

# May Part 2 spotlight



## 2020

## Legendfires<sup>🔥</sup>



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

Volume 11 : Issue 5½ : May part 2 : 2020 : Maurice Ellison

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## Chairman's Chat

Many thanks to all those that have sent Maurice items for Spotlight.

The plan at this time.

May part 2 will go out on the 30th of April -

Yep you should have it if you are reading this....

June Part 1 .. .. . 15th of May

June Part 2 .. .. . 31st of May

July Part 1 .. .. . 15th of June

July Part 2 .. .. . 30th of June

Please keep on sending items for spotlight to Maurice for the above issues. New projects and what you are doing under lock-down to keep busy.

Some folk may now have a little more time available to now read spotlight. This second edition of the month has several great new and old items, with lots of reading to pass time, these may just inspire you to write or try a new area of our sport. I have had a little time to read this issue; I do suggest that you read it too.

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

At the bottom of page 25 are three photo questions, no prizes for correct answers but Road Rally folk may like to try and get the answers correct – Emails answers to me.

Please let Dave Thomas – [anwcc@talktalk.net](mailto:anwcc@talktalk.net) know of any event news and let us help keep that website up to date. <http://anwcc.co.uk/>

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

On a final note, none motorsport. It looks like May 8<sup>th</sup> VE day events will not be happening as originally planned. Should VJ day 15<sup>th</sup> August fittingly take its place? Alternatively, 2 September this was the actual end of the Second World War. The Surrender was signed on the 2<sup>nd</sup> September 1945 aboard the battleship Missouri in Tokyo Bay.

Keep Safe.

**Steve Johnson, Chairman , SD34MSG**

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**Warrington & District Motor Club**  
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Contact either Les Fragle, Maurice Ellison  
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# John Price



THE 2300 Club would like to express their sadness at the passing of rally legend John Price, and extend their sincere condolences to John's family, wife Caroline, children Stephen, Cathi, Kevin and Stephanie.

*"We were very proud to have known John for many years as a friend and a competitor on the Tour of Mull," said club chairman Neil Molyneux. "Although he never won the event, and it wasn't for the want of trying very hard, the joy he brought everyone with his Metro 6R4 was unforgettable."*

A leading figure in UK National Rallying for over 40 years, John also contested events in the WRC, ERC, Irish National, West Euro Rally Cup and Scottish championships. He was a prolific competitor in the Motorsport UK Tarmac Championship, starting 116 events, winning 38 and finishing on the podium 70 times. He won the overall title in 2000 and 2002. John will be remembered for his attacking driving style, and the wide variety of cars he drove- Renault 5 Maxi Turbo, Porsche Carrera, Alpine-Renault A110 and the 6R4 to name a few.

Allan Durham, the 2300 Club's John Easson Scholarship co-ordinator, said: *"The word 'legend' can be over-used, but that's exactly what John was in UK Rallying. He was a fierce competitor in the car but very friendly out of it. He won almost everything he tried, but sadly could never add Mull to his list of victories. He came close one year with Jim Kitson co-driving, but the cambelt snapped whilst leading."*

International rally co-driver and club member Ian Grindrod has fond memories of John: *"He was great company and a great driver, it's very sad news. I remember him on Mull in 1972, when he had the Alpine-Renault, and that was a combination. He gave the club secretary, the late Taff Edwards, a trip over the Lochs in the dark. Taff couldn't speak for a whole hour."*

\*Due to the current Coronavirus lockdown, John's funeral will be strictly family only, but a memorial to celebrate his life will be held later in the year.

# 2017 Rallye Monte Carlo Historique

*Peter Ward recollects his trip on the event.*

Over many years involved in rallying in classic cars I have ended up in Monte Carlo as a Finish venue 8 times. Of all the international events that I have taken part in I think the Monte Carlo Historique, organised by the AC de Monaco, is a rally that has particular attractions but, at the same time, requires more resources than other historic events in Europe.

It takes place shortly after the WRC Rally and uses tests (Epreuve Spéciale) on roads that have been used as traditional Monte Carlo Special Stages. Over 300 cars take part and any car that could have competed on the Monte Carlo Rally at any time between 1955 and 1980 is eligible. Renault Alpines, Porsches and Alfa Romeos are common.

In 2017, when I last took part with Roy Perkins in his Volvo PV544 starting from Reims, there were 330 cars starting from various locations across Europe for the Concentration Run to Monte Carlo, arriving Saturday evening. On Wednesday 11 cars started from Lisbon (2212km) and 9 from Glasgow (2029km). The next day 10 started from Copenhagen.

Finally, on Friday, there were 106 from Barcelona (1050km), 135 from Reims (1004km) and 59 from Bad Homburg (1242km). The starters from Lisbon and Barcelona converged at Castelnau-d'Aud between Toulouse and Carcassonne, the Glasgow, Copenhagen, Reims and Bad Homburg starters meeting at Langres.

All crews eventually came together at Digne les Bains. The large entry means that it takes at least 5½ hours for everyone to pass a point and in consequence early cars can have quite different weather conditions from those of later cars.

Many will be driving in the dark while others will have had daylight. From Digne les Bains there was a short run via a calibration trip check to St Andre les Alps. Here 20 minutes allowance was given to enable the organisers to fit a monitoring device to each car before setting off for the first test and then Monte Carlo Parc Fermé on the quay side and an overnight halt. On Sunday the route went from Monte Carlo to the traditional two-night stop in Valence.

On Monday crews took on various regularities in the Ardeche to the west of the city. From Valence on Tuesday cars returned to Monaco via more tests, including the Col de Turini. Late on Tuesday evening the start of the infamous night section took place on the hills north of Monaco to end the competition, cars being waved off from the quayside by Prince Albert.

The Gala Dinner and Awards presentation followed on Wednesday evening. Thorough scrutineering in Reims was under cover. Roy was required to be present for discussions with the scrutineer when it was his turn! We were then taken in batches to the centre of the city for start formalities.

We were given a police motor-cycle escort to make the journey, all other traffic being stopped. Once there each car had its own parking spot marked out on the roadside. Large crowds were present and every car was given a rousing send-off. From Reims we were given 22hr and 6 minutes to get to Monte Carlo Parc Fermé. (45.43 kph). There were no scheduled petrol stops. Some filling stations were identified at towns where there were passage checks or time controls. At most of these places there were many spectators and hot drinks/cakes etc were available (but there was no time allowance).

The full route was available during the autumn prior to the event. Overall it was defined simply by road numbers and distances to 2 decimal places. Tulips were used for the regularity sections, but the decimal part of distances was not shown hence making it very necessary to examine the route carefully beforehand to avoid wrong slots. Occasionally tulips diagrams were provided to help in cities.



*Continued on Page 7*



## **Rally Monte Carlo Historique**

### **Continued from Page 6**

Many crews carry out one or more physical reccees and have ice crews and service crews running with them. Google Earth and Street View were very helpful to me to clarify difficult areas on the map during preparation for the event. The only hotel booked by the organisers is the one in Monte Carlo. All travel, accommodation and refuelling arrangements are the responsibility of the co-driver/navigator. The monitoring device (GPS) fitted to each car, enables the organisers to carry out remote speed checks with strict penalties for speed limit misdemeanours, adherence to the correct route, and for secret timing points on all the special tests.

On the continent regularities/special tests are timed from the start whereas in the UK the timing is from timing point to timing point. In Europe, therefore, there is no ability to carry forward lateness. The regularity sections each contained numerous secret timing points monitored from the roadside to a tenth of a second (1 penalty per tenth) or from the GPS to 1 second (10 points per second). There is no stopping and no paperwork to record times. Everything is electronic. The required speed on each section is specified and there are no complicated speed changes however the roads chosen are challenging and with the possibility of ice and snow no-one will 'clean' any.

Top crews have ice note teams running ahead and studded tyres are permitted. All sorts of in car electronic aids are permitted, including laptops with real time route monitoring. In theory such aids must be removed at the end of each leg and the dashboard may not be altered to accommodate these devices. To preserve authenticity mechanical trips can be fitted in a permanent position. All we had were the UK conventional trip, stop-watch and average speed tables.

Road penalties are severe as exceeding 30 minutes late at any time control leads to exclusion. So what is the attraction of the event? Rallying in France in the winter using famous roads with many cols to traverse is a definite plus. The French tend to be very supportive of this event with it following a week or so behind the WRC Rally and it is not unusual to find cheering crowds high in the mountains with bonfires burning to keep them warm!

The challenge of completing the route is great, however, unless recceing is carried out, service crews are available to carry fuel, spares and studded tyres, along with the need for significant electronic aides, the chances of a top placing are negligible.

We have done the event with no support, mainly for the enjoyment. Where did we finish in 2017? We didn't! On the loop from Valence the front offside wishbone failed high on a mountain and by the time we managed to arrange recovery and repair we were out of time. It was still a 'good do'!

**Peter Ward : Lancashire A.C**

## **Knight of the Road**



This cup was presented in approx 1959 to my father it is engraved Knight of the Road.

My Father Les Pickup was in his D K W Auto Union being navigated by Mike Wood (who went on to navigate for Tony Fall in the works Mini) when he was overtaken by Brian Redman (who went on to race in the top sports car teams in the USA) in his supercharged Morris Minor traveller navigated by Richard Brown.

Two corners later the Minor was embedded in a wall and Richard had gone through the windscreen, we immediately took him to Ingleton hospital hence the engraved cup.

How do I know all this you may ask I was a 9 year old lad sat on the back seat of the DKW!!!

The rally was the Mullards 200 organised by the Lancashire Automobile Club

**John Pickup**

Two blondes are walking down the street.  
One notices a compact on the sidewalk and leans down to pick it up.  
She opens it, looks in the mirror and says, 'Hmm, this person looks familiar.'  
The second blonde says, 'Here, let me see!'  
So the first blonde hands her the compact.  
The second one looks in the mirror and says, 'You dummy, it's me!'

# LEFT FOOT BRAKING front and 4x4 cars

Over the years I've heard many theories of this subject but as we all have a bit of time on our hands I thought I'd enlighten you on my experiences working and teaching over the years to this sometimes confusing discipline.

First of all you just can't start LFB in any car and find it works, the car has to have gone through some preparation to give it the necessary ingredients.

Brake Material, Cylinder Size, Servo and Bias Valves all play a part. The later being the main item. So before you test practicing your skills I've found the starting point is with warm brakes and on a straight piece of unclean surface accelerate to 30mph and brake hard in a straight line with a light locking on the front wheels. Increase the rear bias until you can just get a sense they are trying to lock. This can be tweaked from here to suit most conditions.

So why do we LFB? In my view there are three reasons.

If you've ever been in any sort of accident, crash or big slide where your car left the road the chances are you experienced understeer, where you've turned the steering wheel but the car went straight on ie understeer (not good).

The other option to us is oversteer, where the rear of the car steers in a slide, a bit like when pulling a handbrake turn.

Grip, grip is very relevant to obtaining good stage times. When teaching I always referred to our old mate Nigel Mansel, Nigel would be in his Williams sitting on the front row of the grid at Silverstone and the flag drops, he lights up the rear wheels with wheel spin and what happens next? Yes cars behind come streaming through and Nigel is still sitting there after they've all long gone. Wheel spin is not a friend of overall speed but it will be impossible to remove totally from the equation due to power and surface changes etc.

Input. Another from my catalogue. What do you do for a living? Do you make that job as easy as possible for yourself? Take any World Champion, do they make their job look easier than their competitors?

As there are few different options as regards transmission setups etc, we have a syncro box using the clutch into a typical ninety degree 2nd gear gravel corner at 70mph in 4th gear.

Ok, we start our braking in fourth gear with our right foot and come down the gears, as we come off the clutch into 2nd gear both feet now slide across a pedal so that the left leg continues the braking leaving the right to use the throttle.

We will now be turning into the corner, squeezing the brake and throttle in different measures depending on things the car is now telling you, (remember though the throttle has infinite positions it's not a light switch) there comes a point when the car tells you it needs six inches, two foot, etc etc of oversteer that is point where the brake can be tightened but also a degree of throttle to keep drive in the front wheels this will allow the slide to be controlled by you and not vise versa.

But why have we done this, well LBF can reduce understeer, increase oversteer but in doing so keep those front wheels straighter down the chassis of the car. A corner that takes ten inches of steering input can have its input reduced to two inches, therefore with the wheels always pointing down the chassis as much as possible gives you good exit, grip and speed all with less work.

## Scandinavian Flick *(as its known)*

A rally cornering maneuver brought to us by the flying finns in the 60's

A way to induce oversteer into a corner by using the car's weight.

So let's see, positioning in the centre of the road on the approach into a sharp 90 deg corner, approximately 6 to 8 metres away from your normal turning in point, turn away from the corner then return quickly back into your flight path, the result being the pendulant effect of the car going first one way then returning quickly will see the rear of the car slide putting the car into oversteer.

However remember this started in the 60's and whilst it works and some drivers use it to entertain the crowd I prefer to find the advantages in any for it.

It can be used to scrub off speed very quickly, by not just one but multiple pendulant swings.

Also as a rear wheel drive car doesn't suffer with understeer as much as front or 4wd cars so yes setting the car up using the technique is easy to ensure a safe passage through the corner.

Remember the however bit! I've sat with drivers swinging their arms left right time and time again, and when asked why they tell me because they've seen others do. But if your car just requires you to brake, turn the steering wheel and go, what are we doing, other than too much work and wasting time.

There is a simple answer to it, the worst car out there that understeers into a corner can be made to oversteer by altering the technique used, but firstly you have to feel what the car is telling you.

A friend of mine no longer with us David Stokes, who drove in two generations of escorts, said to me one day in the later, "John if I'd have known then what I know now. I probably would have won more" and he won a lot but understand the more the car is straight the more speed it can generate is the key.

So if your car doesn't need it, don't use it, it's as simple as that.

*John Goff*



# Paris - Dakar 2011

## Continued from Last Month

*Jon Aston*

**Jan 3, Special Stage 2, 440km Road Section  
324km Special Stage, Cordoba > San Miguel de Tucuman**

Didn't see any of our competitors today on the stage so a nice clean run for all of us, got into the bivouac and completed the following jobs:

Fixed ozzy fuel pump 1 was melting 2 x 30a fuses, Izhar's fires control box, calibrate Paul and Izhar dashboard for correct road speed, bed at 3:45.

Even at night it's still hot, you end up sleeping with very little on, on top of your rollmat, not in your sleeping bag and still sweating, your face, back and chest tickle as the sweat rolls down your body it's really annoying for about 10 seconds because you are so tired you fall asleep almost instantly, I reckon that on some nights I was asleep before my foam earplugs had finished expanding in my ears!

**Jan 4, Special Stage 3, 231km Road Section  
500km Special Stage, San Miguel de Tucuman > San Salvador de Jujuy**

This was an eventful day, on the way to the stage we saw Robbie Gordon on the side of the road with a wheel off, we weren't the only people with wheel bearing issues.

We however were cruising along nicely when the Sat phone goes, Geoff and Izhar are both broken down in the same place on stage, Geoff had ripped the A arm bracket of the rear suspension clean off the chassis, and Izhar had a destroyed rear left wheel bearing, Pali fixed Izhar's wheel bearing whilst I started to stick weld the brackets back onto the chassis, it was then we discovered that we didn't have a welding mask in the truck, sunburnt face time! Steve Riley then got 3 pairs of sunglasses, put them on and took the stick to finish off the job.

Another truck on its side, we helped Michel with a 2 truck pull up to right him

Visibility not too good either

We drove through the night and were in the middle of nowhere when the sentinel went off and Robbie Gordon went past us at about 200mph!! He obviously fixed his wheel bearing but was also excluded for missing the stage start.

We finished the stage in daylight getting into the bivouac very early in the morning, had some food and then straight onto the start for the next day, 0 hours sleep.

**Jan 5, Special Stage 4, 554km Road Section 207km  
Special Stage, San Salvador de Jujuy > Calama**

This day was a clean day for the competitors didn't see any of them on the piste, we went over the Andes at an altitude of 4800metres (approx 15000 feet, at heights above 10000 feet helicopter pilots have to wear oxygen masks due to thin air causing dizziness and fainting), we then dropped down the other side through a special Dakar only border patrol into Chile then onto the Bivouac at Calama.



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**Paris Dakar**  
**Continued from Page 9**

**Jan 6, Special Stage 5, 36km Road Section 423km Special Stage, Calama > Iquique**

Welcome to the Atacama dessert.

Started stage and heard Paul had hit a rock and holed his sump 14kms past cp2 we got to him at 5am with bits, fitted them, carried on with stage, about 10km further on his rear left wheel bearing caught fire, replaced wheel bearing, by this time it was daylight, about 100km further the wheel bearing was smoking again, root cause, bent rear axle and too much pressure on the bearing, new rear axle fitted at bivouac.

Izhar also had another collapsed wheel bearing, setting fire to the brakes and wheel only 5km from the biv, they caught a taxi to the biv collected some spare bits and fixed the car, they then drove into the biv and straight out again to start the next stage. We were still on the piste as the organisation are taking down the biv.

**Jan 7**, completed stage arrived at bivouac at 11am, using our trusty stick welder I welded the top suspension leaf hangers to 2nd leaf because axle was wandering around on truck, I had the heat full up because I was welding 3/4 inch thick spring steel to each other right next to the engine, for fear of fire Joris held up some cardboard sheets to act as a firewall between the welding stick and the engine this we both thought was highly funny, only on Dakar would you use cardboard whilst welding to prevent a fire!!!, running out of time we proceed to start of next stage, 0 hours sleep.

**Special Stage 6, 265km Road Section 456km Special Stage, Iquique > Arica**

When we got to the stage start it had gone!!!, we started the stage anyway then Paris called us on the irtrack and said we had to leave the stage because we had missed the start, I negotiated with them explaining that we weren't really racing we were supporting our customers without whom there would be no Dakar, they allowed us to continue and finish the stage as civilians which meant no medical cover etc in case of accident, 456km through the Atacama desert which according to Wikipedia is the driest place on the planet, this I can well believe

Feeling very dissapointed now as we had effectively been excluded we continued into dunes and struggled with power because they were enormous, Pali reversed up this hill, then drove down it to get a run up the other side, we were going very fast indeed then Pali had to double de-clutch down the gears as fast as had changed up and the truck slowed down and eventually dug in and stopped, only 100 metres from the top as well, we nearly made it, we reversed gingerly as the truck was listing a bit and then navigated our way around the dunes (about a 3km detour to do a 100 metres) you have to do this so you can pick up the roadbook again otherwise you just got lost and youve had it.

Then the sat phone rings Its Izhar who is broken at km224, we got his waypoint and left the stage we drove to him via tarmac as far as we could then went offroad for the last 50km or so, we arrived at 3am, fixed him, (replaced front prop and rear diff) and at sun up (6am) he continued to finish the stage and made it to the bivouac for rest day (Izhar thought he was out of the race and was gonna give up! I talked to him and he is happy now to continue) he was totally immobile. We grabbed 1.5 hours sleep and at 7:30 was woken up by Michel's horn!

Michel looked at our leafs and said don't follow him go back to the road, we did and arrived at bivouac around 2pm, Izhar phoned to say he had cleared the dunes, and he overtook us on the way to the biv, but we beat him back because him and Aviv stopped to wash the car and have a well deserved steak and chips for dinner.

Michel and another truck continue with the dunes at sun up, we do a U turn and drive back to the CP and out onto tarmac.

On the way into the dunes we had travelled past a roadside cafe, on our way out this cafe was open! now its about 8am and time for breakfast so in my not very good spanish I try to order egg and bacon with cheese, we actually end up with a spanish omelette with bacon and cheese in it, again this is highly funny to us sleep deprived folk and we tuck into the first bit of food we have eaten for days, it was gorgeous and washed down with a big mug of tea, we then grabbed some cokes and continued on our 400km journey to Arica and a very welcome rest day.





## Paris Dakar Continued from Page 10

So far we have had 1.5 hours sleep in 2 days, thank goodness for Red Bull and Guarana !!!!

### Jan 8th, in Bivouac at Arica now, rest day.

Not much of a rest day for the T5 boys who like most Dakar mechanics spend the entire rest day and night working on the vehicles fixing all the broken bits after 7 days of battering and looking forward to another 7 days of battering.

The boys did a great job whilst the competitors sorted out their own stuff, i.e. wash and refill camelbaks (hydration rucksacks) and replace spares in cars, the smaller items, like food, oils, locktite, duck tape, zip ties and all the other consumables that had been used or were expected to be used.

### Jan 9, Arica > Antofagasta

Joris (who speaks fluent french) went to speak to the organisation (most of whom only speak french) to see if we could use our joker card for the previous day and remain in the race. The joker card is like a get out of jail free card and only the Race Trucks in class T4.3 i.e. the ones with mechanics in them get a joker card, in typical Dakar goalpost moving style our request was denied on the basis that we had checked out of the biv and not made it to the start on time, they said if we hadnt checked out of the biv and just driven the stage we would have been ok, sounds like BS to me.

So we then joined the assistance truck and convoyed down to Antofagasta, on the way to Antofagasta we realise we are driving very close to the stage and some checkpoints so we dart off the main road and drive to the checkpoint where we see some of the cars and trucks go past including Izhar who is still going well despite one of his wheels falling off due to loose nuts. He had a puncture earlier and changed the wheel, what he didn't do was stop 10 minutes later and tighten up the nuts, no matter how clean the area is, very fine sand (fesh fesh) gets in between the the wheel and the hub and after driving for a bit the wheel comes lose and falls off, fortunatly no damage and they replaced the wheel using donor nuts from the other wheels.

