

# March 2022 spotlight



**ANECCC**  
Association of North East  
and Cumbria Car Clubs



**ANWCC**  
Association of North Western Car Clubs

**ANCC**  
Association of Northern Car Clubs



Broughton & Bretton MC  
Flintshire Auto Services

**Rali Bryniau Clwyd**

5/6<sup>th</sup> February

**Peter Wilkinson / Dylan Bargate**  
**1st Novice Crew**

*Photo Courtesy of  
Jez Turner*

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

Volume 13 : Issue 3 : March 2022 : Maurice Ellison

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## Contacts

<b>President</b> <b>U18 Championship Marshals Compiler</b> <b>Safeguarding Officer</b>	<b>: Alan Shaw</b> shawalan555@gmail.com 01282-602195
<b>Vice President</b>	<b>: Les Fragle</b> les.fragle@gmail.com 01772 690520
<b>Chairman</b>	<b>: Steve Johnson</b> steve.amsc@gmail.com 07718 051 882
<b>Secretary</b>	<b>: James Swallow</b> jamesswallow87@gmail.com 07807 211829
<b>Vice Chairman</b> <b>Safety Radio</b>	<b>: Bill Wilmer</b> MSUK Radio Co-ordinator Gemini Communications 07973-830705 w.wilmer@btinternet.com
<b>Treasurer</b> <b>Road Rally</b>	<b>: Steve Butler</b> steven.butler9@btinternet.com
<b>Lancashire RLO</b> <b>MSUK Rallies Committee</b> <b>Chairman of ANCC</b>	<b>: Chris Woodcock</b> pdschris@aol.com 01254-681350
<b>Sprint /Hillclimb</b>	<b>: Steve Price</b> sp.sales739@gmail.com
<b>League Compiler</b> <b>Individual Compiler</b>	<b>: Steve Lewis</b> slewisbb1@gmail.com
<b>None Race/Rally &amp; Stage Rallies Website</b>	<b>: Tracey Smith</b> tracey.amsc@hotmail.com <a href="http://www.sd34msg.org">www.sd34msg.org</a>
<b>Registrations</b>	<b>: David Barratt</b> davidpbarratt@gmail.com 01254-384127
<b>Newsletter</b>	<b>: Maurice Ellison</b> sd34news@gmail.com 07788-723721



## Comprising the following 10 Clubs



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**Clitheroe & District Motor Club**  
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**Warrington & District Motor Club**  
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**Wallasey Motor Club**  
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**2300 MC**  
[www.2300club.org](http://www.2300club.org)

**Website : [www.nwstages.co.uk](http://www.nwstages.co.uk)**  
Mark Wilkinson - [secretary@nwstages.co.uk](mailto:secretary@nwstages.co.uk)

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or Steve Johnson for more details**

**Steve Johnson** [steve.amsc@gmail.com](mailto:steve.amsc@gmail.com)

**Maurice Ellison** 07788-723721 [sd34news@gmail.com](mailto:sd34news@gmail.com)

# SD34MSG Member Clubs & Contacts

## Accrington MSC

Contact : David Barratt  
Email : davidpbarratt@gmail.com  
Tel. : 01254-384127  
Website : www.accrington-msc.org



## Longton & DMC

Contact : John Coole  
Email : jcoole@btinternet.com  
Website : www.longton-dmc.co.uk



## Airedale & Pennine MCC

Contact : John Rhodes  
Email : rhodesj3@sky.com  
Tel. : 07497285339  
Website : www.apmcc.co.uk



## Liverpool MC

Contact : John Harden  
Tel. : 0161-9697137  
Email : lmc-chairman@liverpoolmotorclub.com  
Website : www.liverpoolmotorclub.com



## Blackpool South Shore MC

Contact : Dave Riley  
Email : rileydavea@virginmedia.com  
Website : www.bssmc.com



## Bolton-le-Moors MC

Contact : Jack Mather  
Email : jackmather95@hotmail.co.uk  
Website : http://blmcc.co.uk/



## Boundless by CSMA (NW)

Contact : Paul Kelly  
Email : pmk@autosolo.co.uk



## Manx AS

Contact : Chris Woodcock  
Email : pdschris@aol.com  
Tel. : 07973-830695  
Website : www.manxautosport.org



## Mull CC

Contact : Chris Woodcock  
Email : pdschris@aol.com  
Tel. : 07973-830695  
Website : www.mullcarclub.co.uk



## Clitheroe & DMC

Contact : Maurice Ellison  
Email : sd34news@gmail.com  
Mob. : 07788-723721  
Website : www.clitheroedmc.co.uk



## Pendle & DMC

Contact : Ray Duckworth  
Email : raymond.duckworth@btinternet.com  
Tel. : 01282-812551  
Mob. : 07484161972  
Website : www.pendledistrictmc.co.uk



## Garstang & Preston MC

Contact : Les Fragle  
Email : les.fragle@gmail.com  
Tel. : 01995-672230  
Website : http://gpmc.org.uk/



## Preston MC

Contact : Terry May  
Email : telden46@blueyonder.co.uk  
Website : www.prestonmotorsport.club



## High Moor MC

Contact : Gary Heslop  
Email : gary.heslop@btinternet.com  
Tel. : 0161-6430151  
Mob. : 07973-816965  
Website : www.hmmc.co.uk



## U17MC-NW

Contact : Chris MacMahom  
Email : chris.macmahon@virginmedia.com  
Website : www.u17mc-northwest.org.uk



## Hexham & DMC

Contact : Ed Graham  
Email : edgraham01@sky.com  
Tel. : 0161-2919065  
Website : www.hexhammotorclub.co.uk



## Stockport061MC

Contact : Mark Wilkinson  
Email : markwilkinson81@icloud.com  
Tel. : 07879-657580  
Website : www.stockport061.co.uk



## Kirkby Lonsdale MC

Contact : Nick Townley  
Email : nick.townley62@gmail.com  
Tel. : 07776-415623  
Website : www.http://www.klmc.co.uk/



## Wallasey MC

Contact : Steve Price  
Email : sp.sales739@gmail.com  
Tel. : 07814 953346  
Website : www.wallaseymc.com



## Knowldale CC

Contact : Stephen Broadbent  
Email : sbroadbent402@hotmail.com  
Tel. : 07745 934895  
Website : www.knowldale.co.uk



## Warrington & DMC

Contact : Ann McCormack  
Email : annmccormack13@yahoo.com  
Website : www.warringtondmc.co.uk



## Knutsford & DMC

Contact : Shaun Munday  
Email : shaun@mundayfamily.co.uk  
Website : www.knutsfordmotorclub.co.uk



## Wigan & DMC

Contact : Steve Booth  
Email : Service@A1fuels.co.uk  
Website : www.wiganmotorclub.org.uk



## Lightning MSC

Contact : Andy Rhodes  
Email : andy.rhodes@btinternet.com  
Tel. : 01772-632820

## Lancashire A.C.

Contact : Chris Lee  
Email : info@lancsautoclub.com  
Tel. : 07831-124417  
Website : www.lancsautoclub.com



## 2300 Club

Contact : Neil Molyneux  
Email : 2300@fcs-uk.com  
Website : www.2300club.org



## Bob Milloy

I think I first met Bob at a Stockport Motor Club autotest at the UMIST car park next to the Mancunian Way in the mid 1980s also, at Production Car Trials in the peak district around the same time. Bob was always involved and helping to run things.



Bob was involved with his Motorsport 'family' in all types of club motorsport and many will know him as a commentator at rallies; giving car 1 and car 120 their '30 seconds of fame' at the start and/or finish of Motorsport events. All were customers and had paid the same entry, he would say. He will be missed, especially his legendary commentary skills, competitors looked forward to seeing Bob at the end of a rally!

He was very knowledgeable on all disciplines of our sport, and was always enthusiastic about whatever he did for the sport. He was good to have a chat with and get an honest view of our sport, for different perspectives.

Bob's first 'family' in Motorsport was Stockport Motor Club. In the mid 1990s he became the Chairman of ANWCC a role he did until he stood down as chairman to make way for a younger person, just 7 days before he passed away. ANWCC during those 28 years of Bob's leadership, with a 'team' of like-minded volunteers, became one of the MSA's leading Associations, with more championships and motor clubs being a member than any other Regional Association in the UK! Later in life Bob moved 'up north' for work and became an active member of Kirkby Lonsdale Motor Club, his organisational skills and enthusiasm are just what any motor club needs.

Bob was active in many types of motorsport and always supported getting new folk involved in our sport. The article [Bob in the Boot](#) is a re-run item from 10 years ago (By Chris Lee LAC) when Bob helped the newly formed Under 17 Motor Club North-West and LAC run a Paul Swift Stunt Show at Blackburn Services. The young drivers were Paul's warm-up crew!... and Bob did his normal excellent commentary to the large crowd that turned up.

A Photo around the mid 1980's of Frank Glover and Bob Milloy, Frank used to have a Vauxhall Viva HB before the Chevette. Frank and Bob finished 24<sup>th</sup> on the 1984 Aberconwy Rally – Thanks to DVT the results are on the ANWCC archives list – they started at 20.

## RIP Bob.

My plan for 2022 is to get my stage rally car back on the road. This year, it was planned that I would need new FIA Fire Extinguishers due to rules changes. But having the car parked up for two years unable to do any rallies; the seat hardness have run out of date and the seats have lost 2 years life without any use!....In addition to the PDS Fire Extinguishers (Supporting a SD34 MSG Supporter!), I have had to purchase new seat belts and FIA balaclavas; that are also required this year!

Grass root stage rallying has always been costly. I like many, find the costs very hard to justify. You can see the attraction of Road and Targa rallies, or event sticking with AutoSOLOs, much more fun for the £.

**Steve Johnson (SD34MSG Chairman)**



## ANNUAL GENERAL MEETING

The Association of North-Western Car Clubs held its quarterly meeting at the Kilton Inn on 8<sup>th</sup> February, the evening starting with the Annual General Meeting.

Chairman Bob Milloy opened the meeting, having previously announced his intention to stand down as Chairman after 28 years. There had been three nominations for his successor, and an online voting system had been used where over 50 clubs voted, the new Chairman being declared as Mark Wilkinson.

In turn, Mark stepped aside from his Secretary role and there had been one nomination for the post. Tracey Smith is the new Secretary of the ANWCC. Dave Thomas offered to take the minutes on a temporary basis.

The BMSTT (British Motor Sports Training Trust) had also appointed a new Chairman – Rod Parkin from Yorkshire, our President Allan Dean-Lewis continuing as Secretary.

Bob's report began by saying how the past twelve months had shown how dependant we are on volunteers in motor sport, our area doing particularly well in this respect. Bob thanked the various officials for carrying out their roles.

Treasurer Jim Spencer presented the accounts, showing that we had recovered well from the pandemic and our finances were back to the pre-Covid time.

Championships Co-Ordinator Dave Thomas reported that 2021 had seen a slow start but ending well with good competition, although rallies, especially road events in Wales, had suffered due to the restrictions. The recent Awards Presentation had been attended by 95 people and 170 awards had been won for the year's competitions.

The ANWCC constitution, unchanged since 1986, had been updated – the only changes relating to the name of our governing body changing from MSA to Motorsport UK, and the addition of references to electronic messaging.

## GENERAL MEETING

In opening, Chairman Bob welcomed our guest Iain Tullie, recently appointed as Rallies Executive for Motorsport UK. Iain is a previous winner of the ANWCC Road Rally Championship, winning navigator in 2003!

The Regional Committee met in November and discussion included stage event dates, calendar changes and the proposal for restricting the number of changes, carbon offset, electronic signing-on, electric vehicles, rally working group, Inter-Association events, and Targa rallies. Sue Sanders also updated on her presentation of the role of Associations.

The Rallies Committee also met last November where marshal training was discussed, along with seat mountings, environmental use re tyres, management cars not being required. Katie Milner (daughter of rally driver Jonny Milner) had won through to the USA round of the FIA Rally Star competition. Motorsport UK has also introduced Race With Respect, originally called Race and Respect which was questioned about the title.

ANWCC has lost a couple of clubs that had folded but also welcomed new ones – Malton MC, Regardless MC, Silverstone MC and the Welsh Sprint & Hillclimb Club joining us.

LARA (Land Access & Recreation Association), of which ANWCC is a member, had met in January with a new Chairman. Much discussion over certain roads, Bamford Clough (in the Peak District, Derbyshire) having been re-surfaced but considered dangerous – claimed to be the steepest hill in Britain by cyclists (officially the steepest road is in Harlech!). Discussions over off-road use and anti-social aspects. Local authorities have more authority regarding speed restrictions, cycle lanes and traffic restriction orders. Powys footpath closures were now seeing better co-operation. VNUK issue still not resolved (named after a Mr Vnuk, a Slovenian farmer who was knocked off his ladder by a reversing tractor – prompting a call for all motoring on private land to be insured). Lake District National Park meeting regarding the use of motor vehicles in the National Park, especially off-road use.

Dave Thomas reported that registrations for 2021 were well up on past couple of years, with 203 registered at the time of the meeting (116 at same date last year), of which 12% were Juniors (under 25) and 11% seniors (65 or over). The first event, Rali Bryniau Clwyd, had been held the previous weekend with 50 championship contenders starting, but less than half finishing! Forthcoming events are all getting big entries, with lots of championship contenders.

Training session had recently been held in Clitheroe Auction Mart with a well-attended and enjoyed practical session. The Motorsport UK board is looking at light panels for circuits, Formula 4 going well, Club & Volunteer awards, Women in Motorsport. David Richards is now on the World Council, whilst Helen Bashford-Malkie is on the FIA Women in Motorsport Panel and Sue Sanders on the Volunteer Official Panel.

Iain Tullie was invited to outline his role in Motorsport UK and gave a resume of his motor sport career to date, for 13 years Logistics Manager at M-Sport until being made redundant due to the Covid cutbacks. He was then invited to join Motorsport UK, position becoming available mainly due to the move to Bicester. He is very supportive of club motor sport, and is still a regular competitor on club style events. Amongst his various tasks he is looking at putting a roadmap in place for rallying, working with the new Head of Sustainability, looking at the Forest Master Agreement, looking for volunteers for MoD Liaison Officers, stage rally safety, rally radio operators, tyre limits and management cars. Also liaison with the ACU. Club delegates asked about the rising costs for the clubman with regards to stage rallying.

In closing the meeting Vice-Chairman John Harden passed a vote of thanks to outgoing Chairman Bob for his excellent efforts over the past 28 years.



... as reported elsewhere in this issue (Pages 8 - 10), our Chairman Bob Milloy passed away suddenly just a week after having handed over the Chairmanship to Mark Wilkinson. The news shocked everyone, and the tributes seen on social media showed just how popular and respected Bob was.

... I first met Bob back in the 1970's when he could be found navigating road rallies in a Vauxhall Viva, then later co-driving on stage events in such cars as TR7, Darrian and even a Westfield! As I competed on car trials I often met him when he was climbing hills in a Clan Crusader.

... however, it was his work as a commentator that most remember him for – he could be found at every status of events across the UK – greeting every competitor with comments and enthusiasm to get nervous drivers and co-drivers to speak and tell the assembled spectators all about their day! It didn't matter if you were in car 1 or 100, whether you were a seasoned competitor or a novice, all were treated the same.

... Bob also was a MSA Steward at many events. One event held at Flookburgh had a totally female list of officials – however, there was no female MSA Steward – so Bob was given a lovely wig to wear for the day!

... Bob became ANWCC Chairman in 1994 when the Association had 75 members clubs. With his leadership that number has grown to 125. One of his strengths was always to share information and ideas with the other officials, sometimes not fully agreeing but always with fairness and guidance. I am extremely grateful to all the guidance he gave me, usually allowing me to run the championships as I wanted but sometimes putting in useful suggestions which were acted upon.

... although Bob had stood down from the ANWCC role, he will be greatly missed by us all. Personally I will miss his guidance and lengthy telephone calls where we would often put the world, and MSA, to right!

On a cheerful note I am pleased to tell you that the number of championship contenders has gone past the final 2021 total with more than 50 newcomers to the ANWCC championships, along with another 50 who have returned after at least one year away – in a couple of cases having not previously been registered as an ANWCC championship contender since the 1970's! As this goes to press we stand at 243 championship contenders, with 135 having already been out and appear on the score charts after just 11 events.

Entry lists are healthy, with many events filling up in minutes. Some are now giving priority to championship contenders so useful to be registered with us! The Rallyme MINI Challenge is proving to be a great success with some very close competition amongst the 15 or so entries, with a few more soon to join in. This really does prove that you can have great enjoyment without having an expensive car!

ANWCC has always been supportive of the Clubman entries as our slogan says "Regional Championships for Club Competitors".

... keep watching our website as that is where will put links to future events as we get told about them. Despite the current trend of issuing info by all sorts of methods we strive to make the ANWCC website a "one stop for all". We would welcome feedback as well!

Hopefully see you out on an event somewhere.

## Dave V Thomas

*Championships Co-Ordinator Association of North-Western Car Clubs*

e-mail [anwcc@talktalk.net](mailto:anwcc@talktalk.net)

**Visit the ANWCC Website and Register for the 2022 Championships**



# R.I.P.

## BOB MILLOY

3 Aug 1949 – 15 Feb 2022

**We are saddened to report the sudden death of Bob, for many years KLMC Secretary and Vice Chairman.**

He will be known to every rally crew as the chap who thrust a microphone in front of you at the end of an event, ready to hear your stories from the day's competition and transmitting to the assembled spectators. He also commentated on stage rallies at Oulton Park and hillclimbs at Barbon, broadcasting a wealth of information about every competitor.

Living in South Cumbria but originally from Cheshire, Bob was a regular road rally navigator in the 1970's and also competed on car trials in a Clan Crusader. Later he could often be found co-driving on stage rallies. He was also a regular race marshal at Oulton Park, and a MSA Steward at events across the northern half of the UK.

He was an official of Stockport Motor Club until his move northwards, where he became an official of Kirkby Lonsdale Motor Club and secretary of their stage rallies.

As Chairman of ANWCC he regularly attended the Regional Committee meetings of Motorsport UK, forthright in his views and always willing to discuss all aspects of motor sport with the ANWCC officials.

At the AGM of the Association Bob stood down to make way for a younger person, having passed on much of his knowledge and wisdom to his successor. He will be truly missed by the many who knew him





## Bob in The Boot

### Swift stunts adds precision to East Lancashire Hospice fundraising drive

Gaskell Motorbodies of Great Harwood organised a Paul Swift Precision driving night to raise funds for East Lancashire Hospice on Friday 31st August 2012 at The Lorry Park at Blackburn with Darwen Services off Junction 4 of the M65. Nick Gaskell, owner of Gaskell Motorbodies, said that "this is the second Paul Swift Event he has organised to raise money for Charity, last year we raised money for the Help for Heroes Charity. The event was so well attended we needed to find a bigger venue for more people and so Paul can have more fun in a bigger space. With help of lots of other people, Cicely Commercial and Extra Services we have the perfect venue. Our chosen charity this year is The East Lancashire Hospice. The event is also being supported by Lancashire Fire & Rescue road safety awareness team". Thanks to everybody concerned. See

[www.gaskellmotorbodies.com/index.html](http://www.gaskellmotorbodies.com/index.html) for more details Paul Swift is a seven-time British Motorsport Champion (3 times MSA & 4 times BTRDA Autotest Champion) and a multiple Guinness World Record holder and follows in the footsteps of his legendary stunt driving father Russ Swift. Today, with over twenty-five years experience, Paul Swift Precision Driving is now the global leader in precision driving, providing the professionalism and experience of some of the best drivers available in the world. Also supporting the event were the Under 17s Motor Club Northwest, which has evolved over many years of motor sport activity with several partners working together for a common goal - to help educate young riders & drivers. Helping young drivers to be safe on

the road and want to acquire safe driving skills.

See <http://www.u17mc-northwest.org.uk/home.htm> for more information

Paul Swift is a 'stunt driver' says it all really doesn't it? Well not really. As the son of Russ Swift car handling is in his blood and he has put it to good use. Firstly as the national Autotest champion and more recently appearing in programs such as Top Gear and many car adverts.

To put it simply he really is good! And very entertaining to watch as he really puts his car through its paces on two wheels as well as four.

Last year, one of the Lancashire Automobile Club's principle sponsors, Nick Gaskell of Gaskell Motor Bodies in Great Harwood, (plug plug) rang and asked if we would provide support for a charity event at his premises we really couldn't say no. It was quite an event but Paul couldn't give full reign to his talents being constrained by the size of the venue.

*Continued on page 10*



Bob Milloy emerges from the boot after a ride in the boot !



### **Bob in the Boot : Continued from Pg 9**

This year Nick rang again only this time the event was to be somewhat bigger using a large car park adjacent to Blackburn services. He asked if we could help out again, a no brainer really, and perhaps get a few classics there to add to the ambience.

This call was followed shortly after by a call from Steve Johnson who has used the venue previously and was going to be there (in spirit if not in body) with the Under 17 Motor Club. They would be providing demonstration runs between Paul's shows and he asked if we could work together on this one. No problem, Steve is an old friend and as they say that's what friends are for.

Several regular entrants on LAC events were contacted and several volunteered to come along and put their cars in a display area so that was soon sorted. Not to many just enough was the plan.

Arriving on the night with a pile of equipment in the Mini I found Steve's people had already set things out and the event looked like being far bigger than I expected with the emergency services putting on displays and several food tents (including and excellent hog roast).

We set out an area for the classics and awaited developments. The Under 17 lads put on a great display. This really is a terrific way for youngsters to get into motorsport and learn car control. With about a dozen cars doing a sort of mini autotest (without the reversing) things got off to a great start.

Soon the classics arrived and were parked, many thanks to all who turned up on what was an unexpectedly damp evening. We seemed to attract a great deal of interest from the considerable crowd which had gathered. Much of the evening was spent in pleasant conversation with both spectators and Under 17 club members.

The main act was of course Paul Swift who spun, flicked and generally showed fantastic car control. Some of his 'parking manoeuvres' had to be seen to be believed.

Then he simply hurtled at a set of ramps and drove round the display area on two wheels with a delighted, paying, passenger whooping with delight. Every time he went out more money went into the charities coffers.

Then back to the Under 17s before Paul came out for the last time finishing as the light faded. Quite and even- ing.

Many thanks to Nick Gaskell for the invite lets hope a lot of money was made for the East Lancashire Hospice.

**Chris Lee (Lancashire Automobile Club)**





# Three Sisters

## February 20th 2022

### A TESTING DAY TESTING

Well that was a very testing day doing testing

**Bruce (Chonka) Lindsay : Pendle & DMC**

From the off #fezbomb was a class competitor finishing the first pair of stages 2nd in class BUT it just didn't want to stay pointing in the right direction at 1st we thought it was just the conditions but I was spending more time on the grass and spinning than going in the right direction

Out we went onto ss3 and yes we had a big spin again only this time we ended up stuck axle deep in the mud BOLLOX !!!! The rear end of the car just had a mind of its own we put this down to the fact I had brand new front wets and old 2nd hand shite on the rear so off to Tony Tyres for some shiny new hankooks , this will sort it I thought out on ss6 we went and NOPE the biggest fastest spin I'd had all day and it was a scary one , once again stuck in mud one over the hill comes running a large Day-Glo orange figure and that figure was my son and hier Thomas who was 1 of the great mar-shalls out there today he and Dafz promptly pushed the fuck-ing fiesta back on track and we just shortcutted to the end of the stage ....

Back in service i was gutted to say the least everything about the car was great apart from the thing just swaps ends

That was it lets see if its suspension related all this fancy Proflex should make it be invincible so onto the phone to Proflex guru Mr Woodcock and following his advice of a few clicks here there and some spring adjustments we went out onto SS8 to try it . I gingerly dropped the clutch at 7000rpm and off we went and HOLY COW the bloody thing turned not only did it turn without doing its textbook pirouette infact the chuffing thing was on rails even in the deep standing water ...

I was overtaking up inside of bends without it trying to kill me it was HEAVEN...

We had a bit more advice from Mr Proflex and proceeded to take over a minute out our class winner in the last 4 stages with us finishing 2nd in class ....

Overall after taming the beast it has been a great learning curve and was a very wet day well spent , bring on next week.

A massive thanks to Dafz on the maps for pointing round the circuit and even bigger thanks to the lads for getting pissed wet through all day in the non stop shit weather swapping wheels setting suspension and eating pies ...



Ant Geoff Jan & Posh Boy you are all stars

**Bruce (Chonka) Lindsay : Pendle & DMC**

# Three Sisters

## February 20th 2022

*Brian Wragg : Liverpool MC*

I started off with 7 layers of upper body clothing and 3 pair of lower body clothing. From my memory of February 2019 and my first visit to 3 Sisters I thought that I might just need to keep warm. I was not wrong.

My day started at 0700hrs as gate guard but Stephen and Tracy had got that covered so I shifted my attention to the trailer park. I was partially successful in bringing some sort of order to chaos but the drivers had their own ideas as to where they should park, so I eventually left them to it.

I met up with Hugh Gwinn Jones who was Chief marshal for the event, signed on, collected my goody bag and Sector marshal instructions collected Eddie Walton from Longton MC and we ensconced ourselves at Post 'C' which is the first post from the start line.

Up to this time the weather had been reasonably kind to us, light showers and not too much wind. That was to change as the day progressed.

Post C was at a MERGE point with lots of cones dividing the two halves of the track for the first 8 stages and so the day started. The first couple of cars managed to stay on their side of the cones but one enterprising driver decided that the cones were in the wrong place and promptly scattered them all over the other side of the track where cars coming into the merge would have to avoid them.

We did what we could to clear the debris and dead cones but two high speed cars coming from two separate directions made it decidedly dangerous to stay anywhere near the circuit. The same offending driver again scattered the cones on the next stage and again we cleared the debris. I then passed a message to the driver via other drivers and marshals that I would Write Him Up should he continue to behave badly, It did the trick and we had no more nonsense from him for the rest of the day.

The grassed area was extremely wet and saturated as a couple of cars found out. The first was a Mk 2 Escort that went off right in front of us and dug itself in to its sump guard and differential.

