11	Rock & Heifer	Non R/R
21-Nov	Stage Rally	Bolton-le-Moors CC	Cirrus Research Stages 2020	Cadwell Park	
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	Rock & Heifer	Non R/R

## Non Race/Rally Championship

O/A	Class	Score	Club
1	Andy Williams	52.65	U17MC
2	James Williams	52.09	U17MC
3	Andy Crawley	51.22	Warrington
4	Steve Johnson	50.83	Boundless
5	Scott MacMahon	50.42	U17MC
6	Lauren Crook	49.90	U17MC
7	Phil Clegg	49.59	Accrington
8	Jessica Crawley	49.04	Warrington
9	Stephen Holmes	48.03	Clitheroe
10	James Robinson	41.80	U17MC
11	Andrew Robinson	41.61	U17MC
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 Nichols	17.56	Bolton
18	Ian Swallow	10.00	Bolton
19	Warren Nicholls	9.57	Bolton
20	John Jones	9.38	Accrington
21	David Goodlad	9.18	Bolton

## 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

**YOUR CLUBS 2021 Event Dates**  
**Please Send to**

**For**

**SD34MSG**

**James Swallow**

**jamesswallow87@gmail.com**

**For**

**ANWCC**

**Dave Thomas**

**ANWCC@TALKTALK.NET**



## Championship Standings

**In Brief : Updated 13/10/20**  
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 (Junior)	Ludlow	113

### Inter-Club Championship

O/A	Club	Points
1	Knutsford & DMC	181
2	Under 17 MC	176
3	Bolton-le-Moors CC	132
4	Warrington & DMC	78
5	North Wales CC	64
6	Rhyl & DMC	57
7	Ilkley & DMC	52
8	Bala & DMC	50
9	C&A	46
10	Accrington MSC	38

### Marshals Championship

O/A	Marshal	Club	Points
1	Brian Wragg	Liverpool	96
2	Tracey Smith	Accrington	45
3	Maurice Ellison	Clitheroe	41
4	Steven Smith	Accrington	29
=5	Ian Mather	Stockport	26
=5	Lidsay Mather	Stockport	26
7	Steve Johnson	U17MC	18
=8	Paul Henry	Gemini	16
=8	Rob Jos	C&A	16
=8	Robert O'Brien	Liverpool	16
=8	William O'Brien	Liverpool	16

### Autotest :

O/A	Driver	Club	Points
1	Colin Moreton	Knutsford	133
2	Paul Fobister	Knutsford	110
3	Steve Johnson	U17MC	82
4	David Goodlad	Knutsford	75
5	Dave Evans	Knutsford	59

### 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 30

# 2020 AWARDS NIGHT 30th January 2021

**More Details to Follow  
when available**

## Ride Round the World for the Rosemere Cancer Foundation

The Rosemere provides world-class cancer care for patients throughout Lancashire and South Cumbria. Covid-19 has led to the cancellation of most of their fund-raising events, including the one that I'm most heavily involved in - the Ribble Valley Ride. As a result their income is down by 65% this year.

So in conjunction with the Rosemere, the organisers of the Ribble Valley Ride came up with an alternative - we would try and get as many cyclists as possible to ride a total 25,000 miles in September. We won't know until the month end whether we've done it or not - I think it will be touch and go - but I've done 462 miles (which is a lot for me!) and five riders are above the 700 mile mark - so between six of us that's over 4,000 miles.

I've set up a page on JustGiving and am now shamelessly asking you to help with the main aim of this venture - to raise money so the Rosemere can continue their fantastic work.

**Please will you help?**

**All you need to do is head to  
<https://tinyurl.com/rosemere-rwr>**

and be as generous as you feel able. If everyone donates just £5 or £10 we'll soon replace the £000s raised by the Ribble Valley Ride.

And if you'd rather I didn't ask (it's over 4 years since last time...) please just consign this to the bin. No-one will ever know...

Assuming you don't bin this, thank you for reading and - hopefully - donating too.

Best wishes

*Bill Honeywell*

## 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

## Sprint Championship

O/A	Driver	Club	Points
1	John Stone	BSSMC	217.84
2	Nigel Trundle	G&PMC	205.89
3	David Goodlad	Knutsford	202.74
4	Nigel Fox	Clitheroe	198.47
5	John Wadsworth	NWCC	196.09



Association of North East and Cumbria  
Car Clubs

## Annual General Meeting 26th November 2020

The Annual General Meeting of the Association of North East and Cumbria Car Clubs (ANECCC) has been called for Thursday 26<sup>th</sup> November 2020 at 8pm, due to Covid 19 regulations this meeting will take place using the Zoom web conference platform.