On approach to the biv the road had a queue of spectators about 2 miles long and it was on a curve so difficult to drive down the outside, so we went offroad, this pleased the crowd greatly who were all cheering and waving.

We drove to the biv where Henk was complaining about noisy gears in the T5 and that some of the gears had stopped working completely.

For us it was a relaxing night in the biv, no major trauma for anyone so I decided to tackle some of the more trivial problems on the list like fuel gauges not working, and recalibrating speedos again.

### Jan 10, Antofagasta > Copiapo, another long drive down the tarmac at no more than 90kph and into the biv.

Copiapo you may remember was in the news last year because of the trapped Chilean Miners, well in the biv was the rescue pod, the town mayor and most of the Miners themselves who were doing a PR piece.

We are in the biv and get a call from Paul and Henk, they are still on stage about 100km from us and are stuck on a hill in reverse and can't get it out of reverse, Paul says he thinks the gearbox is broken and can we come out and fix him, so we set off into uncharted territory, as we were out of the race we had no road-book and really no idea where we were going only a GPS Waypoint and a TomTom we pinched off the Aussie's, the tomtom proved useful for about 2 miles where it told us to turn off the main road into someones driveway which actually turned out to be a long track into the dessert, full power ahead, a few more turns later and the tracks we were driving along dissappear in a massive sand drift, we try to go round them but there is fences, gates and farmland etc everywhere, so diffs lock on and over we go, we literally drive on the compass as the crow flies and nav round any obstacles we find, we then get to the track and can hear cars and see headlights going up and down about a mile away, we call Paul, no answer, then Paul arrives, apparently the gearbox wasn't faulty but with all the diffs locked on the transmission had wound itself up that tight it wouldn't come out of gear, so we had a quick chat then drove back to the biv, by now its about 4am again !!!.

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## Paris Dakar Continued from Page 11

### Jan 11, Copiapo > Copiapo

This should have been an easy day for us as we didn't have to travel to the next biv, ho ho, we start to discuss the T5 gearbox which now I think only has 7th gear that works and our next biv-ouvac is 850kms away and a trip back over the Andes, we decide that we have to tow it, so Joris disconnects the props and unbolts the rigid tow pole (about 6 feet long). We are told by some more experienced truck drivers that our little T4 isn't MAN (pardon the pun) enough to tow the T5 across the Andes, it is thin gravel tracks with 1000 foot drops and very dangerous, so we need a 6 or preferably 8 wheel drive truck to tow us, so I go to see my old mate Ben Gott who some of you may know, Ben is son of Keith Gott Landrovers and just happens to be in the biv with an 8 wheel drive MAN truck because he is providing assistance for Nani Roma and Alfie Cox in the Nissan team, Ben agrees to tow our T5 over the Andes, happy days.

Then we see Izhar in the biv, he started that days stage but early into the stage they broke the front prop (again) and shredded the front diff then got stuck, they had called us but the sat phone along with several missed calls was in the cab of the T4 on its own, sorry Izhar. So they got some chinese people to help then get the car unstuck and Izhar got a taxi back to the biv, so Izhar, Pail and I jump in the T4 to go and find Aviv and the car, Aviv was 30km or so away on the side on a main road. Because we had used all the spare props, I decide the only way is to weld one of the broken ones back together again, so I scrounge 3 pairs of "Gaffas de Sol" (spanish for sunglasses) from some bystanders and repeat the Steve Riley dessert welding trick, with a fixed car Izhar and Aviv buzz off to complete the stage.

Pauls engine had died on his car, we assume its the fact that he holed the sump and lost all oil twice, fortunately the clever BMW ECU senses oil pressure loss and shuts the engine down, however the wear placed on the journals was too great and they were shot. Paul got towed back to the biv where his dead car was hooked up behind the F350 on a triangle bar to be towed, game over for Paul :-)

### Jan 12, Copiapo > Chilicito

8am arrives and Ben Gott arrives in his enormous MAN truck to tow our T5, Ben backs the MAN upto our Iveco and we discover that the overhang of the container + the 2 spare wheels on the back of it and the fact we only have a 6 foot tow pole means its impossible to hook it up otherwise we would have destroyed the cab everytime we went round a corner, bugger, I thank Ben and he departs, the biv is almost empty by now, so we hook up our little T4 and head off into the Andes.

It was a very long and slow drive, the mountain tracks were "interesting" to say the least, due to the extra concentration required towing on a 6 foot tow pole driver fatigue set in very quickly so we swaped drivers frequently to avoid accidents, the day and night went well we had covered 750 out of 850kms and the last 100kms was dusty track with fesh fesh, and a long static traffic queue of Dakar trucks? a truck was on its side in a ditch and a 6 wheel drive truck was burried about a metre deep in fesh fesh, the track was blocked, the police were there saying that no-one can pass and we have to turn around. Well any of you who have seen a roadbook know that you cannot deviate from it because you have no other means to navigate with, so I scrounge a very poor quality map and speak to a police man, I explain where we need to go and he directs me around the blocked track (about a 250km detour), so we turn around and set off on our detour.

Luckily we drove through a town and were able to refuel, more fans and more pics, Arjan and Henky pose.

With no roadbook, and no distance markers navigation on these poorly signposted B roads is difficult and we miss the first major turning, we didn't know that yet, and then we start seeing other Dakar trucks coming the other way? (who also missed it) so we do a U turn and head back and miss the junction again, we stop and speak to some locals who point us in the right direction, we continue, we miss a couple of more turnings, very frustrating for me who is Navving and Joris who is driving at this point and getting annoyed at me for making mistakes, bearing in mind we are all very tired, in the middle of no-where with a sh\*t map, today alone we have been on the road for around 19 hours solid, a few more turns and the Tripy (Dakar supplied GPS for Assistance Vehicles) realises where we are and resumes guiding us to the Biv, we arriv in the biv around 11am, 27hours after we left the last one!

I apologise to Joris for my mistakes and thank him for his patience, we become mates again.

Joris and Arjan are nominated drivers for the next today (which actually means later today) so they go straight to bed to recharge.



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## Paris Dakar Continued from Page 12

Izhar returns to the now almost deserted biv! his car has gone into limp mode and has virtually no power at all. I plug the diags in to read the ECU fault codes, there aren't any? reset ECU straight into limp mode again with no fault codes, bummer again, so we start guessing at what could be wrong, we change one thing at a time until the problem goes away, we changed the turbo, the exhaust manifold (cos it was cracked), high pressure fuel pump, finally the air flow meter fixed it, realising they were going to miss their start time, I advise them to just start the stage and do not speak to Paris on the iritrack because that is what got us excluded, off they went.

We grab some food from the biv (once again they are taking it down around us) then make our way to the next biv. 0 hours sleep.

### Jan 13, Chilechito > San Juan

We wake Joris and Arjan a few hours later and then make our way to San Juan, around 550kms.

On the way we see a car transporter that has gone off the road and 2 cars have fallen from it and are on their sides, no one hurt so we continue.

The roads are good and no detours so we arrive at the biv around 11pm that night, the biv is just off the main road and the streets are lined with spectators all cheering, I am driving at the time so Joris and Pali beep the horn and wave at them.

Arjen scrounges another tow pole from somewhere so I help him chop the ends off and weld the 2 together to make a 12 foot pole, much much better now.

We meet Izhar who tells us that he is now out of the race because he missed his start time, the rules that had excluded us from the race had now flipped and also excluded Izhar, sometime you can't win, we shook hands whilst Izhar thanked us all for doing a great job then he and Aviv got a plane home, so Paul and Henk drove Izhar's car to the next biv.

It was my turn to drive the first shift in the morning so I get some food and go to bed.

Loo break time.

### Jan 14, San Juan > Cordoba 349kms

We now only have one car left in the race, the Aussie car (Rabe X1) driven by Geoff and Naved by Steve. A few hours later the sat phone goes, its Geoff, they have lost all drive and think they have sheared the gearbox output shaft!, we are hours away and take down the GPS coords and keep on trucking. When we get closer to where they are we phone them and they are gone! Apparently they had scrounged a tow to the main road in the hope to get towed back to the biv but no-one would, so Steve stripped the car to bits to find they hadn't sheared the shaft but a retaining bolt had come loose, he fixed it, reassembled and they carried on to the biv. We then drove straight to the biv, getting in at a reasonable time.

### Jan 15, Cordoba > Buenos Aires 650kms

The final day and a welcome easy one too, we had a nice trip back to the capital with no drama, the special stage this day was only 181kms and Geoff kept it tidy with no problems and finished his first ever Dakar in 27th overall position, well done.

Jan 16, Podium day, 27th overall on their first ever Dakar, well done guys.

Having spent the last 3 weeks in daytime temperatures of no less than 30, the day we want sun it chucks it down, however nothing could dampen the Aussie winning spirit and the car, well it was designed by Beady and built by RallyRaid in the UK so it should be used to a bit of rain. Beady and Rallyraid should also be proud of themselves as this brand new design the X1 finished the Dakar on its first attempt, some of the big boys, BMW, VW etc spend millions and don't finish, so well done all round

Theres me on the left (baldy), someone took a picture of me taking a picture of them.

So that just about sums up Dakar 2011.



# Customers !!!!

There's needless to say there have been many and from all walks of life.

Let's start with a guy from New York Cactus Raazi, a stock broker from the big apple responsible for billions and some of the biggest deals ever. (Worth a Google)

I think we had Cactus with us for a couple of years or so and what a guy, never took himself or rallying too seriously, but what a guy he had some great fun and we made a great friend.

On one early btrda event for him I remember, the Quinten using one of our Clio 172 cup cars. He had flown in from NY and next morning he left MC1 as normal, I had to go and meet another future customer, On returning to the service park Cactus's car was there destroyed but no Cactus. He was already on his way back to Heathrow. Mmmm I thought I hope he's paid his insurance, turned out no as he had left the signed contract in his hotel room that morning. Hey ho carry on I'm sure he'll be alright for the damage I thought. Monday an email arrived " Sorry I shot off John without saying goodbye but found a last minute flight to get home I've put some money in your bank, let me know if it isn't enough Cactus" Enough he had just bought the whole business.

Another event again in Builth we went for an Indian and there was about 15 of us in the team, we sat down and the waiter came Cactus was straight in said to the waiter "We will have everything on the menu and we'll sort it out once in front of us" needless to say the waiter the rest of the team were speechless but that's what he was used to doing. His final event with us was the Cambrian again he stopped us all in our tracks again, The team was a bit smaller around ten and he had brought us all a crate of wine (12 Bottles) from NY which he had shipped from his vineyard in Argentina.

He moved on to an even higher platform and had to lay off rallying. In 20 or so rallies the sport had given him a couple of plastic trophies for his efforts, he loved them and as I've seen take pride of place on his office desk.

What a guy.

Not going to embarrass the current crop of Customers so West, Butler, Morris, Alexander, Hall etc etc you're all safe, but as so many know this next name and we all love him to bits lets av a short look at the history of Des Fletcher.

Before I start I must point out that Des is a lovely one of diamond whom I will always consider to have been a privilege in so many of our cars. A quiet local farmer's son who took over the farm when his dad passed away devoting all his time to the land, he hardly ever spoke unless it was essential to do so. But the number of rallies he did with us was what most can only dream about. Five Wales Gb's, twenty plus Btrda BRC and numerous smaller events.

However speed was not the real incentive for Des in fact nothing was further from his thoughts, just to be part of the sport was his medicine. He would trundle along at 40mph in the forests with the odd surge in between, none of his co-drivers ever knew what was coming next, several including me left the road with him, some on the stages some on the road sections.

Here's just one of many Des tales. On the Bulldog one year in a C2, Des arrived at service in Bala with the front all rearranged, The guy with the tv company stuck the microphone in the car to ask Des what had happened and it went something like this,

TV "Ah here we have Des Fletcher, Des what's happened, and how's your day been so far?"

Des " OK thankyou "

TV " What about the damage Des? "

Des " I hit a tree"

TV " Oh anything else happened "

Des " We lost the intercom"

TV " Oh so you were driving blind "

Des " No I could see where I was going"

TV stopped in his tracks, the end.

The word Legend is used many times at the sharp end of the sport but this guy is ranked right up there with them.





## **Lady Drivers**

We've had a few, we kept one and sacked the rest, no not really, but how they figure in my humble view.

Well it has be be said the ladies were more than capable when it come to driving and speed and my view is there is no reason at all why they can't reach the top of the sport.

Every rally school in country would tell you the same, if they kept an annual top ten the girls would be there in numbers.

### **So**

- **Andrea Hall** :- I did nothing to Andrea's driving really as she was established when she arrived at Shropshire Rally School, but with a combination won the 1998 Ford Ka series outright in a commanding style.
- **Miss Lucas**:- A scholarship winner who won in 1997 Mintex Teleflorist Series and runner up in N1. plus the 1999 BRC Ladies Skoda Title.
- **Shelly Taunt**:- A well known rally driver today who also won our scholarship I think 1995 competed in the Mintex series for us in a lovely Peugeot 205 Rallye, Shelly has competed on many major events but today as many do the Barbados Rally annually ids her thing.
- **Lorna Smith**:- A crazily fast young lady from Aberdeen took on the VW Polo Series with us but to be honest at the time was to fast for her ability I think we needed two shells on the first two round. The problem was dad telling her she had to go faster all the time, in the end that got stopped when Andrew was told not to come near on events and the results started to come. After a year or two she got a drive with Suzuki with her team mate being James Wozencroft again the speed was there but unfortunately so to were the mistakes.
- **Martha Aiken-Walker**:- Yes niece of Louise, with the same problems we had with Lorna, she could leave the road at 70mph and before the car hit the trees it was in reverse. Last seen operating as an illegal taxi driver in Ibiza.

### **Perhaps its in the water up north I don't know.**

- **Gemma Wheeler**:- Gemma was again more than capable in btrda and I feel now perhaps we didn't give her the right package swapping cars and co-drivers to much, but when it came together a very very quick young lady.
- **Ashliegh Morris**:- More north of the border, there's a theme here. Ashleigh our last lady driver, again had a little to much desire and had to be reigned in at times wanting to win too soon, but now a front runner in MSN series in her Fiesta R200 and sure to go on improving.

So that's it girls I'm sure to have missed one or two but you all did us proud.

**John Goff**



**Shelly Taunt**



**Lorna Smith**



**Martha Aitken Walker**



**Gemma Wheeler**



**Ashleigh Morris**

# Rallying Rambles

(tales of an obsession with motor sport)

By Bill Honeywell ©

In an effort to create a bit of interest during the tedium of Coronavirus Lockdown, I started posting on Facebook a few old rally photos – starting with the blue Mexico BFR 632L that my dad (Roy Honeywell) bought back in 1973. Because almost every photograph brought to mind at least one amusing anecdote, I then began to string them together as a series. Now I think perhaps I should write what amounts to an autobiography of my rally days – which hopefully will keep you entertained and keep those lockdown spirits up...

Because of father's interest in motor sport, and rallying in particular, I became infected with the same enthusiasm. Dad was almost (but not quite) a founder member of Clitheroe & District Motor Club – I think he just missed attending the first ever meeting but was at the second – and for many years he navigated for Trevor Roberts in a Mini Cooper 'S' (DWX 201B).

Between 'O' Levels (=GCSE) and the sixth form I got a job as part-time petrol forecourt attendant at Primrose Garage (where Trevor worked). I ought to explain to younger readers that in 1968 the world was a very different place to now. No mobile phones, no computers of any kind, and no self-service at filling stations. Seriously! Every time you visited the garage to buy petrol (there were no diesel cars either) you were served by an attendant. That job was brilliant for me, and it allowed me to save up so that at the age of 16 (17 was then, as now, the age at which you could drive) I bought a 1963 Austin Mini Van – it's hard to imagine now, but at six years old the van was a rust-bucket – which is what you expected for most six-year old cars!

I spent all my spare time doing the car up and trying to tune it (Clive Trickey's book "*Mini Tuning*" was the bible, I think.) Before I was 17 my older brother would drive some evenings up to Dunsop Bridge and let me take over on the 3-miles-each-way Dunsop Valley road. Probably not legal then, and certainly not now!

I went spectating on the occasional rally then, but only when I could get a lift, which wasn't often. I do remember very well coming across a car upside down in the stream near the bottom (on the Clitheroe side) of Boundary Hill in the Trough of Bowland. Driving the road from NW to SE there's a crest, which, if you misjudge and go wide, always lands you upside down in the stream. I was with dad and Trevor, and possibly Brian Harper (Minisport); we checked that the crew were safe, then went into Dunsop and roused Jimmy Leedham who came out with his trusty breakdown truck. Whilst everyone else was having fun pulling the car out, I was in the back with a ball-pein hammer tapping the electric SU fuel pump, otherwise the truck's engine would stop!

Roy at this time had a MkII Cortina purchased new, and slightly 'breathed on' by Jeff Uren, VNK 815E. I took my driving test one month after my 17<sup>th</sup> birthday, in the Mini-van, now with side windows, a matt black bonnet, two spotlights and a big-bore exhaust. I've no idea why I failed. The examiner's notes said 'Insufficient use of the mirror'. Well, I know I didn't use the mirror much, but that's because no one normally passed me...

I had to go on a Geography field study course to Dale in Pembrokeshire the week after my failed test, and the other student drove, much to my *chagrin*; and he was a crap driver too. In his mum's Ford Anglia he would change down into 3<sup>rd</sup> gear at *every*, and I mean *every*, bend sign, all the way through Wales. Meanwhile mum and dad were going to an unknown part of the world called Mull, where the first ever Tour of Mull rally was held. I didn't know what I was missing, but they seemed pretty excited about it when they – and I – got back home.

I passed my test at the second attempt (in the instructor's Triumph Herald) and when he got home from work I told Dad. After only taking me out on ONE driving lesson (in my Minivan – he told me to do an emergency stop, but neither of us had checked the mirror, with the result that there was a loud bang as the car behind ran in the back of us! Very little damage, and fair play to Dad who jumped out of the car and said to the other rather shocked driver "Did you not see that bloody dog run out?!?")... where was I? Oh yes, when I told Dad I'd passed, he said "Right, I'll take you out on some driving lessons... in *my* car" (which was quick in its day). And so he taught me the right line through corners, how and when to hang back before overtaking, and lots more – all safe, quick driving skills. He'd passed the IAM driving test, my dad (puffs out chest).

I wrote off the minivan during the summer holidays between A-levels and university. How? I was at a party on Langshaw Drive and had way, way too much to drink. Two girls wanted a lift home to the Woone Lane area, so idiot Mr Gallant took them home, then on the way back to the party, I turned right from Whalley Road into Littlemoor and <BANG!!> - I'd turned right in front of a Ford Anglia heading towards Whalley, too drunk to see it. I very quickly sobered up, as we both got out of our cars. "What the bloody hell were you doing?" shouted the other driver, "Christ, have you been drinking?" "Jshusht a few," I replied. "So've I," said the driver, "quick, let's bugger off before the police arrive." How lucky was that?

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## ***Rallying Rambles***

### ***Continued from Page 16***

Steep learning curve. Don't drink and drive. It took a long time to learn though, and many drivers, including me, still drank far more than anyone would nowadays.

Off I went to Newcastle University to study biochemistry, but I only lasted one year (during which I missed the second Tour of Mull rally. By the way, dad and Trevor failed to finish on both.) I think I must have gone off the rails a bit, suddenly finding (more) beer, snooker, and – during the holidays – cars again. Not women, sadly - I must have been a slow developer... I failed my end of year exams, worked at Primrose Garage all summer and forgot to revise for the August re-sits.

By September 1971 I was out of Uni, looking for a proper job, but – deep joy – someone asked me if I'd navigate for them – on the Tour of Mull! My first ever rally, with Brian Tyldesley (not the Coronation Street actor) in a Mkl Cortina. I seem to remember it was exciting but uneventful. And of course, now I was really hooked.

I got my first job, as a trainee Chartered Surveyor for a firm in Great Harwood, at a starting salary of £500. Per *an-nu-m*. Before very long I had a company van – a Bedford, which was actually a Vauxhall Viva van. It would lift up its inside rear wheel on any and every corner! But before very long I progressed to a Mkl Escort – 1100cc with drum brakes all round. And I was spectating on rallies at every opportunity.

At this time I thought with absolute conviction that I couldn't drive fast at all. I was completely certain that, compared to proper rally drivers, I was a complete slouch. I'd be OK at navigating, perhaps, but never driving. This even extended to one episode where I went for a Saturday night drive around the Bowland area and came across a rally by accident! Somehow (a) I didn't know about it and (b) I got 'involved' in my 1100 Escort by driving along the route amongst the competitors. But instead of being caught by them, I was catching *them*! I really didn't put 2 and 2 together, even when I heard strange noises coming from the front brakes. I took the car in to the garage on Monday morning, only to receive a phone call from the proprietor later that day. He said something must be completely amiss – he'd replaced the brake shoes the previous week at the car's regular service, and within one week the front shoes were down to the rivets. I can still hear him muttering under his breath: "Unbelievable; un-be-leeeeeev-able!"