*Continued on Page 13*





## **Questmead Stages** *Continued from Page 12*

The car sat there for a half hour or so until the stage finished. Not long after a second car came to grief in the much the same place and had to wait for the stage to finish.

Up to about 12 o'clock we managed to stay relatively dry but then came the rain and wind. Three times in an hour we were battered by torrential rain and severe high winds. The circuit, which was already wet, was now running with water even on the flat sections the water was running like a river. Were the drivers deterred, not a bit, They just kept plowing on through the floods and made a grand spectacle of spraying water 6 feet into the air

I know that I should not take photos when I am on Post but this was just too good to miss. Not all the drivers braved the splash but they were still up to axles in water.

A good majority of drivers managed to complete the 10 stages but I think that some of the cars objected to being driven in heavy rain and just gave up, stopped on circuit and decided that they had had enough, One car even tried to escape but was foiled by the tyre barriers.

Gemini Recovery was kept busy rescuing motors and they managed to successfully extricate this one and all the other cars, it drove back to the paddock minus its front bumper.

One or two cars spun off track and got themselves stranded but with a little help from the marshals they got back on the black stuff and finished the stage, After three torrential downpours everybody was thoroughly soaked through and it was getting very cold as well so the organisers, very wisely, decided to cancel stages 11 and 12 and allow everybody to go home cold wet and very happy to have been able to take part in a spectacular event.

I am proud to have been allowed to marshal Questmead 2022

**Brian Wragg : Liverpool MC**



## **Eoin McCarthy** **RIP**



The Organising Committee of the Clonakilty Park Hotel West Cork Rally would like to offer our condolences to the family of Eoin McCarthy on his untimely passing, following an accident at yesterday's Killarney Forest Rally.

We extend our sympathies to his father Liam, former West Cork Rally winner, his mother Nora, brother Conor, sister Rachel, extended family and his large circle of friends.

We also keep in our thoughts, his co driver, fellow competitors and all the officials and medics who attended the scene.

May he rest in peace.



**Photos Courtesy Of Andrew Shepherd**

# Three Sisters

## February 20th 2022

### ***Round 1 of the 2022 Mini Rally Challenge***

*In conjunction with  
GLENBROOK and HOLLINS with event  
partners Euro Motaparts, Lohen,  
Kielder Power Tools, Liqui Moly and  
Questmead.*

After losing a couple of entries earlier in the week, twelve Mini's braved the elements in weather conditions more in line with scaling the north face of the Eiger.

A good mix of new and regular crews meant that little was certain. 10 stages. Last year's champions Livesey and Brown opened where they left off setting the pace on SS1. This was quickly trumped by eventual winners Smith and Stringer on SS2 who then continued with five more fastest or joint fastest times in a lead they took to the finish.

It was just the odd second here and there as Livesey and Brown were joint fastest on SS4, Fern and Jones, Gellatly and Hallmark, both took two joint fastest with Clarke and Vardy gaining one.

As for the others, regulars Butler and Baddeley, Davies and Horsefield, Norwood and Norwood were all challenging with just odd seconds adrift but all took one stage max during the day. New Boys Chapman and Morris, Gilford and Barbet, Bounds and Watkins, Jones and Jones were all never far from the action and all set competitive times.

The only retirement being Livesey and Brown on stage 8 with yet to be announced gearbox noises.

#### **Final Top Three**

1st M Smith and S Stinger (pictured). 2nd A Fern and R Jones. 3rd G Clarke and D Vardy.

With the conditions the awards and the Euro Motaparts draw will be made at round 2 less the bottle of winners bubbly as I drank that last night.

All in all a good start and again things were so close it will be hard to call going forward.

We now move to the gravel and Rally North Wales in April and with one or two more new faces joining by then it looks already it's going to be a great year.

Finally my sincere thanks to Warrington MC for an incredible job well done along with their heroic marshals who were all true gladiators.



***Photos Courtesy Of Andrew Shepherd***



**Broughton & Bretton MC**  
**Flintshire Auto Services**  
**Rali Bryniau Clwyd**  
**5/6<sup>th</sup> February**

***Matt Hewlett : Clitheroe & DMC***

This years rallying started in a navigators seat for me sat alongside Dan Sedgewick in his Peugeot 106 Rallye on the Bryniau Clwyd road rally based on Mold, North Wales. The problems started before we had even set off when the planned tow van suddenly lost all electrics to the tow bar, thankfully a reserve was found and we managed to set off in time all be it a tad late.

On arrival we were soon unloaded and through noise but a lengthy queue for scrutineering gave us chance to ponder what the night had in store for us with us both being new-ish to Welsh road rallying but a quick signing on process and a swift drivers briefing meant we would soon find out.

Our MTC 0 time soon came up and after a short drive to the holding control for plotting we immediately noticed the sheer volume of controls, PC's and RC's but we managed to get most of it plotted leaving about 10 plots to do at petrol. And then it was a reasonable run out to the first section.

The first section was a hectic moorland start running down into a wooded section but there was plenty going on immediately which made it clear we were in for a busy night. We soon got into the swing of things with the PC'S and code board's which didn't always make for easy reading, by the end of the first section we were getting settled in nicely as we cleaned the section by roughly a minute to spare.

A short run to the next section gave us chance to have a quick breather before we were soon into it again and we were well into how things worked on Welsh events now with the first of many whites and gravel sections which really added to the event and made for a trouble free and what felt like a good campaign all the way to petrol.

Petrol was a welcome sight with me having a small dose of motion sickness towards the end of the previous section it gave me chance to have a breather and sort myself out before plotting the last little bit of the route and moving on to the holding control preceding the start of the second half.

The second half was what can only be described as a perfect nights road rallying, with cracking road mixed up by some great whites all driven flawlessly by Dan and a nearly mistake free performance by me meant we could climb some positions and after a reasonable break from navigating I loved it. With the second half being much shorter than the first it was soon over but and were on our way back to the finish for a quick look at the results and a breakfast before loading up for the journey back up north.

Thanks to everyone who put on the event on, it was nice to see a return to normal as much as possible and thanks to all the marshals especially Sammy and Rachel who made the trip down with us to marshal on our behalf.

***Matt Hewlett : Clitheroe & DMC***

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**Broughton & Bretton MC**  
**Flintshire Auto Services**  
**Rali Bryniau Clwyd**  
**5/6<sup>th</sup> February**

***Peter Wilkinson : Clitheroe & DMC***

Getting a run on this event was a late call, I initially hadn't planned to enter but after turning the phone on when landing back from a week away cycling in Gran Canaria I saw a post saying places are available, straight away I thought I'd put a message on seeing if any Navs were free but Dylan Bargate had already posted offering to Nav, so after a few messages back and forth we decided it was a goer and by the time I got back home I'd got an entry in, several days later it was confirmed we had a run!



***Photo Courtesy of Jez Turner***



***Photo Courtesy of Jez Turner***

***Continued on Page 16***

## ***Rali Bryniau Clwyd : Continued from Page 15***

Time to get the car ready, the week before the event was a busy one with the club's scatter and breaking my 12 car virginity with Baz, they were both a good shakedown for the new tyres and modifications I'd done over Xmas break, the Swift has always sat very low at the front and with the Hockley guard reducing the clearance further underneath it takes a beating so having spoken with a few folk and Dylan advising to get it as high as possible I got some washers to raise the front 20mm, I think this has been the best £10 I've spent on the car as I think it would have done a great impression of a beached whale on some of the sections.

I set off late afternoon getting to the trailer park and unloading before it got busy, just as I unloaded Dylan arrived got the essentials in the car and queued up for noise and scrutineering then headed to sign on and get something to eat. This being my first Welsh event and 3<sup>rd</sup> Road Rally I didn't know what to expect but I'd had it on good authority that they are very different, from parking up and having a look round and a natter to everyone it was great to see families ect walking around looking round and seeing the cars.

At MTC 0 Novices received a bit of extra time to plot, as we got to the trailer park to start plotting looking through the 4 sheets it was evident we'd be needing it, Dylan got the route down quickly with a big sigh of relief ticking off the last plot, then the wait began for MTC 1.

MTC 1 off, our aim for the first few sections was to get used to each other's ways of doing things and settle into a rhythm. Off we go, I thought we quickly got into a good flow and I felt confident in Dylans directions, quickly became apparent this was going to be a very different event to what I've done previously with lots of controls, boards and checks along with "lanes" we were directed around. TC2/4 all was going well until a tricky slot which on first approach looked like a driveway, after turning round a couple miles up the road then doing a lap back round via a previous control and saying hi to the DSO again we got the correct slot but dropped nearly 11mins on TC5. From TC5 to petrol we had a good run with few mistakes with my aim to keep the car in one piece although we almost had the same fate as the Mk2 we stuck behind while they got towed up the hill as they were beached, luckily managed to reverse and get a run up and didn't get stuck at the same point. We arrived at petrol with a small amount of time to grab a drink and some chocolate as we'd forgotten to get some before we set off!

Off to MTC 3, clawing back all the lateness, we sat outside MTC 3 chatting with the marshal on the challenges of the whites that lay ahead then off we went. In the coming sections Dylan wasn't 100% with what he'd plotted was correct but local knowledge and experience paid off and we had several error free sections, as we clocked in at TC24 Dylan said it was the last white and the last section to end an amazing night in the lanes, as all night I'd been nursing the Swift down the whites as its lower stance doesn't make it a natural on the rough stuff and I took it really steady just to make it back although it took 2 big hits on the LH side which felt like they'd have done a wheel but all seemed good as we cleared the white back on to the black stuff heading back to MTC4. We'd done it, both relived and knackered but absolutely buzzing from the night's exploits, parked up at the Rugby Club and clocked in to finish, time to have a sit down and a brew and wait to see how we faired on the results sheet. As the results screen refreshed it was apparent that there had been a lot of retirements over the night, we were sitting 23<sup>rd</sup> overall out of 26<sup>th</sup> and 2<sup>nd</sup> novice but with 60 having started just getting to the end was an achievement. There were awards for 2<sup>nd</sup> but we'd heard we needed to load up and Dylan had to move his car from the trailer park, we headed over and Dylan shot back to the club as I loaded the Swift on the trailer ready for the trip back to the depths of East Lancashire, all loaded I headed to the club to find we'd got first Novice! as somebody was logged in the wrong class. Buzzing, went into this event with no expectations and was just happy to be out having a laugh!

This time last year I didn't really know anything about this sport bar a brief encounter with an event running past my parents house a few years ago, things escalated quickly last year after taking some pictures on the Hall Trophy then coming down to the forum a few days later to chat with everyone I felt it was something I wanted to get involved in and the rest is history!

Would like to say a massive thanks to Dylan for agreeing to sit in with me for the night, had an absolute riot. Was very comical that he knew everyone also keeping all the amazing marshals entertained and helped to keep me focused on the task! And most of all the heroes of the event are the organisers and marshal's who without this event wouldn't have run!





**Broughton & Bretton MC**  
**Flintshire Auto Services**  
**Rali Bryniau Clwyd**  
**5/6<sup>th</sup> February**

*Barry Allman : Clitheroe & DMC*

***Return To Map OS 117 ( 116,125,126)***  
***Back to Wales with a BANG***



*Photo Courtesy of Jez Turner*

Like most rallies (Rali) begin now, find an event I fancy, find a driver get an entry ...

That is how The Rali Bryniau Clwyd started with Dominic Mctear in his Trusty MG ZR after a decent run on Decem-bers J. J. Brown Rali and Dom keen to do more Welsh RR's.

The initial stress of getting our entry in on time and then the wait to see if we where acknowledged. Lucky again and we where in, Phew and Breath.

Dominic had a few months to get his car ready after a brief visit to an earth bank removed a corner of the front bump-er. Yellow MG ZR bumper required and some work relocating the washer bottle to a place away from danger.

I got on with sorting out the maps and the entry form always a challenge !! I was fortunate to find some maps from the 1980's a quick check with the latest revisions showed not much had changed. Time to have a chat with the new generation of Top Navigators to pick their brains, they all agreed it was going to be a Tough Night.

Always up for something a little different and Welsh Road Rallies provide plenty of different trials. Unlike northern English events they tend to be contained in a very small area of map,very tight and very twisty. If you finish with no fails then you will do well.

I kept my navigator brain up to speed with various club Scatters, 12 cars and Training nights, up in Lancashire, Cum-bria and Wiltshire (just for a change). Dom was busy sourcing new bumpers and getting them painted and so all un-der control. The week before the Rali (5th and 6th of February) was time to sort out the maps and check the form was filled in OK.

Big thanks to Stephen Frost for being our nominated marshal, Welsh events ask you supply a person to help out.

Thursday before the event get the message the two bumpers wont fit a ZR but will fit the Rover 25 ! a quick dash to Leeds and a lick of paint and we are ready for the off.

The night didn't start well as I managed to empty Dom's favourite sweets all over the van floor , maybe an Omen ?

A quick blast down the A55 saw us arriving at the trailer park, where I got out of the van straight into a large puddle of water! another sign !

A trip through the noise test and scrutineering, always a few small issues this time a blown brake light bulb. Off to Mold Rugby Club to get the basic rally pack, rally plates and time/code board cards meet everybody then wait for 22.21. When we got our route at MC0 inside the club, four A4 pages approx 200 map references to plot.To keep the route secret we had to drive to the trailer park. Which left us just 60 minutes to sort out all the points, mainly on maps 117 and 116 with just brief visits to 125 and 126.

A friend did say you could actually run three road rallies on these four maps on the same night.

With a few plots still to do at the halfway petrol halt, we set off from MC1 towards TC 1 where a good friend Lauren H wished us Good Luck (Pob Lwc in Welsh). This was the famous World's End road to the west of Wrexham, which I had driven Way Back in 1981! The MG was running very lumpy on steady throttle postions ( broken wires, we found out later) another Omen ? PC A appeared out of the murk, it was pouring down, we got it correct and pushed onto the FORD, a minor moment as I thought Dom knew about it, Oooooops. We avoided any contact just, good job too as the paint hadn't fully dried on our new bumper. Some great car control saw us getting to the end (TC 2) in one piece but a little damp and on time, not a bad start.

***Continued on Page 18***

The next section from TC 3 to TC 4 saw the route zig zag across 117, 125 and 126 five times, which we managed to clean again. Typical of the area we ended going up somebodys drive !! to find the next road, which we found on our second pass. Heading north now we tried to push on up a long WHITE full of potholes (which where full of water) we also managed to get beached on a NAM ( Not As Map) junction. The engine fault was getting worse, with a puncture and damaged rim after hitting a pothole hard being the final straw. Plus a favourite event being two weekends away we called it a night and headed home.

It was always going to be a hard rally and I doff my Rali Beenie hat to anybody who finished it, the car is in the process of being fixed and checked over for it's and our next adventure. After two Welsh events the score is One All.

**Barry Allman : Clitheroe & DMC**



## **Exhausting times at the Riponian Stages 22**

**Liam Whiteley : Manx A.S.**

I have been rather quiet recently, due a number of reasons. Firstly, it started with me testing positive for covid in January and then having to isolate for 2 weeks. However that wasn't the worst of it, my Nan was rushed to hospital while I was in isolation and spent the time in intensive care, before passing away late last week

As a family we loved her so very much and are truly saddened by this; as Nana Mave was a sterling figure in our family and did a lot for us all. I cannot thank her enough for all that was done for me and will be very much so sorely missed

On the back of this I wasn't going to do the rally out of respect, but after speaking to my family and with it being in the town that my Nana grew up; I would go in her honour

After having a steady run through SS1 - Wass Moor, stage two didn't go to plan. The exhaust fell off 1 mile from the finish of Stage 2 'Cropton', so I dediced to run back for it and carry it back to the car in order to get going again. We ultimately made it back to service and headed out again, however at the start of SS4 the car cut out and wouldn't restart again due to fuel issues

I tried to do my best for my Nan and make her proud, although it wasn't meant to be. On the other hand you could say that my Nan was looking out for me and keeping me safe; as it started to snow quite heavily as we retired and the conditions were rather cold and slippy

**RIP - Mavis Sterikker (nan)**

**Liam Whiteley : Manx A.S.**



February 6th

# Riponian Stages

2022

Forest Stages Rally

## Riponian Stages Rally

6<sup>th</sup> February 2022

*Paul Commons*

Matthew Robinson and Sam Collis were in a class of their own in the North Yorkshire forests to claim a comfortable Riponian National Historic Stages Victory and an early lead in the British Historic Rally Championship title race. Possibly one of the best entry lists on record for a North Yorkshire based rally and full utilisation of the relatively recent road closure regs for UK rallying was all the convincing I needed to head north on a dark early February Sunday morning for the Riponian Stages Rally! Two loops of 3 healthily lengthed stages in the classic Wass / College Moor and Cropton / Gale Rigg forests faced the mammoth 122 crews leaving the Thirsk start line, 50 of which were fully registered BHRC runners gunning for honours in the National Historic Stages part of the event. Gale Rigg has long been a personal favourite stage of mine but remarkably it had been 5 years since my last visit and the change in tree line combined with new routes opened up by use of Keys Beck Road made it feel like a completely new stage, although it proved just as good as I remembered for viewing!

Any thoughts of a steady start to the season were blown out of the water early on as most crews seemed to be 'on-it', none more so than local man Matthew Robinson who, with regular co-driver Sam Collis alongside, set a blistering pace from the off and by half distance had developed a lead of more than 20 seconds over the similar machines of Nick Elliott and Ben Friend.

And it was more of the same over the afternoon stages as not even the weather (hail and snow at various points) could get in the way of Robinson and Collis claiming a full set of fastest stage times to claim an excellent 47 second victory and firmly put last years RAC disappointment behind them. Despite not quite able to match the Malton man's phenomenal pace, Nick Elliott and Dave Price got their BHRC title ambitions off to a positive start with second overall whilst Roger Chilman and Gwynfor Jones rounded out the podium positions after 2021 champions Ben Friend and Cliffy Simmons dropped time on the final stage.



*Continued on Page 20*



## **Riponian Stages Rally** **Continued from Page 19**

Behind, in the category 3 classes David Brown and Callum Atkinson claimed D4 honours with 9th overall whilst Ben Mellors and Alex Lee were first home in D3 with 11th overall aboard their immaculate Toyota Celica. Meanwhile Rudi Lancaster and Guy Weaver would top the FIA Appendix K runners in 10th.

As usual category 2 contained a wonderful array of pre-74 machinery but was ultimately topped by the Pinto powered MK1 of Ben and Steven Smith who just managed to keep behind the powerful Datsun 240z of combined class C4/C5 winners Jeremy Easson and Mike Reynolds. Meanwhile Mark Tugwell and Steve Pugh claimed top spot in the combined C1/C2 category aboard their MK1 Twin Cam whilst historic stalwart Bob Bean, with Mike Curry alongside, claimed category 1 honours in the stunning Lotus Cortina.

In the Interclub Stages part of the event, Ollie Mellors and Max Freeman defeated a plethora of Ford Fiestas to claim a convincing victory aboard their Proton Iriz R5 with Ford Fiesta R5 pairings Elliot Payne / Patrick Walsh and David Henderson / Chris Lees rounding out the podium positions. With 9th overall David Mennell and Steven Brown would claim the Historic honours with an excellent drive in their 1600 Escort with the more powerful H2 category machines of Richard Spink / Nigel Hutchinson and Thomas Hewick / Mick Johnson completing the top 3.

Caught out by the cold weather, the traditional stop at Thompsons Fish & Chips Restaurant on the way home went some way to thawing me out but I don't think I fully warmed up until the following morning! Nevertheless it was an excellent event all-round that seemed to run like clockwork! Bring on the next event which should hopefully be Rally North Wales in March and possibly even the Donington Stages Rally before that. I guess you just don't know how much you miss forest rallying until you return to the woods

**Paul Commons**



## **Paul Commons Motorsport Photography**

Paul Commons is an accredited motorsport photographer covered by public liability insurance to the value of £5m. His weapon of choice is a Canon 5d MKiii, backed up by a Canon 7d, and combined with a range of 'L Series' lenses.

### **Product**

- JPEGs, prints, press releases and reports.
- Standard prints are available at very reasonable prices from his website.
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For pricing and any other enquiries please get in touch via email

**paul.commonson@yahoo.co.uk**

**Or visit the website**

**<http://paulcommonsmotorsport.com>**





# February 6th Riponian Stages 2022 Forest Stages Rally

**Bruce "Chonka" Lindsay  
Pendle & District Motor Club**

And so 2022 began , 1<sup>st</sup> event of the year was the 2022 Riponian Stages based at Thirsk Auction Mart and using Cropton, Wass Moor and Gale Rigg, These 3 stages would be used twice 1 loop in the morning and 1 loop in the afternoon with a midway service at Wombledon

Seeded at car 23 we were set to use this event for our 2022 Scottish Rally Championship (SRC) season .

With the Subaru Impreza sat on shiny new Proflex suspension Jan was all excited but all we wanted was a finish to start 2022 off well.

Scrutiny was the usual easy 10 mins with exception to the new rule for 2022 :-

NO NOT THE BALACLAVES !!!! BUT..... " IS YOUR WARNING TRIANGLE E-MARKED TO (who gives a fu\*\*). Unfortunately scrutiny was a lot longer for others in the event and on this note I must ask this question to all organisers.

WHY ARE WE NOW SPENDING TIME FILLING IN EXPIRY DATES, SPECIFICATIONS AND PHOTOS OF SEATS , BELTS , EXTINGUISHERS , OVERALLS AND FHRS EQUIPMENT TO HAVE IT ALL CHECKED AGAIN AT SCRUTINERY ???? (what a waste of time)

Rant over day of the rally what can I say really Sunny , Cold , Raining , Frosty , Warm & Snowing yep 4 seasons in one day.....

Very slippery and very cut up in places especially running at the back in with the 4wd's but that's rallying . We lost SS3 due to a few accidents in stage and suffered a notional time for that stage on a plus side all crews were OK.

Overall a great hassle and stress free day in the Scooby finishing 21<sup>st</sup> O/A and 10<sup>th</sup> I/C in tricky conditions against top R5 and WRC competition ....

Massive thanks to Mr Woodcock who was at the end of the phone and in service giving us advice on setting up the suspension which has transformed the car CHEERS Mr PROFLEX .

So that's about it for the Riponian and it's onto the 1<sup>st</sup> round of the SRC the Snowman Rally at the beginning of March... Stay Tuned

Jan Budge – Driver – & Bruce "Chonka" Lindsay- Co-driver

"ADIOS AMIGOSSSSS"

**Bruce "Chonka" Lindsay : Pendle & District Motor Club**



**Photo Courtesy of Ian Bell**





# February 6th Riponian Stages 2022 Forest Stages Rally

## ***Tony Vart : Clitheroe & DMC***

The Pandemic at least had allowed Hopkins to at last re-shell the tired old Sunbeam....after 8 years of a battering in the woods it was certainly time, with the plan being to re-fresh all the mechanicals and put them back into the newly prepared shell complete with lots of new style door bars that meant it was going to be tricky getting in and out at my age! As with all the best laid plans time was now getting on and thus Rhodri Evans Motorsport were drafted in to do the job to make the 2021 RAC Rally...which they did.... just!! Richard Wise (a very experienced co-driver indeed) was also drafted in, literally at the last minute as I had a close family bereavement call just as I was putting my rally bag into the car prior to heading up to Carlisle...suffice to say they finished the event in an excellent 30<sup>th</sup> place after suffering several new car issues which Rhodri and the team managed to solve after a lot of hard graft in wintry conditions...well done guys! A quick check over and a test just prior to the Riponian and all was deemed well again, and thus I headed over to Malton in high spirits and keen to try on my new Hopgrove Construction logo-ed overalls.... bloody hell they are a bit teet!

Well what can I say...a wild day loomed weather wise but with the reverse seeding being more than useful we were about the twelfth car into Wass in bright sunshine...and Hopkins was certainly on it, on what was a very slippery surface for the early runners....and then a plug lead came off (despite not being touched during the RAC and subsequent test) and the resulting stop and recovery amounted to the slowest recorded time for the whole field.....well after the initial despair, the run up to Cropton in the sunshine brightened our spirits a fair degree and we set off from the stage start determined to try and pull back some time on the other 1600cc runners....which we did until just past junction 4 when the car ground to a very sick halt with a holed piston. The marshals were excellent and luckily, we managed to be recovered just up the road at J5 after the stage first runs were complete. Watching, the crews that stood out were Ollie Mellors in the moderns with Robbo/Sambo much quicker than all the other historics...a special mention to Young Mennell in a 1600 Escort who was also impressive!

A slightly precarious trailer drive followed, down the side roads running parallel to Sutton Bank, which was closed with a car on its roof, in all the sleet, snow, rain that was now falling and we arrived back at Malton Auction Mart (an excellent venue) in a downbeat mood. The post rally inspection a week later didn't reveal too many issues and if some pistons are available shortly, all should be good for Rally North Wales. Many thanks to Ian Beveridge and Christopher Vaines for looking after us on the day.

***Tony Vart : Clitheroe & DMC***





# Hexham & DMC

## John Robson Rally & Hexham Historic

### 19/20th February

## **THE NIGHT WAS DARK AND STORMY**

### **An Alternative Look At The John Robson Rally**

*Ed Graham : Hexham & DMC*

It is quite some time since I had the opportunity to sit in a competitive car, with a competitive driver thrown in, nowadays people consider my advanced years make me more suitable for the gentler tasks such as stewarding or loitering at a junction as a Judge Od fact so it was something of a surprise when I was invited to sit in the silly seat of the Car 0 with Chris Dodds who is quite an accomplished pedaller having recently won the 2021 NESCR0 Targa Challenge.

So, somewhat apprehensive, I dug out my old rally navigation gear, the potti wasn't working, unsurprising, it's been in a cupboard under the stairs or the last 40 years, so that had to be discarded in favour of the magnifying glass that I now need to read the football results in the Sunday newspaper. Clipboard, romer, pencils and a torch were thrown into my rally bag and off we set, pitching up at Hexham Auction Mart which was a sea of activity.