A normal delegate meeting will take place immediately after the AGM using the same Zoom log in details.

**Nominations for the ANECCC committee can be made via email to any of the following**

**Ronnie Sandham** [rsandham7@gmail.com](mailto:rsandham7@gmail.com) ,

**Neville Simmons** [Neville.simmons@live.co.uk](mailto:Neville.simmons@live.co.uk)

**Sam Macdoald** [sammacdonald72@aol.com](mailto:sammacdonald72@aol.com)

**Please advise the role you are standing for.**

Further details will be issued soon (*awaiting recovery from Ian's machine or documents recreated*), including minutes of last meetings, Agenda for both meetings, the Zoom log in details and any other related items for the meetings.



# ANWCC CHAMPIONSHIP ... NOVEMBER NOTES

As we approach the end of a very strange year, we are pleased to report that some of our championships have managed to “stay afloat”, with three or more events held and good competition. Big thanks to those clubs and organisers who have persevered and overcome the many issues that have resulted from the pandemic and the mix of restrictions that have come from government.

At the time of writing, the Stage Rally Championship has had three events earlier in the year and two more scheduled for November. Having had the minimum of three events the championship will be completed, but it will be tricky for most competitors to start the minimum number for an award but there will be some award winners.

About half of our championships have had to be declared “cancelled” due to insufficient qualifying rounds.

There have been some Historic and Targa events held since lockdown that could have qualified for the ANWCC Championships and made up sufficient numbers, so we hope that the organisers consider requesting championship status should they run these events in 2021.

Autotest, PCA and Autosolo Championships have fared well, with close competition and there will be almost a full list of award winners, the final events being on the first weekend in December.

Our Sprint championship this year did manage three events, all at Curborough – our champion is John Stone in what must be the shortest ever ANWCC championship – the whole series took place over just eight days!

The Allrounders and Inter-Club Championships will be decided on the final rounds, whilst our Marshals Championship has nearly 100 entrants and a runaway winner!

Full details of the 2020 championship tables are on our web site, and the list of award winners will be added after the last events in December. We have booked the date of Saturday 30<sup>th</sup> January 2021 for the awards presentation and we will be combining with SD34 – at the moment it is uncertain whether or not we can hold the event, so will advise further.

We sent a message out to all our championship contenders back in July regarding refunds and we will contact all those eligible in December. Basically, contenders who have not competed after the start of lockdown in March 2021 are eligible for a free championship registration 2021.

**The forms to register for the 2021 championships can be found on [www.anwcc.co.uk](http://www.anwcc.co.uk) home page under “2021 for Competitors”, and we already have some registrations ready for next year!**

And so to 2021 for clubs and organisers ... although we appreciate that there is still a lot of uncertainty about the future (even my crystal ball has given up) we would like club representatives to go onto our website and click on the links to complete the information – your club officials, and your planned list of events for next year. Please include all your planned events, including non-championship ones.

**We ask for all clubs to complete the form to tell us of their planned events for 2021, which are to be ANWCC championship qualifiers. Also include all your Clubman events as per Blue Book regulations – the submission goes straight to our database. The link to the online form can be found on [www.anwcc.co.uk](http://www.anwcc.co.uk) home page under “2021 for Club Officials”.**

We have applied for championship permits with virtually no changes to our championship regulations, but have left the calendar blank on our applications! There will certainly be calendar changes and our championship regulations accommodate that scenario. The Championship Calendar 2021 can be found on our website and is constantly being updated and added to.

**The ANWCC committee has agreed that all 2020 member clubs will have their membership carried forward to cover 2021, but we do ask for all clubs to complete the form to update our Club Officials database – the submission goes straight to the mailing list so it is important that your correct details are on it. The link to the online form can be found on [www.anwcc.co.uk](http://www.anwcc.co.uk) home page under “2021 for Club Officials”.**

Clubs are also asked to ensure that their website includes a link to ours ... [www.anwcc.co.uk](http://www.anwcc.co.uk) ... there are still many clubs without the link, and many linked to our old site (.org) so please ensure your site is updated.