By the way, this was also before any of the industrial development took place at Salthill. One evening I found my way in with the Mkl Escort and then practised loose road sideways driving for an hour. I'm sure that if anyone who worked for me did that in a company car they'd get the sack! Salthill was also the venue for CDMC's 2CV race around that time. I had quite an important job in the organisation, possibly Chief Marshal, and we had a big entry because 2CV racing was very popular then. But the series was sponsored by Pernod, who brought a lot of alcohol with them! As far as I can remember everything went OK, but I know I had a hangover for two days afterwards (I walked home, before you ask.)

We heard of a rally that was starting in Sheffield one Saturday night (Dad and Trevor were competing), so off we went, thinking we knew the venue but actually... with no idea, which we realised when we got there. Luckily for us, a rally car passed us as we were trying to work out the location of the start and of course it was a case of "Follow that car!!" Which we did, for about twenty minutes, until it parked up near a cinema. It seemed an odd place, but, undaunted, I stopped, got out of the car, and asked the driver and his attractive girlfriend where the rally was starting. "No idea what you're talking about mate – we're going to the pictures!" We did eventually find the start venue...

Dad and Trevor also did the Seven Dales Rally, an International event which was the forerunner of the National Breakdown Rally. Colin Townson, who then worked at Primrose Garage and drove a Mini Cooper, had said he would go and keep track of them, although I suspect his role as service car was a little exaggerated, no doubt with genuine good intentions; and I went along as his navigator.

We were following a Mkl Escort Twin-Cam along one of those roads which runs higher than the surrounding fields, and on a square right it simply failed to get around the corner and fell, incongruously, into the adjoining ploughed field. I'm not sure whether they got it out of there in time. Later, in the early hours of the morning as we drove into Scarborough, Colin was stopped by the police for speeding. He got out of the car, I stayed inside, and I remember hearing Colin saying "Well, I couldn't tell what speed we were doing 'cause my speedo doesn't work!" and thinking "That's not the right thing to say" – but he managed to get away with it!

During this period, or it may have been later, I did some events as navigator with Pete Whitaker, a friend of Walter Bateson and Brian Tyldesley, but the next 'important' event was my second Tour of Mull – 1972, with Brian, this time in an Anglia. All was going well until first service, when just after (always the case), his seat broke. I can assure you it's not easy to drive competitively with a broken seat. At every bend, Brian would have to grab the roll cage for support to stop himself from moving around. This all went well until we got to the infamous 'Tree Bend' on the Mishnish Lochs selective, a mile from Tobermory. Brian failed to grip the roll bar securely and the next thing I knew I was experiencing my first roll as the car left the road and plunged down the slope.

***Continued on Page 18***

Unharmd, we crawled out. After checking the car, which would go no further that night, Brian became concerned that his wife, marshalling at Salen Bridge, would worry when we didn't show. So we decided to walk into Tobermory, pick up my car (still the Mkl Escort 1100) and head down there.

Leaving Tobermory we found the rally still very much 'live' and using the Sound of Mull (Tobermory to Salen) road as the next selective. I said I'd wait for the car in front to set off and get out of sight, then set off myself, pulling over as soon as we were caught by the next car. And that's what we did, but only two miles in we caught the competitor who, thinking we were the next rally car, pulled over and let us past. I thought he must have a problem. Then we caught another rally car who also pulled over, and another. "Blimey, I said to Brian, all these cars with mechanical problems!" but Brian replied "They don't have any car problems, it's just that you're a fairly useful driver."

And that was the first time I realised that perhaps I could drive fast enough to compete. But the prospects of affording a rally car when you're on £500 per annum are lower than a snake's belly, so I carried on as Pete Whitaker's navigator for a while, competing on NW road rallies in his mini, leaving the novice class and joining the semi-experts.

Meanwhile after a series of non-finishes due to mechanical problems, Dad was getting fed up navigating for Trevor. Ford brought out the new Escort Mexico, the poor man's Escort Twin-Cam (but almost every bit as good), and Dad was tempted. To my amazement and delight, he placed an order and said that we would become a team. What's more we'd alternate, with Dad driving and me navigating on one event before swapping seats for the next. To be honest, I couldn't believe my luck.

**Bill Honeywell**

**To be Continued in  
future editions**



**Lancashire  
Automobile Club**

# QUIZ

**Courtesy of Lancashire AC**

- 1) What year was the 4 stroke internal combustion engine first run?
- 2) What year was the 2 stroke internal combustion engine first run?
- 3) In which country were license (registration) plates first introduced?
- 4) Which manufacturer first fitted the speedometer as standard equipment?
- 5) When was cruise control for cars invented?
- 6) When was the airbag for cars invented?
- 7) Which production car was first available with an airbag?
- 8) Where was the first purpose built motor racing circuit?
- 9) Which manufacturer was the first to fit air conditioning?
- 10) Which was the first chassis less or 'monocoque' production car?
- 11) What was the first front engined car with a six speed sequential gearbox?
- 12) In which year was the Eagle comic first published?
- 13) When was the first commercial jet passengerflight?
- 14) When did the Longbridge car plant produce its first model?
- 15) When was the 'Frog Eye' Sprite first produced?
- 16) When was Britain's first motorway opened?
- 17) In which year was the DAF car first manufactured?
- 18) In which year was the first rotary (Wankel) engined sports and saloon car launched?
- 19) What was the first rotary engined saloon (make and model)?
- 20) What was the first rotary engined sports car (make and model)?
- 21) What was the first production car with a 16 valve head?
- 22) What was the first monocoque British car?
- 23) What make of car won the first post WW2 Le Mans?

**Only for entertainment  
Answers next Edition (June Part 1)**

**We will always  
remember the year  
2000 as Y2K.  
I guess 2020 will be  
remembered as  
Y2 PLY!!**



## Just a quick note to say I hope you are all keeping well in these very uncertain times.

What will happen to this years championships is still an unknown but obviously if they will contain much fewer events if they do run. Still to be discussed and decided. Wishing you all the best for the future. The main thing is that you and all your members stay safe and well.

### A picture Quiz below just to keep you amused

Remember they are OLD cars and the more detail you could give would score more points. eg Make (Ford) Model (Zodiac) Extra designation (Mk1) If these go down OK with your club members I have some more available. Sorry about the quality but they are some I dug out from many, many, many years since and scanned.

**Alan Shaw ( President SD34 MSG ) shawalan555@gmail.com**



14



18



22



26



15



19



23



27



16



20



24

Elan 2020



28



17



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25



29





## **Normandy.**

### **Sunday 20th June - Missions 2, 3 & 4**

05:30 (04:30 English time!) A good night's sleep in a bed! That will be the last proper bed for 2 weeks! And then a full English breakfast and on board the Brittany Ferry to Caen, this was just the starter required for a 18 hour working day that lay ahead!



Once we cleared customs in France, we only had a 4.1 mile trip until the first museum of the day, Pegasus Bridge. My first task was car park duties to park up all the crews neatly in number order! The Museum opened early at 8:30 to 10:00 just for the rally crews to have a private viewing! We had ample time for photos and to look around the mu-seum and surrounding area. The original bridge is now part of the Pegasus Bridge Museum and the Museum kindly allowed the rally organisers to place one of our support cars on to the bridge for the group photos.

For more information on the museum and area check out;

<http://en.normandie-tourisme.fr/pcu/pegasus-memorial-museum/ranville/fiche-PCUNOR014FS0008N-2.html>



Major John Howard led the glider-borne assault on two bridges between Bénouville and Ranville in Normandy, France. Howard commanded his company of Oxfordshire and Buckinghamshire Light Infantry, until September 1944 when they were with-drawn from the line. Due to the fact, they had been in the front line for over 3 months very few returned to the UK! (The American 506th regiment, was pulled out of the front line on the 10<sup>th</sup> July, after 5 weeks!)



*Continued on Page 17*



## Help For Heroes : Continued from Page 16

Howard himself was then involved in a Road Traffic Collision with an American GMC 6x6 truck on the wrong side of the road! (yep it happen in WW2!) in November 1944 and He took no further part in the war.

All crew received at briefing before they left Pegasus Bridge from a 'Local English' man Vaughn Bird (He ran a 4x4 off roading centre and helped the event in the Normandy area) about off-roading in Northern France dos and don'ts also **PS Drive on the RIGHT!**

At 10:30 the crews left the car park at one minute intervals with the mission Objective was to reach the Arromanches 360 Museum for 13:00. This was what the 4x4 crews call green laning, minor roads off the main routes, many just dirt tracks! Not change since the Romans.

In the crews information pack was a great deal about the different landing beaches Sword Juno and Gold,



also the Location of the CWGC sites and an overview of the dates and battles for more information see;

<https://www.cwgc.org/history-and-archives/second-world-war/campaigns/war-in-the-west/the-normandy-campaign>

From 12:30 to 14:00 crews had time to look around the Arromanches 360 Museum

<http://www.arromanches360.com/>

At 14:00 the cars then again leav-ing at 1 minutes intervals to take a 'off the beaten track route which overlooked what was left of the Mulberry B harbour which supplied the allied for 10 months after D-Day. The route also took in Pont Du Hoc US cemetery.

<https://www.ice.org.uk/what-is-civil-engineering/what-do-civil-engineers-do/mulberry-harbours>

<https://www.abmc.gov/cemeteries-memorials/europe/normandy-american-cemetery>

Final place of day and for the next two nights was to be, Camping la Reine Mathilde which was within easy reach of the historic town of Bayeux, the D-Day beaches and the interesting fishing port of Port-en-Bessin. The 76 grassy touring pitches were mainly of a good size. As this was Sunday in France, little was available in the way of shopping. The organisers had arranged for a team building barbecue, laid on for all crews and mar-shals. Now a little task was required to do the results for each day! With the skills and experience I had of run-ning road rallies and autotests I put together a plan of an excel workbook for each day or tasks and pulled the results through to a master sheet. (I got the job for the event....)

The weather had been kind to us as we only had sunshine for the last two days. At 23:00 it was time to turn in for the night, it had been a long day.....

### Monday 21 June – Mission 3

The night was the coldest I have ever experience I am sure frost was on the tent! I hardly slept and was fully clothed with sleeping bag and socks on! When the sun came up, it became a long hot day.

At 8:15 the crews were dispatched on Mission 3 which sent them on a route taking them to Sainte Mere Eglise, Ste Maire de Mont and Brecourt. For more information on the battles in 1944 have a look at;

[https://en.wikipedia.org/wiki/Richard\\_Winters](https://en.wikipedia.org/wiki/Richard_Winters)

<https://www.normandythenandnow.com/d-day-drop-zone-c-and-remarkable-bravery-at-sainte-marie-du-mont/>



**Continued on Page 18**



## Help For Heroes

### Continued from Page 17

By 13:00 the crews started to arrive that the Check point at Vaughn Bird 4x4 off roading centre south of Saint- Lo. The crews spend some 4-5 hours tackling different runs routes and test most had challenges that went towards the results. Lo-cal 4x4 members, English and French also came.

A great time was had by all. On the event we had 2 AA 4x4s one running Car 26 in the mid field and car 45 at the back. All crews had an emergency numbers for them, if they needed help for them but the AA crews also did the event!

By 18:00 it was time to catch up with the results all the crews returned to the camp site for an early start the following

day. The organisers made it back to the camp site by 22:30 and post the results to date on the notice board. We packed most items into the cars for the early start. This once again had been a long hot day for all.

**Tuesday 22 June – Mission 4 – 725KM – 7½ hrs none stop using motorways... at around 60 MPH!**

The night was a little warmer or I was that tired but I slept to about 6:30. Up breakfast and car pack for 8:00 so that we could issue the Mission 4 road books. As today was a hard driving day with a checkpoint mid-route, at a secret location on the Somme, if they were on the correct route. The Marshals for this check point had to set offset before 7am it took us 3 hours hard driving the arrive for lunch with them as the first crews checked in.

The task the crews had been set whilst travelling was to take photographs of cars that passed them from A to Z in the alphabet! I spy for the crews!

After a short lunch we had the leave the Somme check point to get to the final Main Control point of the day and get ready for the crews to arrive. This was at the camp-site just outside Heesum, nr Arnhem. We had two nights here. On the main road at the entrance to the site was the following monument. \\\\\\(Bottom Right Photo)

We arrive around 19:30 at the camp site The first crews about an hour behind us. The campsite was in a wooded area with good toilets and showers and was an area that the Germans were regrouping in September 1944. The next field was a drop zone for the 1st Airborne Division! Local Dutch groups joined us that evening and they made us very welcome .

That night Keith and Tim had another gem up their sleeve! Due to the arrival of crews over 2 hours! With the event supporters Domino's Pizza, it had been arranged for a welcome delivery at around 9pm, and again at 10:30; of pizzas to the middle of the woods, to feed all the crews and marshals. This was once again a welcome sight to those on the road for some 12 hours

Bed time was 24:00 after the last crew had arrived. Sadly we was lost one crew on the journey, Car 12 Chris and Dee Pacey had a blown engine in their Land Rover Discovery 1 not long after setting off from the Normandy camp site. The AA crews could not help with that! The Normandy 4x4 centre and friends helped to recover them, a sad end for the day.



**Continued on Page 19**



## Arnhem.

### Wednesday 23<sup>rd</sup> June - Mission 5

The day started with a lie-in to 7am! At 8am all crews got the Mission 5 road book. The first part of the days mission was a group meeting 10:00 at CWGC at Oosterbeek, Car Parking duties again for me! Let's get all the cars line up smart and looking good! This visit included a talk by the head keeper.





## Help for Heroes Rally 2010 : Continued from Page 18

Second part of the days mission at 10:30 all crews Parked up in the grounds of the Airborne museum at Oosterbeek. Crews had nearly 2hrs to view the area and museum. See for more information.

<https://liberationroute.com/the-netherlands/stories/o/operation-market-garden> <https://www.airbornemuseum.nl/>



Below—Steve J with two crews and the Bowen family outside the Airborne Museum Oosterbeek.





## Help for Heroes Rally 2010

### Continued from Page 20

At 12:30 the crews left Oosterbeek and moved to Arnhem crossing the John Frost Bridge (right—John Frost Bridge) on the way to Nijmegen and then on to Eindhoven; to a Dutch 4x4 centre close to the airport. Marshals checked crews in and out of the 4x4 site. Crews had 2 hours to have fun on this site with no tasks that I can remember. The site had been arranged with the organisers and the Land Rover Club Holland. The Dry weather (since we started – thanks to someone upstairs.) had turned the usual muddy site into a hard concrete like, surface with lots of dust, still fun was had by all crews.

The return route to the camp-site followed some of Hells Highway <https://liberationroute.com/the-netherlands/pois/h/hell-s-highway> following 30 corps up to the bridge at Nijmegen.

This was possibly the route in 1944 that my father would have followed.

The Nijmegen bridge leads onto the island. <http://www.worldwar2history.info/Band-of-Brothers/holland.html>

For those who have read the Stephen Ambrose book, Band of Brothers, Chapter 9 covers the time that E Company 506th spent on the Island Holland from 2 October to 25th November 1944. This is an area with no hills and little shelter, mainly below sea level, with 7-metre high dikes by the rivers; it was a sole destroying place. Any movement in daylight brought German artillery raining down....

These next two photos are typical of the landscape on the 'Island'. It can be seen from these photos, that the land across the river to the north was higher– the German occupied area!

We arrived back on campsite, in the woods at around 20:30 setting up the final main control of the day. The crews came in until 22:30 then it was Shower food and bed for 24:00 another day over. That night, time was spent before sleeping, reflecting on the day's activities and what it must have been like sleeping here in 1944!

**To be continued**

**Part 3 Bastogne and the Black Forrest**

**Part 4 Berchtesgaden - aka 'The Eagles Nest' – Mosel – Nurburgring (on the trip Home).**

**Steve Johnson**



Crew & Road ?



Car & Crew?



Crew ? Same wall but  
6 weeks after the other one  
The wall hadn't been repaired

# **All Our Yesterdays**

## **Extracted from the Newsletter of Pendle & DMC (January 2007)**

Well my News Years Resolution, is to try and keep the ball rolling within the Motorclub, by producing a regular Newsletter, and as ever YOUR input is most welcome ~ anything ~ from requesting a drive/seat on an event, help you may need etc just drop me a line. Or ring me. 07952 377880

First event this year is the second of Alan's and Les's Navigational Scatter events. This was agreed as a follow on, from the Club night we held to encourage new (younger) members to join the club.

From that night I would like to welcome to the club John Barrett, and Mick Coyne. John I met on the "Williams Clio" website, and seems very interested in pursuing a Racing career, which will be a first for Pendle, as I do not think, we have ever had anyone go racing. Mick on the other hand, seemed to prefer the more "leisurely" sport of Rallying!!!! ~ I do not think so. Either way many thanks and welcome to you both ~ again PLEASE, PLEASE do not be afraid to ASK questions. Motorsport is very expensive, especially if you are unsure of the rules etc.

Of that night, I would like to thank all those that turned up, to help out Jack to show how to go about getting through scrutineering, and Mick Tomlinson (A Frame Engineering) on how he approaches the building etc of new cars.

### **So the Navigational Scatter event.**

**WEDNESDAY 07<sup>TH</sup> FEBRUARY**

**SUN INN @ BLACKO (Mr.103/860413)**

Signing on will take place from 19:00 (07:00 o'clock),

Entry forms are enclosed, so please try and fill them in, and return them to Les Eltringham ~ SAE also enclosed!!! With the regulations/entry form is a brief description of what is required. However, please be aware, that OS Maps 103 & 98 latest issue are required. Romers ~ as an aid to help plot, Pencils ~ soft ones, an eraser (rubber) and a torch is also advisable.

As discussed at the club night, unfortunately Insurance cover is required for ANY motoring event taking part on the public Highway by an MSA registered Motor Club. By insurance I mean 3<sup>rd</sup> party cover, that allows you to participate on such events, as most normal policies do not allow, racing/pacemaking etc etc. This has been arranged by the club at a fee of £15 per car/driver ~ however once again, we the club are prepared to subsidise the fee to the tune of £5 for CLUB MEMBERS only ~ club cards etc will be checked ~ as part of signing on. Now the bad news for the under 21's ~ one of the criteria to be met by the insurance company is that NO driver under 21!!! ~ However they will allow you to run, but with a loading of 150% ~ The £15 fee now becomes £37:50!!!!

This is not just for our closed to club Nav ~ Scat, but any event using the public highway ~ Night Rallies, Multi venue stage Rallies, the lot. So it makes our little event fairly expensive.

All is not lost, though my self and Charlie have volunteered to be "Drivers" for the night, in order that the new members can at least have a taster of what to expect on a "Full Blown" Night road rally, from the left hand seat.

Should any of the under 21's still want to drive and pay the £37:50 you must contact me as soon as is possible, in order that I can obtain the correct forms etc.

If there are any other drivers out there, willing to help, these newer members or who fancy taking a navigator out for a run round, Please feel free. We need the entries to make the night a success ~ It really must be the cheapest form of Motorsport ~ a £5 per person ~ less if more than two in the crew.

Also on the entry form is a booking form, for anyone requiring Pie & Peas, All self explanatory ~ any problems get in touch.

For those looking to start Road Rallying this is the perfect grounding for that.

We have our own Road Rally on the 3<sup>rd</sup>/4<sup>th</sup> MARCH, this is a 180 mile route on maps 103,104,97,98,99 it starts and finishes Inn at Gargrave. This is the RIBBLE VALLEY Rally, with Charlie as Clerk of course. It is the same route as the one we Cancelled/postponed in September ~ due to lack of entries. We hope that these will be forthcoming soon. We have currently got about 8. I do not know why so few in loads of Championships, and is probably the second event of the 2007 calendar for the SD34 MSG Perhaps competitors are still having money problems from the Xmas period.

Ok in the same week as the Nav ~ Scat, on the Friday we are having the Annual Presentation night ~ an early warning of this was put in the last newsletter.

So to reiterate.

**Annual Presentation night  
FRIDAY 09<sup>TH</sup> FEBRUARY  
THE SUN INN  
TRAWDEN  
08:00 for 08:30**

As usual we need a 20 minimum to ensure we get the booking and also we have had to pay a none ~ refundable deposit !!!

We have gone to this venue for a change, as I personally thought the service at the previous venue was not as good as it used to be. The menu I was given looks a lot better than, last years, but unfortunately the price has gone up to cover it, but It is still good value, considering the choices



# Gemini Communications

## RALLYING

Provisional Dates for 2020

Sun 5<sup>th</sup> July  
**Greystoke Stages**  
**Greystoke**  
West Cumbria MSC

Sun 16<sup>th</sup> August  
**Gareth Hall**  
**Trawsfyndd**  
**Ranges**  
Bala & DMC

27<sup>th</sup> Oct - 1<sup>st</sup> Nov  
**Wales Rally GB**  
**North Wales**  
MSUK

Sat 7<sup>th</sup> November  
**Neal Howard**  
**Oulton Park**  
Bolton-le-Moors CC

Sat 14<sup>th</sup> November &  
Sun 15<sup>th</sup> November  
**Glyn Memorial**  
**Ty Groes**  
C&A MC

## Greystoke Stages

Sun 5<sup>th</sup> July

To all who help support the running of Greystoke Stages

As the organising committee we are reviewing plans to run Greystoke Stages on July 5th. Due to the Covid 19 situation it is very difficult to know what will be possible and equally desirable in July. After assessing when significant commitments will be required, we have decided that it is best to just defer any decision on if the event shall run this year until the end of April when we expect have a clearer understanding of the situation. Planning behind the scenes is still continuing so the event will be 'ready to run' should the situation allow it to do so. We will update you all in due course.