I had been trying to persuade the event organisers to base the event at the auction mart for several years and, at last, they had given in to my grumbling and decided to use it and what an excellent venue it turned out to be with bags of room for signing on, both marshals and competitors, loads of room for socialising and a café that served the tastiest grub you will find anywhere. Scrutineering took place out in the stockyard where the pungent aroma made it plain that that area was more used to hosting the four hooved variety rather than machines with a tyre at each corner.

After listening to the Clerk of the Course bawl out the final instructions, an extremely long dialogue which made me think that if he went on much longer we might not have time to run the rally!. Then it was time to get strapped into the car, ready for the off, this turned out to be quite an operation as the little Proton we were using is fitted with a full cage including sidebars which proved quite a hurdle for my ancient limbs to negotiate. Then came the ritual of getting "Strapped In", the car is fitted with a full, five point harness to me it looked like you might find in a sado masochists dungeon. By the time all the straps were fastened I was trussed up tighter than a Christmas turkey !.

The run out to the start of the competitive section should have been uneventful but as we approached Allendale village I informed my driver, "Turn left at the first road you come to", well since I last visited Allendale they have built a new housing estate and the first left led us right into it, cue a smart exit and a very embarrassed navigator. As we sat at the start of the opening section, it occurred to me that I hadn't navigated for Chris previously and, thus, had no idea what calls he was used to, I know it is fashionable to use the t Left, 9 right sort of stuff these days but I always did it differently and I wondered if "Straight On at Michael Scott's farm" might not be what he was used to. I settled for descriptive shouts such as "Square Right, Fast Left" and these seemed to work okay as we sped off into the night. Predictably, just as we left that first control it started to rain and it was to get heavier, much heavier, as the night progressed.

The first half of the rally passed in a blur and we were in and out of every control bang on schedule and keeping well ahead of the competitors. I made a point of thanking each and every marshal, the real heroes of the night who by now, were all starting to get extremely wet. Arriving at the petrol halt, it was then necessary to exit the car for the ritual visit to the conveniences, this was an exercise that was accomplished with some degree of difficulty and ended up with my tumbling out on my hands and knees, very undignified.

*Continued on Page 24*

## **John Robson Rally : Continued from Page 23**

The Queen is 95 and she manages to alight from a car with great dignity, I'm a little bit younger and I'm falling out of the damned thing, mind you, I don't suppose her Rolls Royce has a full cage with side bars.

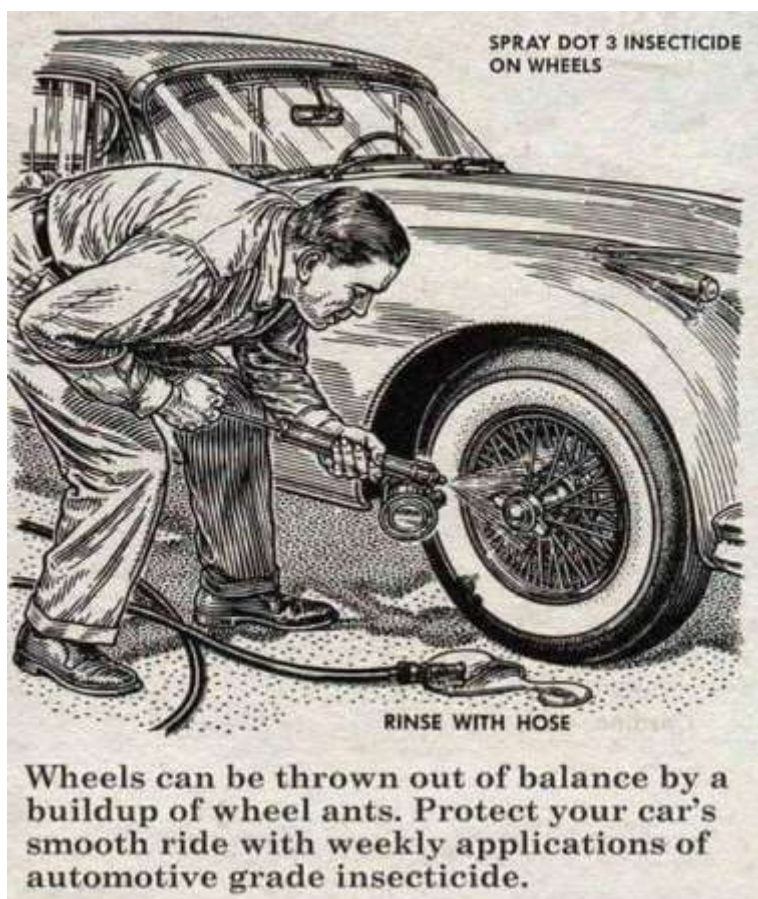
We set off for the second half of the rally with the rain still coming down in sheets and one could help but be amazed at how cheerful all the marshals were despite the atrocious conditions, I was really looking forward to this bit of the event as it featured a mammoth 44 minute section round Bewcastle Fells, an area I first visited on the 1967 Luck Of Edenhall Rally ( 1<sup>st</sup>. Novice ) and have revisited many times since, on the last occasion doing the PR work for the Rally Of The Tests classic event. It is an area that is very demanding with some marvellous roads and it was certainly to prove, on the night, a daunting challenge for the crews coming behind us..Chris drove superbly over these unfamiliar, to him, roads and we were still well on schedule when we arrived at the end of the long section.

The final few sections were all old favourites, very familiar to any competitor whose CV includes a Hexham 12 car, the loop round Hadrian's Wall contained some extremely large puddles and the white along the old Roman Stane-gate must not have seen competing cars for a number of years since it's got a bit rough for the 12 car crowd. The final section was on the yellows North of Hexham, roads I first biked around as a 10 year old so I would have been extremely embarrassed if we had messed up on any of them.

Back at the auction mart, the café was open and welcoming and the very pleasant young ladies were quick of the mark with mugs of tea and then the best after rally breakfast I think I have ever had, they are used with serving hungry farmers on mart day and the portions were both extremely ample and extremely delicious, a great way to end of what had been a really cracking night and a rare opportunity to see a rally route at competitive speeds. Despite doing numerous stage events, I have never lost the lure of the lanes and the run round the John Robson route simply confirmed why, it was a cracking route and a great credit to all the hard working organisers and marshals, especially the marshals whose tenacity to stand out on such a filthy night should be applauded long and loud.

It is a great pity that there aren't more road events running these days as there is really nothing to beat them. In their heyday there were events almost every weekend and cracking events they were. There is an abundance of super, traffic free roads in Northumberland, and across the county line in Cumbria and it would be wonderful to see them used again, especially if the events were as good as the John Robson.

**Ed Graham : Hexham & DMC**





# Hexham & DMC

## John Robson Rally & Hexham Historic

### 19/20th February

## “Oh what a night”

*Geoff Bateman – West Cumbria Motorsport Club*

“Oh what a night” as Frankie Valli once sang, and it certainly was. Before anything else can be written about this event there needs to be a really big shout out to all the marshals who turned out in atrocious conditions to ensure that the event went ahead and ran as smoothly as it did. Well done and a big thank you to all of you. No grumbles, no gripes, even the “Grumpy Old Git” managed to stay upright!

It had been a bit of a fraught week leading up to the event as me and navigator Barry Allman had experienced a slight speed overtaking talent moment the previous week coming down off Newlands towards Buttermere which involved receiving assistance from a very nice young man with a very large John Deere tractor. It's amazing what you come across on a Cumbrian road at 10-30 at night. Luckily the incident, despite looking quite bad, resulted in only slight cosmetic damage to the Pug and the front bumper has now had it's fourth aluminium and pop rivet repair. I had lost a bit of wheel arch trim which Maggy and I went back and retrieved on the Tuesday (also finding my sunglasses which had fallen out of the door pocket due to the angle of lean when I opened the door) and so I was able to get that fixed. A bigger problem was that the starter motor had packed up a couple of hours before that rally and although I managed to get one by the Tuesday it was (not for the first time) the wrong one. Much emailing and phone calls later and the correct one arrived Thursday afternoon which only left Friday for a short shake down. I removed the Serbian ditch finders off the front of the car and fitted the new Sumitomo tyres I bought last year and the difference was immediately noticeable, a thing I was to be very pleased about on the Saturday night.

So, with the car sorted, I eventually got all loaded up and set off Saturday afternoon in glorious sunshine for the trip over to Hexham. Got unloaded and met up with Barry and many others who I'd not seen for quite some time, had coffee and good crack whilst we waited for our due time to pick up our instructions at 8-43.

Having never done the event before I was a bit concerned when looking at previous years' notes that there would be IRTCs, the thought of having to use speed tables etc was incredibly daunting but when explained to me by Maurice Ellison all became clear. We had decided to do the “full fat” event and so anxiously awaited the plotting instructions.

With instructions in hand we went back to the car to plot. The first section was herringbone which seems to be a bit of an Achilles heel for us and we spent far too long on it with not being able to make much sense of it. In the end we just decided to wing it to STC4 and just take the hit so we could plot the rest of the route. We spent a bit more time plotting than we should have done so our journey over to the start at TTC2 was a bit hurried and we just managed to get there a few seconds late and made our start.

The first section up to STC4 went okay and we arrived well ahead of our due time having obviously taken a shorter route but we were still in the game. The next section up to STC9 through Tynedale and past Slaggyford and up to Coanwood had been tulip which had plotted quickly and we managed to get the NAMs and RC's and still arrived at control in good time. Things were improving although the conditions were slowly deteriorating as the rain started. We had a bit of a breather at control as we waited for our minute and a quick visit to the outside to adjust water levels.

The next section was mostly along the A689 with navigation by spot heights and we reached TTC11 without incident. The rain was now continuous and getting heavier the further we went but the new tyres were performing well and the wipers were working!

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TTC11 to STC13 was plotted on grid refs and was a fairly short run through Milton with a stretch down the A69 before turning right into control. Out of control and a short run back down the A69 where we stopped for petrol (lucky as the gauge said half but, as I found out later, that was only about 2 gallons left, when it ran out yesterday!! 205 fuel gauges seem to have a mind of their own!). Out of petrol and then up through Lanercost and Walton before reaching MTC15 where we arrived in good time to sit in the car watching the rain pouring down outside.

As we had never done the event before I thought that when we received instructions for the second half we would be allowed time to plot before departing. I was not right. We had never tried "plot and bash" before so made the decision to stop and plot the whole route before leaving to avoid delays further down the road. It turned out we were nearly caught out as the first run down to IRTC16 was a long way and we took a wrong slot and missed the first white. The turning was easy to miss and there were other cars in the same predicament. After several desperate attempts to find a ford we gave up and found a road out. We eventually managed to work out where we were, about 2 miles south of where we should have been but Barry managed to get us back on route. We nearly ran out of time but fortunately IRTC17 at Breckney Bed wasn't manned and a slightly spirited drive down the military road got us to STC18 within the time limit. Big sighs of relief from the crew. The rain was now torrential with sleet mixed in with it and the surface water was getting quite deep in places and the dips in the military road had resulted in a couple of "hard landings" at the bottoms which didn't do the back a lot of good.

Leaving STC18 with the wipers on full speed we headed over Melkridge Common before turning south and going over the Military road at Once Brewed. Carrying on in a southerly direction to meet the A69 once more, this time near to Bardon Mill before reaching control STC20 in a lay by on grid line 81. The weather wasn't getting any better but all the marshals were doing a great job out there in the awful weather.

The penultimate section, plotted from grid refs took us north of Haydon Bridge, across the second white of the night and down on to the B6329 along the side of the River Tyne before heading North up to Walwick and Chollerford. Lots of deep water causing some anxious moments as it usually seemed to occur just before sharp bends and completely flooded the windscreen with water.

Of course they do. Their feet can barely touch the pedals. Cut them some slack.



The final section was a piece of marked map and allowed us to get back to the finish with no incidents apart from a short wrong slot which saw us get to the right roundabout, but, on the wrong road! A quick turnaround soon got us back to the right place and a FINISH! What a night. A short run across the A69 returned us to Hexham Auction Mart for a very welcome breakfast, despite it only being about 3-30 in the morning. The car was still in one piece, the crew were still talking and we'd got a finish so all was well.

A great big thank you to Hexham and District for organising what had been a bit of a baptism of fire but some cracking roads and very interesting weather conditions which made a very challenging night's sport. With about one third of the field retiring we felt it was an achievement just to have got to the finish. Thanks to everyone involved.

**Geoff Bateman**  
**West Cumbria Motorsport Club**  
**Barry Allman**  
**Clitheroe and District Motor Club**  
**Car 43 – Patch the Pug.**



# Hexham & DMC

## John Robson Rally & Hexham Historic

### 19/20th February

## RING RUSTY

## A RALLYING TALE

### From the Left Hand Seat

*Arthur Heaton : Very Yellow Toyota Yaris : Ilkley & DMC*

The result of a lockdown chat on Facebook and a few phone calls led to Ken and I teaming up for the 2021 season with the aim to be ready for the John Robson, in his newly acquired Yaris. Of course, Covid scuppered that! Myself and Ken were part of little gang who tried to keep northern road rallies going in the late 80's and early 90's, but I got lured by the forests.

Our season started with a fastest finger first entry on the East Yorkshire Targa, an event I enjoyed, but Ken thought a bit rough in places - as did our sumpguard! We followed with the Hall Trophy, Harry and Ivy and the Wearside Targa, a cracking event which deserved a bigger entry. The road rallies showed the front of the to be too low, so the adjustable struts had to go to the man to release the seized collars. Up went the front by 50mm!

My point here is I hadn't done anything since the Ryemoor in 2012, and that was a one off on familiar territory. I haven't rallied on the other side of the bump for 25 years, so I really was out of practise. The Hall Trophy used marked maps, and the Harry and Ivy used simple P&B navigation in a pre plot format. The John Robson has, in the past used plot and bash navigation, but with plenty of plotting time. My sort of event, I thought!

Come Saturday afternoon, Ken picked me up in Wetherby in a raging snowstorm, but we consoled ourselves with forecast of a dry night in Northumberland, and by the time we got to Ken's native Gateshead it was like summer.

20.41pm, we got the first roadbook, and, with an hour's run out, plenty of time to plot.

The first section was loop south of Allendale, defined by a herringbone, which we miss plotted and so missed RC2 - I told you I was rusty!

The route then looped around Whitfield Moor using a minimum of tulips and onto map 86. A few spot heights, a cancelled grid reference section, and a bit of map extract took us to petrol - halfway through and we hadn't used £20 worth!

MTC15 put us all back on schedule, from then it was plot and bash. We were a bit apprehensive as crews in front stopped to plot the 45 minute section, a big loop around the NW corner of map 86, but the hand out was grid lines for the first half - I can still plot them on the move - and I did!

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### Oh The Irony !!

**You buy an Electric car to save the Planet  
and then a tree kills it!**



## **John Robson Rally**

### **Continued from Page 27**

A quick stop to sort the map extracts, and off to the section finish, to find we had dropped 29 minutes, effectively OTL. The section sorted the men from the boys, the times going from event winners Bev Blacker/Niall Frost's clean to 6 crews OTL! To say we disappointed was an understatement, but an old brain cell fired, so we didn't take a time and so could go into the next control (a STC) as near to schedule as possible.

Grid departures, references and a marked map took us back to a rather salty breakfast at Hexham Auction Mart, in a bit of a glum mood, but we made it round.

Did anybody mention the weather? It started raining, kept raining and rained some more, not mention blowing a hoolie! The marshals were absolute heroes—well done all.

The result, 25th overall and 6th novice. 55 minute of penalties for missed RC's and the TC, although I think we got pinged a couple of times for not stopping at C boards. We need more practise. but it was a good event.

**Arthur Heaton car 41 : Toyota Yaris**

## **And from the Right Hand Seat of Car 41**

**Ken Quinn : Yorkshire Wolds MC**

Having wanted to do the John Robson last year, and it not going ahead due to the covid restrictions, I was keen to get an entry in for this year, under the fastest finger first rule when entries opened. I was rewarded with 11th acceptance, so it would be all systems go once I had sorted the car out from the last event we did in 2021, as I hadn't touched it since. It didn't really need much doing to it, the worst thing being a seized collar on a coilover which was done in under an hour whilst visiting Cornering Force in Harrogate.

Back on the car, coilovers wound up a couple of inches, nav seat lowered at the rear, and a spot of hoovering and polishing of the dash, and away we go.

Cometh the day, and after collecting Arthur from his house in what might well have been the Arctic Circle due to the snow, we set off, heading north, and on route being caught and joined by Bevan Blacker towing his Pug 106, who was followed by an unknown crew in a Citroen Saxo.

So after arriving and taking care of the formalities, and a bite to eat, we set off at the appointed hour for a nice steady run out towards Allendale.

Now I have to say at this point, I am North East born and bred, (And now live in God's own country, and no Moz, that's not Lancashire. *So its Not Gods County at all then ! Moz*) but from nearer to Gateshead than Hexham, so any chance of me knowing the local area was never going to happen. As is always the case, I never really take notice of where we are, or where we are going, preferring to take notice of the person in the silly seat, but at the end of the first section, Arthur declared that we had cleaned it, but then dropped the bombshell of a missed codeboard. My sudden feeling of 1st overall, in a 1497cc Jap car, was cruelly shattered in the same breath!!!!

Thereafter it was just a case of keeping to time, something we managed to do fairly well it must be said until the longest section of the night. At the control, it was mildly amusing to me watching people getting their instructions, and then pulling over to plot, and dropping time. Something I had experienced years ago when I first started out. Arthur had said that if it was easy to do, we would roll with it, until he needed to catch up with me as we went along. Instructions given by the marshal, and away we went. Things were going great, until we got to the end, and Arthur announced we were nearly OTL!!!! How could that be? We still don't know at this point, but I am sure we will have a post mortem and look at where it all went Pete Tong.

So. Aside from a section getting cancelled because of an angry resident, the police following us on a road, and pulling the car behind, the horizontal rain, the wind, and a distinct lack of power on the hills, I did enjoy it, despite the lowly 25th o/a and 6th in class. At least it was an improvement on our seeded number of 41, and do you know, for such a small engined car, what it lacks in power on hills, it makes up on twisty bits due to its size. I wonder if I can shoehorn a 2litre into the engine bay?.....

As much as it is nice to thank the organisers, the real heroes of the night were the army of marshals that stood out in absolutely atrocious conditions, to allow us to enjoy the warmth of our cars. Thank you guys.

**Ken Quinn/Arthur Heaton**  
**car 41 : Toyota Yaris T Sport.**



# Fellside A.C. Northern Classic Trial 19th February

***Stuart Bankier Berwick & DMC***

Nick Grasse and I met up with the rest of the BDMC marshalling crew to run a trial section on the NCT in Wythop which is on the shores of Lake Bassenthwaite. The event had about 70 entries and was split fairly evenly between cars and bikes. There were vehicles and bikes of all ages and some with some very clever modifications. One of the buggies, a DP Wasp, had a Jap spec MR2 engine which apparently gives 200 bhp and it just went up the hill like it was on rails.

Our hill, Big Cockup, was about 300 yards of rough fire-break linking two forest tracks. Nearly everyone got to the top with the exception of one Austin 7 and two bikes whose riders fell off without injury other than to their pride. If you haven't been to one of these events you should add it to your "bucket list" as the breadth of vehicles is staggering and the ingenuity of the drivers is fascinating. What a combination of bits: there were four Liege trials specials: two with three cylinder Suzuki engines running on bike carbs, one with a supercharger and another one with a 1600 cc Toyota engine. The bikes were very interesting as well and one rider told us that he had been trialling his bike for 45 years. Looking around the bike riders we decided we were far too young to consider running a bike in the event as the average age seemed to be about 70 – opportunity here for you Moz ?

(But they are all youngsters ! I doubt that I could keep up with them ! Grumpy)

***Stuart Bankier Berwick & DMC***



***The day was rounded off by coffee and cake at Wythop Station. This train, complete with locomotive, was built apparently at a cost of £3.2m for the 2016 film Murder on the Orient Express and is now a café and restaurant. We can recommend the cake!***



***VW Beetle – four up (kids and Dad in the back) with a 2.0 VW Transporter engine photo courtesy of Chris Hylton***



***Now who is this cheeky chappy ? – one of the younger riders (yes really !) sometimes seen driving an Avenger on stage rallies***





# MG Car Club (Ulster)

## Derek Walker Trial

### 29<sup>th</sup> January 2022

*Stuart Bankier : Berwick & DMC*

As my daughter is at University in Belfast I decided to go across at the end of January to marshal with her on the Derek Walker Trial which is organised by Noel Cochrane on behalf of the MG Car Club Ulster on the Ards Peninsula which is not far south of Belfast. It was called the Derek Walker Trial as it used to include production car trial sections as well as timed tests. However it now runs on a production car autotest permit and competitors tackled a loop of nine tests twice – once in the morning and again in the afternoon with a total road mileage of about 50 miles. Very similar to what I would call a Targa Rally.

We caught up with Noel and his MG Car Club mates at lunchtime on Friday and followed them round nearly all of the test venues helping set up. The first test was at a new distillery which was the start venue and the most of the others were at farm steadings although the also had access to an old WW2 airfield. The tests were all pretty smooth, primarily on concrete and most seemed to belong to Noel's farming friends.

The entry was very varied: Austin 7s, MGBs, a whole host of MG Midgets with every conceivable engine 1275, 1500, 1400K series, 1800K series and even a 4A-GE Toyota twin cam. There were some Minis, MGBs, a Beetle, a Daf 55 (when did you last see one of those ?), a BMW 2002 and a good squad of modern FWD hatchbacks and MX5s. The modern cars sat in a class of their own and could not win an overall award although that was a bit academic as at the end of the day the leading Mazda was 42 seconds behind the winning Midget. At least one the cars I had seen on a recent Devil's Own.

They had 54 entries in total including a modern class which was not eligible for overall awards. Regardless of the type of car, even the two Austin 7s were going quickly. The Morris Oxford was I think essentially an 1800cc MGB with a very effective hand brake. We watched him fly through the farmyard and handbrake the car backwards through two cones stopping dead astride in the correct place, millimetre perfect. The Daf 55 had me confused as it had a Gordini badge on the dashboard and knowing the Daf / Volvo / Renault in the 1980s I assumed it was a 1300. However it went like stink and I twigged eventually that given the rubber it was laying down everywhere that it must be something special. Apparently it is a MX5 in disguise.

We were allocated to marshal on a test at a farm on the side of Strangford Lough. The surface was mostly very grippy concrete and it included a 180 degree turn inside a very slippery barn. The whole day was very entertaining and these guys were all extremely proficient – really clean and neat driving styles .



*Robin Lyons second placed Cooper S*



*Andy Johnson's class winning Frogeye  
his other car is an ex Pentti Chevette*

*Continued on Page 31*



### **Derek Walker Trial, : Continued from page 30**

What was interesting was that there was a far more varied age range of competitors than we get here in the north of England with quite a lot of youngsters both driving and navigating. Most of the cars seemed very well set up for this sort of event with lsds and hydraulic handbrakes and the standard of preparation was very high. The landowner's son on our test had a very nice Midget sitting in his barn which he hadn't quite finished: 1800cc K series, throttle bodies, Emerald ECU, Ford gearbox and Ford axle – although it looked dead standard but he gave us a quick demo and it was clearly a very well built and set up car.

It is a pity that the Stranraer – Belfast ferry is absolutely extortionate if you want to take a car across otherwise it would be a great event to do.

**Stuart Bankier : Berwick & DMC**



**Tony McLaughlin & Conn Williamson**



**Kevin & Dan Macnamee**



**Our test start and finish  
Full marks for the view of Scrabo Tower**



**Will Corry's winning MG Midget**

### **Results**

1 Will Corry	Holy Milford	MG Midget	830.
2 Robin Lyons	Boo McCurry	Mini Cooper S	849.2
3 David Cochrane	Ruth Cochrane	MG Midget	862.1
4 Gareth Dillon	TBA	Mazda MX5	872.1
5 Robert Robinson	TBA	Mazda MX5	886.9

  
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# Old Dog : New Tricks

## *Almost a year in the Rallying life of Barry Allman*

After a break of 27 years from sitting in The Hot Seat (I had rallied as a navigator on both Road Rallies and Stage Rallies for 17 years) a friend said he would build "IF" I would sit in with him. Well like most idea's it did seem like a great idea at the time !!

For the past few years I have been helping on a local rally team and so keeping my hand in.

I Started off way back in 1977 with the Other Barry (M) in a Ford Anglia, getting lost, bogged down and breaking down on our first few events. Right Up to Top Ten Level on Motoring News Road Rallies (Thanks Ralph R) and beating Tony Pond/Rob Arthur in the Metro 6R4 on The York National ( Thanks Paul M).

February 2021 and with a base car bought, Suzuki Swift Sport, time to get into navigator/administration mode and find a club and some events. Being a Lancashire Lad and a "Lanes" chap then it had to

be a road rally. So full of energy and enthusiasm I launched myself at Clitheroe and District Motor Club (I apologise) a great club full of very welcoming folks.

Met our esteemed editor Maurice E who has been my mentor/ lecturer on the new rally rules and even a new type of rallying the daylight TARGA rally. There was Maurice E and me marshalling a "Stop Astride" line on KLDMC's Targa at Great Broughton. Some smart cars and as competitive as any rally (they do include breakfast, lunch and even post event food).

In the mean time I had bought two Suzuki Swift Sports, one for spares for our rally car, the other to actual use. Quite cheap and WOW do they go as well.

April 2021 saw Jeff and me in MY Red Sport (the rally build was stripped having a full cage fitted) having a go on a CDMC ( Clitheroe and District) Scatter some reference points to plot and some points to

visit. What could possibly go wrong ?? (one of my favourite phrases). Obviously it had to be run within the Covid19 rules, making it a little bit different. Good fun and some points scored. More messages sent and finally a ZOOM meeting of everybody, we where sat in the local cafe having a brew. We didn't win but WOW laughed all night and my car behaved itself plus Jeff didn't even scratch it !! Right at the end we came across another crew, with a flat tyre and a flat spare with their jack sinking quickly. Our jack and 12v tyre pump saved there night, YES we where back competing and Having Fun ... Remember it is supposed to be a Hobby !!