We would also appreciate as much promotion as possible of the ANWCC Championships 2021 ... we have something for everyone!

***Dave V Thomas***  
***Championships Co-Ordinator***  
***Association of North-Western Car Clubs***

# KIELDER FOREST RALLY

**19th June 2021**



## ***Kielder Calling for Rallying's Comeback***

While the world of rallying, like many other activities, has been forced by the Covid 19 outbreak to take a sabbatical, the organisers of the Kielder Forest Rally aren't sitting idle and are well advanced with the planning for the 2021 event which will see the rally based in the attractive market town of Hexham while the competitive action will take place just up the road in the vast expanse of Kielder Forest.

The iconic Kielder stages have been world famous in rallying circles for many years, hosting the famous Lombard RAC Rally, for a long time Britain's round of the World Rally Championship and most, if not all, of the sports top international stars, not to mention hordes of enthusiastic spectators, made an annual pilgrimage to the North Tyne Valley, while latterly the home grown talent has had the opportunity to shine with the British Rally Championship basing a round of that series in Kielder country.

The 2021 Kielder Forest Rally will feature a compact event with some six stages totally 45 miles which will include all the classic Kielder forest tracks and whether "Blasting through Bewshaugh" or "Sideways in Shepherdshield", the action is sure to be spectacular with the many blind brows and deep ditches providing a stern challenge for the cars and their crews.

Rally headquarters for the Kielder Forest Rally will be the spacious Hexham Auction Mart, conveniently sited just off the main A69 trunk road with acres of space and some excellent facilities including the renowned "Farmers Café". It offers plenty of room for the service area plus a large function suite for all the necessary administration. Clerk of the Course, Steve Waggett, commented, "We have secured Hexham Auction Mart and the support of Hexham Town Council for our event and basing the rally here will provide the competitors and their support crews with all the facilities they may need before, during and after the event. We have some exciting plans for a ceremonial start, fit for an event whose inclusion in the prestigious BTRDA National Rally Championship is a fantastic and welcome opportunity for us and all our team look forward to welcoming competitors to the 2021 Kielder Forest Rally".

For further information please visit the event website at **[www.kielderforestrally.co.uk](http://www.kielderforestrally.co.uk)** or contact the event media Manager, Ed Graham, at **[edgraham01@btinternet.co](mailto:edgraham01@btinternet.co)**



Following the latest Government restrictions regarding Covid19 we have very reluctantly decided to cancel the Dansport Rally. Everything was ready and we were all looking forward to getting involved in our beloved motorsport again.



**HISTORIC RALLY**

**17th October 2020**

We haven't taken this decision lightly but, even though much of Derbyshire was not too restrictive, our route did include South Yorkshire. Our neighbouring counties of Nottinghamshire and Cheshire have also become very seriously restricted and we had already started to receive cancellations both from competitors and marshals from those areas. Given the escalation of the COVID-19 restrictions we believe this is the only responsible action open to the club. Thankyou to the sponsors, marshals and competitors for supporting the event. We aim to run it next year and hope we can count on your support again then.





# Updated COVID-19 Guidance in relation to UK Travel

**Friday 16 October 2020**

In response to the latest COVID-19 guidance received from the Government's Department for Digital, Culture, Media and Sport in relation to UK travel, please see below the Motorsport UK guidance as it applies to England. Participants should otherwise follow devolved government obligations.

Motorsport remains an activity permitted under COVID-19 regulations subject to conformity with:

National Governing Body (Motorsport UK) guidance (Getting Back on Track) and

applicable national government and local guidance (see your local authority website) if any

**The key elements remain to respect general and personal safety obligations relating to:**

- Social distancing
- Face Masks and appropriate PPE
- Mitigating risks of surface contamination and transmission through the use of sanitisation including vehicles and tools/equipment

The following travel guidance received from DCMS applies in England and participants must otherwise follow devolved government obligations:

You may continue to travel within a very high alert level area to venues or amenities which are open, for work or to access education, but you should – and aim to – reduce the number of journeys you make.

You should try to avoid travelling outside the very high alert level area you reside in or entering a very high alert level area, other than for things like work, education or youth services, to meet caring responsibilities or if you are travelling through as part of a longer journey. In the motorsport context therefore, where the motorsport activity is part of or is your work then you can travel from a very high alert area to a different area (subject to devolved government rules) – but you must respect the other sport governing body and personal safety rules at all times.