In the meantime, we just wish that you, friends and family are all keeping safe during these times.

**Richard Christensen & The Greystoke Stages Committee**



## Bike Rides



Sun 13<sup>th</sup> September  
**Manchester to Blackpool**

## TRAINING

18<sup>th</sup> July  
**Fire Training**  
Darwen Services

5<sup>th</sup> December  
**First on Scene**  
Darwen Services

**email Tracy Smith**  
[tracey.amscc@hotmail.com](mailto:tracey.amscc@hotmail.com)



## Golden Microphone Trophy 2020

Following the Malcolm Wilson Stages  
& that could be it for a while now!

O/A	Call Sign	Operator	Score
1	G 13	Stuart Dickenson	37 points
2	G 25	Chris Woodcock	33 points
3	G 38	Sean Robertson	29 points
..	G 59	Maurice Ellison	29 points
5	G 17	Robin Mortiboys	28 points
6	G 99	Tim Foster	27 points
7	G 16	Bill & Robbie O'Brien	20 points
..	G 64	Bryan Wragg	20 points
9	G 03	Les Fragle	19 points
..	G 20	Peter Donnellan	19 points
..	G 23	Ian Davies	19 points
..	G 65	Brian Eaton	19 points
13	G 01	Bill Wilmer	10 points
..	G 02	Graham Cookson	10 points
..	G 11	Mark Wilkinson	10 points
..	G 70	David Mainprice	10 points
..	G 33	John Ellis	10 points
..	G 37	Jermaine Jackson	10 points
..	G 41	Jerry Lucas	10 points
..	G 48	Peter Langtree	10 points
..	G 50	David Peaker	10 points
..	G 52	Steve Lewis	10 points
..	G 53	Tom & Vicky Mercer	10 points
..	G 55	Steve Broadbent	10 points
..	G 56	Tony Jones	10 points
..	G 51	Gerry Morris	10 points
27	G 07	Tony & Avril Lee	9 points
..	G 26	Mark Dickenson	9 points
..	G 40	Ian Smith	9 points
..	G 42	Roger Whittaker	9 points
..	G 58	Geoff Ingram	9 points
32	G 28	Andrew Taylor	5 points



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## Radio Mutterings Revisited (February 2013)

On a dark evening, the day after the traditional Boxing Day excesses, radio crews from across the Gemini family in the North West made their way to the Dresser's Arms, Wheelton near Chorley for the annual Golden Microphone Awards.

This year the team led by our ever present leader Bill Wilmer (Gemini 1) has provided cover at some 26 'Gemini' controlled events, with radio crews individually providing safety cover at many more events the length and breadth of the country. All too often we find ourselves in stages as the only 'safety' cover for the competitors and spectators alike, as marshalling feels the ill wind of the current economic climate. The annual event is a celebration of the year and the efforts made by crews to support the sport they love and enjoy, although to be honest fine food, tall tales and much merriment are also the order of the evening.

This year the small private room off the main bar was packed to capacity, 'sardines in a tin' doesn't begin to describe the number of guests we managed to fit into the room. Approaching 'Blue Peter' levels of how many people you can fit in a mini; it was definitely one where you got to know your neighbour and their bathing habits!. Thankfully this year a window could be opened, so we could at least breath!. Our hosts provided a much needed fill of fine food, accompanied by your choice of wine red or white, or 'rose' for those who couldn't make their mind up. After enjoying our celebratory meal it was down to the serious and not so serious business of the evening.

With Bill in the 'chair' the awards began, or should I say Bill presented his annual 'address' to the team. With much banter and interruption Bill managed to get through some of the serious business of this annual meeting, discussing the number of events we cover each year, particular event and safety issues and the sometimes thorny issue of safety cover we also provide for bicycle events. The latter are a bit like 'Marmite' you either love or hate them, but as the Queen lyrics say "fat bottomed girls make the world go round", or in our case support the Gemini team coffers and allow this awards ceremony and some equipment purchases to go ahead.

Back to the awards proper, in third place with 22 points was Stuart Dickinson Gemini 13; second and thankfully now recovered and well Peter Langtree Gemini 48 with 26 points; and our runaway winner Tony Jones Gemini 56 with a magnificent 33 points. Tony was presented with the magnificent golden microphone trophy and £150. To cries of 'speech' and 'we was robbed' Tony thanked Bill and the team for another first class years rallying. As is the tradition Bill then proceeds to empty the contents of his garage, collected during the year and a variety of bags, hats, gloves and other rallying ephemera are shared amongst the by now rowdy crowd.

Much debate followed with the late arrival of our friend and colleague Steve Johnson resplendent in his 'Volunteers in Motorsport' jacket. Poor Steve then tried to eat his meal, interrupted by constant questioning and banter. "Why aren't the MSA doing this and that to improve the sport..."

As the drink continued to flow, stories of the 'old and bold' flowed. Who could forget Jim 'the stuntman' Tate, Gemini 49 and his tales of daring on Saturday night television in the 1980's performing death defying car stunts to entertain the nation and his role in forming one of the first registered rally recovery units. Maurice and Bill recalled tales of old when rallying was perhaps a gentleman's sport.

There were many years of experience and knowledge in the room and as one of the younger members of team, with only 25+ years experience I did begin to wonder where the next generation of radio crews will come from ?. The media talked about the Olympic year 2012 as the year of the volunteer, we've been doing this for years quietly contributing thousands of hours to the sport of rallying, with little recognition. The Golden Microphone is our chance once a year to catch up with friends, in a warm and dry environment and 'toast' our achievements and celebrate on this occasion Tony as our team member of the year.

Let us all look forward to a safe and enjoyable 2013.

**Ian Davies, Gemini 23**



**Tony Turner**  
in Training for radio control



**David Chappell / Lee Skilling**  
(Gemini 37)  
on the Jim Clark Rally

July 2003

# Welsh Endurance Rally

*Crew Judy Lucas / John Goff*

Having been running several VW Polo's, which were a very popular choice in world endurance rallying we received a call to invite us to enter this new event. Now with most of our best decisions always having been made in the pub this one was no exception but somehow the VW angle got dropped in favour of a Trabant, a 600cc 29bhp missile from East Germany. Within days two were in our yard making one good one? from the two, adding a sump guard, seat belts, 6 trailer tyres and a trip meter we were ready.

Four hundred miles lay ahead, two hundred of which were stages timed to the second road rallies and irregularity tests whatever were.

Friday started ok with loads of stages at Caerwent ex military camp, narrow flat roads with loads of corners all was good.

We then headed up the M4 where buses and trucks were passing us, this was the first point we felt perhaps we had made the wrong choice as on reaching the next control we had lost time and not achieving the 30mph average.

Ok perhaps we needed to take it more seriously we thought and try harder. A night rally, twenty some odd controls targa timed to the minute. We started dropping time from the first clock and we were approaching Abergwesyn pass a road I knew from our road rally days, unfortunately the Trab was not keen and as we entered the hairpin and ford she refused to exit herself (note ive now sex'd it) so out i got, water up to my knee's and proceeded to push whilst Jude encouraged her with words. That night I spent more time out of the car than in it and we reached the final control a minute from our maximum lateness.

A long road section to Llandrindod Wells and hotel meal and short nap. I then realised we don't do 30 mph average so found a phone box rang the organisers to tell them our woes, get here as soon as you can, we'll sort it. We got there just as the last car was leaving so straight into the out control and off we went, for a day over Epynt ranges doing all sorts of strange tests but it seemed penalties were not as forthcoming and we had caught up a little.

However it didn't last long on leaving Brecon the next big tests were Sweet Lamb and Hafren, arriving now in darkness two twelve mile stages with 29 bhp were going to take a while but it had to be done and the downhill bits gave us encouragement as we both knew them well even with now heavy eyes and low candle power.

We were of course running very late but got an hour break which was the first we had had in nearly 48hrs but we

couldn't sleep for an hour so we gave the car a service and off we went again for the final leg.

An Irregularity event which again we did, not really knowing what was going on. We then entered the sting another road rally.

By this time you could sense the tension in the car and after a few controls it was clear we were in trouble and the tears started so we stopped composing ourselves and made the decision we would carry the bloody Trabant if we had to now being so close to the finish and off we went with new energy. We reached the final control which meant another trip down the M4 back to Cardiff, as we approached the city we felt a presence around us, sure enough there was, the organisers had heard we were still going and sent the rescue crews out to escort us in. We reached the hotel just in time for the start of the awards still in our rags we went in, and after a few winners trophies were handed out, my old mate Peter Griffiths announced the spirit of the rally award goes to? yes Judy Lucas and me, we hadn't seen anybody hardly all weekend but kept going.

The Car took up pride of place on a mezzanine floor above the workshop for several years to remind us never to do anything so stupid ever again.

## Your next Cold Call

*Have you been mis-sold PPE..?*



*John Goff*



There you were quietly smirking to yourself thinking that you had a whole 6 weeks before you got another edition of Spotlight!

Sorry to be the bearer of bad news but I am going to try to and dish up a double helping of spotlight each month for the next couple of months. I cant have you sat at home without a little pain.

I am not alone in all this. Thanks to all those people who have sent in articles from the past - Steve Entwistle sent me the 3 articles on pages 27 to 30. It was interesting to note that the Morecambe Rally was originally an event run by Lancashire Automobile Club and not Morecambe Car Club. The other thing that strikes me about these three articles was how much rallying changed in its format in such a short space of time and at I time I didn't notice.

John Goffs articles in Part One were brilliant too but for different reasons and his 'Scandinavian Flicks', 'Left Foot Braking and 'Customers this month are terrific reads (pages 8, 14 & 15) .

Then along comes Dave Brodie with his Kenyan Safari Rally story on Pages 50 to 53

All I do is bang it all together - Thanks to all those that send me their reports but the one that I was really impressed with was the Tales from the group that meet on the second Wednesday of each month telling us what they have been up to in 'Lockdown. And you cant forget Ed Graham, Phil James, Tony North, Paul Gilligan and Jon Aston. (I am bound to have forgotten someone - If I have, I am Sorry - Other than Steve Johnson - I have been trying to forget Steve since 1978!!!). Brilliant everyone - Even Steve !!!

Well Sunday the 19<sup>th</sup> of April arrived and the table top rally series that I was doing changed its Clerk of Course. We now had to deal with the evil mind of Mr. Iain Tullie. Iains route was as easy as platting sawdust and I didn't fair too well. This time I finished in 8th place having taken a maximum on the 4th Section. Rob Bryn Jones took overall honours beating Richard Glendinning by just the one minute. Monday the 20<sup>th</sup> and we have Richard Barnard back at the helm for part 2 of the weekends mind boggling exercise.

Spoke too early welcoming Richard Barnard back! Section one - I managed to plot TC 2 a grid sq out and no matter what I did I couldn't get it to work - well I couldn't really could I - so I got a maximum. Section 2 caused me problems too and I eventually got it at the third attempt. Section 3 was a long Herringbone. I didn't notice that it was CAR and couldn't get that to work. After my third attempt I gave up and then my Internet went down. I eventually got it back but the last section was already live so I didn't bother taking part. I can blame the internet, my failing eyesight, using my little slow laptop but I think the main cause for failure could be I am not as good as I thought I once was.

The latest 'Proposed Rule Change for Road Rallies (Although the description says 'Scheduled Time Events - right) is causing a bit of a stir. The problem seems to stem from observations by the Police in Mid Wales.

As a competitor I can see that it will cause difficulties with 'Impossible' Hairpin junctions. As an Organiser it need not cause too many problems just do what we do on both the Primrose & Clitheronian with SGWs - put a Code Board at every Junction. It might make the drive less flowing but its been that way in Wales for many years now.

# Grumpy Old Git Still Wittering On & On & On



50 Years of Motorsport : John Goff  
Photo Courtesy of Geoff Bengough

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

Volume 11 : Issue 5/2 : May (part 1) 2020 : Maurice Ellison

Rallies Committee - 11 March 2020  
Regulation changes for Consultation



## Section R Rallying Existing Regulation

No current Regulation

## Proposed Regulation

**R3.3.5.** The use of handbrakes to assist or perform turns or manoeuvres on public roads is forbidden.

## Chart 13 - Penalties SUMMARY OF PENALTIES TO BE APPLIED ON SCHEDULED TIME EVENTS

(i) Breach of R3.3.5.	Disqualified and Reported to Motorsport UK for a 3 month suspension of Competition Licence
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- 44 (i) Failure to follow the instructions of an official.
- 44 (i) Further breaches of (k).
- 44 (ii) Breaches of Regulations detailed in Section C.

Date of Implementation: January 2021

Reason: The use of handbrakes to assist or perform turns or manoeuvres on public roads is inappropriate and incompatible with acceptable standards of driving. After careful consideration the Rallies Committee considered that it was the practice of handbrake turns on public roads rather than the physical presence of a hydraulic handbrake that was the issue and consequently the severity of the penalty reflects the seriousness of the practice.

Continued on Page 28

## **Grumpy Old Git** **Continued from Page 27**

As an organizer it will make it easier to get droppers with all that shuffling about at those 'impossible Hairpins & NAM grass Triangles' but a lot more work for the set-up crew, strip down crews and the results team

**Bill Honeywell has a nice take on the proposals :-** The wording is 'turns or manoeuvres' - therefore every competitor should report every other competitor for using the handbrake whilst performing a) a hill start; b) every stop at a control and re-start, and ironically c) at an acute junction, performing a 3-point turn and applying the handbrake at each change from forward to reverse gear. By reporting your fellow competitors everyone on every event will be reported. Let's see how Motorsport UK deals with that one. My late father Roy was on the RAC Motor Sports Committee and would never have approved of such woolly thinking and slovenly wording. (I used to stop at T-junc Give-Ways by handbraking the car on to the white line, which gave you a much straighter and faster restart - MS UK would have kittens if they witnessed that lol!!)

**Michael Gilby wrote on FB :-** The problems here are the scope, and the difficulty of policing this new regulation. It's far too subjective, unfairly biased against certain types of car which cannot 'change direction unassisted' as easily as others might be able to.

I wholeheartedly support the idea of such a regulation on A and B class roads, where there's absolutely no need for anyone to use the handbrake to turn their car - as is also the case for 99% of corners and junctions on C class roads. We ought to be seen to set an example in places where the more easily influenced among us can come across us.

But a blanket ban, for something that isn't even strictly an offence (again, for it to be described as such is entirely subjective) and certainly has no basis in statute, is not only unnecessary, but overly onerous on organisers.

What CoC is going to want to have to report every competitor they are told - without evidence - to the governing body for consideration of a three month ban? On the basis of the word of someone stood at the side of the road in the middle of the night? For doing something that other cars are able to do without the use of the handbrake? It just is not fair, is wide open to abuse, and looks horribly inconsistent before it's even passed into the yearbook.

At very least, the evidential proof HAS to be higher than someone's opinion at the side of the road. After all, some cars have a far easier time 'breaking traction' than others, and are able to perform tighter turns without so much as looking at the handbrake lever - however big it is, and whatever angle it's installed at.

***This one is going to run and run . . . .***



Motorsport UK is delighted to introduce The Learning Hub – the new, online learning platform for Motorsport UK members.

Whether you are an Official, Competitor, Marshal or Event Organiser, The Learning Hub aims to provide an easy to use and time-efficient online learning experience which will help you enhance your skills and prepare you for the role you have chosen to undertake.

The new platform will enable you to read articles, watch videos, complete knowledge exercises, interactive modules and much more.

We recognise that learning and development is key to our members' enjoyment of the Sport – and it is imperative that we provide you with the appropriate knowledge and skills in order to carry out your role to the best of your ability. The Learning Hub is just one way in which we are committed to this.

The Learning Hub launched today with content aimed at Officials. Further content will be added each month, including specific content for Marshals, Event Organisers and Competitors.

Simply log in to your Members Area on the Motorsport UK website and follow the instructions from there.

If any members have any questions, please email us at [training@motorsportuk.org](mailto:training@motorsportuk.org)



# 1960 MORECAMBE NATIONAL REPORT

Last weekend's Lancashire Automobile Clubs National Morecambe rally was won by a Works prepared Ford Anglia 105E, driven by Anne Hall and navigated by Val Domleo. This first National rally win by an all ladies crew followed closely on Pat Moss and Ann Wisdoms class win and best British performance on the International Tulip Rally.

Entries though slightly down on the previous year still ran to 94 cars including several welcome crews from Ireland. Early on the evening of Friday 13<sup>th</sup> (!) the 94 crews left the three starting points of Luton, Morecambe and Buxton, crews converging on the central meeting point at Copster Green on the outskirts of Blackburn. Among the non arrivals was Hugh O'Connor-Rourke who had the rear brakes seize on his Volvo.

On arrival at Copster Green watches were sealed and Road Books were issued with references and approach directions for the last 30 controls of the event. As cars left Copster Green they were given a Route Card with six controls to visit and several speed changes involved. Many competitors were dismayed to find Regularity being used on this first section. The Route Card took crews north of Colne, the route twisting and turning on its self so much that some crews commented they thought they would disappear up their own exhaust pipes at times!

Some of the early retirements included Bill Bengry in his Simca, and John Sprinzel who lost second and third gears on his Austin A40. Another competitor with gearbox troubles was Ken Walker with his TR3 stuck in bottom gear.

At control seven after around forty miles of regularity navigators were able to finally stow away their speed tables as from there on it was a superb route and run at the full 30 average calling for the maximum effort from both driver and navigator. The route now moved in a roughly western direction across the top of map 95, where Don Grimshaw put in TR (DG95) off the road, luckily without personal injury just before control number nine. Bobby Parkes kindly stopped to help pull them back on to the road at a cost of five minutes to himself.

A white road north of Holden looked a tempting 'goer' from the time allowance. It did 'go' for a while but it eventually petered out which trapped several crews including Robin Richards, as there was precious little room to turn round. The winners Anne Hall also took this track but luckily managed to turn round before getting stuck. The organizers had gone to great length to avoid antagonizing the public, the final instructions carried a long list of quiet zones and 'out of bounds' areas.

The route from control 12 to 14 travelled north over the famous Trough of Bowland, no reference being given for control 13, as it could only be on the one road, but it was a disappointment to find it was a regularity check, 30 average, and it was near the end of the trough road. The route continued north towards the Lakes and on to map 89. Douglas Wilson-Spratt retired at control 16 with a dropped valve in his Austin Healey Sprite (DWS97). Many competitors were complaining of baulking, strengthening the case for seeding on National rallies. The hot pace continued with whole strings of four and five minute sections one after another, with one tight five minuter to the west of Lake Windermere incorporating traversing the deep Winster Ford. The standard of marshalling throughout was consistently good.

There followed a breakfast halt of one hour at the Lakeside Hotel, Newby Bridge, where Anne Hall was seen adjusting her brakes before grabbing breakfast. Though this early breakfast halt was very welcome to most crews, there was still plenty of motoring left to do, including the fearsome Hardknott Pass. Shortly after the restart, on the road after Ulpha, David Seigle-Morris put his car off the road, the car coming to rest balancing on a rock, the five minutes lost in getting out of this predicament costing him the rally.

Only four minutes were allowed for the run over Hardknott which made for an interesting 'average', most cars getting to the top when they were due at the bottom on the other side! Roy Kirkham went off and rolled his Sprite! Luckily it landed on its wheels and they pressed on only dropping four minutes at the other side, and going on to finish fourth overall! The Sprite was so scruffy to start with it was said to be difficult to tell what damage was pre or post Hardknott! Immediately after Hardknott came its mate, Wrynose, which also penalised most of the entry.

At the end of Wrynose the route hairpinned left over the Blea Tarn road to the finish control at Great Langdales. This concluded the tight motoring, the cars now being routed through Ambleside, Windermere and then south to Morecambe where the first car arrived just after seven on Saturday morning. After a few hours rest for the crews, so started the first of five special tests held on the promenade. The previous two car sprint and slalom tests had been replaced by a scissors type test and a 'pylon' test. There was separate class awards available for the tests, the times also being used to settle any ties on the road sections of the event.

Class winners on the Saturday tests were Johnny Cuff (Morris Mini) 142.7 secs, Potts (VW) 159.8 secs, Robin Richards (Riley 1.5) 138.4 secs, Douglas Wilson-Spratt (Sprite) 136.3 secs, Bobbie Parkes (Healey) 138.5 secs and J. Oldham (Austin Seven Mini) 155.1 secs. Fastest time on the 'Monte Morecambe' went to Bobbie Parkes who went round in 38.5 secs, which went unbeaten, the closest was Brian Harper in his Morgan, one tenth of a second behind!

There was some sporadic rain showers during the tests but the weather was perfect on Sunday when the tests were run again for separate awards. Robin Richards was outstanding again in his Riley making the best improvement in class which won him the W.W. Turner Challenge Trophy.

Awards for the rally and test were awarded at 4.30 and competitors were unanimous in praise for this well run event.

# **ILLUMINATIONS RALLY**

**November 30th /DEC 1<sup>ST</sup> 1963**

In winning what many regular competitors considered the toughest and tightest rally of the year with the majority of the route on little used, slippery, muddy and treacherous roads, Reg McBride/Don Barrow (Anglia)(36XMB) proved yet again that the harder the event, the better they perform, they and Alec Lobb/Tony Straker (Cortina GT) (ATL7) being the only crews to go round the complete route of this year's Morecambe Car Club's Illuminations Rally, which was also a round of this year's Motoring News Rally championship.