***Continued on Page 33***





## Old Dog Continued from Page 32

May saw Jeff and me in Red Sport again attempting another CDMC Scatter due to the previous nights party we didn't do quite as well but had a laugh.

I fancied one of these TARGA rallies, looked so simple ! was i in for a shock. June saw me with Pete J in his Peugeot 106 Rallye ( my first proper event back) on the Rally of East Yorkshire. Totally unprepared for the adventure, we got round and even finished ? time to get serious.

The Hall Trophy RR mid June saw Jeff's Black Sport almost finished ( that is another story for another time), arriving at MTC 1 with no lights! thanks Chris W. We actually cut straight from MTC 1 ( I made sure we got a time, not completely lost it) to a later TC. Even getting a finish, Really Chuffed.

Onto July and a real Re Baptism of fire, Damian Cole ( Welsh Tarmac Ace) in his Skoda R5 doing the Enville Stages on Anglesey. Car 3, in one word WOW. Neil W's words of advice where " don't mess up" or something like that ! My last stage event I only needed a helmet, this time i was one level away PPE kit wise from Lewis H. Another finish, Yes, in the quickest rally car I have ever been in! best bit was we had a quick shakedown in the local roads, AMAZING.

August was back to earth with a BANG the Pennine Targa with Louis B half a mile into Moss Farm and the bang was us ripping off the front wheel and damper! Gutted!

Geoff B was my next driver (victim) in his Peugeot 205 ( always like the 205) and The Blue Streak TARGA much better prepared this time, another fun day and a good finish ( Maggy B's/my door slightly mis shapped).

Back to The Night and another Road Rally Kirkby and Lonsdale MC's Harry and Ivy . Back in my standard Red Sport, Black Sport stripped again and our first attempt at a Plot and Bash navigational rally !! Super route and we did get to the Petrol halt on our Max! With Jeff starting to get quicker and quicker in MY car time to CUT ( miss out controls usually to get back time). I forgot about the two thirds rule ( there is a three quarters rule too) and we didn't vist enough controls and so a NON Finish, Gutted but what a fun night.

A month (late September) before my next Road Rally this time with Stephen F in his 1400cc MG ZR and CDMC's "Clitheronian" another finish, cracking route and an actual Breakfast! Missed a few code boards but I felt like I was getting better and relearning the roads too, great drive from Stephen with his lads Matt and Paul around.



**Continued on Page 34**



## **Old Dog** **Continued from Page 33**

The following weekend was a trip to the Isle Of Man and The PokerStars Rally, night stages, daylight stages and Pace Notes. With Jeff in his STAGE prepared Black Sport now the special rally rims hadn't arrived and so my Red Sport rims came to the rescue! Big Thanks to Jess and Steve at Harry Hockly Motorsport, John Davies of JD Motorsporttyres as we had 18 tyres but only 8 rims ! Another article worth of stories. My 36 hr, sleep in my car, seperate trip over to go around the road sections was worth it, running car 95 5 of the 13 stages got cancelled so lots of reroutes. We drove through two of the cancelled stages which gave us an extra chance to check The Notes.

Another finish and what a great five days too.

I slipped in a CDMC Scatter before Three Sisters Stage rally (10th of October) with another new driver Steve B in his Subaru another finish, with by a basic error from me and a few car issue spoiling what would have been a decent result. The end of October got a bit busy, Back in with Stephen F and his MG ZR for KLMC's Devil's Own Part Two TARGA in the ranges of Warcop (Deffo one to do), a day full of tests and evening meal (Golf Club). Then two sections in the dark which where extra fun on the muddy bits with no tread left on the front tyres! really enjoyed that day. Quickly followed by a CDMC Scatter with another new driver Pete W in his Black Suzuki Swift Sport, such a grin driving around listening to Radio 2 ( and we would have , If Only!) The month finished down in Wiltshire in a Honda Civic Type R EP3 and Ross P ( he runs Slip and Grip Testing venues) on a 120 mile ( proper) Plot and Bash Road Rally only his second ever event and me on totally new maps. Well we did get to MTC 0 and even MTC 1 got the handout and WOW stuck! a mixture of spot heights and gridlines with the first five being 91 !!!! Straight to plan "B" plot TC 2 and work in reverse, Phew. Some super roads again, sure we went past Stonehedge. A great night past Castle Combe racing circuit too, had to cut a bit but got a finish and a Mac-donald's Happy meal.

November was back Up North and a Road Rally with Stephen F again on the CDMC's Primrose, on some classic roads a much better performance from me in The Hot Seat ( great drive by Stephen too) mard by a fail for 1 minute early at the end of a neutral section! Admin error at the control but that is rallying. Still a decent finish and more ANWCC championship points. right at the end a bearing in the gearbox got really noisy!

**Continued on Page 35**





## Old Dog Continued from Page 34

The 19th I was back in Wiltshire and Somerset with Ross P on a Devizes 12 car, getting better! following day should have been The Bustard TARGA at Worthy Farm (home of the Glastonbury Music festival) with Stephen F but NO gearbox.

I went to recce and Marshall i was actually stationed next to The Pyramid Stage !! Watching John Davies/Nick Bloxham in his Puma in action. November ended with another CDMC Scatter in with Pete W again, we almost won that one too, getting closer.

Road Rally wise the south of Wales has the Cilwendeg and the North has The J. J. ( C&A's J.J.Brown) both super events both I have never finished! It was my fifth attempt on the J.J. and another new driver Dominic M in another Yellow MG ZR ( Big Brother 1800cc), spoiler alert we finished!! What an event. what a route and the crowds where out in huge numbers. The Spoiler alert should really be a front bumper alert, I called a sloppy left, Dom turned left but the car didn't Grrrr. We had to drive on a punctured wheel until the end of that section which lost us time but at least no major damage. It was ahead down, bend after bend night don't think we got into fourth gear much? The Code boards and controls procedure worked well and we where working well as a team. The Eleventh and final section was a run along the coast road back to Caernarvon. I thought, high tide, coastal road equals SEAWEEED! I joking mentioned that to Dom and a mile from the finish we came around a corner to find the road covered in SEAWEEED Phew, I screamed and Dom did his magic and we survived YES finished the J.J.

Brown i have to say nice meal at the start and a nice breakfast at the end. Next weekend was The PRESTON road rally starting at Snetterton Circuit (Long Drive) it is famous in those parts as a long tough night. Back in with Geoff B in his trusty 205?? Still buzzing from the J.J. and with Geoff having done the event before and lived in the area, spirits where high. With all the navigational prep done we set off for section one, a REALLY muddy field, a mile into it and the radiator end plate fell off, so rally over, Guttled. Tony H came to the rescue and kept us warm in his course car with flat tyre and we all got recovered back to our trailer. After burning the midnight oil Geoff got the 205 sorted ( no damage to the engine, good) ready for EVMC's (Eden Valley) 12 car up near Penrith. A super area and the club do organise a great event, skirted around Greystoke forest roads. A half decent first half but then I struggled but managed to get a finish and another part of my learning curve. I do have to say a great effort by Geoff to get the car sorted, quote " It's never run this cool, even the oil temp is down to" wonder how old that radiator was ? So that is my year in brief, so many people to thank, so many stories.

From a Navigational point of view it stills as challenging ( if not more so : it is far more complex being a navigator these days) as the 1970's 1980's . the cars are so much better and what can I say about the drivers ? they are still as challenging too !

January 2022 has started off quite busy with 6 events and the ANWCC awards night, really nice to have some time to chat.





# Rescue event is a great success

Motorsport rescue units from across the UK attended the annual EMMU Rescue-organised training and assessment weekend last month, with the event deemed a great success.

Day one was held at M-Sport's premises in Cumbria, with nearly 90 people attending a talk by Motorsport UK's Iain Tullie and two training sessions in the new technical centre. As well as the serious business there was an opportunity to view cars in the M-Sport showroom and to have a tour of the workshop facilities.

Van Bodies near Lancaster was the venue for day two. Several scrap cars were provided for crews to undertake their 3-yearly assessment and to practice extraction techniques. Use was also made of a Bowler Motorsport-supplied cage module to demonstrate the problems caused when competition cars land on their side or roof.

"It was a really good weekend. It is important that rescue personnel get the opportunity to regularly practice using the tools they would need should a motorsport crew require extraction from a crashed vehicle", said EMMU Rescue Crew Chief Stuart Westbrook. "The sessions at M-Sport were also very useful and seeing some of the cars, such as Sebastien Ogier's Ford Fiesta WRC and a Stewart F1 car was a treat. I would like to thank Malcolm Wilson at M-Sport and Van Bodies for the use of their facilities and also the Rob Vine Fund and British Motor Sport Training Trust for their assistance in funding the weekend."

**For more information about EMMU Rescue please visit [facebook.com/emmurescue](https://facebook.com/emmurescue) or [emmu-rescue.co.uk](http://emmu-rescue.co.uk).**







**5/6th February**

***Greg Harrand : Lampeter & DMC***

On the weekend of the 5th/6th of February the rally calendar opened with the Galway International rally, once again being the opening round of the Irish tarmac rally championship. This year's event would be the 51st running of the event, and would once again prove to be very popular with competitors from Ireland and further afield with the entry filling very quickly.

Among the 125 strong entry list were the Lampeter and district members Meirion Evans and Jonathon Jackson, who would be using an R5 specification Volkswagen polo. They were to be competing in the Irish tarmac championship this year, after having a string of successful outings in recent years. They had been seeded at car 4

Also venturing over from Lampeter and district was Ian Evans, who once again was using his historic specification BMW M3, Ian is no stranger to the Irish stages, having competed on many events out there over a number of years, for this event he had Mark Chrisp reading the notes. They would be number 130.

The rally consisted of 15 stages over the course of the weekend, giving some 190 kilometers of competitive motoring to all. The opening day would consist of 9 stages totalling over 88 kilometers, and weather conditions were atrocious, making the stages very slippery and challenging. The day consisted of three stages, Kiltormer, Foolagh, and Linehill, and each stage would be run three times.

Meirion and Jonathon got their rally off to an excellent start, setting the fastest time over the days opening stage by 2.2 seconds, and Ian and Mark also had a good start to the day setting a time that would see them in 89th overall. On the second stage, Foolagh one, Meirion and Jonathon once again showed excellent pace, setting the second quickest time. Although this dropped them to second overall in the event standings, they were only half a second off the event leader. Ian and Mark were given a time of 8 minutes 53.5 seconds due to an incident, so they shared that time with many of the other competitors, this lifted them to 84th in the overall standings.

For the third stage of the day and the final of the first loop, which was also the shortest of the three, Meirion and Jonathon once again set the quickest time, which was 2 minutes and 3.3 seconds, by a narrow margin of 0.4 seconds ahead of their rivals, this meant whilst they still remained in second overall the gap was now down to a very slim 0.1 seconds! Ian and Mark were 107th on this stage which saw them hold 83rd overall.

Onto the second loop of stages and in worsening weather making an already challenging event trickier Meirion and Jonathon dropped slightly off the pace, but still set a very respectable 6th quickest time here, which was 6 minutes and 53.5 seconds, this was only 4.4 seconds of the stage winner, showing just how tight and competitive it was at the top end of the leaderboard. This kept them in second place overall but the gap had increased by 3 seconds and was now 3.1 seconds. Ian and Mark set a time of 8 minutes and 47 seconds here, showing just how much harder the conditions were making it for two wheel driven vehicles. This was still good enough for 88th quickest here and saw them lay in 84th overall.

Foolagh 2 was next, and Meirion and Jonathon were back on podium positions with third overall on this stage with a very impressive 8 minutes and 13.3 seconds, this meant they stayed in second place overall but the gap had increased slightly and they now lay 9 seconds off the rally leader. Unfortunately Ian and Marks rally came to an end of this stage with them retiring the BMW here.



***Meirion Evans and Jonathon Jackson leaping their way to second overall (pic courtesy of DHarriganimages)***

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## Galway International : Continued from page 37

Back to the short stage of Linehill and here Meirion and Jonathon tied with two other competitors for third place, another example of just how tight the competition was and how evenly matched the front of the field are. The gap between the event leader and Meirion lie at 10.2 seconds.

For the final loop of the day's stages Meirion and Jonathon continued to push hard in the difficult conditions. They showed incredible consistency with their times that was always in or near the podium placings and by the end of the day they held an excellent second overall. The gap between them and the event leader was still a very narrow 14.1 seconds so it was all to play for on the second day of competition.

The second day was made up of two stages repeated three times each, those stages were Brady's yard and Black road. Whilst there were fewer stages than yesterday, the competitive mileage was actually higher than that of the opening day, giving plenty of opportunity to push on for a strong result.

On the day's opening stage, Meirion and Jonathon were slightly off the pace with the eighth quickest time, just over 20 seconds down on the fastest time of the day, this dropped them down to third overall in the event standing but they were only three seconds behind second place.

On the following stage, Black Road 1, Meirion and Jonathon went all out and had a simply fantastic time, beating everyone by over 14 seconds over the 20 kilometer stage, this lifted them back into seconds overall and saw the leaders margin slashed to just over 5 seconds after a superb drive.

Back over to Brady's yard and here the Polo pairing managed a very respectable sixth fastest over this stage which was enough for them to hold on to their second place overall position. Meirion and Jonathon were once again quickest on the second passing of Black Road, although this time their time was only 3.2 seconds ahead of the next quickest competitor. After this stage the gap between the event leader and Meirion lay at a very narrow 6.8 seconds. With only one loop left it was still anybody's for the taking.

For the final run over Brady's Yard this time Meirion and Joanthon were fourth quickest, a good improvement over their previous effort, this time only 10.8 seconds off the fastest time. The rally was to be decided on the final stage of the day, the third and final pass over Black Road, a stage where Meirion and Jonathon had been dominant over the first two passes. They once again tired incredibly hard on this stage, and despite coming into contact with a stone wall, they still managed fastest time, although their margin was a slimer 0.6 seconds this time around, this meant that after a full 15 stages of battle they finished the rally in an excellent second overall, only 14.1 seconds off the event winner, this was to be an excellent start of the year for Meirion and Jonathon, with Meirion commenting that it had been one of the most enjoyable races he had been involved with in a long time. The next round of the Irish tarmac championship will be the West Cork international rally on the weekend of the 19th and 20th of March and no doubt the pair will once again be challenging for top honors there.

Many thanks must go to David Harrigan of DHarriganimages for the use of his image in this report.

**Greg Harrand : Lampeter & DMC**



## MOTORSPORT FIRE EXTINGUISHERS

**4kg Haylo  
Mechanical/Electrical**  
Plumbed in saloon car  
system FIA Approved to  
Technical list IG  
EX057.19



FIA APPROVED

**4.25L AFFF  
Mechanical/Electrical**  
Plumbed in saloon car  
system FIA Approved to  
Technical list IG  
EX056.19



FIA APPROVED



**2 & 3 Kg Haylo  
Hand Held**  
Haylo is a Halon  
replacement  
extinguishing medium



**2.4 Litre AFFF  
Hand Held**  
Motorsport UK  
compliant our AFFF  
uses Aerospace grade  
aqueous foam



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chris@pdextinguishers.co.uk

Revidge Fold, Revidge Rd  
Blackburn, Lancs, BB1 8DJ



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# Gemini Communications



May I invite you all to take part in this year's radio operators championship . Last year was our 25th time we had run the championship and I wanted to make it a year with something special but Covid-19 took that away from us and the Decembers Presentation became a very small get together at the Hoghton Arms Hotel. Although for those who did attend had good afternoon and good food, some of the gang where still there at 9pm from an early afternoon start.

So not to miss out on the 25th year there is no reason we can't take it forward to this year ( Covid permitting ). It is free to entry for all Gemini Crews, there is no entry fee. Points will be scored for 10 points for each event run by the Gemini Team, 8 points for a GCE, that's where any event has a Gemini Controller running a stage and providing you work on that stage. This year the Recovery and Rescue Teams will also get 8 points for work on Gemini events. Lastly 9 points will be given for a Training day, Zoom or Day Meeting.

**All events to are now listed on the Gemini web page - [www.geminicommunications.org.uk](http://www.geminicommunications.org.uk)**

The list is not final, event can be added or cancelled, I can tell you that I am currently working on an invite to you for the Plains Rally where this year it will be moving up to the Clocaenog and nearby forests, hopefully get more info to you by next week. For some 18 months now I have been working on a new event to our lists the Rali bae Ceredigion running in September. This two day event is going to be big and possibly a good replacement to the WRGB event which we had in our area for many years.

I'd like to wish you all good luck.

***Bill Wilmer : Gemini Motorsport Team Co-ordinator***



O/A	Call Sign	Operator	Score
	G 1	Bill Wilmer	points
	G 3	Les Fragle	points
	G 4	Ian Winterburn	points
	G 5	Steve Coombes	points
	G 6	David Crosby	points
	G 7	Tony & Avril Lee	points
	G 9	Keith Lamb	points
	G 10	Barry Kennedy	points
	G 11	Mark Wilkinson	points
	G 12	Ricard WM Jones	Point
	G 13	Stuart Dickenson	points
	G 14	Adrian Lloyd	points
	G 16	Bill & Robbie O'Brien	points
	G 17	Robin Mortiboys	points
	G 20	Peter Donnellan	points
	G 21	Derek Bedson	points
	G 23	Ian Davies	points
	G 24	Paul Henry	points
	G 25	Chris Woodcock	points
	G 26	Mark Dickenson	points
	G 27	Roger Schofield	points
	G 28	Andrew Taylor	points
	G 30	Ian Ackroyd	points
	G 31	Duncan Stock	points
	G 32	Bryan Flint	points
	G 33	John Ellis	points
	G 37	Jermaine Jackson	points
	G 38	Sean Robertson	9 points
	G 39	Kevin James	points
	G 40	Ian Smith	points
	G 41	Jerry Lucas	points
	G 42	Roger Whittaker	points
	G 48	Peter Langtree	points
	G 50	David Peaker	points
	G 51	Gerry Morris	points
	G 52	Steve Lewis	points
	G 53	Tom & Vicky Mercer	points
	G 54	Peter Shuttleworth	points
	G 55	Steve Broadbent	9 points
	G 56	Tony Jones	points
	G 58	Geoff Ingram	points
	G 59	Maurice Ellison	points
	G 61	David Bell	points
	G 62	Colin Evans	points
	G 64	Brian Wragg	9 points
	G 65	Brian Eaton	points
	G 66	Martin Rowe	points
	G 70	David Mainprice	points
	G 99	Tim Foster	points

# Gemini Communications 2022 Events Calendar

Motorsport North West

**18/19th March**

**Legend Fires  
North West Stages**

Garstang Area (GCE)

Stockport061MC

**Sun 10th April**

**SMC Stages**

Ty Croes, Anglesey

Knutsford & DMC

**Sat 21st May**

**Plains Rally**

(BTRDA)

North Wales

Mull CC

**25/26 June**

**Argyle Rally**

(GCE ?)

Dunoon (Closed Roads)

West Cumbria MSC

**Sun. 3rd July**

**Legend Fires  
Greystoke Stages**

Greystoke Forest

Warrington & DMC

**Sat. 6th August**

**Dave Read  
Memorial Stages**

Ty Croes, Anglesey

Bala MC

**Sun 21st August**

**Gareth Hall  
Memorial Stages**

Trawsfynydd Ranges

Aberystwyth MC

**3rd/4th September**

**Rali bae Ceredigion**

Aberystwyth (Closed Roads)

North Wales CC

**Sat 29th October**

**Cambrian**

BRC & BTRDA

Clocaenog etc

Bolton-le-Moors CC

**Sat 5th November**

**Neil Howard**

Oulton Park

Bolton-le-Moors CC

**November**

**Cadwell Stages**  
(GCE)

Cadwell Park

C&A MC

**19/20th November**

**Glyn  
Memorial Stages**

Ty Croes, Anglesey



## Bike Rides

Sun 10th July

**Manchester to  
Blackpool**

Sun 11th September

**Manchester 100 mile**

## Training

TBA

**Fire Training**

TBA

**First on Scene**

**Darwen Services  
J4 M65**

**Gemini Team Awards  
& Social Afternoon**

**December**

**Dressers Arms**



This Month see a bit more Motorsport starting with the Riponian Stages Rally. I am on SS1 & 4 (Wass Moor) Signing On (I had done it remotely) is at 7:00am and there is quite a queue to go into stage but the crew at the arrivals don't seem to be in any hurry to get us into stage. Eventually I leave the start and slowly drive along the stage to J16 (my home for the next 7hrs). I take with me my Riponian Kit Kat - good job I had taken enough food and drink to sustain me for the day because the offerings from Ripon MC was meager indeed. Marshalling on a Road Rally provides far better fair. Besides Travel Mugs, Mugs, torches, bobble hats and the Marshals goodie bags of sandwiches, drinks, chocolate bars and fruit you get a substantial breakfast at the end. Stage Rally organisers need to up their game. The stage is very slippery. I park up and wait for the action. A few crews fall off the road and a few break down at various locations on the stage. I get 2 cars at my Junction that break down and that's all the excitement that we have at this location. After lunch the weather turns a bit white. Not a lot of it seems to be sticking although Sutton Bank had been closed following an accident (caused by the snow) on the hairpin when a VW Tiguan, going down hill, rolled avoiding a car that drifted wide going uphill. When its all over and we have stripped our junction I set off home via Sutton Bank (now clear of the accident) the A1M and then over the A66. Some of the white stuff seems to be a bit deeper over Bowes Moor and traffic comes to a halt. Someone has stuffed it off and we all have to wait whilst it gets recovered. Get moving and 10mins later we all grind to a halt again because of a repeat performance. Takes me nearly twice as long to do this trip than it normally does.

Next outing is the Clitheroe & DMC Awards night. Picked up the odd pot. Its Clitheroe & DMCs 60th Anniversary this year and plans are afoot for a bit of a do sometime in the Summer. The current CDMC was formed in 1962 but there was a previous Clitheroe & DMC, there is a trophy donated to the club by the then MP for the town presented in the 1930's (I think) but the older club failed to survive the second world war.

On the same day as the CDMC Awards Night the shocking news about Bob Milloy emerged - See Pages 8, 9 & 10. Pages 8 & 9 are from the October 2012 edition. The most memorable part of the event was Bob commentating via a wireless mike from the boot - when suddenly Paul Swift put the car up onto two wheels and Bobs commentary didn't miss a beat.

Thursday the 17th I should have been at a Zoom meeting with A&PMMC to discuss the Joint Venture Targa Rally (Pennine) but I had got my dates wrong - I had it as the 24th not the 17th. On the 17th I have another meeting and have to tender my apologies. The Pennine will not be running in 2022 but will run in early 2023 (Probably February) with a new name - probably The Snowdrop, but not yet confirmed - the name of an old A&PMMC Road Rally. The tests will all be out to the East somewhere in Yorkshire.

## ***Grumpy Old Git***

***Still Wittering On & On & On  
& On & On . . . . for now !!!!***



***Continued on Page 42***



## Grumpy : Continued from Page 41

We were getting concerned that some of the Test Sites up on the Pennines could be considered to be a little on the rough side and unfortunately the new Smoother tests we had identified meant that the Test Mileage / Road Mileage became unacceptable

The John Robson on the 19/20th of February was my first night rally since the Primrose. On Wednesday the 16th we had a Marshals Briefing via Zoom. Lyndsay Proctors Notebook Pro (Soon destined for the bin methinks) didn't perform well at all and she had eventually to admit defeat and use a MAC laptop instead. I meant to take a screen shot but forgot. The winner of the Marshals Prize Draw was Chris Dodds - and there was I was looking forward to that bottle of Hexham Gin.

Friday (the day before the Hexham) storm Eunice hit. The A6 near our house was blocked by a fallen tree, one of many trees down in the area..

Saturday the 19th and its snowing - I have lived in Boltonle Sands for 17 years and I think we have had only 3 little bouts of snow in all that time. There's me thinking 'If its this bad here - whats it going to be like on the Northumberland Moors'. At 2pm it suddenly turns and we have bright blue skies and a gentle breeze. All the way to Hexham its blue skies and once I get North of Burton Services there is no snow on the ground all the way to Hexham. Good turn out by CDMC crews 24 Competitors and a shed load of Marshals.

I am marshalling 2 Controls (*the two 'keen as mustard' to get involved newbies fail to turn up to help. I get a text saying that they had set off but felt tired so turned back home and went to bed - Ahhh poor little things*) and the promised rain and high winds does not appear until 5 minutes before the 1st car and then it come down in bucket fulls. At the first control it stops raining just as I close and I am collecting the control board. I make my way to the second control. Set up and think 'I'm glad its stopped raining 'cause on top of this moor I am going to get soaked if it starts again' - you've guessed it - as soon as car 0 departs it starts to cascade once again. A Drowned Rat (me) returns to the Auction Mart in Hexham for a very welcome breakfast and a chance to dry out.

The East Riding Stages was dry and Sunny but the wind was bitter and I almost froze to death. Thankfully a conveniently placed hedge sheltered me from the worst of the wind. The attrition rate was small and only 18 out of the 99 starters failed to finish

March looks like it will be a busy old month on the Marshalling front.. I have committed to the Tour of Cheshire, Malcolm Wilson, Legend Fires North West Stages & Rally North Wales and it is looking just as busy again for April & May



Storms aren't all doom and gloom you know 🤡🤡🤡





# ***Inside the Industry***

## ***January 2022***

***with Paul Gilligan***

*At the end of January I was putting the finishing touches to the February edition of Spotlight and 'Inside the Industry' from Paul Gilligan hadn't arrived. That is so unusual - Paul's article has been turning up in my inbox during the last week now each month without fail for years. More to the point it is my favorite report and I look forward to reading it each month. Long story short - Paul had sent it but for whatever reason it never got to me. Bad for my February edition but good news for this edition - You get TWO 'Inside the Industries' for the price of one*

*Sorry Paul : Maurice Ellison (Editor)*

## **Year End Sales Report**

As you'd expect not much changed from the November figures I discussed last month. Final new car registrations came out at 1.65M, just under a tiny 1% increase on 2020. And in 2020 of course car showrooms were closed for many months. That problem has been replaced by the shortage of components particularly semi conductors. Diesel car sales collapsed down 48%, electric and PHEV sales were both up by over 70%. Ford directed their supply of microchips to their profitable van business where they took about a third of the UK market, swallowing the bitter pill of losing top seller in the car market for the first time in 50 years with an awful 7% of the market. Behind even Audi and BMW!