There are no issues for travel in terms of elite sports events/travel for the purposes of work in that context.

For grassroots (non-elite sport) participation, where limitations on travel into and out of highest risk areas are 'advised' (i.e. this is an advisory, not enforcement situation), the advice is that travel is ok as per below:

## **To clarify:**

- **Medium:**

there are no restrictions on travel for Motorsport UK Events or testing.

- **High:**

there are no restrictions on travel for Motorsport UK Events or testing, but you should aim to reduce the number of journeys you make where possible.

- **Very high:**

You are advised not to travel into or out of areas unless you are travelling to an elite event however government acknowledges that is advice and not an enforcement situation and Motorsport UK permitted events are to be treated as supervised sport.

# Club and Volunteer of the Year 2020

In a normal year, the Club and Volunteer of the Year awards are an opportunity to highlight and celebrate the grassroots clubs and volunteers who keep the sport thriving and deserve particular praise for going that extra mile.

2020 is of course not a normal year, but the motivation to celebrate the achievements of organisations and people very much remains, and Motorsport UK is inviting nominations for these prestigious awards.

In light of this year's lockdown afflicted season, the categories for 2020 have been amended slightly and will now comprise of the following:

- **Club of the Year - £1,000 prize**
- **Organising Team of the Year - £1,000 prize**
- **Volunteer of the Year - £500 prize**

Community Supporter of the Year - open to nominations from family members and friends as well as clubs - £500 prize

Nominations close on **1st November 2020**. For further information on the judging criteria and how to submit an entry please go to:

<https://www.motorsportuk.org/2020-club-and-volunteer-nominations/>



*Photo courtesy of Drew Gibson  
Bentley Motorsport*

## Team Parker Racing is set to resume action in the GT World Challenge Europe Endurance Cup as it tackles the daunting 24 Hours of Spa over this forthcoming late autumnal weekend of (October 22-25).

Despite bad luck at the opening two rounds of the season, with brake failure at Imola and unnecessary damage from a rival behind the Safety Car at the Nürburgring, Bentley Motorsport Academy members Frank Bird from Penrith and teammates Nicolai Kjærgaard, and Euan McKay remain upbeat about their chances at the marquee event after the official two-day test at the circuit in September.

The conditions during the test were similar to those expected for the race, with the car finishing 12th quickest overall in the wet and first in the Silver Cup during one of the dry sessions. All three Academy drivers also got time behind the wheel at night, boosting their knowledge and experience, though a tyre blowout early on the second morning curtailed running.

Usually a summer classic with long daylight hours, the amended schedule for 2020 means the 24 Hours of Spa will take place under challenging conditions with the sun setting just three hours into the contest and rising on Sunday morning with only six hours left to run, also factoring in the end of daylight savings which will happen during the night.

If 15 hours of darkness wasn't enough for competitors to contend with, the weather is also expected to be a factor, with temperatures of around 10C and a 60% chance of rain based on previous years.

Tackling the Silver Cup class in their Bentley Continental GT3, the trio will have a busy opening day of the event on Thursday, October 22, with a 90-minute free practice session followed by 60-minutes of pre-qualifying. Qualifying will be split into 15-minute segments in the evening, with 90-minutes of night practice closing out the day. Friday will be a chance to largely reset and rest up with just a 30-minute warm up and super pole, ahead of the main event itself, which gets underway at 15:30 CEST / 14:30 BST on Saturday, October 24. Links to live and free coverage will be shared on the team's social media channels across the four days, with updates and information also posted for fans to keep up with all the action.



**Revolution** October 2020  
The official magazine of motorsport uk

**VARIETY IS THE SPICE OF LIFE**

[https://revolution.motorsportuk.org/full\\_page\\_image/page-1-64/content.html](https://revolution.motorsportuk.org/full_page_image/page-1-64/content.html)

**FEATURE:** HOW TO CHOOSE THE RIGHT SAFETY EQUIPMENT

**INSIGHT:** TRURO HIGH SCHOOL MOTORSPORT CLUB DRIVES MEMBERSHIP

**VANTAGE POINT:** INSPIRING WOMEN INTO STEM CAREERS IN MOTORSPORT

**PLUS MY MOTORSPORT • GOODWOOD SPEEDWEEK REFLECTIONS**



# FIA World Rally Championship



FIA WORLD RALLY

The 2021 FIA World Rally Championship calendar has been approved with 12 events including nine in Europe and three long-haul rallies. The calendar has been created against the backdrop of the unprecedented challenges brought about by the COVID-19 pandemic.