Rally Headquarters at the Art Deco Midland Hotel, Morecambe, were busy several hours before the start with last year's winner Pauline Reddy trying unsuccessfully to get a suitable navigator to join her in her Midget, Horace Beighton being ill, and Roy Kirkham was on the hunt for navigator to join him in the Cooper 'S', when Phil Crabtree reported he would be unable to turn up due to Monte reece commitments.

With the route handed out only 30 minutes before starting time, navigators worked frantically to lot as many of the 100 references on maps 88,89,82 and 83 as possible before the Mayor of Morecambe signalled each car to start. They were led by Reg McBride with his new Anglia 1200 in full Group 3 tune, but car number 3, Phil Simister/Graham Robson's Cortina GT, had to be pushed over the start line and then frantically worked on by the crew to free a jammed starter, this meaning push starts for the rest of the night if Phil stalled it!

The first section was an easy run out of Morecambe to 462642, depart SW, then battle commenced. The run to TC2 at 483653 near Slyne proved difficult for most crews as the white road leading to the control takes a little finding. Near the canal bridge, Bob Garside/Harold Watson rolled their Anglia on the slippery entrance to the white slot, and decided to return to the Midland Hotel for the night, whilst Geoff Halliwell/Mike Wood rolled their Cooper 'S' (PCW460), but managed to continue with a loss of only two minutes. Heading north east round carefully chosen out of bounds areas some crews did a little agricultural motoring between TC5 at 538688 and TC6 at 541675NNE as the white track through Wegber Plantation was rather yumpy.

The white road through 529717 dips under the Lancaster Canal and possibly due to leaks and recent heavy rain the road had flooded to a depth of nearly two feet! The first cars managed to splutter through but soon cars became flooded and crews got very wet pushing car after car. Knowldale's Frenchman, Yves Champeau/Don Bennett reported they had to wait in a line of some ten cars and help push them all through before their turn came. Keith Bradbury/Keith Wood put their Mini off at the hairpin bridge in Wash Dub Wood and Geoff Halliwell bumped the 'S' again, seemingly on and expensive night, while turning on the power to soon put Pete Williams Healey 3000 off the road, and he joined the growing ranks back at the Midland. The manager thought the party had been pre-arranged!

From TC19 to TC20 the rally used the white roads through 600838 and 590843, the latter proving to be extremely muddy and slippery and many found it difficult to get traction up the climb from the stream. There then followed a series of tight and hairy sections around Worth, Stanton, The Helm and up to Laverock Bridge where most crews were running fairly late, although Reg McBride, Alec Lobb and David Friswell/Tony Baines (Cooper 'S') along with such crews as Jimmy Bullough/Ted with several of the other leading cars whilst Jimmy Bullough stopped to try repair a failing dynamo. Rowland (Cortina GT), Alan Cooke/Keith Watkinson (wife's Cooper), Roy Mapple/Graham Marrs (Orangebox Cooper GJM795) and several others appeared to be going very strongly.

From control 30 to 34 at 498974 via Ingshall, Browfoot, Elfhome and Stanley Park really sorted many out and lost time for everyone. Phil Simister/Graham Robson wrong slotted, losing 17 minutes, along Heading up on to the difficult Scoutgreen loop through 589061 most crews decided to cut their losses and miss out several controls to go to the slightly longer and easier sections through Wygill, Breaks Hall and Drybeck. Approaching TC48 at Bank Moor, two green Mini's came into contact with each other when slotting to the right by the Bungalow, badly clobbering each other, they had better remain nameless, but both now agree green cars are out!

At the petrol halt just south of Shap village on the main A6, most of the surviving crews just had time for a hurried re-fuel and off again on the second half using the half hour re-fuel allowance to reduce their lateness. Many crews retired at this point including Geoff Halliwell/Mike Wood who had hit a horse (!) in the Tillotsons Cooper 'S' and Jimmy Bullough/Ted Rowland (JB222) who were holding third position but couldn't repair the dynamo on the Cortina. Then came the unexpected which often spoils the best laid plans. After about 15 cars had refuelled, the main electric fuse box at the garage blew up switching off the petrol pumps. Repairs to this in complete darkness took 15 minutes or so, and so delayed every crew from there on. Clerk of the course, Tony Mason quickly headed off around the route of the second half to extend the closing time of the controls and crews were able to claim an official delay allowance.

*Continued on Page 31*



**The 1963 Illuminations Rally**  
**Continued from Page 30**

The second half while not quite as hard in some ways as the first put more emphasis on the drivers ability as it headed Bampton, over Dale Foot through Pooley Bridge and over the Kirkstone Pass towards Ambleside. Many crews wrong slotted at 330051 as they tried to approach TC61 at 328.5051 ENE, the correct way is along the yellow at 333053 and hairpin back left on to the white at the unmarked junction at 330052.

Then came a special stage on the Blea Tarn road, approaching TC63 at 284056NNE, fastest time going to Reg McBride who was only two seconds outside bogey time on this twisty uphill thrash. Then pressing on over Wrynose and Hard Knott passes, drivers really had to work with six time controls in the space of six and a half miles of very tight motoring. On Hard Knott, David Thistlewaite/Gerry Ryan (Cooper) broke the throttle linkage, thus ruining an excellent showing, and Alan Cooke who found himself without brakes descended Hard Knott on the handbrake, not telling his navigator till they got to the bottom! David Friswell/Tony Baines were badly delayed with obscure engine trouble and Guy Wood/Norman Thomas had to retire when their dynamo packed up. Another good showing on Hard Knott was put in by Alec Lobb driving over it for only the second time. Novice crew Ted Edgecombe/Alan Wilkins also looked impressive, their Triumph Vitesse taking the hairpins in fine style, their subsequent high placing in the results show that this crew is going to be one to watch. Ron and Evelyn Jamieson had a hairy moment, but recovered well despite a lack of brakes.

A long section over Thwaites Fell followed and many crews had run out of time by TC77 at Jackson Ground 230923, and had to cut several controls. Amongst these were Johnnie Clarke/ Allan Parkin (Vitesse) who spoilt an otherwise fine run, and Frank Davies/ Bob Redhead who had to retire when an oil feed pipe broke on their TR4, fortunately without any damage to the engine, whilst Ray Chrimes/Geoff Crux (Mini) were held up with navigator sickness. The road section proper finished at Seattle 383833 and there was an easy run back to the finish in Morecambe, stopping en route in Carnforth for an excellent breakfast.

The results took a little while longer than expected, due no doubt having to work in the delay allowances for crews held up at petrol, but the general feeling was that the Illuminations Rally had been a first class, won on the road, well run event. Reg McBride and Don Barrow along with Alec Lobb and Tony Straker were warmly applauded, as were all the award winners for their performances on this very hard event.

Results			I took my wife to a restaurant. The waiter, for some reason, took my order first. "I'll have the rump steak, rare, please." He said, "Aren't you worried about the mad cow?" I Said "Nah, she can order for herself."
1 <sup>st</sup>	Reg McBride/Don Barrow	(Anglia)	Doctors have just identified a food that can cause grief and suffering years after it's been eaten. It's called a wedding cake.
2 <sup>nd</sup>	Alec Lobb/Tony Straker	(Cortina)	
3 <sup>rd</sup>	Bob Smith/Guy Aspinall	(Cooper)	
4 <sup>th</sup>	Phil Simister/Graham Robson	(Cortina)	
5 <sup>th</sup>	Ted Edgecombe/Alan Wilkins	(Vitesse)	
6 <sup>th</sup>	Alan Cooke/Keith Watkinson	(Cooper)	
7 <sup>th</sup>	Roy Mapple/Graham Marrs	(Cooper)	

A lawyer boarded an airplane in New Orleans with a box of frozen crabs and asked a blonde stewardess to take care of them for him.

She took the box and promised to put it in the crew's refrigerator. He advised her that he was holding her personally responsible for them staying frozen, mentioning in a very haughty manner that he was a lawyer, and proceeded to rant at her about what would happen if she let them thaw out.

Needless to say, she was annoyed by his behaviour. Shortly before landing in New York, she used the intercom to announce to the entire cabin, "Would the Lawyer who gave me the crabs in New Orleans please raise your hand?"

Not one hand went up ... so she took them home and ate them.

Two lessons here:

1. Lawyers aren't as smart as they think they are
2. Blondes aren't as dumb as most folks think.



# HARD LIGHTNING TROPHY RALLY 1967

The route of the English Electric (Fylde) Motor Club's Hard Lightning Trophy rally was so tight and well planned that the winning Mini Cooper 'S' of Burnley's Alan Cooke and Arthur Rogers dropped 37 minutes. The lanes were very twisty and muddy and coupled with four very well planned selectives penalties for crews grew rapidly with many entering 'fail' time. The rally was definitely a 'Mini' rally and the first eight places were taken by BMC's product, Alan Cooke drove very quickly to win, but local aces Bob Lamb and Frank Davies were close behind in their 'S's'. There was however one familiar name missing from the results, Roy Mapple who had one of his rare retirements.

The ever popular Prizet filling station just south of Kendal was the venue for the start and was teeming with spectators, the event was all 'go' from the start, the organizers not content with putting on a tight rough route also decided to present it 'plot n bash' style! The cars set forth across the 'Helm' and up to the first control on Greenmoor Bank where the first cars were still 'clean', though everyone had dropped time by the control near Grayrigg. Avoiding Burneside the cars tackled Rather Heath, then on over the twisty mud covered tracks to Black Moss by which time most crews were running late.

A neutral section took cars through the quiet zones of Troutbeck Bridge, Waterhead and Clappersgate to the first selective round the narrow, rutted lanes of Hodge Close and Little Fell. Wrynose and Hardknott were mist covered and very tricky, Frank Davies and Bob Redhead putting the Cooper of the road for the first time ever on this well known piece of road and couldn't get back on until help arrived in the form of 'Man Mountain' Roy Mapple arrived and physically lifted the Cooper 'S' back on to the road !!

Stephenson Ground was as narrow as ever and more minutes were dropped as the route passed on towards the next selective on the rocky Tottlebank. Alan Cooke was fastest over here just beating Frank Davies who was fastest on the first selective. A quick run over Hill Park, Colton and down Hill Top completed the first half were Roy Mapple/Alec Wilkins retired the Orangebox Mini with no oil pressure. Position's at half way showed Alan Cooke/Arthur Rogers leading with 22 minutes dropped, second was Bob Lamb/Tony Mason (26 mins) and Frank Davies/Bob Redhead third with 28 minutes dropped.

Taking in Winster Ford and Spigot House the rally moved to the 'Row' selective at 448896 were two more crews retired, Jim Tomlinson and Jeff Smith in their Cooper 'S' and Lister Baldwin/Eric Clare, Lotus Cortina, both with car troubles. Travelling down Leasgill Marshes, the route passed through Sandside Quarry and back up to Killington. The fourth and last selective started at Lupton Ford and finished down the fell road, and with a finish marshal who was off plot, four cars managed to 'clean' this one.

A motorway run south down the M6 brought the remaining cars to the finish at the Forton services where results were soon displayed. The Lightning was as tough as any rally of recent times, as indicated by the small number of finishers. And among the finishers were young David and Sid Cowan, who didn't quite manage to beat 'dad', much to Les's relief! The verdict a first class restricted event, obviously a product of the 'Shunpiker' team.

## Results

1 <sup>ST</sup>	ALAN COOKE/ARTHUR ROGERS	COOPER 'S'	37.54
2 <sup>ND</sup>	BOB LAMB/TONY MASON	COOPER 'S'	43.25
3 <sup>RD</sup>	FRANK DAVIES/BOB REDHEAD	COOPER 'S'	45.26
4 <sup>TH</sup>	DAVID TOMLINSON/DON DAVIDSON	COOPER 'S'	50.53
5 <sup>TH</sup>	MALCOLM WRIGHT/RON PALMER	COOPER 'S'	52.01
6 <sup>TH</sup>	LES COWAN/HAROLD WATSON	COOPER 'S'	55.39
7 <sup>TH</sup>	MIKE RIGG/A.EDMONDSON	COOPER 'S'	60.03
8 <sup>TH</sup>	J.L. SHARPE/I.HUDSON	COOPER 998	68.12

**Has anyone got any books on how to repair an Automatic Gearbox? I went to the library but they only had Manuals**

Saturday morning I got up early, quietly dressed, made my lunch, and slipped quietly into the garage. I hooked up the boat up to the van and proceeded to back out into a torrential downpour. The wind was blowing 50mph, so I pulled back into the garage, turned on the radio, and discovered that the weather would be bad all day. I went back into the house, quietly undressed, and slipped back into bed. I cuddled up to my wife's back; now with a different anticipation, and whispered, "The weather out there is terrible." My loving wife of 5 years replied, "And, can you believe my stupid husband is out fishing in that?"



# **Beatson's Building Supplies**

# **Mull Rally update**

## **October 8<sup>th</sup>-11<sup>th</sup>**



- **Planning going ahead for the October 8<sup>th</sup>-11<sup>th</sup> event**
- **Organising Permit in place from Motorsport UK**
- **Team pays tribute to the extraordinary efforts of key workers**
- **Priority is to look after the population, businesses and island life**
- **Mull Rally regulations to be released in July**

The organisers of the Beatson's Building Supplies Mull Rally will continue with the planning for this year's Tobermory-based event.

While the current COVID-19 pandemic has put everyday life on hold, Mull Rally clerk of the course Andy Jardine remains focused on installing the foundations for the October 8-11 rally.

Jardine said: "Before we talk about rallying, I think it's more important we put this into the context of the wider world and what's going on right now. I'm sure everybody involved in the Beatson's Building Supplies Mull Rally would join me in sending our heartfelt thanks, appreciation and admiration to all key workers in our communities.

"We extend our concern and sympathies to those affected by COVID-19.

"Nobody knows conclusively when the current situation will change, which is why the team will continue in its usual preparations for the rally. Right now we're fortunate in that we can prepare the event from our desks and that's what we're doing.

"It is absolutely vital – and we cannot stress this enough – nobody: no prospective competitors, media, marshals, nobody travels to Mull until we have clear and precise government guidance to say we are permitted to do so."

Deputy clerk of the course Duncan Brown has been working tirelessly through all the processes for the new closed road legislation and we recently received the Organising Permit from Motorsport UK in addition to our application being made for a Motor Race Order from Argyll & Bute Council.

Jardine continued: "We maintain a watching brief on the movement from Westminster, the Scottish Government, Argyll & Bute Council and Motorsport UK. As well as that, through the Guardians, we're in regular contact with both the communities and the businesses on the Isle of Mull – those people remain very much at the heart of decisions taken moving forward.

"We understand the economic benefit the Mull Rally brings to the island, but we also understand the current financial situation those vital to the event – including the amazing volunteer marshals and officials, the sponsors and, of course, the competitors themselves – find themselves in or moving towards as the pandemic continues. We will, of course, remain entirely mindful of this as the weeks and months unfold.

"Our intention is to bring the best rally in the world to the world's best island in October. But our priority is to do the right thing for the people of Mull."

Jardine and his team continue to work to the pre-planned event timetable, with regulations for October's Beatson's Building Supplies Mull Rally coming in July.

Jardine concluded: "We've had support from all over the world, urging us to continue with the event and the planning for the event. That's what we're doing. We're going about the usual processes, but working respectfully with all relevant government agencies and councils.

"We'll get our heads together – virtually speaking, of course – and put the rally together. In the meantime, let's all do our bit to bring this thing to the speediest possible conclusion by staying home, staying healthy and watching Peter Taylor's run through Gribun on YouTube. Again."

# LEGEND FIRES NORTH WEST STAGES

CUMBRIAN turkey farmer Paul Bird knocked the stuffing out of his rivals with a near-flawless drive on the Legend Fires North West Stages. Driving an ex-works Ford Focus WRC, Bird and co-driver Aled Davies made the most of their mechanical superiority to claim 18 fastest times out of a possible 26.

And that was enough to give the pair a second successive victory - by over five minutes - on the Blackpool-based event.

But arguably the performance of the weekend came from Clitheroe businessman Neil Simpson.

Back behind the wheel of a rally car for the first time in 12 years, Simpson stunned the opposition by finishing a brilliant second in his ex-Freddy Loix Skoda Fabia Super 2000.

Lying 17th after a difficult opening night of stages, Simpson and co-driver Claire Mole stormed up the leaderboard on the Saturday stages.

"I'm delighted, I couldn't have wished for anything better. I've missed rallying so much and to score such a great result first time out is a great start to the year," he said.

"The Friday night stages were some of the most difficult I've encountered. Having gone out on slick tyres in the pouring rain, we spent most of the night spinning and going backwards.

"I went to bed in 17th place and reckoned a top ten would be a good result, but on Saturday, it just got better and better."

But there was heartbreak for East Lancashire's top tarmac specialist and rally sponsor, John Stone.

After retiring early from last year's 'home' event, Stone and co-driver Carl Williamson were denied a well-deserved second place when they were forced to retire with just four stages left.

Following a winter rebuild of his ex-works Skoda Fabia WRC, the Legends Fires boss put in a scintillating drive on the Saturday stages, taking fastest times at Clifton and Fleetwood Docks.

But disaster struck when the car began to lose power before the final pair of stages at Weeton and Clifton.

"We were driving well within ourselves and not taking any risks, when we hit trouble on the way to service," explained John.

"It could have been a problem with the turbo but rather than limping home and finishing down the order, we decided not to risk the car.

"We were disappointed, but we had a good battle while it lasted. The focus is now on the MSA Asphalt Championship, which gets underway next month."

There was disappointment also for other East Lancashire crews, who fell victim to the North West Stages' tough format.

Blackburn's Nigel Worswick and Paula Swinscoe entertained the spectators in their Ford Escort Mk2 right up until the point they lost all drive at Weeton.

David Sunderland and John Marsh, in another Ford Escort, went out with differential failure on SS4, Blackpool Promenade, and Alistair Wells and John Cope retired their Subaru Impreza with a misfire.

But Accrington's Hazel Johnson, with Steve Butler on the maps, made it two finishes in a row, coming home 59th O/A & 2nd in Class in their Nissan Micra.



Tony Worswick



Neil Simpson



Nigel Worswick



Hazel Johnson



John Stone

*Neil Johnson*



# FLYING SCOTSMAN 2009 BRITAIN'S PREMIER VINTAGE RALLY



*Photos Courtesy of Tony North*



# Johnson Jottings

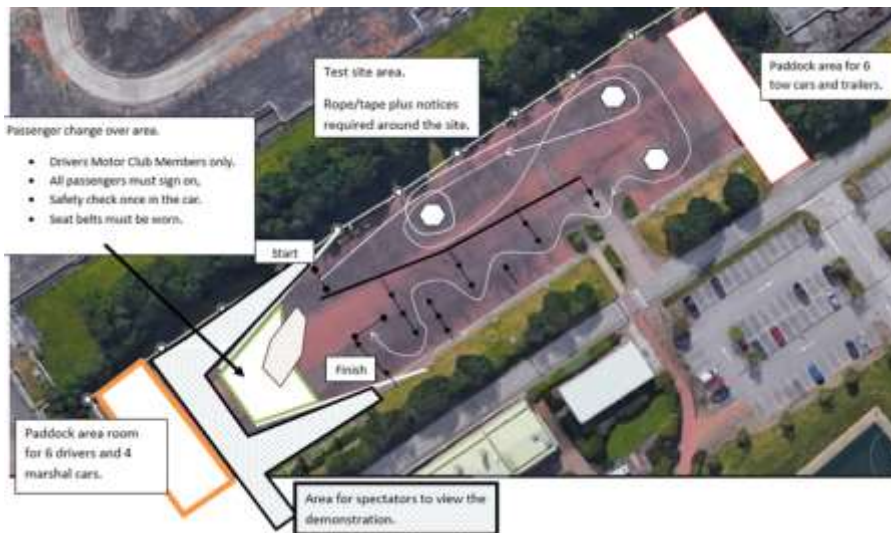
(with the help of a few others)

## PCA

at The University of Chester,

Thornton Science Park,  
for the Mersey Dee Alliance

Wednesday 22 June 2016



Any new event that a motor club runs takes time to set up and plan. All motor clubs need venues and venues are always hard to find. Club members' local knowledge is still the best way to find new venues; each club member will know someone with land that a motor club can use to run a motorsport event. Spare land, Car Parks, school playgrounds are often empty for holidays, weekends and evenings so how can motorsport make use of these? **CONTACTS** - I do feel that local contact and partnership work can help all motor clubs. Clubs could think about road safety, young drivers, volunteering opportunities and risk management. Developing the skills of members through event organisation can help in the workplace too. Increasingly older members have great skills they but need to pass these on to newer members. They can also help train new marshals and give them the skill to improve employment opportunities.

On 22nd June, Ben Taylor, Managing Director at International Motor Sports Ltd (IMS is the commercial arm of the MSA that runs Wales Rally GB) was delivering a Breakfast briefing to over 150 business leaders of the Mersey Dee Alliance. This was to highlight the opportunities for local businesses to work with Wales Rally GB. Talking to people is all well and good, but how do you bring the excitement of motorsport to this audience and give them a session to remember? The NEC Autosport show has featured a Go Motorsport AutoSOLO with Passenger rides for a few years and with this in mind, Steve Johnson the NW Go Motorsport RDO started working with IMS and The University of Chester to bring something similar to the North West. Nine months later came the day at The University of Chester, Thornton Science Park.

Over 150 delegates attended the IMS presentation and when over half of those expressed an interest in a passenger ride, it was going to be a tall order to organise it in the short time available. No pressure then!