## **Meanwhile Luxury Cars Achieve Record Sales**

Interesting that while volume manufacturers suffered big drops in sales volumes (but big increases in profits due to dramatically reduced discounts) luxury makers saw record volumes and profits. Rolls Royce sold 49% more cars in 2021 than in 2020! 5586 units at an average of say £200,000 each? Just over a Billion Pounds. Bentley, Porsche, and even Lotus achieved record sales in 2021. Whilst I suppose they could afford to pay what it takes to secure rare microchips it's still very interesting that the very top end of the market seems unaffected by what goes on "down below".

Rolls say they want to "evolve as a true luxury brand beyond the realms of automotive manufacturing". What do we think that means? Boats? Planes? Not expensive "designer" polo shirts and handbags I hope.

Bentley delivered almost 15000 new cars last year, a 31% increase on 2020.. Sales were particularly strong in China (up 405) and the rest of the Asia Pacific region (up 37%). 40% of new Bentleys now go to the Far East and 30% to North America.

However news is not so good at Aston Martin. Although sales rose by 82% to 6182 units (these are units delivered to dealers so not all sales) AM we forced to tell the Stock Exchange that profits would be around 10% below expectations due to delays in completing and shipping volume of the Valkerie hypercar. Aston had hoped to deliver 20 in the last quarter of 2021, they only managed 10. Prices at about £2.5M per car Aston having absorbed the development costs already are said to make a profit of £1.5M per car so 10 cars less is a problem! Which explains the £15M shortfall. However Aston face other problems. Having recruited a new Chief Executive who was previously in charge of Mercedes' AMG division his "Germanic" management style has apparently not gone down well. About half his senior managers have left leaving boss Lawrence Stroll to decide which horse to back. If you look back on the industry for the last 50 years "Germanic" management styles don't seem to have done BMW, Mercedes and the VW Group much harm?

Luxury car dealers have been doing well too. HR Owen who represent Rolls, Aston Martin, Bentley, Bugatti and Lamborghini in the UK saw it's profits rise from £1.9M in 2020 to £13.7M in 2021! Sales volumes new and used combined were only about 10% up so you can see what I say about dealers making much increased profit margins currently.

***Continued on Page 44***

## **“Agency” Sales Model Continues To Grow**

No apology for returning to this subject again. It is the biggest change in how UK customers buy new cars I’ve ever seen, and as many of you know I’ve been around this wonderful (!) industry for a while now. It’s very simple. Rather than manufacturer selling the new car to a “dealer” at a set price leaving the dealer to handle the transaction with the end customer as they see fit the seller becomes an “agent”. The manufacturer sets the selling price, there is no negotiation, the dealer gets a set % fee for his work. A recent What Car survey showed that more than half of new car buyers will prefer this method and the end of “showroom haggling”. However bad news for dealers is that about two thirds of buyers would be happy to buy a new car on line if the agency model was in place.

Lotus UK have now agreed the agency model with all of their 13 franchised new car retail sites in advance of the launch of their new Emira coupe. Colin Chapman THE wheeler dealer will be bouncing off the rev limiter in his grave! Like it or not I’d say this is inevitable now.

## **So What about Used Vehicles?**

Well prices remain strong, very strong, especially for vans and pick ups. As I’ve been saying for a while the big question is how long this might last. Dealers, particularly big dealers with massive used vehicle stocks are very nervous about holding those stocks if prices drop. However they are less concerned about the enormous profits they made on their stocks as prices rose by over 30% last year.

The used car market is a very pure supply and demand situation. Demand is currently strong and looks set to remain so. Supply is much easier to define than many people might think. It’s a bit like how many 5 year olds will need a school place in 2026. Well how about the number of babies born in 2021?

Same with used cars and vans. The last “normal” new vehicle sales year was 2019, which means there will be a lot of vehicles turning 3 years this year. Problem is a lot less than normal will come into the used market because their owners simply can’t replace them with new due to supply issues. So they will roll on into 2023. Then in 2023 and 2024 there will be fewer 3 year old vehicles as less new ones were sold in 19 and 21.

One industry chief executive recently said he expected it would take up to eight years for used vehicle supply to return to normal levels. 8 years! His argument is that we have seen before that for every year of low new vehicle sales it takes two to three years to build used supply back up again. So we’ve already had two low years and 2022 looks to be well below average due to continued component shortages. New car sales in 2020 and 2021 have been about a million units below where they would have been in “normal” times. That’s a million vehicles that won’t be going into the used market in the next few years. Then add the vans.

Used vehicle prices will not be dropping significantly any time soon.

## **Is Auto Trader Too Powerful?**

64 million used car buyers visited Auto Trader in 2021. AT therefore claims that two thirds of its trade advertisers business was generated in this way. How far away is thus from a monopoly? Full marks to AT they have done a fantastic job. No surprise the trade hate them. As their power grows their prices increase but who can afford to not advertise there?

## **“Conventional” Used Car Dealers Versus The “Disruptors”**

The last couple of years have seen the arrival of big new players in the used car market, Cinch and Cazoo probably the biggest. Both offer online purchase, delivery to your door etc although both are now using physical retail sites also. Both have been able to raise enormous sums of capital by stock market flotations which have enabled them to spend freely on advertising and marketing.

Not all good news though. Cazoo floated in New York in October at \$10 a share valuing the company at \$7 Billion. The shares are now around \$4.15 and the company value just over \$3 Billion. No surprise many investors very unhappy. Other similar operators in the US have seen similar drops, Carvana share price down from a 2021 high of \$371 to \$141, Vroom crashed from \$51 to \$7.31!

But will it all come good?

*Continued on Page 45*



One industry analyst says no. They believe that the “disruptors” will be a catalyst for change forcing the existing dealers to offer customers the “best of both worlds”, both digital and physical buying experiences. In fact many believe that the millions (and it is millions) that Cazoo and Cinch spend on advertising actually helps the “traditional” dealers.

Apologies to any reader who invested in these companies.

## **Is This A Step forward For Self Driving Cars?**

Insurance issues have long been a problem for the development of self driving cars. Now at last some clarity may be emerging. The Law Commissioners covering England, Scotland & Wales have in the last week asked Parliament to regulate that if and when a self driving car is involved in an accident the responsibility will lie with the manufacturer not the person in the driving seat who wasn't “driving”. The “non driver” would be termed a “user in charge”. They could not be prosecuted if the car exceeded the speed limit, went through a red light, even “drove” dangerously. However they would still be responsible for seeing the car was taxed and insured and a passenger were wearing seat belts.

Of course the manufacturers won't be too keen on this and in a litigious country like the US don't take it as a done deal yet.

## **Is This Bad News Or Good?**

Not that I would ever condone driving in excess of the speed limit I was interested to read that almost half of the speed cameras in England just don't work. There are 1092 permanent cameras apparently and 523 are broken. For those planning a road trip North Yorkshire, Durham and Northamptonshire have no working cameras. Wiltshire Police have no operational fixed or mobile cameras and rely on handheld devices.

This information is supplied on the traditional trade sale basis of “No guarantee given or implied”.

## **Flying Cars a Reality At Last**

Inventors have been trying to achieve a car that can quickly convert to a light aircraft AND then fly safely for about 100 years now. At last it seems the dream has become real. Slovakian company Klein Vision have developed their AirCar which has just been awarded a European Certificate of Air Worthiness after 70 hours of flight testing including more than 200 take offs and landings. The “vehicle” uses a 1.6 litre petrol BMW engine and can fly at 120 mph and reach an altitude of 8000 feet. On the road top speed is 100 mph. Last week the AirCar flew the 35 minutes from Nitra airport to Bratislava Airport and then in just over 2 minutes converted itself into a car and drove into the city centre.

Klein vision say they can start series production next year although one detail remains secret – the price.

## **2021 Charity Challenge**

The one or two who read this to the end (and I'm surprised its that many) will recall perhaps that in 2020 a “friend” challenged me to walk 2020 miles as that was the year. I did it just, finishing on New Year's Eve. Thanks to the generosity of so many people I raised £1650 for the Eden Valley Hospice. So for 2021 I set myself the challenge of walking (virtually) Route 66 from Chicago to Los Angeles. 2280.3 miles to be precise.

All was going OK at end October I was less than 10 miles behind schedule so looking good. Then on November 1<sup>st</sup> I got a SEVERE attack of sciatica. If you haven't had this count yourselves lucky. It is VERY painful and makes you just about immobile. For two weeks my routine was bedroom, bathroom, desk, repeat. Luckily all on the same floor, stairs came a few weeks later. I was covering about 100 yards a day! I consulted a physio who advised recovery time was around 12 weeks. He could shorten that but I would need to go twice a week and it would HURT. IT DID!

I decided that having lost most of November I'd award myself an extra month on the basis that in football goals in injury time count. So target was to finish by end January, looked OK.

**Then I got Covid!**

January 9<sup>th</sup> I tested positive. So confined to home, walk round the garden only. No miles! Anyway got the OK on the 16<sup>th</sup>. As I type on the 27<sup>th</sup> I have 17 miles to go. My faithful Mountain Dog and I have just walked (virtually) past the LA Dodgers baseball stadium. Hollywood lies a few miles ahead.

Will report next month on the final outcome but looks good. Route 66 actually ends not in Los Angeles but at the pier in Santa Monica. I'm hoping to arrive in time for a walk on the beach. Be nice to look at the ocean. And anything else that might be lying around on the beach?

Gilligan Vehicle Consulting Ltd

Postal Address

Great Carrock, How Hill

Greystoke, Penrith

Cumbria. CA11 0XY

CONTACT US

pg@gilliganvc.co.uk

01768 484 185

*Paul Gilligan*

# ***Inside the Industry***

## ***February 2022***

*with Paul Gilligan*

## **2021 Charity Challenge**

I make no apology for putting this item first. I can easily understand that many of you lose the will to live before you get to the end of my monthly witterings, and I don't want anyone to miss this bit. I'm being greedy, not for myself but for the Eden Valley Hospice!

You may remember that at the start of 2020 a "friend" challenged me to walk 2020 miles in the year and I made it just, finishing on New Year's Eve. I decided that maybe the effort was worth a charitable appeal and thanks to the generosity of many people I was able to raise £1650 for the Eden Valley Hospice. For 2021 I decided to "virtually" walk Route 66 from Chicago to Los Angeles, slightly further at 2280 miles. All was going well until late October when I suffered a severe attack of Sciatica. If you haven't ever had similar you're lucky, it's very painful and made me virtually immobile for several weeks. I was told full recovery would take 12 weeks, but with intensive physio twice a week (also very painful!) I managed to get back to almost normal by late November. However all chance of completing the walk by end December was gone. I decided that football goals in injury time were OK so I'd award myself another month having missed just about that long.

Then in January I tested positive for Covid so was restricted to the garden for a week. In spite of this I reached the end on Sunday January 30th.

So once again I'm appealing to your generosity and would appreciate any donations however small. <https://www.justgiving.com/fundraising/paul-gilligan4>

For 2022 I'm walking from Lands End to John O'Groats which is 875 miles. Obviously not far enough so I'm taking the Eastern route which is 1084 miles. Still not far enough, so when I get to the end I'll simply turn around and walk back to Lands End. I look forward to my 72<sup>nd</sup> birthday in May. I'll be walking around Lake Geneva after a weekend at the Monte Carlo Historique GP if all goes to plan. Wish me luck!



*Continued on Page 47*



## **Surprising January New Car Sales**

As I've said many times it's all about who can supply cars and vans just now. Even then when the January sales figures came in they were shall I say a surprise. Totals were 27% up on last January, but of course showrooms were all closed then, so no surprise. All the growth was in private sales (up 64%) with fleet sales marginally down as manufacturers avoid that market. Diesels were well down, hybrid and electric well up, all very predictable.

The surprises? Top selling manufacturer – KIA! Top selling car – KIA SPORTAGE! Kia took just over 10% of the market with Audi second and VW 3<sup>rd</sup>. Long time market leader Ford limped home 5<sup>th</sup> with 6.5% of sales. And Kia's associated company Hyundai scored almost 5% so between them they took 15% share of sales. If I'd suggested that 10 or even 5 years ago nobody would have believed it. JLR had another awful month, Jaguar recorded only 659 sales against 914 last year, Land Rover 2827 against 3628. Both around 20% down in a market up 27%. As well as Kia & Hyundai Fiat, Honda, Mazda, MG and Renault all performed well ahead of average. All must have very effective microchip purchasing departments!

The van market was DOWN by 27%, certainly nothing to do with lack of demand, just very restricted supply. Ford remained the clear leader but were still down by 15% on last year. Renault were down 80% and Nissan 90% as both struggled to launch new models for which many components were simply unavailable. Star was Chinese owned Maxus which has grown out of what was Leyland Daf Vans. Their vans which were pretty awful are now much improved, great value and available. Last January they sold only 17 new vans in the UK, this January almost 400 so they outsold Fiat, Renault, Iveco, Isuzu, Nissan, and MAN. Expect them to be in the thousands per month soon.

The industry forecast for new car sales for 2022 is now 1.9M against 1.65M last year, with 2023 forecast to grow further to just over 2.1M. Still a far cry from 2.7M in 2016!

## **Used Car Sales Rise**

An amazing 7.5m used car transaction took place in the UK last year. Despite severe supply shortages that was over 11% up on 2020. New car buyers unable or unwilling to wait months for one to arrive switched to the used market. Consequently used car prices rocketed by almost 30%. Over 20% of new cars under 12 months old advertised on Autotrader are priced ABOVE the retail price of the equivalent new car! Manufacturers are trying to support their dealers by channelling cars and vans returned them at the end of finance agreements only to their own dealers.

As I've said before rental companies are finding manufacturers refusing to supply them. One large one I know went to Ford a few weeks ago with an order for 5000 vans. They were offered 250! However a small rental company was told by VW they could have as many vans as they wanted, but for each one they bought they had to return a used VW van under two years old to a VW dealer. Otherwise they couldn't have any.

## **Light At The end Of The Microchip Tunnel?**

Well maybe just maybe. And not for a while yet. Talking to a senior Ford friend the other day he told me that by Quarter 3 of this year July-September they expect dealers to be allowed to order all models under any sales code which means fleet orders including rental customers will be accepted. Of course they don't say when they might deliver these orders but accepting orders rather than cancelling them (which they have been doing bigtime) is an enormous step forward and indicated Ford have some confidence in the component shortages being solves in the next 12 months perhaps?

## **Car Traffic Remains Below Pre Covid Levels**

With many people still working from home at least part of the time it's no surprise that car traffic levels remain around 15% down. And it's expected they won't rise above 90% of previous volumes for a very long time, if ever. Whilst this is a relief for many because less traffic means less traffic jams it will have a significant effect on many arts of the industry. 10% less traffic means 10% less tyres and brake pads, 10% less accidents hopefully which is good news for everyone except body shops. Even 10% less fuel although I don't expect this will produce too much sympathy for the oil companies or supermarkets! And 10% less servicing for those on mileage based rather than time based service intervals.

In spite of this insurance premiums are rising. One of the big factors behind this is the increase in the value of used cars. If your car was worth £10000 when written off 12 months ago it is now worth on average around £13000 and that's what the insurer has to pay you. Raw material costs have pushed parts prices up also. So while none of us like insurance premium increases they seem at least justifiable?

## **Road Pricing Gets Nearer**

MPs have at last woken up to the fact that the growth in the number of hybrid and electric cars being sold is resulting in a big, soon to be gigantic, loss of tax income. Because of course those of us still running petrol or diesel cars make a significant (and ever more significant) donation to HM Treasury every time we buy fuel. And we pay Road Fund Licence. The two together currently raise around £35 Billion a year, 4% of all UK tax income, and unless something is done this will gradually reduce to virtually zero over the next 25-30 years. Only £7 Billion of this tax is spent on roads so if no action is taken things like schools and hospitals are under threat. This problem has been warned about for years now but the Parliamentary Transport Committee has eventually alerted the Government and demanded that a road pricing system based on telematics be agreed by the end of this year and introduced as soon as possible thereafter.

Coming your way soon I think?

## **Fall out Between Manufacturers And Major Dealer Group**

The relationship between manufacturers and their franchised dealerships has often been a difficult one. Dealers want the cars and vans to be cheaper, manufacturers want to charge more for them. Manufacturers want dealers to spend more on expensive showrooms, dealers don't want to. And so it goes on. Both are trying to protect their own profits.

I have some experience here. In the early 1990s I sat on the Ford Dealer Council representing dealers in the NW of England. Once every 3 months we met with Ford Directors from the Chairman & MD down to discuss issues of the day. To describe these meetings as "robust" is the same as defining the meetings in Rome between Christians and Lions as "Sporting".

In the 1980s the then Ford MD given that most of the dealerships were at that time family business used to love to refer to the relationship between Ford and its dealers as "The Ford Family". Dealer comments that there was far too much incest in this particular family were made quietly.

In the last week there appears to have been a major fall out between Arnold Clark, the UK's largest privately owned dealer group, and at least two of its manufacturers partners. What is now public is that AC and Toyota have split. AC had 6 Toyota franchises in the west of Scotland. The agreements have now been terminated and the areas taken over by Vertu Motors PLC. Bigger news is that AC are rumoured to be splitting from Ford and that Trust Ford (owned by Ford Motor Co) will be taking over all the 16 Ford franchises AC currently have in Scotland and Northern England.

I must stress that the Ford bit is currently rumour, both parties refuse to confirm, but I have good sources. Under European laws (still applying to UK) if a dealer loses the Sales Franchise they are entitled to keep the Service Franchise providing they meet and continue to meet the required manufacturer standards. So if AC lose the Ford sales franchise in say Aberdeen they will keep their premises and the service franchise. Certainly that is what they have done with Toyota. This means the new dealer (we presume this will be Trust Ford) will have to build a new dealership costing maybe £2-£3M and share the lucrative service business with AC going forward.

Why have AC given up on Toyota and (maybe) Ford? Or perhaps the manufacturers have given up on AC? You would have to ask them. But my guess is that the constant demand from manufacturers for ever higher standards and the oncoming introduction of the agency model where customers deal more and more directly with the manufacturer makes the investments required less attractive. Or alternatively AC haven't always kept to the rules and the manufacturers have decided to make an example of them.

Arnold Clark are one of the most successful and profitable dealer groups in the UK. If they see this is the best way forward other dealers must be thinking?



## Rolls Royce Developing Hydrogen Powered Engines

Rolls are now best known for producing jet engines for civilian and military planes. However they have for many years had a division that designs and produces diesel engines for trains, ships, heavy duty mining vehicles and power generators. Now new engines are to be developed for these requirements which will run on hydrogen. Then it's only a small further step for Rolls Royce hydrogen powered engines to be developed for trucks and buses.

## Tesla In Trouble Over Braking Systems

Whilst now enormously successful Tesla have always had a reputation for launching new products or developments before they are truly ready. Now in the US owners are lodging claims that their cars are braking sharply at high speeds responding to imaginary hazards. This is being called "phantom braking". Over 100 complaints have been made in 3 months and Tesla have recalled a software update which is believed to be the cause of the problem. You can be too clever perhaps?

## Volvo Safety

In contrast perhaps Volvo have long had a reputation for how seriously they take the safety of their cars. As long ago as the 1960s they made seat belts a standard fitting when some others didn't even offer them. They led the way with airbags. Even given all this I found this story a shock, but in a good way.

A friends wife was taking her children to school on her Volvo XC90. Sadly she met a Porsche 911 which was being driven to its limits and beyond and was on the wrong side of the road on a blind corner. A pretty severe head on collision inevitably occurred. Almost immediately a voice came over the Volvo's speakers: "Hello Amy this is Volvo Assist. We know you've had a pretty bad accident, we know where you are and we've alerted the police and ambulance services to attend urgently". The another voice: "Hello Amy, I'm the duty doctor at Volvo Assist. Can we please discuss your injuries?"

Amy described her only concern, severe pain in her right arm. The Volvo doctor was able to diagnose the likely problem over the phone and brief the paramedics when they arrived saving vital minutes. The Volvo was a write off. No prizes for guessing what they're replacing it with!

*Paul Gilligan*



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Postal Address  
Great Carrock, How Hill  
Greystoke, Penrith  
Cumbria. CA11 0XY

CONTACT US  
pg@gilliganvc.co.uk  
01768 484 185

## **TESTING TESTING!**

The test day for the 2022 Vinyl Detail ST-XR Challenge at Oulton Park on 22<sup>nd</sup> January was a great success. Around 15 drivers went out on track with many giving passenger rides to their family and friends.

Around the paddock, there were more of the series' regular competitors in attendance, albeit without their cars. Everyone was buzzing as they caught up with all the news having been absent from the circuits for a couple of months.

Reigning overall and Class D Champion, Chris Jones, was blasting round at his usual rapid pace in his Fiesta ST and scaring a few passengers in the process while Chris Grimes brought along his fleet of 5 Tensport Performance cars with a number of interested parties testing out the fun factor of his hire car.

One of these was former North West Formula Ford 1600 Champion, Chris Chisnall, who is looking to switch from single-seaters to tin tops and has already booked the Tensport hire car for the opening meeting of the season at Oulton on 9<sup>th</sup> April.

Another having a run in a Tensport ST was Chris Lindley who's Dad, Graham, is one of the BRSCC's Clerks of the Course. Chris is having a car built by Automech and wanted to get a taste of what to expect.

Matthew Morton had a 20 minute blast in a Tensport car. Matthew said, "I loved it! It was really good and so different to my XR2 in terms of power and braking. No wonder I used to get stuck behind them in races!" He is now debating whether to keep his XR2 because it is such fun to drive or sell it and buy an ST that would put him in the thick of the action.

Someone who has recently made that switch from XR2 to ST is Greg Speight who lapped rapidly in the ex-Matthew Spencer car. Greg had already done some track days to get a feel for his new machine and here in the dry his confidence was really building. He tried various set ups which gave him food for thought as he learns the secrets of his Fiesta and looks forward to the season ahead.

But it wasn't only STs that were out on track as Alex Causer was circulating in his XR2 as he provided passenger rides to his family and friends – he wanted to give them an idea of how exciting his hobby can be. This included his mum, Trish, after she was persuaded to leave her coat behind! Trish is a nervous passenger at the best of times and Alex didn't hold anything back. His mum did very well to last for two laps before calling it a day having screamed her way around every corner!

Alex's father, John, meanwhile enjoyed a spell behind the wheel of the car early in the day. Causer was delighted to provide him with such an opportunity as throughout the season his dad helps him to prepare his race car before transporting it to the meetings where he becomes his mechanic.

Also having a turn behind the wheel was Alex's friend Tom who had previously competed in Global Lights. He couldn't believe how nimble the little Fiesta was!

Unfortunately, a missed gearchange saw Tom buzz the engine and Alex decided to put the car on the trailer in case the valve-train had been damaged. When the engine was stripped back in his garage, Causer's worst fears were realised when 4 valves, 4 valve guides and all 4 pistons had very much seen better days.

Before the day was brought to an early end for Causer, his Aunt (Kate), girlfriend (Kelsey) and Kelsey's grandad (Ron) had all been treated to some fast laps.

With everyone having such a good time, the Test Day was an excellent curtain-raiser to the new season!



***Mark Blunt got some pre-season Mileage***



***Alex Causer had fun in his XR2***



***The Tensport Hire Car***



# Electric Vehicles and AutoSOLOs an event with 10 EVs!

This topic has been around several years. Motor clubs can if they wish allow standard EV at certain 'grass root' motorsport events with in MSUK rules.

2022. current MSUK Autotest rule M.5.3. allows clubs to admit 'standard EVs' in all forms of Autotest. Also see J.5.23.9. This has been updated by the technical department for 2022.

To help motor clubs run events the MSUK Autotest committee have put the follow guidance out to motor clubs as a best 'practice help' to event organisers. This guidance can be found on the front page of <http://www.anwcc.co.uk/>

A standard EV should not have any extra issues with a Risk Assessment or Incident Plan when competing on an AutoSOLO or Autotest.

**On the 27<sup>th</sup> February 2022, 10 EVs did the Sevens Oaks AutoSOLO at Brands Hatch.** FTD went to Ben Greenfield in a 1600cc Peugeot 106 with time of 452.5. The class winning EV was a Tesla driven by Alan Wakeman (normally found piloting a 1300cc Nissan Micra) only 12.1 seconds behind FTD! And a creditable 6<sup>th</sup> O/A. The top 7 EVs had only 41seconds separating them, a close days action. Eight out of the 10EVs finished the event with competitive times. For a first event with this number of EVs, it looks like it was a successful class on an event with 60+ entrants.

**Steve Johnson** - Watching on <https://autotest.sapphire-solutions.co.uk/PrintLeaderboard?siteName=sevenoaks#>

				Class	Overall	Time
I. Production Electric Cars	48E	Alan Wakeman	Tesla Model 3	1	6	464.6
I. Production Electric Cars	39E	John Chambers	Tesla Model 3	2	17	481.9
I. Production Electric Cars	44E	Rowan Burgess	Tesla Model 3 Performance	3	19	483.0
I. Production Electric Cars	42E	Toby Galbraith	Nissan Leaf	4	30	496.3
I. Production Electric Cars	46E	Joe Baguley	Tesla Model 3 Performance	5	31	496.8
I. Production Electric Cars	40E	Joe Bourton	Tesla Model 3 Performance	6	33	503.4
I. Production Electric Cars	43E	Tim Higham	Tesla S85D	7	35	507.4
I. Production Electric Cars	41E	Alex Hamilton	Tesla Model S	8	51	539.2
I. Production Electric Cars	47E	Jeff Allan	Tesla Model S P85D	9	66	1145.2
I. Production Electric Cars	45E	Michael Decker	Tesla 3 Performance	10	67	1464.4

One day a florist went to a barber for a haircut. After the cut, he asked about his bill, and the barber replied, 'I cannot accept money from you, I'm doing community service this week'.

