

# June 2020 spotlight



## Part One



***Photo Courtesy of Tony North***

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

***Volume 11 : Issue 7: July 2020 : Maurice Ellison***

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## Chairman's Chat

Some 60+ pages of reports and articles that should keep you occupied for an hour or so, thanks to all who have sent them. The current lock down is allowing some of us to get jobs done that we have been too busy to find time for them. I have to say, I have yet to find time to sit down; if it is dry, work outside takes place. What great weather we have had to get the gardening jobs done... I still need to find time to start rebuilding my MKII Mini yet! The Micras have taken priority for the last 6 years..... Some might say keep the rubber on the ground!

When it has been cold or wet outside then filing in B1N items that I have amassed over the years, come to the top of the pile. Some of these items have caused me to write the odd word or two. Part 3, of the Help for Heroes Rally 2010 can be found on pages 48-51.

Clubs need to think about how to run events safely, possibly with social distancing or even without as many marshals or officials; have a plan for future sustainability and who can replace one or more officials, if they fall ill.

**All the back issues can be found here;-**

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

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.

Once again, I ask all club representatives to email any questions to all clubs. James Swallow is our new SD34MSG secretary as of January this year. Please contact him if you need any help.

**James Swallow**

[james swallow87@gmail.com](mailto:james swallow87@gmail.com)

## SD34MSG

### Meetings Postponed for Now

Keep Safe.

**Steve Johnson, Chairman , SD34MSG**

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**MOTOR SPORT GROUP**

## **Contacts**

|  |   |
|--|---|
| <b>President</b><br><b>U18 Championship</b><br><b>Marshals Compiler</b><br><b>C.P.O.</b> | <b>: Alan Shaw</b><br>shawalan555@gmail.com<br>01282-602195   |
| <b>Chairman</b>  | <b>: Steve Johnson</b><br>steve.amsc@gmail.com<br>07718 051 882   |
| <b>Secretary</b>   | <b>: James Swallow</b><br>jamesswallow87@gmail.com<br>07807 211829  |
| <b>Vice Chairman</b><br><b>Safety Radio</b>  | <b>: Bill Wilmer</b><br>MSUK Radio Co-ordinator<br>Gemini Communications<br>07973-830705<br>w.wilmer@btinternet.com |
| <b>Treasurer</b><br><b>Road Rally</b>  | <b>: Steve Butler</b><br>steven.butler9@btinternet.com  |
| <b>Lancashire RLO</b><br><b>MSUK Rallies Committee</b><br><b>Chairman of ANCC</b>        | <b>: Chris Woodcock</b><br>pdschris@aol.com<br>01254-681350   |
| <b>Sprint /Hillclimb</b>   | <b>: Steve Price</b><br>sp.sales739@gmail.com   |
| <b>League Compiler</b><br><b>Individual Compiler</b>                                     | <b>: Steve Lewis</b><br>slewisbb1@gmail.com   |
| <b>None Race/Rally</b><br><b>&amp; Stage Rallies</b><br><b>Website</b>                   | <b>: Tracy Smith</b><br>tracey.amsc@hotmail.com<br><b>www.sd34msg.org</b>   |
| <b>Registrations</b>   | <b>: David Barratt</b><br>davidpbarratt@gmail.com<br>01254-384127   |
| <b>Newsletter</b>  | <b>: Maurice Ellison</b><br>sd34news@gmail.com<br>07788-723721<br>01524-735488                                      |



**Comprising the following 11 Clubs**



**Blackpool South Shore Motor Club**  
www.bssmc.com



**Chester Motor Club**  
www.chestermotorclub.co.uk



**Clitheroe & District Motor Club**  
www.clitheroedmc.co.uk



**Ecurie Royal Oak Motor Club**  
www.eromc.co.uk



**Fylde Motor Sport Club**  
www.fyldemotorsportclub.co.uk



**Garstang & Preston MC**  
www.gpmc.org.uk



**High Moor Motor Club**  
www.hmmc.co.uk



**Preston Motorsport Club**  
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**Stockport 061 Motor Club**  
www.stockport061.co.uk



**Warrington & District Motor Club**  
www.warringtondmc.org



**Wallasey Motor Club**  
www.wallaseymc.com

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

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**Contact either Les Fragle, Maurice Ellison**  
**or Steve Johnson for more details**