Four members of NW clubs spent Tuesday 21st June setting up the venue. Any event like this needs staffing and planning with military precision. The primary Go Motorsport involvement was speaking with passengers, signing them on, getting them into cars, and providing them with an insight into the thrill of motorsport so that they may wish to find out more, preferably by making contact with their local motor club.

On the day, members of Accrington MSC, Bolton Le MCC, Clitheroe DMC, Chester MC, CSMA NW, Liverpool MC, North Wales CC, and Under 17 MC NW, provided 14 drivers, 9 cars and 6 marshals. The first car was running at 9:30 entertaining passengers from the University campus. Tyres squeal was sent across the site and at 9:55, the first few delegates walked towards the noise, within minutes the site was full of suited and booted business folk!



*Continued on Page 37*



**Grass Roots Motorsports  
'Johnson Jottings'  
University of Chester PCA  
Continued from Page 36**

Over 70 delegates had passenger rides and some at the end in several competition cars. The cars were kept busy until 11:15 when the remaining visitors were talking to motor club members



about Auto SOLOs and volunteering in Motorsport. Until that day, few, if any, knew about grass roots motorsport and that for as little as £30 you can drive your car all day in a club motor sport event.

We had drivers aged from 16 to over 70 taking part who all did motorsport proud as ambassadors, entertaining the delegates. Ben Taylor thanked all the club members for their time and the very professional show they had put on. Steve Johnson NW Go Motorsport, said "Thank you to the members of 10 Motor Clubs that helped before and on the day. Several had taken a day off work to make a fantastic event; a great number helped to run the event, talk to delegates and cleared the site away after the event. Well done everyone!" The Team Members of Accrington MSC, Bolton Le MCC, Clitheroe DMC, Chester MC, CSMA NW, Liverpool MC, North Wales CC, and Under 17 MC NW.

WRGB Promotional Autotest - Mersey Dee Alliance Innovation Network (by Tracey Smith – Under 17 Motor Club)  
The Under 17's Motor Club (NW) organised a Production Car Autotest to promote affordable motor sport to business leaders in North Wales, the Wirral and West Cheshire in June. 14 drivers from motor clubs across the Region, including Accrington, Bolton-le-Moors and Liverpool, provided free passenger rides to delegates attending the International Motor Sports Ltd (IMS) sponsored event at The University of Chester, Thornton Science Park campus. IMS is the commercial arm of the MSA and organises Wales Rally GB, a round of the World Rally Championship. Volunteer marshals also supported the autotest. Approximately 150 delegates attending the Mersey Dee Alliance Innovation network event joined Ben Taylor, IMS Managing Director, for a presentation on the economic benefits Wales Rally GB brings to the region. Ben spoke about the prestige of hosting a world rally championship event and the opportunities this presented to showcase Wales as a tourist destination. He also told delegates about the social and educational benefits the event offers such as involving pupils in STEM (Science Technology Engineering and Mathematics) activities, taking children out of the classroom and providing career options and opportunities. Ben described future aspirations to attract more fans to the sport by organising short rally stages on closed roads, subject to legislative approval. The sound of revving engines and squealing tyres on the autotest track outside could be heard from inside the conference room further raising delegates anticipation and excitement to experience motor sport for themselves.

After the presentation, delegates were offered free passenger rides by North West motor sport club members. The autotest was held on an empty car park at the back of the university campus. This was the perfect opportunity to showcase affordable motorsport, inspire new and young drivers to take up motor sport and secure new venues for local clubs wishing to organise their own autotest events. Passengers were presented with packs containing information on forthcoming events and how to contact their local club. They were also given the opportunity to navigate and time their driver through the autotest route. More than 70 delegates signed on for passenger rides, many of whom came back for a second or third ride and all of whom left with a very big smile on their faces..

**GoMotorsport**

**Steve Johnson : NWRDO  
Accrington MSC, U17MC(NW), CSMA**





# Dirty Fingernail Club Covid-19 Endeavors

*Continued from the May Edition Part 1*

**Alex Hazlewood** the Comp Sec for Boness Revival Hill-climb I am using the enforced garage time to rebuild my race car onto a new body, my last car suffered a crash last year, I tried to take a short cut up Doune and it failed and the chassis became bent, so I am importing the engine, and using this as an excuse to change: the front suspension with race springs and custom dampener setup dual piston front brakes [shiny] separate front and rear master cylinders for brakes new home made exhaust system new AG Thorpe fibre glass body [made in 1962, it's the only one still in existence to my knowledge] new cage

I am as you see not finished but will be done before the race season restarts



I have attached a couple of photos of my 1964 Rochdale Olympic as can be seen it needs a little TLC! It has been off the road Since 1980 and stored in less than good conditions. Alan and I went down to see the main Rochdale restorer in Ellesmere Port just ahead of the closure and purchased the last new front subframe available.

I have been restoring the parts that were already off the car ie front suspension/brakes, converting to slightly larger type 14. All new bushes trunnions etc. these are all normal Triumph Spitfire parts so are easy to come by.

Similarly is the steering rack now overhauled ready to refit. These last few days have flown by, time has been spent making one good carburetor from two Weber 28/36s fortunately I already had a repair kit in stock ready.

Storage is becoming a problem but there is always a solution! . . . . . The spare bedroom.

Thought I was alone in this but others were ahead of me.

Very best regards in this situation, watch out for Zombies.....



**Mike Mansergh.**

**Continued on Page 39**



## **Dirty Fingernails Club** **Continued from Page 38**

After the pictures of Gerry Michelmores Berlingo in the May (part 1) edition of Spotlight Keith Thomas received the e mail below from Bill Drysdale one of the founding fathers of the Boness hillclimb, a real enthusiast and an all round very entertaining guy. His prize presentations after each days Revival action were better than some sketches from Morecambe and Wise when he and Billy Cater the then comp sec worked out the prizewinners. Bill may have announced your name as a winner when you hadn't won a prize, he blamed Billy, Billy blamed Mr Drysdale or he may not have announced your name when you had won a prize but between the competitors the correct prizes eventually were received by the rightful people. The ensuing banter between them was fantastic and in some ways an unscheduled highlight of the weekend.

Bill who is a very skilled engineer and has worked all over the world must have caught something when abroad because having decided he wanted a Porsche 904 he didn't buy one like most normal folk would have he actually made one, no joking this guy spent about ten years of his life making up bucks, moulds and layering fibreglass onto the mould and lo and behold he produced a Porsche 904, well as his mate Alex Brown unkindly said to him it isn't a Porsche 904 it's a kit car. Well it is but a bloody great kit car at that. Later I will post a picture of it if I can find one.

Having spent all that time making it he then tried to destroy it and himself by doing a wall of death act going out of top Ess at Shelsley Walsh and almost landing upside down on his roof. Probably 5 mins earlier than his wall of death he came to me whilst we were lining up for the start and told me to be very careful at Top Ess because a previous car had spilled oil, then he goes and holds the meeting up for an hour while they recover the car and Bill, whilst this is going on I am sitting on the startline as next car to run after him.

In the meantime read Bills note to me and my reply to his comment but those of you that know Bill will understand why he doesn't think it unusual.

On 14 Apr 2020, at 08:31, Bill Drysdale wrote:

**Keith Thomas**

Love it. I cannot see anything eccentric at all!

Stay safe. **Bill**

**Bill**

I have heard there are odd people (and odd can be taken both ways !) who when they want a new car they make it. Most people go to a car dealership or to someone who has one for sale, a few might buy a kit and build it (Westfield & Caterham) but some people buy a ton of resin, fibreglass matting etc and actually set too and build a car from scratch. Mind you some people attempt to launch cars into space at that well known launch site in Worcestershire known as Shelsley Walsh. If a total airborne launch isn't successful there is always the alternative of doing a barrel roll and landing it upside down.

I understand why you can't see anything unusual in the Berlingo story !

It's people like you Bill that attracts us to the Revival hillclimb scene,

**Keith Thomas**



This has to be the dirtiest job one can do on a car. This was me before lying underneath the Landie for two days scraping, wire brushing and pressure washing in preparation for waxoiling. I did not look so clean afterwards

**Rob Grant**

Having heard all the reports about plenty of oily bits related goings on I was tempted to report on my meagre efforts in relation to some others. Fitting another horn and getting the reversing light working on my Skoda Estelle trials car was despatched in quick time. If I had known about the lock down earlier I would have left the full rebuild of the front and back callipers on the MX5 until later.

The wings on my home built Locost have never been that good, originally purchased from Ron Champion who wrote the original book on how to build a Locost. Time to remove the rear ones and fit the new ones ready for when things return to normal and I can get them painted.

Then came the wrong decision! I would delay fitting the new front wings and make a new plant trough. This involved what should have been a simple task of carrying a half sheet of half inch ply out of the garage. The car gods were not happy in my decision to abandon oily bits for saw dust and my left leg came in to violent contact with the end of the Locost exhaust. For those of a delicate nature the technical term was "ouch!" but two words were used. Ten minutes later and my lower leg had a swelling the size of my hand and a decision to risk the wrath of 'er indoors and admit the injury.

Seven days later all was certainly not good and a diagnosis by video phone from the GP indicated it has now turned into cellulitis. Not pleasant and any further garage time has been put on hold for the present.

I am now trawling through YouTube due to my enforced easy chair relocation for anything car related but American Rock Crawling and Racing and Icelandic Off Road Racing is currently taking my notice.

**Myke Pocock**



# SD34 LAWTEC

Lancashire Area West Training & Enterprise Council Sponsored

This Month: News from the  
LAWTEC championships

Dave Barratt leads Individual

Pendle lead the League

June 21, 1994

## Championships

### LAWTEC Stage Rally Championship

After 8 events Alan Shaw from Pendle District Motor Club, (Renault 5 Turbo) has recovered his lead in the Stage championship on 168 points from 6 events whilst Ian Savage (Escort Cosworth) Knowl-  
dale Car Club had briefly held the lead but has returned to second position on 161 points from 6 events. Anthony Anderson from Pendle District Motor Club is still in third position (Ford Fiesta) on 130 points from 5 events.

In the Co Drivers championship the first three positions correspond with the drivers with Rod Brereton from Pendle District Motor Club leading on 164 points from John Vance Knowl-  
dale Car Club on 161 with David Hughes from Pendle on 130 points.

#### Drivers

##### Class A

In class A Anthony Anderson is away in the lead but a new name has appeared in second position, that of Martin Duffield from Black-  
rod MC whilst Stuart Pinder has slipped back into third but only by one point.

1st A. Anderson	PDMC	81
2nd M Duffield	BMC	54
3rd S Pinder	WDMC	53

##### Class B

Rob Jones of Wigan District Motor Club has taken over the class lead with Neil Duckworth in second. In third place is Ian Winstanley from Pendle.

1st R Jones	WDMC	130
2nd N Duckworth	GPMC	108

3rd I Winstanley PDMC 27

##### Class C

In Class C Alan Shaw is leading whilst Lee Sharples from Clitheroe has moved into second position Chris Smith is now third.

1st A Shaw	PDMC	168
2nd L Sharples	CDMC	108
3rd C Smith	GPMC	83

##### Class D

Ian Savage maintains the lead in Class D. Martin Fox is in second and Graham Briscoe in third

1st I Savage	KCC	161
2nd M Fox	BMC	52
3rd G Briscoe	HMMC	26

#### Co Drivers

##### Class A

In class A co drivers Anthony Andersons navigator David Hughes PDMC, still leads the field whilst Alan Bibby WDMC has moved Nigel Dyer CDMC into third.

1st D Hughes	PDMC	130
2nd A Bibby	WDMC	53
3rd N Dyer	CDMC	28

##### Class B

In Class B Mike Berry from Wigan DMC has stormed away as nobody else seems to be playing

1st M Berry	WDMC	130
2nd M Airey	GPMC	28

with a further 3 people on 27 points

##### Class C

Rod Brereton, PDMC, leads this class with James Boddows, KCC maintaining his second position and Geoff Davies of CDMC has moved into clear third

1st R Brereton	PDMC	164
2nd J Boddows	KCC	112
3rd G Davies	CDMC	105

##### Class D

Class D is lead by Ian Savages co driver John Vance KCC. In second place is Lee Smith BMC with Jason Forbes having taken up third

1st John Vance	KCC	161
2nd L Smith	BMC	52
3rd J Forbes	HMMC	26

### LAWTEC Road Rally Championship

After three events Gary Williams from Garstang and Preston MC has dropped into second equal place along with Andy Rhodes Lightning MSC, both having scored 25 points. Dave Shorrocks Garstang and Preston MC is the man who has moved into first position just one point ahead on 26.

In the Navigators Championship Glyn Stirling Garstang Preston MC is in first overall on 27 points. Keith Oglesby GPMC is second on 26 with David Barratt CSMA third on 23.

#### Drivers

##### Expert

1st D Shorrocks	GPMC	26
2nd G Williams	GPMC	25
= A Rhodes	LMSC	25

##### Semi Expert

1st I Skelhorn	WDMC	6
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##### Novice

1st I Robinson	LMSC	11
2nd T Nuttall	GPMC	5

#### Navigators

##### Expert

1st K Oglesby	GPMC	26
2nd M Beattie	CDMC	8

##### Semi Expert

1st G Stirling	GPMC	27
2nd D Barratt	CSMA	23

Continued on Page 43



3rd S Fuller	CDMC	6
Novice		
1st N Eccles	LMSC	21
2nd P Eccles	LMSC	12

## LAWTEC Sprint & Hillclimb Championship

With results from the first three events now in Mel Clarke (Longton DMC) is in the lead on 30.22 points, Graham Cannon is second on 30.04 and Neil Matthews third on 20.78. Both from Knowlledge CC

### Class Position

#### Class A Saloon <=1400cc

1st N Matthews	KCC	20.78
2nd D Barratt	SHMSC	9.63
3rd No scorer		

#### Class B Saloon Cars >1400cc

1st R Barker	PDMC	9.98
2nd S Hacking	SHMSC	9.83
3rd No scorer		

#### Class C Kit and Sports Cars

1st J Simkins	KCC	19.43
2nd R Stephenson	KCC	10.32
3rd J White	HMMC	9.81

#### Class D Racing, Libre & Clubmans Cars

1st M Clarke	LDMC	30.22
2nd No scorer		
3rd No scorer		

#### Class E Rally & Historic Car

1st G Cannon	KCC	30.04
2nd No scorer		
3rd No scorer		

## LAWTEC Off The Road Championship

The Off Road Championship has now had 5 events. The overall positions are as follows:- Jim White of High Moor MC has 59 points. Second is Dave Goodlad also of High Moor MC on 57 whilst third is Dave Barratt Civil Service M. Ass. on 54

### Class Positions

#### Class A

1st D Goodlad	HMMC	57
2nd S Johnson	CSMA	43
3rd G Bray	BAC	40

#### Class B

1st J White	HMMC	14
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#### Class C

1st D Barratt	CSMA	54
2nd G Bray	BAC	16
3rd R Murtha	BAC	12

#### Class D

1st J North	BAC	14
2nd R Barker	PDMC	13
3rd M Field	BAC	10

#### Class E

1st J White	HMMC	45
2nd T Sargeant	SHMSC	31
3rd B Sargeant	SHMSC	11

#### Class F

No scorers

## LAWTEC Marshals

After 11 events in the Marshals Championship Roger Stanforth has maintained his early lead but is now on 65 points but his old adversary Eve Fisher has moved into 2nd position on 50 points with Sue Ball on 35 points and Clive Starkie close behind on 30 points.

This is one championship where you don't have to register. In order to score points you have to marshal or officiate on events run by the clubs in SD34 or on invited events which count for the SD34 championships. You then need to inform your club SD34 representative and ask him/her to register your points with the compiler. In order to qualify for an award you must have scored points by marshalling or officiating for two different clubs. For further information see your club rep.

## LAWTEC Inter Club League

After eleven events Pendle have regained the lead in the League Championship by just 26 points from Garstang & Preston. Pete Duckworth is obviously still rallying his troops and Steve Johnson is doing his bit to get people out on events as CSMA are now third overall on 195.

### Div 1

PDMC	226
CSMA	195
KCC	175
SHMSC	78

### Div 2

GPMC	200
CDMC	194
HMMC	191
BAC	156
BMC	59

### Div 3

LMSC	121
WDMC	43
LDMC	39
2300MC	31
SSMSC	26

## LAWTEC Individual

Dave Barratt (60 points) has maintained his early lead in the Individual Championship and is now 17 points ahead of Steve Johnson (43 points). The other two people to have qualified so far are Jim White on 28 points (3rd position) and Roy Barker on 18 points.

There are 12 people who have scored more points than Roy Barker but none of them are qualified.

In order to qualify for the award you have to have scored points in at least two different disciplines.

## Club Representatives

If you wish to know more about the various championships or your personal score or position within any championship then you should consult your club representative. If he/she cannot help you then contact the appropriate championship compiler.

### Off the Road

Dave Barratt 054 384127

### Road Rally, Individual & League

Les Fragle 0772 684284

### Sprint & Hillclimb

Andy Czakov 0706 840266

### Stage Rally

Rick Kellest 0204 307231

### Marshals

Roger Stanforth 0704 547156

Please be considerate when you ring any of the people mentioned and phone at a reasonable time. May I suggest no later than 9 pm !!



# Garstang & Preston MC Memorial Rally June 2015 *and 'How to cock it up'*

I could or should be telling you about our marvelous outing on G&PMCs Memorial Rally.

We almost had a good run. 99% of our outing was marvellous. It's the other 1% that wasn't, that screwed it all up.

I was sat in with Matt Broadbent in his Proton. I honestly did not know what to expect. On other events we (me sat in with other drivers) have been seeded close to Matt. We have chased him up Barbon. We have had him up our chuff going down Kingsdale. We have seen him and Joe Cruttenden trying to get his old Volvo out of a wall on Stock-a-Bank. I have seen him disappear through a gate on the Roman Rad near Casterton. He has passed us, stuck in a ditch on our side, on Dandy Birks, and also beached on a berm in the Car Park on Gisburn Forest. My instructions before the Memorial was 'Under no circumstance are you to put it off anywhere, I dont know if I can do another month with more back pain'.

Well, he didn't stuff it off anywhere and I had a very enjoyable run round with only a few 'Oh Sh1t moments!' that Matt dealt with calmly and extremely well (all due to my ineptitude - The 'Oh Shit moments, that is)

The first section was up Pedders Wood and I was a little surprised that the end control was before the ford at Sykes Farm. Thankfully it was because as we plodded along the road to the ford we were met by several cars coming the other way. It was then a Neutral to TC3 (by Forton Services). TC3 to TC 4 took in Five Lane End and Kitt Brow ford. As we were going down the white to the ford, the nearside front tyre exploded and we had to limp to the end of the white before changing the wheel. 5 minutes dropped at TC4 (we punctured the tyre on the same bloody rock that Pete Tyson hit & bent his steering arm). Neutral through Caton & Brookhouse to TC5 then over Haylotts. Neutral past Wray. TC6 was just outside Wennington.

Out of TC 5 and we were on the same minute as the Mitchells in their Renault. We chased them up to the staggered crossroads. They turned left and we turned right. I did a quick check of my map and thought that I had cocked up and told Matt to turn around. Back to the crossroads and slot right. Wrong. Back out and go back the way I had first called. Lucky for us we still got to the control on time. Then it was a run round Cragg Hall, White Moss, Ringstones to Mewith cross roads (Oh I do love that section) then Buffet Hill, Nutgill Farm and the long straights over Bentham Moor, Scaleber and Melling White. We only had the one spare tyre, already used at Kitt Brow Ford, so we took it very steady down Melling White and dropped a little more time. Out of the control at Wrayton and off to Petrol at Crooklands.



*Continued on Page 45*



On our way up the A683 we came across an accident. At first I thought it involved a rally car and a member of the public but it turned out that the rally cars had stopped to help. It seems that the driver of an Astra that had gone off and had had a few too many sherberts and had lost control and gone through the hedge. Whilst we were there he staggered out of the drivers seat and reached into the back seat, collected his spare cans and legged it across the field.

Out of Petrol and back along the A65 through Kirkby and Ingleton to MTC 3 at the yellow opposite Goat Gap. We are surprised to see Simon Harrison taking the same minute as us out of MTC3.

We chase Simon down through Clapham Station and then turn left at Mewith Cross roads before tackling Gisburn Forest. Again we are setting off on the same minute as Simon. He easily pulls away from us on the uphill section and gives us an easy spot of the first, second and third of several NAMs on this section. On the forth NAM we are close to hitting him as he exits it. The 5th NAM is the Car Park (the one that I was beached on, on a previous event) and the 5th is at Cocklet Hill. We exit Cocklet Hill and Simon is parked up at the side of the road. Carry on to the time control just before Slaidburn.

Neutral from Slaidburn through Newton to the Trough. Parked up waiting for our minute and up pops Simon again and wanting the same minute. So we let him past and set off behind him. This time we dont drop far behind him until we start the uphill section after the farm but on the downhill we start to catch him and just as we get to the turning for Marshaw he pulls over and lets us past. This is one I am going to tell for years I was thinking. Turns out that Simon was suffering from 'Mal de Driver' and had pulled up to be sick. Bugger! That story now has no legs. Round the hairpins, in and out of the NAM then slot right at Stonehead and get the '3 metre control. Quick check of the NAM diagrams and that the last one (or so I thought at the time)

Out of the control and not far to the finish now. A quick blast up Harris End Fell and no more NAMs to worry about . . . . but I was wrong. The last NAM was on Harris End Fell but we (or I should say I) missed it. I know how and why but that's my fault and no excuses. So we picked up a fail (that's the 1% that screwed up what would have been a good run).