The florist was pleased and left the shop.

When the barber went to open his shop the next morning, there was a 'thank you' card and a dozen roses waiting for him at his door.

Later, a policeman comes in for a haircut, and when he tries to pay his bill, the barber again replies, 'I cannot accept money from you, I'm doing community service this week.' The policeman was happy and left the shop.

The next morning when the barber went to open up, there was a 'thank you' card and a dozen doughnuts waiting for him at his door. Then an MP came in for a haircut, and when he went to pay his bill, the barber again replied, 'I cannot accept money from you. I'm doing community service this week.' The MP was very happy and left the shop.

The next morning, when the barber went to open up, there were a dozen MP's lined up waiting for a free haircut.

And that illustrates the fundamental difference between the citizens of our country and the politicians who run it.

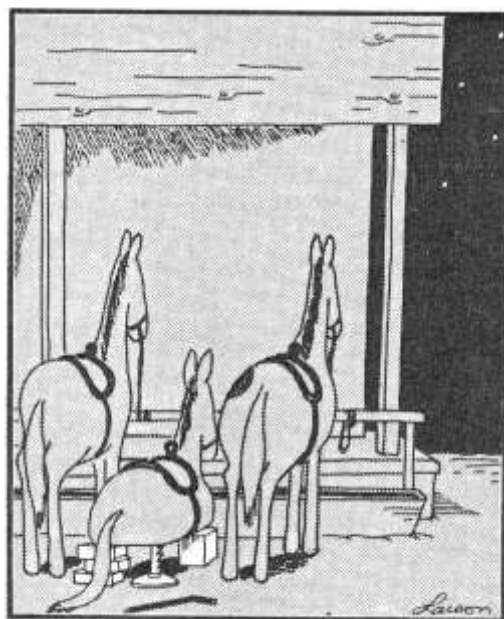
Summing up "Both politicians and diapers need to be changed often and for the same reason."





What is the "pulverized grain and fermentation fungus calorified over a charged-particle heat source"?

Toast.



Never park your horse in a bad part of town.



# THE JOURNEY TO ELECTRIFICATION

Motorsport UK and Mission Motorsport collaborate to provide EV training for Rescue and Recovery Officials

The world is moving towards a new automotive future where hybrids and fully-fledged electric vehicles will play an increasingly important role in motorsport.

Mission Motorsport, a charity set up in 2012 which seeks to help those affected by military operations by engagement through sport, has been supporting Motorsport UK's community of Rescue and Recovery personnel to better understand the journey to electrification.

Electric propulsion technologies mean that new challenges will arise for these officials. However, safety remains central to any motorsport event. In practice, crews need to be able to work safely and confidently around electric vehicles of any form.

This can seem daunting – there are various types of hybrid and electric vehicles, each with different hazards given their high energy electrical systems. Then there are questions around how an electric vehicle can be charged and transported safely. Training is undoubtedly the answer to these kinds of concerns, and those who complete the course will receive an IMI Level 2 Award in Electric/Hybrid Vehicle

Hazard Management for Emergency & Recovery Personnel (Motorsport).

John Ryan, Motorsport UK Sport, Safety and Technical Director, noted:

"This is a big step forward in ensuring all Rescue and Recovery Units in the UK have a suitably trained crew member to manage any incidents with an electric or hybrid vehicle and, in turn, this will support our member clubs in welcoming these types of vehicles.

"It also marks a milestone in our strategy to develop the use of alternative propulsion vehicles at Motorsport UK events and we thank Mission Motorsport for their assistance in delivering this course."

We are proud to recognise the financial contribution provided by the British Motor Sport Training Trust in support of this initiative. We would also like to thank MotorSport Vision, BARC and Knockhill Racing Circuit for their support in allowing us to use their venues to deliver the training.

Unit Administrators will be contacted directly with an invite to register a crew member for one of the courses, which will be taking place between January and April 2022.





# Pendle POWERFEST

29<sup>th</sup> May 2022

You can't keep the North West's Premier show locked down ever

Proud to Announce That we have chosen Pendleside Hospice as our chosen Charity

Bookings will be open soon as we are hard organising this year's event and looking forward to have everyone back on showground at Nelson & Colne College.

Keep watching for more updates as we get nearer our event



MOTOR SPORT GROUP

## **SD34MSG 2020 Championships Open to ALL SD34MSG Group Members**

- Autotests
- PCAs
- AutoSOLOs
- Road Rallies
- Stage Rallies
- Sprints
- Hillclimb

**Enter ALL for Just £5**

**Register on Line**

**<http://sd34msg.org.uk>**

### **Range Rovers were 2021's most stolen vehicle (again!)**

**Value of cars stolen vehicles £23million**

From Velar to Sport, Vogue to Autobiography, as well as the Land Rover Defender and Discovery, the Range Rover family of vehicles has grabbed six of the 10 'most stolen' spots on the annual review of vehicle thefts.

Joining the list that no car manufacturer ever wishes to see their vehicles on, is BMW with its two most popular SUV's, X5 and X6, plus the Ford Transit and Fiat Ducato, showcasing that theft of vans and motorhomes and their possible contents remains ever popular.

Whether stolen to order, accessed via keyless entry, as a result of a burglary or even by opportunistic thieves, car theft remains a truth that all vehicle owners should be aware of. In 2021 alone, we helped to recover over £23million of stolen vehicles – that's £10million more than in 2020. Amongst the highest value cars stolen were a Lamborghini Urus, a Bentley Continental GT V8 Auto as well as a Bentley Bentayga V8 First, a Mercedes AMG G 63 4Matic, and a Mercedes S63 I AMG Executive.

At the bottom end of the scale, the lowest value recovery vehicles included, a Ford Fiesta ST, a Vauxhall Mokka and even a Timberwood Woodchipper and a Volvo Excavator.

#### **Top 10 Most Stolen in 2021**

- Range Rover Sport
- Range Rover Vogue
- Ford Transit
- BMW X6
- BMW X5
- Range Rover Velar
- Range Rover Autobiography
- Land Rover Defender
- Land Rover Discovery
- Fiat Ducato

# Wigton Motor Club members have received long service awards from Motor Sport UK

Two long serving members of Wigton Motor Club have been honoured by Motor Sport UK, the governing body of motorsport in Britain.

## Graeme Forrester

Graeme is known to most people within motorsport in the North of England and Scotland. He joined Wigton Motor Club in the 1960's and has been the mainstay of the club ever since. He has had many good committee members to support and offer him guidance, but he has been the mortar which has held the club together through lean times and good and brought the club to where it is today. Graeme has been a member of various committees within Motorsport UK and has had the energy to ensure that our sport has prospered over the past half century



## Ron Palmer

Ron has been involved in motorsport for around 60 years, attending his first club nights before he could drive. He started with the 750 MC (Cumberland) then CSCC, and for the past 30 years has been a committee member of Wigton Motor Club. He has been involved in just about every event that Wigton Motor Club has run as an official and has developed touring events to a high standard – they always attract a full entry. He was Clerk of the Course for the club's three day "Gallop" tours which have been running for ten years. As a committee member and vice president he has given wise counsel and advice to the club's newest organisers. He still supports events as a marshal and has recently been awarded Life Membership of Wigton Motor Club



Has anybody else realised that the only Gold Medal Great Britain won at the Olympics involved women sweeping up.....

**A huge queue formed outside Buckingham Palace on news that Prince Andrew was giving away money to people he has never met!**



**Tuesday the 22nd of February 2022**

Was both a palindrome and  
an ambigram

The date read the same from left to  
right, right to left and upside down.

22022022

But only if you use the correct font !

## 'Social Experiment'

I decided to take part in a 'Social Experiment'

I have been wearing an 'I'm Backing Boris' T-Shirt for two weeks to see how people would react

So Far I have been spat on, punched and even had a bottle thrown at me

I wonder if things will improve when I go outside my own house?



# Revolution

## Next Generation

*What can clubs do to engage, attract and nurture the younger members that will become their future? We spoke to four young drivers to find out.*

Attracting a younger audience is one of the biggest challenges for a motorsport club. Despite the thrill of speed, the wheel-to-wheel action and the drama of competition, enticing people to take part in live motorsport in an era so focused on online gaming and social media is not easy. But it can be done.

The next generation is the lifeblood for every club, because it is they who will ultimately take the reigns. Their journey starts with a trigger to draw them in and ends with mentoring to help create and nurture the organisers of the future. And they need encouraging every step of the way.

One pioneer of youth motorsport is the **Under-17 Motor Club North West** (U17MCNW). Using the cost-conscious discipline of Autosolo, it is engaging the area's youth population and showing them, their families and their friends an open door to the other motorsport opportunities across the region.

"One of the most important things is to be personable and encouraging to the new faces that come along," says **Chris Livesey, the club's social media manager**. "Just a friendly 'hi, can I help' or a few words of encouragement or hands on tips after a run can be enough for people to stay in the scene."

### Opening the door

The excitement of motorsport is a big draw for the young generation, but there is no denying that for many the up-front costs, logistics and entry fees can be prohibitive. As a result, a lot of newcomers either need the support of their parents or are introduced by parents who are already involved.

**Daniel Millward-Jackson's** fascination with cars began as a child and became a hobby after his parents discovered Autosolo. "I was lucky to have my first car, a 1-litre Nissan Micra, bought for me on my 14th birthday and I joined the **Under-17 motor club**," he recalls. His entire family are now all involved, with dad competing, mum at events managing membership cards and MSUK Licences, even his six-year-old brother 'marshalling'.

It was a similar story for **17-year-old Jessica Bishop**, who grew up watching motorsport with her dad. She recalls: "When he saw the passion I developed for drag racing he decided to buy me a junior dragster, which I now use to compete in the junior class at Santa Pod."

**Vintage Sports Car Club** member **Rebecca Smith**, meanwhile, was more of a pony person until being drawn in by another type of horsepower. "My father was always doing motorsport and as I got older I got more involved with the club. I met a great bunch of people and ended up competing myself.

"Now my dad is happier taking a back seat and supporting me. We have a fab group and have gone on all sorts of adventures, from a week trip around France in vintage cars to road trips within the UK. I have met some of my best friends through this club who I am sure will be in my life for years to come."

For **Tom Weaver**, competing in Hill Climbs was a natural progression after following his dad as an official and competitor. He has seen the sport change over time and explains: "There are definitely more young people involved now than when I was first a spectator, which is great to see.

"Many of us grew up around the sport with our parents racing or being involved behind the scenes and we have been friends since our early teens. Now we have started racing ourselves, which is brilliant, as we can support and encourage each other."

These members and their families can become vital ambassadors for a club and help spread the word amongst their peers. And although breaking through chatter from football to Fornite is not easy, Bishop believes last year's dramatic Formula One season could help TO open up the conversation.

"People who were not interested in motorsport now have an opinion on F1," she says. "They might not know about drag racing, but when I tell them about it, it usually gets a positive response and many want to know more about what I do and race."

*Continued on Page 56*

The purveyors of ‘Gymkhana’ and ‘Hoonigan’ motorsport, Ken Block and Travis Pastrana – both backed by energy drink manufacturers targeting a young demographic – are arguably even better known amongst these circles, thanks to their jaw-dropping online videos of extreme driving.

Block now has 1.7m followers on YouTube while Pastrana’s Gymkhana 2020 video has had an incredible 46m views. Those numbers are clearly a long way from the aspirations of any motor club by several orders of magnitude, but they do point to the biggest cut-through of all: social media.

## **Driven by social**

Every club has a presence on social media but few are using it to its maximum potential. For the younger generation, Facebook is as old as the dinosaurs, and any posts that are bland, full of words and just talk about the logistics of the next event are never going to inspire.

Choosing the right medium to attract the younger generation is the first challenge, and Weaver advises: “Facebook, Instagram and TikTok are the best ways for clubs to appeal to the younger generation but it’s also important that they have a good website to provide more detailed information.

“I believe clubs should involve their younger members in this area as they generally have a better understanding of social media and can help advise on how to use their online presence more effectively.”

Even on the right platforms, content is king – and for the younger generation that means short, sharp, exciting and attention grabbing. And it often means video. “People want to see evidence in action, rather than reading dull, static poster,” says Millward-Jackson, whose whole family is very active on social media.

“Everything can benefit from a better online presence. My family and I have Facebook, Instagram and Twitter pages (Team MJ Motorsport) to show our story and our passion and allow family and friends to see what I am achieving. People can see it makes us all happy and it is something I am very proud of.”

Networking on social media has also paid dividends for Millward-Jackson’s club, the U17MCNW, and Livesey explains: “We engage regularly with other Autosolo and grassroots motorsport pages and other local motor clubs to spread the word wider than our own pages. Most new enquiries and subsequent memberships are borne out of our social media platforms.”

Andy Lambert, of social media experts Contentcal, recently worked with Motorsport UK to provide online webinars on the topic. He believes many clubs are missing a major “gap and opportunity” in this area and explains: “Social can connect people at a personal level, and that is fundamental.

Posts that encourage comments – such as responding to questions – are the most valuable, but building and demonstrating advocacy and trust is also a vital part of the process. Encouraging club members to comment on content or providing education and advice are great ways to do this.

In the webinar, Lambert explained: “Lots of people think that when you post everyone that follows you sees that post. That’s not true. Only about five percent sees it – but each time someone comments, your post gets shared to more people. Likes and shares are nothing compared to comments.

“A really important emotion to evoke is the fear of missing out. Testimonials from members are brilliant because you get to tag them and get them to comment, which again increases awareness. Content that educates is [also] really important as it can help people and build trust.”

## **Getting out there**

It is not all about the Internet, however. In this digital age, there are still ways to connect with potential ‘recruits’ in the real world. Schools and universities are obvious places to approach, while public appearances also create opportunities. The latter is something the U17MCNW has always worked hard at.

Livesey explains: “We have been involved in multiple large scale events such as the Manchester Classic Car Show, AutoSport International and the Neil Howard Stages, where club members offer passenger rides to members of the public over 12 years old, to give them the experience of what an Autosolo is all about.

“Our events are also run at working motorway services venues, so we actually get a lot of passing interest and are more than happy to chat. We would like to think that we are a friendly and approachable group, and more than happy to pitch in with advice, tips and encouragement.”



## ***The Next Generation*** ***Continued from Page 56***

Even then, however, we come back to the big barrier of cost. The affordability of Autosolo is one of the most appealing aspects to the Millward-Jacksons, and Livesey believes any club could easily set one up as “a great gateway to the next generation” to give them a taste of the sport.

However, even once the door is open the cost of stepping up to other disciplines can still be prohibitive. Many clubs and events are already run on tight budgets, but supporting young members does not necessarily have to cost the earth and sometimes giving just a little support can end up gaining a lot.

The VSCC reduces entry costs for youth members but Smith believes there are more ways members can help and adds: “Some members are willing to lend their cars, but you need an environment to facilitate these opportunities. A platform for members to share old equipment at reduced costs could also help.”

Millward-Jackson, meanwhile, feels clubs could also help members out by developing affiliations with local businesses, adding: “Membership incentives and discounts can help people afford the products they need, while creating apprenticeships is also a way to help those trying to start out.”

Sharing a car to reduce costs is another approach and this is seen a lot in Hill Climbing, where two drivers can compete in the same vehicle. The discipline is also working hard to develop dedicated competitions for younger drivers, and Weaver believes that could be a major benefit for the next generation.

“There definitely needs to be more cheaper ways into the sport and the Autocar Shelsley Walsh Young Drivers Championships is a great example,” he says. “It is for under 21s with no previous experience and uses stock Vauxhall Corsas with a budget cap on the car cost and discounted race equipment and entries.

“Also, 14-16 year olds can now compete in the standard car class in Hill Climbs after safely competing in three sprints. I think that is a great way for more clubs to provide young people with a cost-effective route into the sport and I hope to see this become more popular over the next few years.”

### **Getting involved**

Once bitten by the bug, it is often not just the racing that keeps young members involved. A fun social scene and a feeling of belonging are both key aspects to any club environment, and the more that a newcomer gets involved the more chance there is of them playing a role in taking the club forward.

Marshalling is a great way to get people engaged in the off-track side of the club even before they get behind the wheel. Weaver, who was a Cadet Marshal at the age of 12, still spends at least one weekend a year ‘in orange’ and says: “It has helped me to get to know so many people in the sport and to feel connected.”

At the VSCC, Smith is already engaged with supporting the growth of the next generation. She organises the club’s London pub meets, has just taken on the role of grid co-ordinator for the Young Persons (under 30) race and is an active member of the membership sub-committee.

“Sub-committees allow people to get involved and have an active role in making decisions and suggestions to the club,” she says. “That can also attract and encourage younger members, particularly those who may be looking at having careers within motorsport and club offices.”

And while engaging young members on the social and social media side can be hugely beneficial, so too can taking the time to encourage and mentor them to take on some of the various roles involved in running a club, from membership management to event organisation.

“Lots of people in my club have helped and guided me,” acknowledges Bishop. “I see myself staying involved for as long as I can and while I am not yet involved in marshalling or organising, I would like to help in the organisation of events and get to learn more about that side of motorsport.”

If that support and encouragement can come right from the top, all the better, as Millward-Jackson explains: “Our club founder **Steve Johnson** has helped me to realise that there’s more to the sport and club than just getting into the car and racing. It can only function if people are involved and take part at every level.

“I am certainly interested in getting more involved in the functioning and running of the club. I am already involved in setting up the course and I feel very strongly that these club organisation skills must not become a dying trade. I want to be able to be one of those that can help the club continue in years to come.”

**To watch Motorsport UK’s online social media webinars, visit: [www.youtube.com/watch?v= 9PqhCZoRSI](https://www.youtube.com/watch?v=9PqhCZoRSI)**



The Mini 7 Racing Club has made a generous donation of £1500 to the British Motorsport Marshals Club (BMMC) at its recent annual awards evening.

Since the first Formula Mini Se7en race at Brands Hatch in 1966, the Mini 7 Racing Club has remained a favourite for drivers, race commentators, spectators and marshals alike.

The cars offer excellent value for money, with plenty of overtaking opportunities and a turn of speed that can surprise and often outpace many modern alternatives.

The latest in a series of generous donations to the club was collected on behalf of the BMMC by National Chair Nadine Lewis.



Speaking after the event Nadine said: "It really is inspiring to hear the high regard in which our members are held by the wider motorsport community as I travel around the country representing the club.

"It is also very humbling to receive such generous donations such as this one for £1500 from Mini 7 Racing Club for which we are all extremely grateful."

# CRACKING DOWN

## ON PRIVATE PARKING CHARGES

- Private parking fines now capped at £50
- Debt collection fees now banned
- Rule breaking operators barred
- Clearer parking signs



For many years there has been a campaign to tackle the unscrupulous activities of private car parking companies who have been ripping off motorists

The campaigning has paid off - this week the Government has published the Private Parking Code of Practice, which means a fairer deal for motorists.

The Code sets out the requirements that parking operators must follow. These include a compulsory 10-minute grace period to prevent operators issuing charges for being just a few minutes late, higher standards for signage and surface markings, and a crack-down on the use of aggressive and pseudo-legal language.



## **Disciplinary: Motorsport UK v Stephen Loydall Worrad**

Sitting 1st February 2022 David Munro (Chairman), Mike Harris, Guy Spollon J2021/19 Disciplinary: Motorsport UK v Stephen Loydall Worrad

This matter comes before the Court as a Disciplinary Hearing, as Mr Worrad had been required to appear in respect of two allegations, namely:-

“1. That between or about 1st September 2019, and continuing, you acted dishonestly in relation to motorsport generally, contrary to General Regulation C1.1.3. 2. That between or about 1st September 2019, and continuing, you acted prejudicially to motorsport generally, contrary to General Regulation C1.1.4.”

The Court is satisfied that Mr Worrad is aware of these present proceedings. He did not attend the hearing but was plainly aware of the date. The Court has therefore heard the case following a successful application by Motorsport UK to proceed in his absence.

### **The Findings are as follows:**

- Mr Worrad was a Motorsport UK licence holder at all relevant times.
- In 2019, he advertised his services on the Racecarsdirect.com website as a supplier of parts.
- He was contacted by Louis Lacasta, a French national, who was restoring a Brabham BT28 F3 car.
- He agreed to supply a number of parts, including four suspension uprights.
- He was paid in full by money transfer in September 2019 but failed, without explanation, to supply the uprights.
- He failed to maintain contact with Mr Lacasta, who subsequently commenced civil proceedings against him in the UK.
- In October 2020, Mr Lacasta obtained judgement against Mr Worrad.

This judgement remains unsatisfied, and Mr Lacasta has been unable to recoup his original expenditure and costs. Mr Worrad has not appealed against this judgement and has made no application to set it aside. The Court is satisfied that Mr Worrad's conduct in the course of his dealings with Mr Lacasta amounts to conduct that is prejudicial to the interests of motorsport generally. He has deliberately evaded attempts to hold him to account, and the Court, having heard evidence from both Mr Lacasta and Mrs Lisa Blair, his legal representative in the civil proceedings, conclude that his conduct amounts to dishonesty in the context of General Regulation C1.1.3. The function of this Court is not to enforce judgements of the civil courts, but to protect the interests of motorsport generally and each case must depend on its own merits.

The Court, having found that the allegations are proved, and bearing in mind that in this case the prejudice to motorsport and its licence holders has extended beyond the UK, finds this to be an exceptionally grave matter. Accordingly, a sentence of exclusion is appropriate. The Court, therefore, excludes Mr Worrad from taking part in any motorsport competition nationally or internationally for a period of five years.

The Court orders Mr Worrad to pay a contribution of £500 towards costs. 1st February 2022



The screenshot shows a web form titled "Online Death Certificate Request" with a crest logo on the left and the name "Fredrick Smit" on the right. Below the title is the instruction "Step 1: Who is on the Death Certificate?". Further down, it asks "The person listed on the Death Certificate is:" and provides two buttons: "Myself" and "Someone Else" with a dropdown arrow.

# **Inquiry: Exmouth Memorial Rally**

Sitting 1st February 2022 David Munro (Chairman), Mike Harris, Guy Spollon

This matter comes before the Court as an Inquiry pursuant to General Regulation C9.1. The matters referred to the Court are as follows:-

Whether, and if so by whom, any competitor was responsible for breaches of all or any of the 2021 General Regulations:-

A10.1.3. A10.1.5. A10.2. C.1.1.4. C1.1.9. The Court heard evidence in relation to the alleged conduct of competitors in the Exmouth Memorial Rally, which was held over the weekend of 13th-14th November 2021.

The incident giving rise to the Inquiry had its origins in a collision which occurred between two cars, a Ford Escort RS2000 crewed by Tim Hodgson (driver) and Sam Spencer (navigator) and a BMW Compact crewed by Andrew Hankey (driver) and Nathan Coles (navigator).

The Court has had the benefit of receiving live evidence from Mr Hodgson, Mr Spencer, and Mr Hankey, and has considered written evidence from Reian Jones, Nathan Coles, Matthew Barker and the Clerk of the Course, Paul Hoad. Mr Jones and Mr Barker were fellow competitors, and the Court is satisfied that they were able to provide independent evidence in relation to the incident at MCT2, where matters came to a head,

- It is hard to determine who may have been responsible for the initial collision, there being no independent witnesses and the evidence available to the Court being unclear, incomplete, and contradictory.
- In any event, the Court's principal concerns relate to the incidents that followed the collision.
- There was some exchange of views between Mr Hankey and Mr Hodgson at a subsequent fuel stop and shortly thereafter a heated argument erupted at a lay-by where MCT2 was located.
- Mr Spencer and Mr Hodgson maintained that Mr Hankey was the aggressor and that he used abusive language and behaviour towards them. Mr Hankey asserted that the aggression came from Mr Hodgson and disputed the evidence that Mr Spencer had intervened to prevent an assault taking place.
- An independent witness, Reian Jones, provided clear evidence that Mr Hankey was acting aggressively towards Mr Hodgson and was being verbally abusive towards him, and used language of such a threatening nature that he had believed that Mr Hankey was going to physically assault Mr Hodgson. He witnessed Mr Spencer attempting to diffuse the situation and he had to step between Mr Spencer and Mr Hankey to prevent further escalation. Mr Hankey, however, continued to shout and swear at Mr Hodgson. He was clear that Mr Hodgson had not reacted to Mr Hankey and stayed calm in his demeanour. While giving evidence, Mr Hankey accepted that he had used abusive language on one occasion.

The Court has concluded that the accounts of Mr Spencer and Mr Hodgson are truthful and that they are independently corroborated by Mr Jones.

We are of the view that it is not necessary to determine if breaches of General Regulations A10.1.3., A10.1.5., A10.2. and C1.1.4. occurred, but there is clear evidence that Mr Hankey committed an offence contrary to C1.1.9., in that he used abusive language and behaviour within the area under control of the organising club.

Accordingly, treating this as an isolated incident, and one that was wholly out of character, the appropriate penalty is that Mr Hankey's competition licence shall be suspended for a period of 12 months, but that suspension will itself be suspended for 12 months subject to there being no further infringements of the General Regulations.