**Steve Johnson**

07718 051 882    [steve.amsc@gmail.com](mailto:steve.amsc@gmail.com)

**Les Fragle**    01995-672230    [les.fragle@gmail.com](mailto:les.fragle@gmail.com)

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

# SD34MSG

## Member Clubs & Contact Details

### Accrington MSC

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



### Longton & DMC

Contact : Paul Tipping  
Email : paul.tipping@uwclub.net  
Website : www.longton-dmc.co.uk



### Airedale & Pennine MCC

Contact : John Rhodes  
Email : rhodesj3@sky.com  
Tel. : 07913 649131  
Website : www.apmcc.co.uk



### Liverpool MC

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



### Blackpool South Shore MC

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



### Bolton-le-Moors MC

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



### Boundless by CSMA (NW)

Contact : Steve Johnson  
Email : steve.amsc@gmail.com  
Tel. : 01254-392663  
Mob. : 07718 051 882



### Clitheroe & DMC

Contact : Maurice Ellison  
Email : sd34news@gmail.com  
Tel. : 01524-735488  
Mob. : 07788-723721  
Website : www.clitheroedmc.co.uk



### Garstang & Preston MC

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



### High Moor MC

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



### Hexham & DMC

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



### Knowldale CC

Contact : Stephen Broadbent  
Email :  
Tel. :  
Website : www.knowldale.co.uk



### Knutsford & DMC

Contact : Mike Vokes  
Email :  
Website : www.knutsfordmotorclub.co.uk  
Tel. : 07745-371386



### Lightning MSC

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

### Lancashire A.C.

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



### Manx AS

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



### Mull CC

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



### Pendle & DMC

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



### Preston MC

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



### U17MC-NW

Contact : Steve Johnson  
Email : steve.amsc@gmail.com  
Tel. : 07718 051 882  
Website : www.u17mc-northwest.org.uk



### Stockport061MC

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



### Wallasey MC

Contact : Ben Donaldson  
Email : bendonaldson@gmail.com  
Tel. :  
Website : www.wallaseymc.com



### Warrington & DMC

Contact : George Jennings  
Email : gajennings@sky.com  
Website : www.warringtondmc.com



### Wigan & DMC

Contact : Tony Lynch  
Email : rallycrossover790@aol.com  
Website : www.wiganmotorclub.org.uk



### 2300 Club

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



# **ANWCC MEETING**

## **12<sup>th</sup> May 2020**



### **Championship Co-Ordinator notes**

For obvious reasons, the ANWCC meeting planned for 12<sup>th</sup> May was cancelled, and the August one now seems doubtful as things are not easing very quickly. There is also a potential issue due to the rules being different between England and Wales!

Obviously, no-one knows the future so until we have definite information we cannot speculate on what will happen to events this year, and consequently our championships. Our championship regulations do provide for the cancellation of a championship if insufficient events are held, similarly they do provide for a reduction in the qualification requirements if events cancelled or postponed.

Our regulations also provide for date changes, so events that have been cancelled or postponed can continue to be championship qualifiers if a suitable date can be found to run the event in 2020.

For 2021 we shall request applications for championship status later when we know what is happening. In the meantime, we would appreciate clubs keeping us updated so that we can update the Calendar 2020 on our website ... this file also includes dates for 2021 that we have been given.

As things are now it does seem possible that some events will happen before the end of the year, such things as Autotests and Trials could possibly be run within the social distancing regulations. A lot does depend on whether the organisers, and more especially the competitors and marshals, are happy with the situation.

Up to lockdown we had held three Stage Rallies (Ormco, Lee Holland and Questmead), two Forest Rallies (Cambrian and Malcolm Wilson), one Road Rally (Robson), two Historic Road Rallies (Hexham and Cheshire), three Autotests (Bolton, Accrington and Hagley), three Production Car Autotests (Bolton, Accrington and Under 17) and three Autosolos (Bolton, Accrington and Under 17).

Having managed to get a Targa Road Rally together there have been no events. Similarly, there have been no Trials, Sprints or Hillclimbs.

Perhaps surprisingly we have one championship contender who has qualified for an award! Ian G Jones of North Wales CC has started in three disciplines (Stage Rally Co-Driver, Forest Rally Co-Driver and Historic Stage Rally Co-Driver) so has qualified for the Allrounders Championship!