24 January 2021	Monte Carlo
14 February 2021	Sweden
25 April 2021	Croatia
23 May 2021	Portugal
6 June 2021	Italy
27 June 2021	Kenya
18 July 2021	Estonia
1 August 2021	Finland
<b>22 August 2021</b>	<b>United Kingdom</b>
12 September 2021	Chile
17 October 2021	Spain
14 November 2021	Japan

Additionally, events in Turkey, Latvia, Belgium, Argentina, the Acropolis in Greece and Monza in Italy will offer alternatives as “contingency events” in the perspective of on-going COVID-19 related issues.

Amendments to the FIA WRC Sporting Regulations include the possibility for competitors entered with a Rally2 car to use previously homologated parts after applying a joker with the view to reduce costs, as it is practice in the Regional Rally Championships.



Upgraded to a dog box, I think I've been done!

Transmissions a little ruff.  
Growls going into 1st, whines  
in 2nd. Any suggestions?



## Congratulations

Sam Ambler & Nichole Johnson

**Luke Albert Ambler**

**October 16th 2020**

**8lbs 4oz**



**When your Granddaughters say  
“You are a Unicorn Grandad”**

**Like it or not - You are a Unicorn**



# HAWKSHEAD GIN AND SPIRIT CO

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

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

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

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

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

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

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

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

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

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

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

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

We deliver to local trade outlets on a weekly basis.

For all trade enquires please contact Mark on 07951454330

**[hawksgin@mail.com](mailto:hawksgin@mail.com)**

**<https://hawksheadginandspirit.com/>**



**VOXcloud**<sup>®</sup>  
Hosted Business Phone System

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# Dates for your 2021 Diary



Kirkby Lonsdale MC

## Harry & Ivy Rally

Interclub Rally Permit

**6/7<sup>th</sup> FEB 2021**

**Hexham & DMC**

## Hexham Historic & John Robson Rallies

**27/28<sup>th</sup> February 2021**

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

**Clitheroe & DMC**

## Primrose Trophy Rally

**27/28<sup>th</sup> March 2021**

**NEW All Pre-Plot Format**

**Maps 97, 98, 102 & 103**

**Start & Finish at Truckhaven J 35**

**Malton MC**

## Ryemoor Trophy Rally

**24/25<sup>th</sup> April 2021**

**Starts at Stillington Sports Club**

**Clerks of Course**

**Dan Robinson**

**Assisted by Sam Collis**



**So you think rally drivers spend a fortune on tyres.**

**Try £8.87.**

Talk about 'rally tyres' and what do most people think of? Rugged, specially built tyres, with really high performance and, more to the point, really high price tags. As far as most tyre companies are concerned, they'd be about right. But Avon are a little different.

Because the Avon tyres that rally drivers use aren't specially built. They're ordinary, everyday radial and crossply tyres that you can buy anywhere in the country. At ordinary, everyday prices. (A Wide Safety GT for a Ford Escort will cost you around £8.87).

Yet in the past year these 'ordinary' tyres were used successfully on numerous rallies, including the RAC rally and the World Cup 'Sahara' rally.

Not to mention their use on the race tracks in such events as the Shell Sport Mexico race and the Triple Salami Car Championships.

Of course, if you don't happen to be a racing or rally driver, look at it this way. Any tyres that can take this sort of treatment in their stride are hardly likely to let you down on the way to the office.

'Ordinary' Avon tyres at your local dealer's today.

Just one more thing - if you'd like a TEAM AVON TYRES anti-dazzle strip like the one on the car above, just send your name and address and a P/O for 25p to Avon Tyres Limited, Dept. ADS, Melksham, Wiltshire.

**AVON TYRES**

The racing, rallying road tyres.

Avon Tyres Limited, Melksham, Wiltshire.

**AVON**



**Beatson's Building Supplies**

## Mull Rally

**7 OCT - 11 OCT 2021**

**Provisional Date**







## Troublesome Corner



Did you know that the Rolex watch company is run by a non profitable charity trust?

They donate 90% of their profits to charities because the founder was an orphan

**HERO made an announcement regarding the above events which, due to the current level of Covid 19 restrictions, have been condensed into a single day event on the 19th December based at Bicester Heritage.**

The postponement of both events is very disappointing news for everyone who has worked so hard to try and get them both to run, however HERO acknowledges the sensitive nature of situation and has acted responsibly and also recognises the dilemma and conflict it may have placed some individuals in.