Out of Control before Oakencloough and quiet to next TC. Round Higher Brock Mill, Lickhurst, Brock Mill then down Dandy Birks (gently, didn't want another stuck in ditch) and its all over.

Without the fail and the puncture (which, with only having the one spare tyre caused us to drop time on the whites) we had had a good night and would have finished 10th O/A or thereabouts. But, as they say 'That's Rallying'.

Got to say thanks to G&PMC for a cracking good night and for all the Marshals for letting us have our fun. Really enjoyed it (other than my 'cock up - still kicking myself) And another enormous thank you to Matt Broadbent for putting up with me all night. Bloody good drive spoilt by an inept navigator. Sorry

**Maurice Ellison : Clitheroe & DMC**

# letters

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*Opinions expressed by correspondents  
are not necessarily those of the Editor*

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Dear Sir,

May I be permitted to comment on the first paragraph in Selective Start of the May issue in which someone criticises rally organisers for including rough roads in events.

The Cambrian Rally, which is referred to, always has a few rough roads—as all rallies in North Wales do, and many competitors would complain if we did not include these grassy, bouldered whites.

In rallying one must surely expect every type of surface, after all it is rallying not racing, isn't it? And while I personally do not like roughs there are a majority of drivers (and not all of them sponsored) who do.

Also, I should like it to be pointed out that the Rogers/Jones Mini, which looked resplendent in its new colours, did not retire because of the rough roads (all five miles of them?) but because I believe, the piston visited the gearbox—with disagreeable results.

However, I hope that the Rally Sport cars will be back in North Wales in the future—and this time I trust you will prepare the cars to last a night's rallying!

Regards,  
*David Thomas,*  
Official on the Cambrian.

Comment:

*I agree to a point with Mr. Thomas. However, I still cannot see the point in damaging an expensively prepared car on mountain tracks when competitive roads are available. Perhaps Mr. Thomas does not go fast enough to worry about bad surfaces?—Ed.*



# Paul Brereton

## AKA 'The Barrow Taxi'

About 5 years ago (2008) I attended Morecambe Car Clubs Prize Presentation night and sitting next to me was a rather big chap, Paul Brereton.

We got to chatting and discovered that we had both returned to Motorsport for the same reason (the loss of our wives). As the evening progressed we swapped tall tales of daring do and reminisces and formed a friendship that I count as one of my most valued.

I managed to talk Paul into doing a regular column in the Newsletter as the 'Barrow Taxi' giving us a round up of his exploits every month

In the years following we tried and tried to do an event together but one way or another it never happened until the beginning of 2013 when we managed to do an Eden Valley MC 12 car. After the 12 car we were talking about the 'Good Old Days' and about motorsport in general and Paul asked me if I fancied doing the odd Classic Rally with him in his RS2000.

We decided that our first Classic would be the KLMC Devils. Neither of us knew what to expect and whilst we struggled round the route with the car not running right and me learning about how to call the tests and coping (not very well) with regularities we never stopped laughing. We both enjoyed ourselves so much that we decided to do the NES-CRO series together. We did the Ilkley Jubilee followed by the Berwick & Lakeland Classic Rallies and laughed all the way round these events. On the Lakeland one of the organisers told us that if we took it a bit more seriously we might do a bit better! But where was the fun in that?

We had entries in for the Doonhammer, Solway and the Durham Dales when Paul phoned me to tell me he that he was not feeling very well and was going into hospital for tests. 6 weeks later he was diagnosed with Liver Cancer. Did that dampen his enthusiasm - not a jot, he was still full of it, telling me about the plans that he had for the car and the events we were going to do when he was cured.

We rang each other up at least once a week and told each other our latest politically incorrect and/or dirty jokes. Paul was always upbeat and was determined to beat his illness so that he could get back out and do some more rallying unfortunately Paul finally lost his fight at 11:30 on Sunday the 18th of May

Paul enjoyed everything about the sport. He was usually one of the first to arrive at scrutineering. By arriving early it allowed him time to take in the atmosphere and get round to chat to everyone.

One of Pauls most endearing qualities was the giving of his time. He would give new and novice navigators a run with him, often forgoing a good result, just to allow that navigator to gain experience.

I can not think of anyone who was held in the same high regard as Paul was by everyone within the sport.

I, and everyone else in rallying will miss him so very, very much.

I have let everyone I know about Pauls passing and keep getting asked 'How are you?'

My reply has been 'Devastated but I'm fine'.

In truth I want to scream and shout. I want to lash out, kick the neighbours cat, I want him here. I want to hear him laugh and say 'oops' as we slide past the Stop Astride line : AGAIN!

I will miss the great lummoX enormously but will retain the fun we had and those memories forever

**Maurice Ellison**

1944 - 2014







## A CLASSIC FOR CLUBMEN

The NESCRO organisation has been around for over 20 years now but there are still a lot of people who don't know much about it, or the terrific job that they do promoting classic motorsport at clubman level throughout the North of England and right up into Scotland, making this branch of rallying accessible and affordable to hordes of club competitors. It is a very relaxed organisation having few, if indeed any, rules and sees itself as having a supporting and assistance role rather than being a governing body making draconian rules that have to be adhered to. This format has served them well and whilst the format and style of the events have evolved to take in changing trends, the ethos remains the same with friendly and sociable events and organisers the key to its success.

The story began way back in 1999 when there were lots of clubs running classic or historic events with very little co-ordination with clubs vying for dates and competitors, it was all a bit of a shambles really. Whilst clubs in the South of England were very well catered for under the banner of the Historic Rally Car Register and its various regional centres, their championships including events from other clubs as well, they didn't really operate in the far North, leaving those clubs to sort it out amongst themselves, although it has to be said that both Wigton and Kirkby Lonsdale motor clubs had their own individual championships for club members. The genesis of the NESCRO idea came from the fertile mind of Stuart Bankier, long time organiser of the Berwick Classic Rally, a great supporter of classic rallying and a thoroughly good guy. He arranged a meeting with Douglas Anderson who was heavily involved in the classic rally scene North of the Border and the NESCRO format was devised to enable some sort of calendar to be formulated and clubs assisted with publicity, entries etc.

The original list of events threw up a pretty mixed bag with some being little more than tours, some were an evolution of former road rallies and others veered more towards the "Test" type of event, some were a spin off from Classic car shows such as the Moffat Thistle Rally which was part of a classic car weekend based in the border town. The original geographic spread was quite wide ranging from the far North of Scotland where the Highland Car Club ran the exotically named La Croftera Pandemonium, right down into Yorkshire where the Ilkley Jubilee and the Viking Classic were well established. Over time, some of these original events have thrived whilst others have disappeared, either through lack of support from competitors or lack of organisers or, in many cases, a lack of suitable venues, sometimes from both.

Some of the more tricky navigational events, have proved to be more suitable to the HRCR's series while the popularity of night road rallies have waned as the numbers of proficient navigators has declined. Indeed, only three of the original founding events are still functioning with the Berwick Classic still going remarkably strong as is the Perthshire based Saltire Classic while Wigton Motor Club's Cumbria Caper, now titled the Lake District Classic, is as popular as ever despite the organisers having an increasingly difficult job finding venues.

If one was to look at the contrast between the NESCRO series of events and those of the HRCR, the main difference would be in the format with the former leaning more towards "Test" type of events without the preponderance of regularities and speed changes that typify the events in the HRCR's Road rally Championship. Indeed, some NESCRO events are comprised totally of tests with no competitive road mileage whatsoever.



**Ian Dixon / David Lauder : Doonhamer**



**Andrew Aird / Paul Hughes  
Berwick Classic**



**Andrew & Jake Burns : Stobbs Classic**



**Archie & Andrew Simmonds : Doonhamer**



## NESCRO

### *Continued from Page 47*

The number of road rallies, such as Berwick's Buglass Trophy and Durham A.C's Weardale, has decreased although the Hexham Historic still flies the flag, very successfully, for historic road rallying.

One notable feature of the NESCRO events has been the decrease in the involvement of the Scottish clubs with a lot of those located further North either not attracting sufficient entries from "Doon Sooth" or electing to run independently without any involvement with NESCRO. Events that have come and gone include the Durham dales, organised by well known competitor Nicky Porter, the Furness Caper which took crews to the South Lakes, the Moffatt Thistle Rally, part of a classic weekend, it has disappeared although the organising Sunbeam Rapier Owners Club is still going strong. The Hambleton Classic, based in North Yorkshire and run by the venerable Ned Brook, became the Stocktonian when Jowett Jupiter enthusiast Mike Smailes took over the helm, unfortunately a lack of test venues saw it disappear, only to re-appear as a Targa type event run in Hamsterley Forest. Equally, the Devils Own has come and gone several times, with Mike Kirk doing his best to keep it going, sadly with little support. North of the Border, the North East 25, run jointly by 750 MC and Stonehaven & DMC no longer runs, the La Croftera pandemonium and Caledonian 500 seem to have morphed into touring events while the excellent Stobs Classic. Run at the former WW1 army base near Hawick lost out when the venue became unavailable.

Fortunately, new events keep appearing so there is still plenty to keep classic enthusiasts amused. The Doonhamer, run by South of Scotland CC, sees a good number heading up the A74 to Lockerbie every year, it's an event that has grown to be a regular on the calendar as has Whickham & DMC's Shaw Trophy which uses a lot of farm tracks and private roads, for 2020 they were due to use an exciting new venue on the Otterburn Military Ranges but, with everything organised and an oversubscribed entry, the Corona virus shutdown dashed their hopes at the eleventh hour, let's hope this event can be re-run when we get the all clear.

Another great event to adapt to the NESCRO formula is Spadeadam Motor Club's Blue Streak, the Brampton based club conjure up some great and very original test venues and provide a great day's sport with a very friendly atmosphere. The series has also welcomed the Solway Classic to the calendar, Wigton's event was a stage rally years ago and the title has now passed to a superb, test type, event which has found some highly original locations including the inside (!) of a former aluminium smelter. The newest event in the NESCRO Calendar is the Mull Classic, run jointly by Mull Car Club and the Saltire Rally Club, no shortage of experience there then!. The iconic island venue saw the inaugural event this year and judging by the feedback from competitors it looks to have established itself as a "Must Do" event on many peoples bucket list.

It would be churlish not to mention the events that have soldiered on, year after year, since the inception of NESCRO, with the ever popular Berwick Classic providing a superbly organised, two day affair in and around the Scottish Borders, great tests, interesting regularities and very, very popular with competitors. Despite struggling to obtain venues, the Lake District Classic appears year after year and is another great day out, based for years at Penrith's Truck Stop which used to provide at least a trio of tests, the event is now based at the town's rugby club and still manages to come up with some great tests including the famous "Waters Farm".

Now running in November, the Saltire Classic continues to run with an extremely well organised event making the long run up to Blair Atholl well worth the trip.



**Andy Beaumont**  
**Blue Streak Classic & Targa Rally**



**Northern Dales Classic**



**Dave Marsden / Mike Garstang**



**Lake District Classic & Targa 2018**



## **NESCRO** **Continued from Page 48**

Run amid the glorious Perthshire scenery and with the traditional tests round the Ardgullaich caravan park complemented by some superb regularities running over the lochs and by the lochs that make that part of the world so very special, it is certainly an event not to be missed.

The 2020 season started very promisingly for NESCRO with the Hexham Historic Rally bringing a small but exclusive entry to battle it out over the many undulating lanes on map 87, the night was dark and stormy with torrential rain which done nothing to dampen the enthusiasm of the competitors. The event saw a run-away victory for Steve Head/ Graham Raeburn whose Escort MK2 finished well clear of the chasing pack which was headed by Darren Everitt/ Henry Carr in their Triumph 2.5PI from Peter and Dougie Humphrey in the big Volvo PV 544 and Tony Harrison/ Phil savage in a Peugeot 504, you certainly get plenty of variety of makes on a NESCRO event !!

Early March saw the NESCRO crews taking the "Road to the Isles" for the new Mull Classic Rally, a joint venture between Mull Car club and the Saltire Rally Club, the event attracted a cracking entry for what turned out to be an equally cracking event and saw the evergreen Andy Beaumont, partnered by Andrew Fish take the familiar Sunbeam Alpine to a fine win ahead of the MG Midget of Michael Reid/ / John Lindsay with the Escort MK2 of Richard Wardle/ Jonathon Mounsey in 3<sup>rd</sup> spot. Special mention must go to Tim and Melanie Green who were awarded the "Spirit of the Rally" award for driving their diminutive Austin 7 the 478 miles from Oxfordshire to compete, thankfully they finished which was some consolation after making the same journey in 1987 only for the car to fail and prevent them starting.

The 2020 season should have continued with the Shaw Trophy all ready to run over the exciting new venue up on the Otterburn Military Ranges, unusually for Otterburn it would have been be a gravel rally, but, with a full entry received, the Corona virus scare intervened and that, sadly, was that, let's hope an alternative date will become available when things return to normal.

It is ironic that the season should have come to a premature halt just when it looked like being a really cracking year for NESCRO, with new events appearing and established ones all set to continue. The Berwick Classic was well advanced in the planning stages, South Scotland Car Club were all set to run their William Patterson and Doonhamer events, equally, the ever reliable Wigton Motor Club had organisers in place or the Lake District and Solway events as had Hexham for the unique Northern Dales. Spadeadam's Blue Streak was set to continue while the ever cheerful Gordon Dundee was hoping to stage Durham A.C's Wearside event on the Nissan factory site once again.

The 2020 series was to have seen the appearance of several new events, in addition to Mull, De Lacy Motor Club were bringing the Rally East Yorkshire to the NESCRO calendar and Tyne-mouth & DMC were planning to run a forest based event while the Solway car Club had plans for a Historic/Targa event to run over the Dundrennan Military Ranges, this to replace their former stage event which ran at the same venue.

One event which may still run, always providing the current crisis situation improves and motorsport gets the green light, is the Saltire which is scheduled for late November, if it does go ahead there is likely to be an almighty rush for entries and Blair Atholl will be besieged !!!

In compiling this article I have been given enormous assistance by those doyens of the NESCRO scene, Stuart Bankier and Colin Wallace and I must acknowledge their extremely helpful input. Stuart has an enormous amount of NESCRO archive material and it is hoped that this can be put together into articles for future editions of Spotlight.

**Ed Graham Chairman of NESCRO & Hexham & DMC**



**Lake District Classic & Targa 2018**



**Solway Classic & Targa 2012**



**Keith Thomas : Solway Classic & Targa**



**Trevor Barnes / Paul Currie**



# Kenyan Safari Adventure

## (or It Started With an Email.....)

It was whilst coming home from being set up manager on the Welsh Hill Rally that the email arrived – "...as a toe-in-the-water exercise, and it probably won't happen, would you be available for 10 days to go to Kenya for the Safari Rally to act as a consultant to the stage commanders? They've been awarded WRC Candidate status for their event and have asked for some help from an established WRC event." Expenses paid and a payment for going – I had to think really hard! Two days later, "probably won't happen" turned into flights and accommodation all sorted. So passport and visa gained and with £500 of jabs in my arms, on Friday 28<sup>th</sup> June I boarded a train to Manchester Airport, met up with Jon Aston there and flew to Heathrow and a hotel for the night. The following morning, Jon and I met up with Dom Saunders, who sorts anything technical on Wales Rally GB, and 8.5 hours after take-off we landed at Nairobi at 9pm local time. Three others would arrive in the next 24 hours.

The Safari last ran in the WRC in 2002, pulling out partly due to organisation and finance and partly as the WRC demanded events that were no longer marathons but rather shorter stages centralised around one location. The event continued as the East African Safari Rally, running every two years. Then 5 years ago, Guvir Bhabra decided he wanted to get the Safari back on the WRC calendar and formatted a new event that fitted in with the WRC formula. After two years in the Kenyan Championship, the event became part of the African Championship and in 2019 was awarded Candidacy status by the WRC Promoter, which effectively meant that Michelle Mouton (FIA Safety Director), a team from the WRC Promoter and representatives of the Manufacturer teams descended on the Safari Rally to observe, advise and judge whether it was good enough to become a round. Worryingly, that's where the 6 of us came in, to ensure the product on the ground was as good as it could be.

### Day 1

The plan was to travel to Naivasha to meet the stage teams and go through the paperwork, before starting on stage set-up on Monday. However, we ended up in Nairobi all day at the Nairobi national stadium where Rally HQ was. We sat in on the Senior Official's briefing before taking the floor to go through some radio training. I was introduced to Onkar Kalsi, one of the Assistant Clerks and my guide for the first half of the week. This was finished by 3, so a leisurely afternoon round the pool at the hotel was had. Later that night we were joined by Iain Campbell (WRGB Clerk of Course), Andy Jardine and Alun Pritchard, who had been in Ypres for the BRC round and had been travelling since 11pm the previous night!

### Day 2

We discovered the real meaning of African Time! Again we spent the morning at the stadium waiting for stage equipment and paperwork to be delivered. If you are promised something in an hour, triple it and add 2. We eventually left for the stages at 2pm. The first stage of the rally was a quick blast in Nairobi and was being set up by another team so we headed for Gatamaiyo. A very rough stage and we all stayed together for this one, giving advice and instruction on the differences between a stage set up for the African National Championship and the WRC.

*Continued on Page 51*



*Nairobi Stadium Rally Offices*



*Giraffe calf outside my hotel room*



*Start line of Gatamaiyo stage*



*Sleeping Warrior, the mountain the stage is named after*



## **Kenyan Safari Rally** **Continued from Page 50**

These events have never used advance arrows, radio point boards or junction numbers before, and the arrowing skills weren't good as they have always tended to set up from the ground and not the road book. However they were quick learners and by the end of the stage were setting up to a good standard. Stage finished, we headed to Naivasha where we were staying for the next 6 nights at the Sopa Lodge Hotel – what an amazing place. There's wildlife wandering free, especially in the evenings and you have to be escorted after dark, but when you open your balcony door to find 7 hippos grazing outside your room it's pretty special.

### **Day 3**

Up at 0600 and off to the first stage I was looking after, Sleeping Warrior. The Stage Commander, Deepee and his deputy Jazz had been in the previous day staking out the 27km stage with 51 junctions and they must have listened at the meeting because most of it was spot on. We caught them up then leapfrogged through the stage. What a stage! It's 27km through open plains and most of it is two tyre tracks through the grass. This was the first real view of the wildlife – baboons, camels, antelopes and hundreds of zebra, including one that had been a meal 12 hours earlier for 9 lions. Didn't see them unfortunately. We ran out of equipment before the end so Deepee & Jazz left to get some more and we headed off to the Loldir stage as the commander of the second of my stages, Malewa, was still in Nairobi with all the equipment. This stage is tight and technical through what they call a forest. The commander for this stage, Bob, was unfortunately not quite up to the standard of Deepee and Jazz, in fact he was absolutely clueless and didn't take on board anything we told him, he was still asking the same questions at the end of the stage as at the start about the basics. Dom's going to have his work cut out there! We were then delayed as we went around a corner and came face to face with 8 giraffe 30 metres away. We watched them for about 30 minutes and they just didn't seem to care we were there. We finished the stage and drove back along the back of Lake Naivasha to the hotel. This is an unmade road that even the cross-country events in the UK would think was rough, but if the event gets WRC status the Kenyan Government are going to remake and tarmac the whole 20 miles. Shower, supper, couple or 5 pints and bed as we're up at 0430

### **Day 4**

So today was an early start back up to the Sleeping Warrior stage for recce, which is about 60km north of the hotel. Recce on African Championship events is not like in the UK, they don't have a set route and the stages are open between 0700 – 1800, can be done in any order and at any time the stage is open. It makes for a long day when you're expecting 80 passes in 11 hours. Onkar and I went into the stage at around 0630 to check and to add a couple of bits that had been missed yesterday. It had rained overnight and that made a heck of a difference – we spent most of the stage travelling at any angle but straight and giggling our heads off! After checking with Deepee that he was happy, we then went to the second stage we are looking after, Malewa. We met with Jag and Preet, the commander and deputy, and went through the stage with them.

**Continued on Page 52**



**Onkar Kalsi, Yours Truly  
and George Njoroge**



**Locals in Elementaita**



**Wheels for the week,  
Landcruiser Prado, 2.7l  
V6 that felt like a hamster was  
powering it!**



**Navigator's fault, of course!**



## **Kenyan Safari Rally**

### **Continued from Page 51**

They were about halfway between Deepee and Bob in terms of knowledge and skills but soon picked it up and we were confident enough to leave them and go down to the Kedong stage where Jon and his commander were struggling with 71 junctions in a 37km stage. Dom had already arrived and caught them up so we did the same. It was slightly disconcerting to get out of the car to put some stakes in right by a fresh lion pawprint that was less than 6 hours old (as that was when the rain stopped washing the silt flat). We finished the stage around 6.30pm and retired to the bar.