51 of our 124 member clubs have at least one member who has registered for our championships, and there are 78 marshals on the scoreboard for the prize fund.

Up to the date of lockdown we had received 195 registrations for our championships. This was slightly up on last year, which ended on 221. Of those 195, there are 124 who have started at least one event.

Until such time as all the Covid-19 problem has been dealt with we are unable to make definite plans for the future, but rest assured that the ANWCC committee will welcome any thoughts from member clubs, event organisers, competitors and marshals.

### **Marshals Prize Draw**

The draw was held and can be viewed on our website by going to [www.anwcc.co.uk/marshals-draw.ppsx](http://www.anwcc.co.uk/marshals-draw.ppsx) (Powerpoint file) - the winner for February being Robin Mortiboys of the Gemini Communications team, and for March it was Paul Henry of Catseye Recovery. No claims were received during April. The winners have been contacted and received their prize money.

### **Any Other Business**

The lockdown has given DVT time to add more events to the Archives pages of [www.anwcc.co.uk](http://www.anwcc.co.uk) ... All championship qualifying events back to the year 2000 can now be viewed online and we are working backwards to add more, many are already on the pages. If you find broken links or have any missing information please e-mail [anwcc@talktalk.net](mailto:anwcc@talktalk.net) to that we can see about sorting out any problems or adding information!

### **Special plea to all ANWCC member clubs and event organisers ...**

... please inform DVT ([anwcc@talktalk.net](mailto:anwcc@talktalk.net)) of any postponements, cancellation and date changes so that the CALENDAR 2020 on the website can be kept up-to-date – the link is on the home page of [www.anwcc.co.uk](http://www.anwcc.co.uk). We have also been informed of some dates for 2021 and they are being added to the calendar.

***Dave V Thomas***



# Knowldale Car Club

## Mini Miglia 2014

March the 14<sup>th</sup> saw Knowldale Car Club hold the 3<sup>rd</sup> running of the Mini Miglia Touring Assembly. an evocation of one of the North's premier road rallies.

Taking it's name from the Italian Mille Miglia road race, the Mini Miglia first ran as a Road Rally in 1957. On the 1959 Mini Miglia, Stuart Turner navigated for Pat Moss and gave the Austin/Morris Mini it's very first competition victory. In 1971, Roger Clarke and Jim Porter gave the Escort Mexico it's first competition victory on the Mini Miglia. Jim is driving today in Car 1, a Morgan. The Mini Miglia was a round of several major championships including the BTRDA and Motoring News series. During the 1990s the event ran as a Historic Road Rally.

Today's event is two-in-one, a Multi-venue Autotest and a Touring Assembly. The tests take place at NWA Auction Centre and at Elm Tree Farm, both near Kirkby Lonsdale 41 cars assembled at the start of the event at Cars ranging Maserati Quattroporte to a 'frog eye' Sprite. The first optional Production Car Autotest ( run under PCA rules). Staged around two levels of the NWA car park, a testing start for the crews on the loose service. The first test was won by Ray and Ben Jude in the TR& V8. Crews then travelled the short distance to Elm Tree Farm, to run around a very short, yet tricky test in the farm yard, made even more slippery by the extras that come with running through dairy farm. Dave Pedley and young George Warrington, setting the fastest time in their Mazda MX5.

Using either Tulips or Road Navigation instructions, the competitors headed off via Old Hutton and to the east of Killington reservoir, before heading west and through Laverick Bridge, Patton Bridge and Grayrigg. Fox's Pulpit led to Sedbergh , before heading for a run east along Dentdale ,where several cars were delayed by the road closure for the annual Dentdale Run!!, then over Barbondale before returning to NWA for Test 3. A entertaining win by Mike Dent and Kev Haworth in the Imp, on test 3. Time for the crews to enjoy lunch before setting out on the afternoons run.

For those still wanting to do the tests, another run around the car park of NWA and the Farm awaited them. With Dave Pedley and George Warrington setting quickest times on both tests.

The afternoon Route consisted of a short run down the A road through Burton-in-Kendal led via Capernwray and Gressingham to the Nether Kellet quarries and then on to Caton. After passing through Quernmore, a loop towards Abbeystead convinced many crews that 'The Trough' was next, but the route turned west and navigated Oakenclough and Chipping before skirting the north of Clitheroe and Pendle Hill to finish at Banny's Fish Restaurant in Colne.