As further COVID-19 district lockdowns restrict wider activities, HERO-ERA have decided to condense their new RAC Rally of the Tests and Le Jog replacement event into a one day festive rally challenge on 19th December based at Bicester Heritage.

The rally will compress non-stop competition into one action packed day so competitors can enjoy Christmas rally cheer and finish the year with a flourish. With 13 tests on private land, 3 regularities on the public road then a final regularity within the confines of Bicester Heritage, the red coded rally will provide a competitive tinsel edged challenge. Route instructions will be a mix of route book and OS maps.

Designed to focus both crew and car before Christmas, the new event will provide intense rally activity with the provisional programme starting at 8.30 am. Crews will go right into six non-stop RAC Rally of Tests style speed tests at Bicester Heritage before the first 'Ardua' (hard) regularity then another two exacting tests and a regularity before heading back to Bicester for more action.

The challenging mix of tests and regularities will continue at unabated pace throughout the day apart from HERO Café refueling stops at Bicester. There will be a final regularity back on private land before the first car finishes at approximately 3.00 pm.

**Entries for this event are open to HPMs now and will open to the public on Monday 26th October 2020**

**For details of the replacement one day event please check the HERO website - <https://heroevents.eu/event-schedule/per-ardua-ad-infinitum-2020/>**

Manx A uto Sport   
**PokerStars**  
**1st & 2nd October 2021**





# Guess Who 40 years & a bit Ago



On Sunday the 4th of October BBC screened Top Gear (Bolton-le-Moors edition) on BBC 1

I may be on my own but I really enjoyed the first few episode in this new series. Laughs from start to finish.

Looking forward to more






26/27<sup>th</sup> February 2021

Delighted in these unusual times to bring you positive news for Rally Revival 2021 which is fairly self explanatory but I wanted through this covering message to flesh out the 'Covid' situation a little.

The initial release is to announce the opening of entries, as you'll have seen with all Motorsport in the UK there are strict protocols in place and making that side of things happen should we feel be fairly straightforward. That said we've also got alternate start/finish venues on each side of the Border allowing for possible local lockdowns and indeed we have a reserve date should the need arise (we hope it doesn't)

Spectators are a different challenge as we've all seen. We have a proposal to release our spectator venues on the 1st of November which will be centered around our well established Speed & Rally Show brand. It's an ever changing outlook so we've taken the decision to press go at two different points as it at least gets the ball rolling so to speak.

A promotional poster for the Rally Revival 2021 event. The background is a photograph of a rally car, number 2, on a track. Overlaid on the left is a dark blue vertical banner with white text. At the top, a circular logo with a red and blue border contains the text '26-27th FEB 2021' and 'RALLY REVIVAL' in large, stylized letters. The text on the banner includes the dates '26th - 27th FEBRUARY 2021', the location 'START & FINISH at... GLYNDWR UNIVERSITY WREXHAM', and a list of visiting teams. At the bottom, the website 'www.rallyrevival.co.uk' is displayed in a large, bold, white font.

**26th - 27th  
FEBRUARY  
2021**

**START &  
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**www.rallyrevival.co.uk**

# Route Authorisation West and South Yorkshire

Due to the sad passing of Derek Slater, Please send all route authorisation requests to Simon Fowler at Motorsport UK, his email address is: [simon.fowler@motorsportuk.org](mailto:simon.fowler@motorsportuk.org)

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# 1



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**Phil James**

Motorsports Photographer & Journalist

07771 76 86 59 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto



www.pro-rally.co.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 practises 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.

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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](http://www.msnrallychamp.co.uk)**





# TRACK DAYS EVERY MONTH at Three Sisters



## Monthly Car Track Days:

23rd November

14th December



## OFFERS PLEASE

The bits and pieces in the photos are all up for offers. The proceeds will go to charity as they came from my previous boss who passed away recently.

Two of the jack's have the attachment brackets and all three work. Two of the jack's have the attachment brackets and all three work. If anyone knows what they are off I would be interested to know as if they are not of interest they will go on ebay. The head is corroded as you can see but intercom will restore. Contact me on [mykepocock@yahoo.co.uk](mailto:mykepocock@yahoo.co.uk).