In these circumstances, the Court makes no order as to costs. 1st February 2022



## Road Rally

### Drivers

<b>1st Overall</b>	John Gornall	G&PMC
1st Expert	Dan Sedgwick	Clitheroe
2nd Expert	David Pedley	Clitheroe
1st Semi-Exp	Paul Redford	Clitheroe
1st Novice	Ian Swallow	Bolton

### Navigators

<b>1st Overall</b>	Martin Gornall	G&PMC
1st Expert	Sam Ambler	Clitheroe
1st Semi Exp	Grace Pedley	Clitheroe
1st Novice	James Swallow	Bolton
2nd Novice	Barry Allman	Clitheroe

## Individual

<b>1st Overall</b>	Nigel Fox	Clitheroe
2nd	Andrew Williams	U17MC(NW)
3rd	David Goodlad	Bolton

## Marshal

<b>1st Overall</b>	Brian Wragg	Liverpool MC
<b>2nd</b>	Maurice Ellison	Clitheroe
<b>=3rd</b>	Geoff Maine	Liverpool MC
<b>=3rd</b>	David Hunt	Liverpool MC

## Non-Race Non-Rally

<b>1st Overall</b>	James Williams	U17MC(NW)
1st Class A	Andy Williams	U17MC(NW)
2nd Class A	Stephen Holmes	Clitheroe
1st Class B	John Jones	U17MC(NW)
2nd Class B	Gary Sherriff	Bolton
1st Class C	Lauren Crook	U17MC(NW)
1st Class E	Phil Clegg	U17MC(NW)
2nd Class E	Steve Johnson	U17MC(NW)
1st Class D	Andrew Robinson	U17MC(NW)
2nd Class D	Shaun Mundy	Knutsford

## Stage Rally

### Drivers

<b>1st Overall</b>	Neil Rooskell	G&PMC
1st Class B	Andrew Potts	Clitheroe
1st Class D	Paul Murro	G&PMC
2nd Class D	Greg Williams	Warrington

### Co-Drivers

<b>1st Overall</b>	Callum Cross	Blackpool SS
1st Class B	Jonathon Cragg	GPMC
2nd Class B	Dave Wilkinson	Clitheroe
1st Class C	Jonathon Kennedy	Warrington
2nd Class C	Victoria Swallow	Bolton
1st Class D	Richard Edwards	Warrington
2nd Class D	Barry Allman	Clitheroe

## Sprint & Hillclimb

<b>1st Overall</b>	C.Bramhall	Liverpool
1st Class 1B	Nigel Trundle	G&PMC
1st Class 2	M.Bramhall	Liverpool
2nd Class 2	Nigel Fox	Clitheroe
1st Class 3	R.Holt	Liverpool
1st Class S	David Goodlad	Bolton
2nd Class S	Pete Messer	Clitheroe

## Under 18

<b>1st Overall</b>	Daniel Millward-Jackson	U17MC(NW)
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## Interclub League

<b>1st Overall</b>	Clitheroe & District Motor Club
1st Div A	Bolton-le-Moors Car Club
1st Div B	Wallasey Motor Club
1st Div C	Mull Car Club

SD34 Motor Sport Group Calendar 2022							
Date	Discipline	League	Marshal	Club	Title	Venue - Notes	Champ
5-Mar	Hist R/Rally	No	Yes	Knutsford & DMC	Tour of Cheshire	Cheshire	None
12-Mar	Stage Rally	Yes	Yes	Kirkby Lonsdale MC	Malcolm Wilson Rally	Cumbria	Stage
12-Mar	Touring Ass	No	No	Knowldale & DMC	John Clegg Mini Miglia	Lancs Cumb, Yorks	None
13-Mar	Autotest	Yes	Yes	Airedale & Pennine	A&PMCC A/T 3	Rock & Heifer,	Non R/R
13-Mar	PCA	Yes	Yes	Airedale & Pennine	A&PMCC PCA 3	Rock & Heifer, B	Non R/R
19-Mar	Stage Rally	Yes	Yes	Motor Sport (NW)	LF North West Stages	Garstang	Stage
20-Mar	Trial	Yes	Yes	Airedale & Pennine	Buxton Sporting Trial	Longnor	Non R/R
10-Apr	Autotest	Yes	Yes	Airedale & Pennine	A&PMCC A/T 4	Rock & Heifer	Non R/R
10-Apr	PCA	Yes	Yes	Airedale & Pennine	A&PMCC PCA 4	Rock & Heifer,	Non R/R
10-Apr	Stage Rally	Yes	Yes	Stockport 061 MC	Altratech SMC Stages	Anglesey Circuit,	Stage
24-Apr	Autosolo	Yes	Yes	CSMA	CSMA Autosolo 1	Lymm Services Jt 20	Non R/R
24-Apr	Autotest	Yes	Yes	CSMA	CSMA Autotest 1	Lymm Services Jt 20	Non R/R
24-Apr	PCA	Yes	Yes	CSMA	CSMA PCA 1	Lymm Services Jt 20	Non R/R
24-Apr	Tourings As	No	No	Lancashire AC	St George's Day Run	Lancs & Yorkshire	None
24-Apr	PCA	Yes	Yes	Warrington & DMC	Spring Season PCA 1	Wern Ddu	Non R/R
30-Apr	Sprint	Yes	Yes	Liverpool MC	Aintree Spring Sprint	Aintree	S&HC
7-May	Touring Ass	No	No	Lancashire AC	Fellsman Classic Car Run		None
7-May	Targa	Yes	Yes	Stockport 061 MC	MOCP 061 Targa Rally	Weeton Barracks	Road
8-May	Trial	Yes	Yes	Airedale & Pennine	Classic Sporting Trial	Longnor	Non R/R
8-May	Stage Rally	Yes	Yes	Wigan & DMC	Combrake Stages	3 Sisters, Wigan	Stage
13/14 May	Stage Rally	Yes	Yes	Manx A.S.	Manxs National	Isle of Man	Stage
15-May	Autotest	Yes	Yes	Airedale & Pennine	A&PMCC A/T 5	Rock & Heifer	Non R/R
15-May	PCA	Yes	Yes	Airedale & Pennine	A&PMCC PCA 5	Rock & Heifer,	Non R/R
21-May	Stage Rally	Yes	Yes	Knutsford & DMC	Plains Rally	North Wales	Stage
22-May	Autosolo	Yes	Yes	CSMA	CSMA Autosolo 2	Lymm Services Jt 20	Non R/R
22-May	Autotest	Yes	Yes	CSMA	CSMA Autotest 2	Lymm Services Jt 20	Non R/R
22-May	PCA	Yes	Yes	CSMA	CSMA PCA 2	Lymm Services Jt 20	Non R/R
28-May	Track Day	No	No	Liverpool MC	Aintree Track Day 1	Aintree	None
29-May	PCA	Yes	Yes	Warrington & DMC	Spring Season PCA 2	Wern Ddu	Non R/R
11-Jun	Hillclimb	Yes	Yes	L/pool MC / KLMC	Barbon Manor Hillclimb 1	Barbon	S&HC
12-Jun	Autotest	Yes	Yes	Airedale & Pennine	A&PMCC A/T 6	Rock & Heifer,	Non R/R
12-Jun	PCA	Yes	Yes	Airedale & Pennine	A&PMCC PCA 6	Rock & Heifer,	Non R/R
12-Jun	Touring Ass	No	No	Lancashire AC	Man to B/pool Classic Car Run	Lancashire	None
19-Jun	Autosolo	Yes	Yes	CSMA	CSMA Autosolo 3	Lymm Jt 20	Non R/R
19-Jun	Autotest	Yes	Yes	CSMA	CSMA Autotest 3	Lymm Services Jt 20	Non R/R
19-Jun	PCA	Yes	Yes	CSMA	CSMA PCA 3	Lymm Services Jt 20	Non R/R
25-Jun	Sprint	Yes	Yes	Liverpool MC	Aintree Summer Sprint	Aintree	S&HC
26-Jun	PCA	Yes	Yes	Warrington & DMC	Spring Season PCA 3	Wern Ddu	Non R/R
3-Jul	Autotest	Yes	Yes	Knutsford & DMC	Tim Sargeant Autotest		Non R/R
9-Jul	Touring Ass	No	No	Lancashire Ac	Coast to Coast Classic Car Run	L/caster to Yorkshire	None
9-Jul	Autosolo	Yes	Yes	Under 17 MC NW	U17MC Autosolo 2	M65 Jt 4	Non R/R
9-Jul	PCA	Yes	Yes	Under 17 MC NW	U17MC PCA 2	M65 Jt 4	Non R/R
10-Jul	Autotest	Yes	Yes	Airedale & Pennine	A&PMCC A/T 7	Rock & Heifer,	Non R/R
10-Jul	PCA	Yes	Yes	Airedale & Pennine	A&PMCC PCA 7	Rock & Heifer,	Non R/R
10-Jul	Autosolo	Yes	Yes	Under 17 MC NW	U17MC Autosolo 3	M65 Jt 4	Non R/R
10-Jul	Autotest	Yes	Yes	Under 17 MC NW	U17MC Autotest 1	M65 Jt 4	Non R/R
10-Jul	PCA	Yes	Yes	Under 17 MC NW	U17MC PCA 3	M65 Jt 4	Non R/R
16-Jul	Hillclimb	Yes	Yes	Liverpool MC / KLMC	Barbon Manor Hillclimb 2	Barbon	S&HC
17-Jul	Targa	Yes	Yes	Hexham & DMC	Northern Dales Targa Rally		Road
23-Jul	PCT	Yes	Yes	Airedale & Pennine	Haw Pike PCT		Non R/R



## SD34 Motor Sport Group Calendar 2022

Date	Discipline	League	Marshal	Club	Title	Venue - Notes	Champ
7-Aug	Stage Rally	Yes	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks	Stage
14-Aug	Autosolo	Yes	Yes	Accrington MSC	AMSC Autosolo 2	Lymm Services Jt 20	Non R/R
14-Aug	Autotest	Yes	Yes	Accrington MSC	AMSC Autotest 2	Lymm Services Jt 20	Non R/R
14-Aug	PCA	Yes	Yes	Accrington MSC	AMSC PCA 2	Lymm Services Jt 20	Non R/R
14-Aug	Autotest	Yes	Yes	Airedale & Pennine	A&PMCC A/T 8	Rock & Heifer,	Non R/R
14-Aug	PCA	Yes	Yes	Airedale & Pennine	A&PMCC PCA 8	Rock & Heifer,	Non R/R
20-Aug	Track Day	No	No	Liverpool MC	Aintree Track Day 2	Aintree	None
28-Aug	Stage Rally	Yes	Yes	Kirkby Lonsdale MC	Pendragon Stages	Warcop	Stage
3-Sep	Sprint	Yes	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree	S&HC
4-Sep	PCA	Yes	Yes	Warrington & DiMC	Autumn Season PCA 1	Wern Ddu	Non R/R
10-Sep	Hillclimb	Yes	Yes	Pendle & DiMC	Scammonden Dam Hillclimb	Scammonden Dam,	S&HC
10-Sep	Autosolo	Yes	Yes	Under 17 MC NW	U17MC Autosolo 4	M65 Jt 4	Non R/R
10-Sep	PCA	Yes	Yes	Under 17 MC NW	U17MC PCA 4	M65 Jt 4	Non R/R
11-Sep	Autotest	Yes	Yes	Airedale & Pennine	A&PMCC A/T 9	Rock & Heifer,	Non R/R
11-Sep	PCA	Yes	Yes	Airedale & Pennine	A&PMCC PCA 9	Rock & Heifer,	Non R/R
11-Sep	Autosolo	Yes	Yes	Under 17 MC NW	U17MC Autosolo 5	, M65 Jt 4	Non R/R
11-Sep	Autotest	Yes	Yes	Under 17 MC NW	U17MC Autotest 2	, M65 Jt 4	Non R/R
11-Sep	PCA	Yes	Yes	Under 17 MC NW	U17MC PCA 5	M65 Jt 4	Non R/R
16/18-Sep	Touring Ass	No	No	Lancashire AC	Border Rievers Classic Tour	Scottish borders	None
24-Sep	Road Rally	Yes	Yes	Clitheroe & DMC	Clitheronian	Lancs Cumb, Yorks	Road
30/1st Oct	Stage Rally	Yes	Yes	Manx A.S	Pokerstars	Isle of Man	Stage
1-Oct	Touring Ass	No	No	Knowldale & DMC	Autumn Tour	Lancs Cumb, Yorks	None
2-Oct	PCA	Yes	Yes	Warrington & DMC	Autumn Season PCA 2	Wern Ddu	Non R/R
9-Oct	Autotest	Yes	Yes	Airedale & Pennine	A&PMCC A/T 10	Rock & Heifer,	Non R/R
9-Oct	PCA	Yes	Yes	Airedale & Pennine	A&PMCC PCA 10	Rock & Heifer,	Non R/R
9-Oct	Stage Rally	Yes	Yes	Wigan & DMC	The Adgespeed Stages	3 Sisters, Wigan	Stage
13/16-Oct	Stage Rally	Yes	Yes	Mull Car Club	Mull Rally	Isle of Mull	Stage
22-Oct	Touring Ass	No	No	2300 Club	Andy Mort Tour	Clitheroe	None
23-Oct	Autosolo	Yes	Yes	Knutsford & DMC	Jubilee Autosolo		Non R/R
5-Nov	Stage Rally	yes	Yes	Bolton-le-Moors CC	Neil Howard Stages	Oulton Park	Stage
12-Nov	Targa	No	Yes	Kirkby Lonsdale MC	KLMC Targa	Warcop	None
12-13Nov	Road Rally	Yes	Yes	Clitheroe & DMC	Primrose Rally	Lancs Cumb, Yorks	Road
13-Nov	Autotest	Yes	Yes	Airedale & Pennine	A&PMCC A/T 11	Rock & Heifer,	Non R/R
13-Nov	PCA	Yes	Yes	Airedale & Pennine	A&PMCC PCA 11	Rock & Heifer	Non R/R
13-Nov	PCA	Yes	Yes	Warrington & DMC	Autumn Season PCA 3	Wern Ddu	Non R/R
19-Nov	Road Rally	No	Yes	Beverley & DMC	Beaver Rally	Yorkshire	Road
27-Nov	Targa	Yes	Yes	Knutsford & DMC	The Knutsford Targa Rally	Cheshire	Road
10-Dec	Autosolo	Yes	Yes	Bolton-le-Moors CC	Autosolo 2		Non R/R
10-Dec	PCA	Yes	Yes	Bolton-le-Moors CC	PCA 2		Non R/R

## SD34MSG 2022 Road Rally Championship Rounds

Date	Discipline	Club	Title
07/05/2022	Targa	Stockport 061 MC	MOCP 061 Targa Rally
17/07/2022	Targa	Hexham & Dist MC	The Northern Dales Targa Rally
24/09/2022	Road Rally	CDMC	Clitheronian
12/11/2022	Road Rally	CDMC	Primrose Rally
19/11/2022	Road Rally	Beverley & District MC	Beaver
27/11/2022	Targa	Knutsford & District MC	The Knutsford Targa Rally

# 2022 SD34MSG Challenge Registration Form

## Please register me for the SD34 Challenges indicated below.

By submitting this form and paying the registration fee I agree to abide by the Championship rules and regulations, which can be found on the SD34MSG website at <http://sd34msg.org.uk/>

**General Data Protection Regulation 2018.** Under the data protection regulations (the GDPR), which came into force on 25 May 2018, we have to ask your permission to hold data about you as per the Groups Data Protection Policy. NOTE: **We cannot assume your permission; it has to be given to us explicitly. If we don't get this consent we cannot communicate with you.** Therefore by submitting the above Championship Registration form and paying the registration fee you give your full consent and authority for SD34MSG to contact you via **email, telephone and/or letter** for the purpose of keeping you informed with activities, events and for social purposes so long as I you are a registered Championship contender. You also understand that you may withdraw your consent at any time by contacting the Groups Data Protection Officer, who is the SD34 MSG Secretary ([secretary@sd34msg.org.uk](mailto:secretary@sd34msg.org.uk)), and is also the data controller for the purpose of GDPR and the Data Protection Act 2018. Our address is:- SD34MSG, c/o 6 Thistleton Road, Thistleton, Preston PR4 3XA.

The SD34 MSG GDPR Privacy Statement can be viewed on the Groups Web Site. At <http://sd34msg.org.uk/>

Please note all our (SD34MSG) Competitions are

**"Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and any supplementary Regulations.**

**Please return the completed form complete with the £5 registration fee to the championship compiler.**

**This can be done by post to David Barratt, 54 Lodge Street, Accrington, BB5 6EH or by completing the form, print off, scan and then e-mail to [davidpbarratt@gmail.com](mailto:davidpbarratt@gmail.com). Cheques must be made payable to SD34 Motorsport Group**

**Register on Line at <https://form.jotform.com/203073542463349>**

**Registration fees may also be paid by bank transfer to:**

**Lloyds Bank**

**Sort Code: 77-76-05**

**Account Number: 49052568**

**Please enter your full name as the reference**

Name			
Address			
	Post Code		
Email Address			
Home Tel	Mobile		
SD34MSG Nominated Club			

Championship		Class					
Stage Rally	Driver / Co-Driver	A	B	C	D		
Road Rally	Driver / Navigator	Expert	Semi Expert	Novice			
Sprint Hillclimb	Driver	S	1	2	3	4	5
Non Race Rally	Driver	A	B	C	D	E	



# 2022 SD34MSG Under 18 Challenge Registration Form

Name .....

Address .....

..... Post Code .....

e-mail ..... Tel No Home .....

Mobile ..... SD34 Nominated Club ..... (1 only)

Age on 1st January 2020 ..... DOB .....

Competitor Signature ..... Date .....

Please register me for the SD34MSG Under 18 Championship. I agree to abide by the championship regulations. I understand that the information contained on this sheet will be held on computer, but will be for SD34MSG use only. (There is no fee due for this championship.)

Parent Name .....

Parent Signature ..... Date .....

Parent Information (If different to above) Address .....

..... Post Code .....

e-mail ..... Tel No Home .....

Mobile .....

**the registration link for the Sd34MSG U18 Challenge is [SD34 u18 championship](#)**

**General Data Protection Regulation 2018.** Under the data protection regulations (the GDPR), which came into force on 25 May 2018, we have to ask your permission to hold data about you as per the Groups Data Protection Policy. NOTE: We cannot assume your permission; it has to be given to us explicitly. If we don't get this consent we cannot communicate with you. Therefore by signing the above Championship Registration form you give your full consent and authority for SD34MSG to contact you via email, telephone and/or letter for the purpose of keeping you informed with activities, events and for social purposes so long as I you are a registered Championship contender. You also understand that you may withdraw your consent at any time by contacting the Groups Data Protection Officer, who is the SD34 MSG Secretary (secretary@sd34msg.org.uk), and is also the data controller for the purpose of GDPR and the Data Protection Act 2018. Our address is:- SD34MSG, c/o 6 Thistleton Road, Thistleton, Preston PR4 3XA. The SD34 MSG GDPR Privacy Statement can be viewed on the Groups Web Site. @ <http://sd34msg.org.uk/> Please return the completed form to the championship compiler. This can be done by post or by completing the form, print off, sign, scan and then e-mail to championship compiler. Address information at bottom of page.

## SD34MSG Under 18 Challenge Regulations

The SD34MSG "Under 18 Championship" shall allow any member of an SD34MSG club, who is under the age of 18 on the first day in the championship year (this will normally be 1st January in any year) to compete for the championship in any discipline of motorsport which allows their participation at an age of under 18 as defined in the current Motorsport UK Bluebook. As this will be a multi discipline championship then all Under 18 Championship qualifying competitors wishing to be considered for the championship must register for the Under 18 Championship separately to the normal champion-ships. This will not exclude them from registering for the normal SD34MSG championship as well. (Entry to this championship shall be free and points will be awarded from the date of first registration.)

### Scoring

For championships which work out overall positions by Index of Performance (as per the SD34MSG Index of Performance system and rules) the Under 18 registered competitor with the best index in the event will be awarded one point for each under 18 championship contender, or 10 points whichever is the higher, and second placed one point less, etc. i.e The 2nd best index 1 point less, 3rd best index 2 points less and so on till all eligible registered Under 18 competitors have been awarded their points.

For Championship events which work out overall position by means of the least actual time lost (or time and fails system) then the Registered Under 18 competitor with the best overall position will be awarded one point for each under 18 championship contender, or 10 points whichever is the higher, and second placed one point less, etc. i.e The 2nd best overall position 1 point less, 3rd best overall position 2 points less and so on till all eligible registered Under 18 competitors have been awarded their points.

Some championship events may well have eligible competitors in both the driving and navigating positions and therefore I would envisage that points be awarded to both Drivers and Navigators separately according to their overall position either as navigators or drivers. There will be no distinction between drivers or navigators for the overall awards.

Registered competitors may also score 5 points on two separate occasions by marshalling on any SD34MSG championship event. One of these must be for marshalling on an SD34 Championship event other than one run by their own club. If the event is run/co-promoted by more than one club and one of these clubs is their own club this will not count as another club for marshalling points. You must claim these points directly with the championship compiler within 1 (one) month of the event taking place stating which event you marshalled on.

The REGISTERED Under 18 competitor with the highest score at the end of the championship year, from any discipline or multiple disciplines, would be the Overall Under 18 Champion. Next highest score 2nd Overall and third highest score 3rd Overall. It must be stressed that an Under 18 Championship contender must notify the Championship compiler of their taking part in a particular eligible event within 1 (one) month of the event taking place. (This can be easily done by e-mail just stating which event and its date.)

The event organisers must supply a complete set of results and entry list with clubs entered under to the Under 18 compiler so that points can be awarded accordingly. These must be notified as soon as the results become available and no longer than three weeks after the date that the results become official.

Please note all our (SD34MSG) Competitions are "Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and any supplementary Regulations.

**Under 18 Challenge Compiler:- Alan Shaw 31 Appleby Drive, Barrowford, NELSON, Lancashire, BB9 6EX. Tel No 01282 602195 e-mail address shawalan555@gmail.com**

# **SD34MSG**

## **Challenge Classes for 2022**

### **Non Race / Non Rally**

- A) Production Saloon Cars up to 4.15m (13'7") overall length and up to 1400cc (Must have all seats & trim fitted);
- B) Production Saloon Cars up to 4.15m (13'7") overall length and over 1400cc (Must have all seats & trim fitted);
- C) Production Saloon Cars over 4.15m (13'7") overall length (Must have all seats & trim fitted);
- D) Series Production Sports Cars hood down or hood up;
- E) All other cars (including "low volume" sports cars e.g. Caterhams, Westfields) and Stage Rally-prepared cars.

### **Sprint & Hillclimb**

Categories will be as per Motorsport UK Regulations S11-S15, but most events will run classes as agreed for the "2022 North & Midland Speed Classes".