## **Day 5**

Recce day for the Sunday stages, Onkar and I had an early start to get to Malewa again to go through the stage before recce, and found that about 30% of the stage furniture was missing – bloody baboons! We even saw one carrying an arrow into the bushes. It was all hands-on deck to replace the kit, and the first few cars went in before we had finished but they got the majority of the stage seen intact. Once they were up and running - and we were confident they knew what they were doing - Onkar and I then went to meet with Dom and his Assistant CoC guide Chris for a traditional African breakfast (full English) at a local shopping centre to swap notes. We then went back to Sopa and learned that the Gatamaiyo stage we had set up on the way to Sopa had been cancelled as rain had pretty much destroyed the road they were going to be using so the crews would be earlier than planned at Sopa. We then went to fuel the car and stock up on provisions, and retired to the bar (theme developing?) This was also the point when Onkar and I parted company as he was going to be in Rally Control for the duration of the event, and I would now be working with another Deputy CoC, George Njoroge – but he wouldn't be there until Friday evening as he was looking after the Kasarani Super Special that formed the first stage.

## **Day 6**

The third Assistant C of C (Raju) had had to return briefly to Nairobi for some family business so, with no Assistant CoC between us, Jon Aston and I teamed up to go and drive all the stages to check their readiness, and to perform some radio testing which had not been done by the organisers as they did not get the kit in time to do so. We took with us a guy named by everyone as Doc Bones (he was an Osteopath) on the organising team in case of language difficulties. 2 miles into the first stage, Soysambu, we had a small indiscretion with an equally small tree on a very slippery square right which damaged the bumper. We stopped a few yards on and were rueing the incident when Doc came round the same corner and hit the same tree.....

We moved on to the next stage, Elamentaita. Towards the end, we spotted a couple of giraffes off to the right, so broke off from the stage to go and have look – and went over the crest to see a herd of 41! We slowly drove towards them and managed to park in the middle of the herd with the closest around 30 metres away. It was an hour before we moved, one of the most magical moments I've ever experienced, they just carried on like we weren't there. We managed to tear ourselves away, and finished the rest of the stages before sending our stage commanders a job list to complete the stages.



***Sleeping Warrior Start line***



***Beautiful Mk 1***



***Safari spec Impreza***



***Malewa Start Line***

***Continued on Page 53***



## **Kenyan Safari Rally**

### **Continued from Page 52**

We then went back to Sopa for a meeting with Guvi the C of C and the safety team and then another with Simon Larkin (the Event Director of WRC Promoter), Jarmo Lehtinen (co-driver for Tim Sunninen, ex-co-driver for Mikko Hirvonen, and WRC Promoter) and Jaos Passos (WRC Promoter), who outlined the process they would be going through with the rally.

### **Day 7**

With Dom having been seconded into Rally HQ to run the communications, it was a 4am start to get to Elementia with Chris to perform safety car duties – and found the stage to have been reset by the stage commander and totally different to the safety plan. We repaired it as we went, but were in the stage for an hour longer than we should have been, so it was a good job we had gone in early. Chris then deposited me with George at the start of Sleeping Warrior and then went back to his start line. We set off into the stage – and what a difference to the previous stage, it was perfect, there was nothing out of place or missing. Deepee and his team had done a fantastic job. Stage completed, we returned to the start and, apart from a bit of timing training for the time control crew (another new experience for them, this was the first event in the championship history to use a time control before the start line) we had nothing to do except watch. The first car arrived and went into stage exactly on time – job done. Bearing in mind that this was the first time the Safari Rally had used radios (they normally use phones and whatsapp, 4g signal is fantastic even in the middle of nowhere and puts ours to shame), red flags, junction arrows and separate time controls at the start, they did fantastically well. We opened the second running of the stage and returned to the start line, again we had a very quiet afternoon. After bidding farewell to Deepee and his team we left the stage to go back to Sopa where we discovered that there had been a bad accident and a spectator had been killed on the Soysambu stage. However it was in an RTC as they left the spectator area and didn't involve a rally car. A sad end to a successful day.

### **Day 8**

The alarm went off at 0200 and we left at 0245 for the last day of the event and the first stage of the day, Malewa. With a stage-ready time of 0451, we found Jagdeep the commander and his team at Post 5 of 31 after being unable to get out of their hotel and running very, very late. Aware that Jarmo was 20 minutes behind in the next safety car, we radioed Control to tell them we would not be performing the safety car role on that stage and we got stuck in. Jarmo delayed his entry time for us, and we managed to get the stage ready 30 minutes after due time. Not ideal, but we still managed to get the first car in on due time. It's fair to say that Jagdeep and I had a few "words" about his preparation, I had asked him to go in the previous day and finish off, knowing how much there was to do, he said he thought it would only take them an hour on the morning! Lesson learned the hard way, but the safety cars went in in quick order - most of them quite a bit later than they should have done, but this allowed the first car to go in on due time so we got there in the end with a lot of co-operation. Again it was a very uneventful pair of stages, everything that went in came out the other end (except the 0 car which blew its engine on one of the faster segments), despite being one of the roughest stages I've ever encountered. Stage complete, we returned to Sopa, fulfilling a childish ambition on the way – due to time constraints for our travel arrangements, the police chief at the rally gave authorisation for us and the other safety cars to use the blue lights and siren on the public road on the way back, and as I was behind the wheel when the instruction came through..... Can you imagine that in the UK?

We then left Sopa after a debrief from the WRC Promoter guys to travel to the airport for a 2335 flight back to Heathrow, landing at 0600 UK time before a second flight to Manchester and then a train home, getting home at 1400, 38 hours after getting out of bed. Slightly jaded!

The decision was made towards the end of 2019 that the Safari Rally would indeed be included in the WRC calendar for 2020 and at the time of re-writing this end-piece in early January I've just received my invite to go back this year to do the same role, but for a fortnight this time with a couple of days after the event for a bit of sightseeing. As you can imagine, it's a difficult choice.....

And at the time of adding this in April, we're waiting to find out if the event will a) run on its given date in July, b) run on a new date at the end of September or c) be postponed until 2021. Fingers crossed for a or b!



***Believe it or not, this is a marshal!***

# Lambing Time

I have just had the busiest week of my entire life. While you were at home, Instagramming pictures of your dog and your children and the bread you'd just made, I was in a freezing hilltop barn delivering 150 lambs. You may have seen, on your permitted daily walk, a flock of them, all feet and ears, boinging through the dandelions, and I bet you put a picture of that on Instagram too. Because in the six-month gap between being born and becoming sheep, or chops, lambs are just about the most adorable things on God's green earth.

Hmm. I'm no longer so sure about that. For the first three days of my sleepless and freezing endeavour, things went quite well. But then, on the fourth, there was a problem. A sheep had given birth to one lamb, and I knew from a scan done a couple of months ago that two more were due to come along. After 40 minutes I was starting to get worried. After an hour it became obvious I'd have to slip my whole right arm into a green James Herriot condom and go inside for a furtle.

Job one. Catch the sheep. This is not easy, as sheep are very strong. It had been only 60 minutes since she'd given birth and she was still in labour, but in the first round she took me down with a deft sidestep followed by a hefty rump assault on the backs of my legs. I staggered to my knees and she was coming again, her face contorted with fury. I tried to go for her ankles using skills gleaned from watching rugby mauls, but it went wrong and I was catapulted backwards. And as I started to fall, I realised I'd land on the new lamb.

It's funny. We like to think that when we are falling over, we have no control, but it turns out that isn't so. Even though the closure of restaurants and pubs means lambs are now worth only about £50, I didn't want to flatten it. So in mid-air I adjusted my trajectory and landed instead on the water trough, knocking it clean off the wall.

Distracted by the sudden fountain, the mother sheep made a mistake and, with a move Jack Reacher would have liked, I managed to bring it down. Once it was incapacitated, I reached round the back and, whispering gently to keep it calm, eased my gloved hand inside. My first thought was, "Ooh that's warm", and my second was, "There's no lamb in here."

I shouted to the shepherdess, who was busy with another sheep on the other side of the barn, and she said I needed to go deeper. So I went up past my elbow and still there was nothing even remotely lamb-shaped. I then looked at the sheep and I could tell by her cross-eyed expression that something was amiss. It was. To put it bluntly, I was bi-ceps-deep in her arse.

At this point, in a plot twist that Brian Rix would have described as far-fetched, Lisa, my girlfriend, arrived. She assessed the situation and, with a despairing shake of the head, said: "Can't you think of something better to do?"

Before you all start making animal cruelty noises, I should explain it was a genuine mistake and that actually vets sometimes go in the back bottom to deal with a breech birth. I wish I'd known that at the time. I could have said I was doing it on purpose.

You'll be happy to know that eventually all three lambs were born safely, but this raised another problem. The mother, who to this day still looks at me in a funny way, has only two teats. This meant that, the next morning, when another sheep gave birth to a single lamb, I had to stand at her back end catching all the juices in a bucket. This was a long way from Kate Humble bottle-feeding a lamb on a bed of fresh straw.

But once the juices had been collected, I took one of the triplets, bathed it in the bucket and then presented the subterfuge to the mother of one, who now thinks she had twins. The mother of the triplets, meanwhile, seems not to have noticed one of them has gone missing. Maybe she has other things on her mind.

There was no time to dwell on that, though, because another sheep was in difficulty. As I was now banned from intimate midwifery, Lisa went to work. She did a great job. Well, she found the right hole at least. But this time the news was not so good. One lamb came out backwards. The other came out dead.

And what do you do with a partially rotted dead lamb? Yes, that's right, you put it in the bin. "Not that one," shouted Lisa in the way all women do when men put stuff that can't be recycled into the section for stuff that can.

As I write, most of the lambs are now out in the fields, amazing me with the speed of their development. These are creatures that can walk less than five minutes after being born and run after a day. After two days they started to have sex.

Seriously. The boy lambs will mount anything, including other boy lambs. I saw one yesterday suckling on its mother's teat while trying to impregnate his sister. This is why the shepherdess has put elastic bands round all of their scrotums. It's a job I would not do. And now, as I walk about, making sure the crows are not pecking out the lambs' eyes — which happens a lot — I can occasionally feel, through the sole of my shoe, the squelch of a testicle that's dropped off.

Lambing, then, is a revolting process, and worse is to come because in a few months they'll all go to market. I'll find that quite sad. And I'll find it even sadder if someone panic-buys the lot and then ends up throwing what they couldn't eat in the bin. After what I've been through, that would break my heart.



**Jeremy Clarkson : From the Sunday Times**



# British title up for grabs with new Motorsport UK Esports British Rally Championship

- **New British Championship Esports title for 2020**
- **Four rounds on popular Dirt 2.0 game by Codemasters**
- **Champion will step from virtual to real rallying with a test drive with EDSL Sport**
- **Further prizes from WRC team M-Sport**
- **BRC stars to compete in Invitational Championship**

Motorsport UK has announced the Esports British Rally Championship (eBRC). Rally drivers and Esports stars will contest the inaugural series with a British Championship title up for grabs. The first season will consist of four rounds on the hugely popular Dirt 2.0 – the latest in a line of successful rallying games from producers Codemasters.

The four-round series, with an equal split of asphalt and gravel will be open to all who hold a Motorsport UK licence or Track-side Membership. This format will be synonymous with the rich, 62-year history of Britain's premier rallying series, which is 'the' place to be for the best drivers to cut their teeth on a mix of events and surfaces.

Like the real-life BRC, the Esports version will see close competition with the Ford Fiesta R2T from M-Sport the weapon of choice on the PC, PlayStation and Xbox game. Points will be awarded on each round and the overall Champion – providing they hold a valid, full driving licence, will step from the virtual world into reality, as they will test the turbo-charged front-wheel-drive rocket ship with EDSL Sport – one of the leading teams in the BRC.

Other prizes will also be available with the top ten in the eBRC series getting a behind the scenes tour at FIA World Rally Championship Powerhouse M-Sport in Cumbria, while the best social media clips will win merchandise from the BRC and associated partners.

To whet the rallying Esports appetites even further, the cast of the 2020 British Rally Championship will contest the Motorsport UK eBRC Invitational series as the likes of Matt Edwards, Rhys Yates, Josh McErlean and James Williams are set to renew rivalry in the virtual world. This series will be streamed live onto the British Rally Championship and Motorsport UK social media channels, with viewers being treated to four-bouts of drama from the BRC protagonists – with 2018 virtual World Rally Champion Jon Armstrong and BRC presenter Ben Buesnel providing the entertaining commentary.

"We are delighted to launch the eBRC and the exciting opportunity to bring someone from the virtual world into real rallying," enthused BRC Championship Manager Iain Campbell. "We have four rounds with tricky gravel stages in Wales and Scotland bookending the smooth, yet challenging Tarmac of Spain and Germany – the eBRC equivalent to Clacton and Ypres! The action in the British Championship is always intense and very close between our competitors and I expect it to be even closer on Dirt 2.0 in the eBRC and by opening it up to all Motorsport UK members, it will produce even more competition."



*Continued on Page 56*

"The eBRC sounds an incredibly exciting prospect and you only have to look at how many people play Dirt 2.0 to see how popular the game is, said Alex Waterman, Team Principal EDSL Sport. "We are truly thrilled to be able to offer a prize drive in one of our M-Sport Fiesta R2T's as the overall award to hopefully breach the gap between 'virtual' and 'real life'. We have seen that Esport drivers really can replicate their pace from the virtual world into real life so who knows maybe we will find the next Colin McRae. We urge everyone to get on board with this championship as its shaping up to be a great series."

"The eBRC is a great concept and will be brilliant to have the British Championship put on a worldwide level," said Double BRC Champion Matt Edwards. "Dirt 2.0 is a fantastic game and Codemasters have done a brilliant job as the look and feel of it, is close to the real thing. I look forward to getting involved in the invitational event and that will keep us sharp as we continue our rivalries whilst in isolation and hope everyone will have a go at the eBRC – it will be great fun."

## **Motorsport UK eBRC Championship Calendar – Using the Ford Fiesta R2T – Dirt 2.0**

Round 1: Wales (Gravel) – Week Commencing - 4 May

Round 2: Spain (Asphalt) – Week Commencing 25 May

Round 3: Germany (Asphalt) – Week Commencing 15 June

Round 4: Scotland (Gravel) – Week Commencing 29 June

**Registrations are open at [britishrallychampionship.co.uk](http://britishrallychampionship.co.uk).**

Still single, and therefore with just enough money to do the odd rally, nevertheless I continued navigating when I could, and so it was that I entered Shipley & District's Budget Rally – 1976 ish – as John Morton's left-hand man. But on Saturday morning John called to say his car wouldn't be ready. Instead of non-starting though, we decided I would drive my car and John would navigate – the only problem being my rear brakes were useless.

So we took the car down to Bob Parker's garage in Clitheroe and got the brakes working, when I happened to mention I'd no idea how to do a handbrake turn. Astonished, Bob decided to demonstrate with his own Mexico – thankfully, as it turned out, as his near-perfect handbrake turn at the bottom of the yard ended with the rear wing making very firm contact with a wall – good job Bob was a body repair specialist!

We led the rally at petrol. John had the rare ability to read virtual pace notes along roads he knew – from memory. It's a skill I've never had, but believe me, Fair Oak, or Little Bowland, saw us take a very comfortable fastest. John's wife Christine used to live at a farm on that road, so he knew it as well as anyone.

Sadly a treacherous frost descended and I became much too cautious (it really was slippery!) with the result that we dropped to 5<sup>th</sup> overall. Oh, and at the finish – on the outskirts of Skipton – all the competitors were interviewed by the police in connection with a murder that had taken place in the town the previous evening. The unexpected joys of rallying!

**Paul Buckel : Clitheroe & DMC**





# HAWKSHEAD GIN AND SPIRIT CO

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

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

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

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

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# Liverpool Motor Club Aintree Sprints



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

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**2020 Dates:-  
27<sup>th</sup> June  
5<sup>th</sup> September**

The events are all rounds of

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

**And lots of other championships too.**

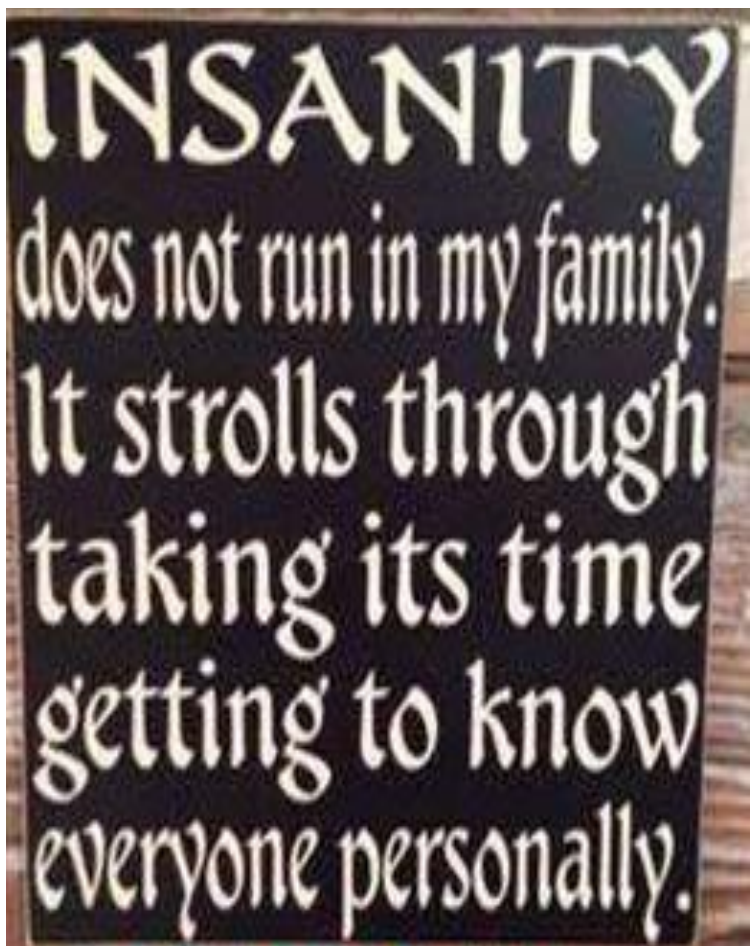
**See website for details**

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



## PD Extinguishers Stage Rally Championship 2020

TBA	Riponian Stages	Forest
	<a href="https://www.rmssc.org.uk/riponian-stages">https://www.rmssc.org.uk/riponian-stages</a>	
7 <sup>th</sup> July	Greystokes Stages	Forest
	<a href="http://www.greystokestages.co.uk/">http://www.greystokestages.co.uk/</a>	
9 <sup>th</sup> Aug	Heroes Rally	Mixed
	<a href="http://www.pendledistrictmc.co.uk/">http://www.pendledistrictmc.co.uk/</a>	
6/7 <sup>th</sup> Sept	Promenade Stages	Tarmac
	<a href="http://prmrally.wallaseymc.com/">http://prmrally.wallaseymc.com/</a>	
15 <sup>th</sup> Nov	Malton Forest Rally	Forest
	<a href="https://www.maltonmc.co.uk/malton-forest-rally/">https://www.maltonmc.co.uk/malton-forest-rally/</a>	





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# Liverpool Motor Club



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### Rounds of

- Liverpool MC Speed Championship
- ANWCC Hillclimb Championship
- SD34 Sprint & Hillclimb Championship

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

**For more Info and to enter,**

**[www.liverpoolmotorclub.com](http://www.liverpoolmotorclub.com)**



**The BTRDA is relaunching  
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running In the MRF BTRDA  
Rally Series.**

**The classes will be 1.0, 1.4 and 2.0**

### Events are

- |                  |                       |   |
|------------------|-----------------------|---|
| • Cambrian       | 8th February          | ✓ |
| • Malcolm Wilson | 14th March            | ✓ |
| • Scottish       | 6th June              | ✗ |
| • Nicky Grist    | 11th July             |   |
| • Rallynuts      | 8th August (new Date) |   |
| • Woodpecker     | 5th September         |   |
| • Trackrod       | 26th September        |   |

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

### TECHNICAL STUFF

<https://www.btrdarally.com/wp-content/uploads/2017/12/2018-Rally-First-Tech-Regs-.pdf>

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SUNDAY

MAR 15<sup>th</sup>

FRIDAY

APR 13<sup>th</sup>

SATURDAY

JUN 29<sup>th</sup>

SATURDAY

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

## 2020 NW Training dates

Fire is 25 places  
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# Acknowledgements

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

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

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

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

*Jokes, Photographs, Information, reports etc*

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

Phil James of Pro-Rally, Geoff Bengough  
Bill Wilmer & The Gemini Communications Team  
Keith Lamb (Gemini 9) Ian Davies (Gemini 23)  
Peter Langtree (Gemini 48) Tony Jones (Gemini 58)  
Bryan Flint (Gemini32) Derek Bedson (Gemini 21)  
Adrian Spencer (Adgespeed) Phil Andrews  
Tom Irvin Photography  
Paul Gilligan 'Inside the Industry'  
Paul Commons : Paul Commons Motor Sport  
Duncan Littler Speed Sports Photography  
and last but not least, Chairman  
(& my complaints manager)

**Steve Johnson**

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

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

## SD34MSG

**Meetings Postponed for Now**

## ANCC



With the current Covid-19 pandemic situation, I feel we must postpone the AGM until 21st September and cancel the 20th April and 22nd June meetings as a precaution.

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



## ANWCC

Association of North Western Car Clubs

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

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

**Deadline for copy for the 1<sup>st</sup> edition of June is Wednesday the 13<sup>th</sup> of May**

*which is due out on*

**Friday the 15<sup>th</sup> of May**

**AND**

**for the 2<sup>nd</sup> edition of June is Friday the 29<sup>th</sup> of May**

*which is due out on*

**Sunday the 31<sup>st</sup> of May**

**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**