Fell Side Auto Club will be organising a PCT near Alston early December so if anyone is interested in entering or marshalling please email me for the regs.



The logo for Rally Trackdays, featuring the word 'rally' in a stylized yellow font and 'TRACKDAYS' in a smaller, bold font below it.

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

A promotional image for Rally Trackdays showing two red rally cars, a Ford Fiesta and a Citroën C3, driving on a track with yellow and black checkered flags.

**JUST £140  
FOR THE DAY**

PRICE PER TEAM OF DRIVER AND CO-DRIVER

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**

<b>FEB 17<sup>th</sup></b> SUNDAY	<b>MAR 15<sup>th</sup></b> FRIDAY	<b>APR 13<sup>th</sup></b> SATURDAY	<b>JUN 29<sup>th</sup></b> SATURDAY
--------------------------------------	--------------------------------------	--	--

**BOOK ONLINE AT [RALLYTRACKDAYS.COM](http://RALLYTRACKDAYS.COM)**

OR CALL THE CIRCUIT OFFICE ON 01407 811400



# NESCRO Challenge

## Saltire Classic Rally 22nd November 2020

The present and potentially increasing restrictions to control COVID-19 mean that we can not feasibly run the Saltire Classic Rally in its traditional format this year on 22nd November.

Provided restrictions do not intensify we plan to run a single venue event on that date with perhaps 12 tests.

Supplementary Regulations will be issued in due course.

Entry numbers will be restricted, and we will not accept entries from any area where a local lockdown restricts travel.

### Our decision is based on the following;

- Sharing of cars (except by persons from the same household) is not permitted at present in Scotland.
- The number of people involved in the Saltire, 80 competitors, 65 marshals, 10 officials creates a risk of viral transmission that is unacceptable both to the club and society.
- Highland Perthshire Communities are exceptionally sensitive to events in the area. Following a summer that produced an epidemic of motorhomes, dirty campers, selfish parking et cetera. We do not believe that it is appropriate to impose another event on these communities.
- As the local Motorsport UK registered motor club we have a responsibility to demonstrate restraint, consideration, and compliance.
- The last three months have seen more unregulated car club runs than you can shake a shepherd's crook at and that has caused incredible PR issues that we are left to resolve.
- Following consultation with landowners and community representatives we have agreed that we should plan for 2021 and return with the standard and format of event that we have provided for the last 17 years.

Our partners, Atholl Arms Hotel - Blair Atholl, McDonalds Butchers - Pitlochry and our headline sponsor Blair Atholl Garage are fully behind this plan and we very much appreciate their continuing support with a provisional plan in place for Sunday 14th November 2021 We hope you understand.

### Possibly still running

Sun 29<sup>th</sup> November (?)

Solway Coast Targa

Solway Car Club

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







**motorsport uk**  
2020 English Rally  
Championship



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

RESERVE :

24<sup>th</sup> 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](http://www.btrdarally.com/competitors)

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

## DATE CHANGE

DESPITE putting in months of hard work in preparation for the 2021 Visit Conwy Cambrian Rally, the organising team have regretfully taken the decision to postpone the event from February to October.

Meeting virtually, the team from North Wales Car Club, had been putting in place a Covid-19 compliant rally scheduled for February 20, but in light of the ongoing situation regarding the pandemic, this date has now been moved to **October 30<sup>th</sup> 2021.**



**They have issued the following statement:**

"Over the past few months the organising team of the Cambrian Rally have been working tirelessly in planning to put the event on in February 2021, while at the same time ensuring it would be Covid compliant, with organisers, competitors, marshals, and residents en route being kept as safe as possible. In this, we have been ably supported by Conwy Borough Council, the Welsh Government, Motorsport UK, and Natural Resources Wales, and we thank them all. Our thanks also go to Coleg Llandrillo for the promised use of their premises." "We have had tremendous support from all the championships that the Cambrian is a round of in 2021 and we are very grateful for this.