Category S - Standard Cars complying with S11

Category 1 – Road Cars (series production) complying with S12

Category 2 - Road Cars (specialist production) complying with S12

Category 3 - Modified Cars – series and specialist production complying with S13

Category 4 - Sports Libre Cars complying with S14

Category 5 - Racing Cars complying with S15

### **Stage Rally**

- A) up to 1400cc
- B) 1401cc to 1600cc
- C) 1601cc to 2000cc
- D) over 2000cc & 4 WD

### **Road Rally**

Expert	A competitor who, in the role registered has at least 3 top 10 finishes in Nat B or higher
Semi-Expert	All Competitors not eligible for Expert or Novice Class (NB : You can only move up one class per yr)
Novice	A Competitor in the Role Registered has never won a 1st Novice Award (See full rules)



## Non Race/Rally Championship

O/A	Competitor	Class	Points	Club
1	Andy Williams	A	31.23	U17MC
2	Scott McMahon	A	30.82	U17MC
3	Lauren Crook	C	30.26`	U17MC
4	Chris McMahon	A	30.11	U17MC
5	Ian Harcourt	D	29.98	Bolton
6	Nigel Fox	A	27.42	Clitheroe
7	John Jones	B	20.54	Accrington
8	James Williams	?	20.25	U17MC
9	Gary Sherriff	B	19.91	Bolton
10	Alec Tunbridge	E	10.12	Bolton
11	Jack Mather	B	10.00	Bolton
12	Milo Unwin	A	9.67	U17MC
13	Peter Sharples	A	9.58	Preston
14	Dave Graves	B	9.55	Bolton
15	Steve Johnson	A	8.99	Boundless
16				
17				
18				



MOTOR SPORT GROUP

## 2022 SD34MSG Championship Tables

### Sprint & Hillclimb Championship

O/A	Competitor	Points	Class	Club
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				

### Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
1	Colin Blunt	C	31	Clitheroe	
2	Simon Bowen	D	30	BSSMC	
= 2	Erdinc Degimencioglu	C	30	Warrington	
= 2	Andrew Potts	B	30	Clitheroe	
= 5	Jonathon Mounsey	D	29	Clitheroe	
= 5	Robert Arnold	C	29	Warrington	
= 5	George Clark	B	29	Warrington	
= 8	Nick Stamper	D	28	Warrington	
= 8	Graham Brindley	C	28	Wigan	
= 8	Lauren Groves	B	28	Warrington	
= 11	Craig Kennedy	D	27	Warrington	
= 11	Bruce Lindsay	A	27	Pendle	
= 11	Mike Riley	C	27	Wallasey	
= 11	Kevin Furber	D	27	Warrington	
= 11	Tim Millington	B	27	Knutsford	
= 16	Roy Wadsley	C	26	Wigan	
= 16	Adam Williams	C	26	Warrington	

### MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Brian Wragg	30	Liverpool	Y
= 2	Steve Johnson	20`	U17MC	Y
= 2	Jack Mather	20	Bolton	Y
= 4	Dave Barratt	10	Accrington	
= 4	Maurice Ellison	10	Clitheroe	
= 4	Stephen Frost	10	Clitheroe	
= 4	Marc Johnson	10	Clitheroe	
= 4	Jo Evers	10	Bolton	
= 4	Andrew Gillett	10	Bolton	
= 4	Stephen Mather	10	Bolton	
= 4	Ian Swallow	10	Bolton	
= 4	James Swallow	10	Bolton	
= 4	Victoria Swallow	10	Bolton	
= 4	Eric Wilcockson	10	Bolton	
= 4	William O'Brien	10	Liverpool	
= 4	Robert O'Brien	10	Liverpool	
= 17	Stuart Ellis	7	Pendle	
= 17	Darrell Barrett	7	Pendle	
= 17	Steve Smith	7	Accrington	
= 17	Tracey Smith	7	Accrington	

O/A	Co-Driver	Class	Pts	Club
= 1	Stephen Landen	D	29	Warrington
= 1	Paul Stringer	B	29	Knowldale
= 3	Heather Stamper	D	28	Warrington
= 3	Dave Wilkinson	B	28	Clitheroe
= 3	Mark Blunt	C	28	Clitheroe
= 6	Jonathon Kennedy	D	27	Warrington
= 6	Rob Jones	B	27	Clitheroe
= 6	Andrew Millington	B	27	Knutsford
= 6	Rachael Atherton	C	27	Warrington
= 10	Steve Wilson	D	26	Longton
= 10	Andrew Medicott	B	26	Warrington

# 2022 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC			
Bolton-le-Moors CC			
Liverpool MC			
U17MC-NW			
Longton & DMC			
Garstang & Preston MC			
Warrington & DMC			
Wallasey MC			
Division B		Position	
Club	Points	Div	O/A
Knutsford & DMC			
Airedale & Pennine MCC			
Accrington MSC			
Wigan & DMC			
Blackpool South Shore MC			
Stockport 061 MC			
Mull CC			
CSMA (NW)			
Division C		Position	
Club	Points	Div	O/A
Kirkby Lonsdale MC			
Preston MC			
Pendle & DMC			
Knowldale CC			
Manx AS			
Hexham & DMC			
Lightning MSC			
2300			
High Moor MC			
Lancashire A.C.			
Motor Sport North West			
Last Updated			

## 2022 SD34MSG Championship Tables

Continued from Page 52

# Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1					
2					
3					
4					
5					
6					
7					
8					
9					
11					
12					
13					
14					
15					

O/A	Navigator	Class	Pts	Club	Rds
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					

# Individual Championship

O/A	Competitor	pts	Q	Club
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## Under 18 Championship

O/A	Competitor	pts	Club
`1	Daniel Millward-Jackson	` 30	U17MC
2	James Sharples	9	Preston



## Championship Standings

**In Brief : Updated**  
go to <http://anwcc.co.uk>

### Road Rally :

O/A	Driver	Club	Points
1	Brynli Thomas	Bala	165
2	Mark Jones	C&A	154
3	Chris Farrell	C&A	148
4	Gwion Hugh Jones	C&A	97
5	Baz Green	116	96

O/A	Navigator	Club	Points
1	Rob Bryn Jones	Clwd Vale	190
2	Corey Powell-Jones	C&A	154
3	Phil Savage	KLMC	150
4	Matthew Volkes	Knutsford	96
5	Andrew Lowe	Mid Derbys	94

### Stage Rally :

O/A	Driver	Club	Points
1	John Stone	Blackpool	122
2	Jason Wilson	Wigan	121
3	Berwyn Evans	C&A	114
4	Mark Roberts	Bala	109
5	Mick Smith	North Wales	104

O/A	Co-Driver	Club	Points
1	Alex Stone	Blackpool	122
2	Lee Wilson	Wigan	121
3	Mari Haf Evans	C&A	114
4	Stephen Landon	Warrington	109
5	Steve Wilson	Longton	103

### Stage Rally (Forest) :

O/A	Driver	Club	Points
=1	Dave Pedley	Clitheroe	5
=1	Tony Simpson	Liverpool	5
3			
4			
5			

O/A	Co-Driver	Club	Points
1	Jamie Edwards	Clwyd Vale	50
2	Chris Row	North Wales	47
3	Ian Jones	North Wales	45
=4	Ian Bevan	North Wales	5
=4	LiaWhitely	Bolton	5

### Autotest :

O/A	Driver	Club	Points
1	Daniel Millward Jackson	U17MC(NW)	50
2	Stephen Dixon	W, Cumbria	47
3	Steve Johnson	CSMA	42
4			
5			

### PCA (U 25):

O/A	Driver	Club	Points
1	Daniel Millward Jackson	U17MC(NW)	100
2	Lauren Crook	Knutsford	50
3	Oliver Matheson	U17MC(NW)	47
4	Milo Unwin	U17MC(NW)	42
5			

### AutoSOLO :

O/A	Driver	Club	Points
1	Ian Harcourt	Bolton	139
2	Andy Williams	U17MC(NW)	129
3	Scott McMahon	U17MC(NW)	120
4	Chris McMahon	U17MC(NW)	102
5	Nigel Fox	Clitheroe	81

### Sprint :

O/A	Driver	Club	Points
1			
2			
3			
4			
5			

### Hillclimb :

O/A	Driver	Club	Points
1			
2			
3			
4			
5			

### Trials :

O/A	Driver	Club	Points
1			
2			
3			
4			
5			

# Championship Standings

**In Brief : Updated**  
 go to <http://anwcc.co.uk>

## North Wales Stage Rally Challenge

O/A	Driver	Club	Points
1			
2			
3			
4			
5			
O/A	Navigator	Club	Points
1			
2			
3			
4			
5			

## Targa Championship

O/A	Driver	Club	Points
1			
2			
3			
4			
4			
O/A	Co-Driver	Club	Points
1			
2			
3			
4			
5			

## Historic Road Rally Challenge

O/A	Driver	Club	Points
1			
2			
3			
4			
5			
O/A	Co-Driver	Club	Points
1			
2			
3			
4			
5			

## Allrounders Championship

O/A	O/A Driver	Club	Points
1			

## Ladies Rally Championship

O/A	Driver	Club	Points
1	Lauren Groves	Clwyd Vale	37.5
2			
3			
4			
5			
O/A	Co-Driver	Club	Points
1	Mari Haf Evans	C&A	83.93
2	Heather Stamper	Wigton	82.14
3	Grace Pedley	Clitheroe	60.53
4	Tina Horsfield	ERO	30.36
5	Sphie Landen	Warrington	26.79

## Mini Rally Challenge

O/A	Driver	Club	Points
1			
2			
3			
4			
5			
O/A	Co-Driver	Club	Points
1			
2			
3			
4			
5			

## Glynne Edwards Memorial Championship

O/A	Club	Points
1	Caerns& Anglesey	121
2	Broughton & Bretton MC	93
3	Clwyd Vale MC	84
4	Rhyl & DMC	84
5	Bala & DMC	68
6	Harlech & DMC	36
7	116 CC	35
8	North Wales CC	0



# WANTED

## To Complete the Restoration of a Mk1 Cortina

- Front Bowl Sump from an early Crossflow to fit my later Xflow or a complete engine (any condition)
- Twin 40's Webber inlet manifold
- LSD for an English type axle

**Dave Agnew 07801018901**

# WANTED

## Austin 7

I'm looking for another Seven, needs to be an open car, preferably vintage.

I need to take the trials car off the road for a year or so to give it a comprehensive rebuild and would like something to use in the meantime.

Many thanks,

**Andrew Wright.** [andy@eamont.net](mailto:andy@eamont.net)



## North Wales Road Rally Challenge

O/A	Driver	Club	Points
1	Brynli Thomas	Bala	50
2	Gwion Hugh Jones	C&A	45
3	Baz Green	116	44
4	Mark G Roberts	Welsh B	42
5	Polly	Wolv & Staff	40
O/A	Navigator	Club	Points
1	Rob Bryn Jones	Clwd Vale	50
2	Matthew Volkes	Knutsford	45
3	Chris Ashley	North Wales	44
=4	Dave Thomas	Newtown	38
=4	Dylan Bathgate	C&A	38

## Inter-Club Championship

O/A	Club	Points
1	U17MC(NW)	69
2	Knutsford & DMC	45
3	Bolton-le-Moors CC	43
4	Clitheroe & DMC	42
5	Caerns & Anglesey	26
6	Clwyd Vale MC	22
7	Liverpool MC	21
=8	Accrington MSC	18
=8	Wigan	18
10	North Wales CC	15

## Marshals Championship

O/A	Marshal	Club	Points
1	Brian Wragg	Liverpool	27
=2	Janusz Daren	Knutsford	10
=2	Maurice Ellison	Clitheroe	10
=2	Steve Frost	Clitheroe	10
=2	Steve Johnson	CSMA	10
=2	Henry Kitchen	Ilkley	10
=2	Sioned Kitchen	Ilkley	10
=2	Jim Livesey	U17MCNW	10
=2	Jack Mather	Bolton	10
=2	Rob Jos	NWCDC	10



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## Proflex Shock Absorbers Stage Rally Championship

Round	Date	Event	Organising Club	Event Type
2	27/02/22	<a href="#">The East Riding Stages</a>	Beverley & DMC	Tarmac
3	12/03/22	<a href="#">Malcolm Wilson Rally</a>	Kirkby Lonsdale MC	Gravel
4	18/03/22	<a href="#">Legend Fires North West Stages</a>	Motor Sport NW	Tarmac
5	01/05/22	<a href="#">Harold Palin Memorial Stages</a>	Eastwood & DMC	Single Venue
6	03/07/22	<a href="#">Greystoke Stages Rally</a>	West Cumbria MSC Eden Valley MC	Gravel
7	07/08/22	<a href="#">Tyneside Stages Rally</a>	Alnwick & DMC Berwick & DMC	Tarmac
8	07/08/22	<a href="#">Heroes Stages Rally</a>	Garstang & Preston MC / Pendle & DMC	Single Venue
9	28/08/22	<a href="#">Rainworth Skoda Stages Rally</a>	Sheffield & Hallamshire MC	Single Venue
10	09/09/22	<a href="#">Promenade Stages Rally</a>	Wallasey Motor Club	Tarmac
11	09/10/22	<a href="#">Adgespeed Stages</a>	Wigan Motor Club	Single Venue
12	06/11/22	<a href="#">Malton Forest Rally</a>	Malton MC / Clitheroe & DMC	Gravel

## LOMBARD RALLY FESTIVAL NEWCASTLE 2022, WITTON CASTLE

You may have seen that an event called Lombard Rally Festival Newcastle 2022 is planned for July which will be held at Witton Castle (nr) Bishop Auckland County Durham. It is said to be a single venue event - a tour with special stages. It should be made clear, at this time, this event has not been granted a Motorsport UK event permit but have obtained an IOPC off road permit. There is a Motorsport UK guidance document available for this type of event, which provides for stage rally demonstration events like this. I understand the ANCC association who have experience of this type of event organised by the same people, have also sent out a similar letter to their clubs for a similar event organised by the same people which is due to take place in Yorkshire.

Our concern is that as it's not being run under Motorsport UK regulations this poses a threat to established events should anything unfortunate happen. Events that are organised by Motorsport UK clubs are respected for their safety, good organisation, and staffing by professional volunteers, including good PR work with the local inhabitants.

I should say that we are not against properly organised non Motorsport UK events, especially those using any Motorsport UK guidance documents. Just that for the good of motorsport in this area, any 4 wheel motorsport event should be properly organised to avoid causing any issues for legitimate Clubs and events in this area.

I strongly advise that anyone from a Motorsport UK club who plans to take part or be involved in any capacity at this event is made aware that they are not covered by Motorsport UK insurance and they are there totally at their own risk, and do not have access to Motorsport UK legal support if anything goes wrong.

If they do become involved, then it is as an individual and not as part of Motorsport UK, and must not give any indication that they are there as a Motorsport UK approved official or marshal or radio operator.

Regards,

**Colin Salkeld** *Chairman ANECCC.*



During a visit to my doctors I asked him . . . "How do you determine whether or not an older person should be put in an old age home?"

"Well" he said, "We fill up a bathtub, then we offer a teaspoon, a tea cup and a bucket to the person and ask them to empty the bathtub"

"Oh, I understand" I said "Because a normal person would use the bucket as it's bigger than the spoon or the teacup"

"No" he said "A normal person would pull the plug. Do you want a bed near the window or the door?"

My wife says I only have two faults.

I don't listen and something else that she was rattling on about

My mate who has a stutter was telling us about his Nana.

By the time he'd finished we were all singing hey Jude!!!



## RED KITE STAGES

The 2022 Red Kite Stages has unfortunately had to be cancelled. Organisers have issued the following statement-

It is with deep regret that Amman and district motor club have to inform you that the Red kite stages that was due to run on June 12th 2022 has had to be cancelled. This is due to the sudden loss of our service/start venue and much to the disappointment of the organisers, who have worked tirelessly to find a new venue which would tie up our stages but unfortunately we were not able to. We hope as a club to see you all in 2023.

**Lancashire A.C.**

# Manchester to Blackpool Classic Run

**June 12th**

We are pleased to announce regulations are now available for our Manchester to Blackpool Classic Run on June 12th. This is planned to be our final Manchester to Blackpool and is very much in the spirit of the original.

Please click on link for details and to download the regulations: <https://lancsautoclub.com/wp-admin/post.php?post=4794&action=edit>

## **KICKSTART** ENERGY DRINK 45th **Rally of Derbyshire** [ 1973 to 2022 ]



2018 Winners Guy Robinson & Max Freeman

photo courtesy of M&M Photography

### SUPPLEMENTARY REGULATIONS



2 & 3 April 2022  
Organised by  
**Matlock Motor Club**





# NESCRO



Historic Motorsport In  
The North Of England & Scotland

## 2022 NESCRO Challenge Calendar

### 2022 NESCRO CHALLENGE DATES LIST

• Sat 12 <sup>th</sup> March	Mull Classic	Mull Car Club	Historic/Targa
• Sun 20 <sup>th</sup> March	Shaw	Whickham MC	Historic/Targa
• Sat 2 <sup>nd</sup> April	White Heather Tests	Wigton MC	Historic/Targa
• Sat/Sun 30Apr/1 <sup>st</sup> May	Berwick	Berwick & DMC	Historic/Targa
• Sun 15 <sup>th</sup> May	William Patterson	South of Scotland CC	Targa
• Sat/Sun 4/5 <sup>th</sup> June	Rallye East Yorkshire	Yorkshire Wolds MC	Historic/Targa
• Sun 17 <sup>th</sup> July	Northern Dales	Hexham & DMC	Historic/Targa
• Sun 14 <sup>th</sup> August	Blue Streak	Spadeadam MC	Historic/Targa
• Sun 4 <sup>th</sup> September	Wearside	Durham AC	Historic/Targa
• Sun 18 <sup>th</sup> September	Doonhamer	South of Scotland CC	Historic/Targa
• Sun 2 <sup>nd</sup> October	Solway Coast Targa	Solway Car Club	Historic/Targa
• Sun 23 <sup>rd</sup> October	Solway	Wigton MC	Historic/Targa
• Sat 12 <sup>th</sup> November	Saltire	Saltire Rally Club	Historic/Targa

**BOLD Dates** are 2022 confirmed. Those not in bold are not confirmed.

Solway Coast Targa date cannot be confirmed until later in the year, due to being run on MoD land.

Maximum number of counting rounds are 1/2 total + 1 (rounded up):-

EG 12 rounds = 7 scores, 13 rounds = 8 scores.

*Bob Hargreaves*

01229 587777

07742 313602



## Protyre Motorsport UK Asphalt Championship

Motorsport UK and BTRDA Ltd are pleased to announce that Paul Morris has been appointed as the Championship Co-ordinator for the Protyre Motorsport UK Championship. Assisting Morris in delivery will be Paul Wakely.

**The first round of the Championship will be the Tour of Epynt on 16 April.**

Revised Championship Regulations and calendar will be announced in due course, when Championship Registrations open.

## CYCLISTS!



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USERS SINCE 1900**



# A.N.E.C.C.C SG PETCH STAGE RALLY CHAMPIONSHIP 2022



ASSOCIATION OF  
NORTH EAST & CUMBRIA  
CAR CLUBS

Stage Rally Championship

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CHAMPIONSHIP REGISTRATION**

**FOR THE 2022 SEASON**

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REGISTRATION IS VIA ON-LINE,  
DETAILS WILL BE ON OUR WEBSITE &  
FACEBOOK PAGE

## 2022 CALENDER

- RD 1 - RIPONIAN
- RD 2 - MALCOLM WILSON
- RD 3 - BORDER COUNTIES
- RD 4 - JIM CLARK RALLY
- RD 5 - KIELDER FOREST
- RD 6 - GREYSTOKE
- RD 7 - TYNESIDE STAGES
- RD 8 - RAINWORTH STAGES
- RD 9 - TRACKROD RALLY
- RD 10 - CARLISLE STAGES
- RD 11 - MALTON FOREST
- RD 12 - GRIZEDALE

**DATE'S TO BE CONFIRMED**

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### AWARDS

1ST IN CLASS

2ND " "

3RD " "

1ST OVERALL

2ND " "

3RD " "

A lady goes to her priest one day and tells him, 'Father, I have a problem.

I have two female parrots, but they only know to say one thing'

What do they say?' the priest asked.

They say, 'Hi, we're hookers! Do you want to have some fun?'

That's obscene!' the priest exclaimed.

Then he thought for a moment.....

'You know,' he said, 'I may have a solution to your problem. I have two male talking parrots, which I have taught to pray and read the Bible. Bring your two parrots over to my house, and we'll put them in the cage with Francis and Peter.

'My parrots can teach your parrots to pray and worship, And your parrots are sure to stop saying... that phrase... in no time.'

Thank you,' the woman responded, 'this may very well be the solution.'

The next day, she brought her female parrots to the priest's house. As he ushered her in, she saw that his two male parrots were inside their cage holding rosary beads and praying.

Impressed, she walked over and placed her parrots in with them.

After a few minutes, the female parrots cried out in unison: 'Hi, we're hookers! Do you want to have some fun?'

There was stunned silence before one male parrot looked over at the other male parrot and says: 'Put the beads away, Frank. Our prayers have been answered!'







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 CREDIGION

**03-04/09/22**

[www.rbcrally.co.uk](http://www.rbcrally.co.uk)

- I was in a shoe store that sells only shoes, nothing else. A young girl with a tattoo and green hair walked over to me and asked, "What brings you in today?"  
I looked at her and said, "I'm interested in buying a refrigerator."
- She didn't quite know how to respond, had that deer in the headlights look.
- I was thinking about old age and decided that old age is when you still have something on the ball, but you are just too tired to bounce it.
- When people see a cat's litter box they always say, "Oh, have you got a cat?" I just say, "No, it's for company!"
- Employment application blanks always ask who is to be called in case of an emergency. I think you should write, "An ambulance"
- The older you get the tougher it is to lose weight, because by then your body and your fat have gotten to be really good friends.
- The easiest way to find something lost around the house is to buy a replacement.
- Have you ever noticed: The Roman Numerals for forty (40) are XL.
- The sole purpose of a child's middle name is so he knows when he's really in trouble.
- Aging: Eventually you will reach a point when you stop lying about your age & start bragging about it.
- Some people try to turn back their "speedometers." Not me. I want people to know why I look this way. I've travelled a long way and a lot of the roads were not paved.
- You know you are getting old when everything either dries up, sags or leaks.
- Ah! Being young is beautiful but being old is comfortable.



**2022 Car Track Days:**  
**7th March**  
**21st March**  
**11th April**  
**25th April**

[www.threesisterscircuit.co.uk](http://www.threesisterscircuit.co.uk)

  
**three sisters**  
 CIRCUIT

@harryadairphotography





## Mull Car Club Dunoon Presents Argyll Rally

**Friday 24th & Saturday 25th June 2022**

Mull Car Club are pleased to announce that preparations for this year's event are going well. The Rally has had a lot of local support to bring the event back to Dunoon and the Cowal Peninsular.

The success of last year's event is down to a lot of effort by everyone involved. Which we cannot thank you all enough for.

So, we would love to have you all back again this year, With Covid restriction being a lot less, we should be able to socialise in a more conducive manner. Maybe go as far as a pint or two.

Marshal Registration will begin at the end of January hopefully you will be able to join us again for the Argyll Rally 2022.

## WHITE HEATHER TESTS

**Saturday 2nd April 2022**

Wigton Motor Club (WMC) will be promoting our Historic and Targa rallies at Kirkbride Airfield (12 miles west of Carlisle)

Run within the airfield where competitors will enjoy great tests and based at the White Heather Hotel, Entry fees include bacon rolls and coffee before the start, a light lunch and also the legendary White Heather roast beef dinner while awaiting the results and prize presentations.

Open to members of WMC and other NESCR0 clubs.  
WMC Members benefit from a reduced entry fee

Supplementary regulations  
can be obtained by emailing  
[wigtonregs@gmail.com](mailto:wigtonregs@gmail.com)





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**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
--------------------------------------	--------------------------------------	--	--

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.

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

OR CALL THE CIRCUIT OFFICE ON 01407 811400



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# 1



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**Phil James**

Motorsports Photographer & Journalist

07771 76 86 57 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto

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# 1

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## Interested in cars or motorcycles?

Available occasional weekdays or weekends and want to be a part of a team?

Then call Rhian on 01407 811400 and have a chat about marshalling at Anglesey Circuit.

Full training given and we pay for your time. Age isn't an issue but we ask that you are reasonably fit (waving flags and being able lift a fire extinguisher is basic to the job), alert and like being out of doors in all weathers.

It's not just about racing, there are track days, test days, manufacturer and media work ... it's an insight across the industry and it's the marshals that make motorsport happen.

## North Humberside MC Warcop Stages 17 April 2022 CANCELLED

North Humberside Motor Club Limited regrets to announce the cancellation of the 2022 NHMC Warcop Stages Rally which was scheduled for Easter Sunday, 17th April 2022.

Following the unexpected death just before Christmas of Gavin Heseltine, a key member of our organising team, we have looked carefully at our manpower to run this event. In addition to the loss of Gavin, another key member of the team is not available this Easter and two other members of the team are unlikely to be available because of work commitments.

This leaves us too short of senior organisers to be able to promote an event of the quality we always strive to provide and we have decided it is better to cancel than to run a sub-standard event. We plan to run the NHMC Warcop Stages on Easter Sunday 2023.



## KLMC TARGA Sat. 23th November

- Round of the BTRDA Targa Championship.
- 4WD cars welcome
- Based on the Warcop Army ranges in East Cumbria.
- No Tyre restrictions
- Evening section.



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## Knockhill Honours McRae Family With Corner Name

Knockhill Racing Circuit near Dunfermline in Fife today announced it was honouring one of Scotland's most famous motorsport families – The McRaes – by naming a corner after them.

The right-hander at the bottom of Duffus Dip, where competitors turn from the track onto the loose Rallycross stage, will now be known as McRae's at all rally and rallycross events.

It comes in the year when the circuit celebrates the McRae Rally Challenge which takes place on July 2nd and 3rd 2022.

Last run at Knockhill in 2015, the event will see Scottish and British rallying gear up for one of the biggest celebrations since Colin McRae became Britain's first World Rally Champion in 1995. Not only will it commemorate Colin becoming the youngest ever World Rally champion, but also recognise and celebrate the achievements of Jimmy McRae, Alister, and third generation rising star Max McRae.

The McRae Rally Challenge will incorporate a wide variety of rally attractions, combining static displays with dramatic on-stage rally action and the event is a special invitational for fifty leading national and international rally crews, which will feature two one-day single venue rallies, a power-stage finale on Sunday as well as a Junior rally event.

Stuart Gray, Director of Events: *"The whole team at Knockhill are thrilled and honoured to be naming a corner at Knockhill after the forty-year association the circuit has had with all of the McRae family. It is the perfect corner to carry the illustrious family name as it combines the two disciplines of rallying and racing. We asked Jimmy and the family, and they are delighted that their name will forever be part of the circuit that has featured in so much of their sporting activities and even more so in July when the McRae Rally Challenge returns. At this event, there will be an official ribbon cutting ceremony with all the McRae family and members of the Knockhill team."*



# Acknowledgements

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

Steve Butler	Road Rally
Tracey Smith	Stage Rally
Steve Lewis	League & Individual
Alan Shaw	Marshals & U18
Steve Price	Sprint & Hillclimb
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 (CDMC)	Steve Entwistle,
Rod Brereton, (PDMC0	John Rhodes (APMCC)
Richard Hart	Bruce Lindsay (PDMC)
Jem Dale (G&PMC)	Steve Butler (CDMC)
Greg Harrod	Tony Vart (CDMC)
George Jennings (WaDMC)	Keith Thomas
Tony Lynch (WiDMC)	Bill Drysdale
Tommi Meadows (CDMC)	Neil Raven (IDMC)
Bob Hargreaves (KLMC)	Tony North
Songasport	Ed Graham (HexDMC)
Paul Goodman	Dave Williams
Niall Frost (IDMC)	Bill Honeywell (CDMC)
John Harden (LiMC)	Amy Honchoz
Dan Willan (KLMC)	Dave V. Thomas (ANWCC)
Ian Harwood (KMC)	Geoff & Maggy Bateman
Paul Gilligan	Andy & Jess Crawley
Donald Tarbet (ANECCC)	Paul Commons

Phil James of Pro-Rally, Geoff Bengough  
Bill Wilmer & The Gemini Communications Team  
Keith Lamb (Gemini 9) Ian Davies (Gemini 23)  
Peter Langtree (Gemini 48) Tony Jones (Gemini 56)  
Les Fragle (Gemini 3) Steve Coombes (Gemini 5)  
Adrian Spencer (Adgespeed) Phil Andrews  
Paul Commons Photography David Bell (Gemini 61)  
Paul Gilligan 'Inside the Industry'  
Duncan Littler Speed Sports Photography  
Garry Simpson Songasport

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 member clubs or the committee of SD34MSG

# SD34MSG



**Wed. 18<sup>th</sup> March**

**8:00pm**

**By Zoom**

# ANCC



# AGM

**Monday 7<sup>th</sup> March**

**www.ancc.co.uk**



# ANWCC

Association of North Western Car Clubs

**Next Meeting,**

**Tues May 10<sup>th</sup> '22**

**8pm at the Kilton Inn**

**Knutsford**

**<http://anwcc.co.uk>**

# ANECCC



**Thursday 28<sup>th</sup> April**  
**By Zoom**

**<http://www.aneccc.co.uk/>**

The *intention* is to publish this EMag every month It will be emailed to ANECCC, ANWCC, ANCC & SD34MSG Delegates for them to forward to their Club Members as they wish.

**Deadline for copy**

**For the April '22 Edition is**

**Tuesday the 29<sup>th</sup> of March '22**

**which is due out on**

**Thursday the 31<sup>st</sup> of March '22**

**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 and may amend articles and reports as they see fit