The route has been completed and would have offered a tremendous challenge to all competitors who we hope will support the rescheduled date." "The event will still remain a round of the British Rally Championship, the British Trials and Rally Drivers' Championship, the Welsh Association of Motor Clubs, ANWCC, and IPS Paint Rally Challenge championships, and as in previous years will be based in Llandudno with all the stages located in Conwy count

# England Covid-19 Rules Explained.

1. It won't infect people at a wedding... unless there are more than fifteen people.  
But it also won't infect anyone at a funeral, as long as there are no more than thirty people.  
So not only can the virus count, it can also differentiate between a wedding and a funeral.
2. It does spread in pubs, but only after 10 pm and not before. It also only infects if you're in a group of more than six... but not at weddings or funerals, obviously.
3. Masks do work, that's why people will be fined for not wearing them... but not in pubs, because as already discovered, the virus doesn't infect pub goers until after 10 pm.
4. Cinemas, gyms, etc are also immune from the virus cos the virus can't afford cinema tickets or gym memberships.
5. Schools where kids gather in large groups are also immune as the virus doesn't like learning... but those same large groups of kids can't meet up outside of school cos that's when the virus will get them as it waits outside the school gates.
6. The elderly should be isolated and protected from the virus... unless they're needed to babysit.  
So grandparents can't see their grandkids socially as it's not safe, but can babysit them cos the virus knows the difference between wanting to see grandkids because you love and miss them (which the virus hates) and having to see your grandkids out of obligation (which the virus is fine with).
7. The virus will definitely get at you at home too if you meet up with family and friends in a controlled environment, but not in a pub where you can meet up with those same family and friends in an environment you can't control with many other strangers... well at least up to 10 pm anyway.
8. The virus also sticks to specific postcodes, this is why some areas have stricter rules than others.
9. Oh, and grouse hunting is perfectly fine in large groups regardless of any rules.

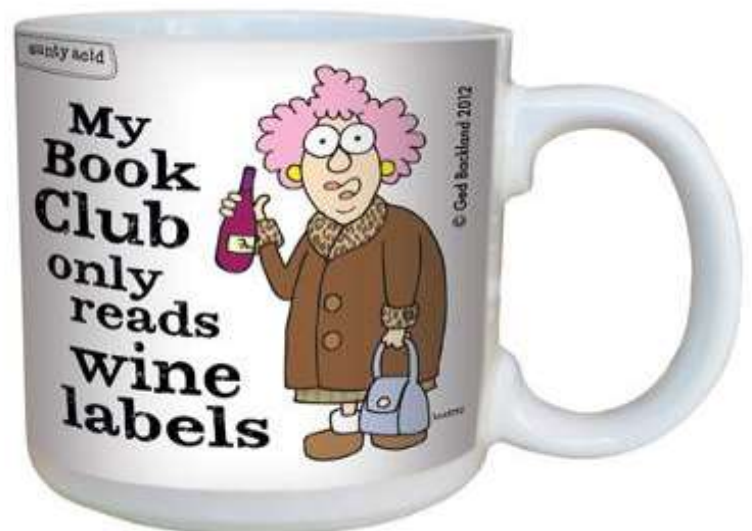
**\*Aren't these rules now crystal clear\***

## HEXHAM & DISTRICT MOTOR CLUB **THE 2021 JOHN ROBSON & HEXHAM HISTORIC RALLIES** **27/28<sup>th</sup> February 2021**

Planning is well advanced for the 2021 John Robson & Hexham Historic Rallies which will run, subject to the lifting of the current Covid restrictions, in late February and will feature an exciting new route featuring a lot of classic roads which have been unused for road rallies for many a long year, they will be new to most competitors although probably well remembered by the older hands.

The current plan is to again base the event at the well known Brocksbushes Farm Shop on the A69 near Corbridge although this may change due to planned building work on the site. After an easy run out to allow crews to get acclimatised, the event will feature a series of competitive sections, almost all of which are 100% asphalt, on Map 86 & 87's best roads before a fuel halt on the A69 West of Haltwhistle. Further competitive sections will follow before the finish back at Brockbushes where the usual after rally meal will be available.

Regulations will be published well in advance of the event meanwhile further information can be obtained from the Hexham club's website [www.hexhammotorclub.co.uk](http://www.hexhammotorclub.co.uk) or from their Facebook page.





# 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,
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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

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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)  
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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 18<sup>th</sup> via Zoom

# ANCC



[www.ancc.co.uk](http://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 December Edition is  
Friday the 27<sup>th</sup> of November  
which is due out on  
Monday the 30<sup>th</sup> of November**

**PLEASE Email Reports etc. ASAP  
to Maurice Ellison at :  
[sd34news@gmail.com](mailto:sd34news@gmail.com)**

**NB : The Editorial team reserves  
the right to do their job as Editors  
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ports as they see fit**