### **The top 3 on the PCA test**

|                                 |        |
|---------------------------------|--------|
| Dave Pedley/George Warrington   | MX5    |
| Michael Pedley / Ciara Pedley   | Escort |
| David Alexander/ Mark Humphries | Viva   |

**Tim Cruttenden**  
**Knowldale C.C.**



**Photos Courtesy of Tony North**



# Clitheroe & DMC Primrose Road Rally

After my trials and tribulations on the Ryemoor and the John Robson rallies back in March, it was something of a pleasant change to actually get back on to home territory for the Clitheroe & District Motor Club-organised Primrose Road Rally.

It is an event that Simon Boardman and myself had been looking forward to, ever since walking away from last year's inaugural full National B event having secured third place overall, to this date still our best ever result individually or collectively.

Clerk of the course Matt Kiziuk and his more than able deputy Maurice Ellison had promised a navigational permit rally with easy plot and bash, and having coped well enough last year I expected nothing more challenging for the few remaining brain cells I have left after a lifetime of red wine abuse.

And that proved to be the case, though I didn't quite understand why crews had several sheets of A4 for writing down codeboards – unless the organisers just wanted to make life that little bit more inconvenient for the crews. I now know it was because Maurice wanted bigger boxes to write codeboards down in so that they did not overlap as might have been the case, had smaller boxes been used.

But just chucking in my two pennorth, it is not like there isn't quite enough for modern rally navigators to handle on the night, what with map reading, keeping an eye on timing, getting codeboards signed, passage checks signed, dealing with NAM diagrams etc, etc. Maybe next year the codeboard cards will be a bit more manageable?

Anyway, I digress. Back to the event and it was a belter of a route and presented a sterner challenge than the 2014 version because, being an ANWCC and ANCC round this year, several of the boys contesting it had travelled over from the dark side, ie Yo'kshire, to try to show the locals a thing or two.

On the night they failed to dent a North West triumvirate of Dan Willan (winner), Myles Gleave (second overall) and Simon Harrison (third).

But it was a quality entry with the expert class extending all the way down to car 24. I will talk about the problem this creates later, with a vacuum not being filled adequately by semis and novices...all clubs need to address this very important subject or the sport may die out. And remember what I said in the April Spotlight Bulletin in relation to the Ryemoor and the scarcity of crews.

Simon and myself were seeded at car 12. I told him before the rally that if we had an incident-free run I would expect a top-eight finish, given the quality of the field...and that is exactly what happened as we secured seventh overall and fourth expert.

Others will no doubt tell you where the route took us, but loosely we started just north of Burton in Kendal and headed north up to Killington before dropping back down Map 97 and seeing the cars head through Halton Park before the final test of the first half incorporating the white from opposite Denny Beck Lane down to Lancaster Moor Hospital, as it was.



Photos courtesy of Phil James  
PRO-RALLY PHOTOGRAPHY

**Pro-Rally.co.uk**

**1**

*Continued on Page 8*

## **Primrose Trophy Rally** **Continued from Page 7**

So what of the first half route? It was slotty, there were umpteen NAMs and codeboards and Regularity 1 was approximately 24 miles in length, with Simon admitting he had got sweat on. It was good fun and reminded me of the old Motoring News days when on one particular Illuminations Rally – I think it was 1987 – when there was an 80-mile selective! Eeh, they were the days!

Several crews cleaned the first half while we dropped one minute 40 seconds, with 40 seconds dropped on one of the sections between intermediate regularity controls up near Killington and dropping a minute because of congestion entering the NAM at the end of test the last test before petrol. We arrived inside our due minute and with hindsight I should have got the harnesses off, walked up to the marshal and asked for our time. I will remember that next time I encounter such a scenario. Still learning, you see.

The second half took crews down through Nicky Nook and Pedders Wood on Map 102 before turning north to cross Harrisend Fell before turning east for an assault on the Trough of Bowland.

Simon was definitely on it along this section as they are roads he knows pretty well. However, the pace of Dan. Myles and Mr Harrison must have been something else because they battered us, time-wise, and believe me, Simon was trying!

After that came Lythe Fell and then via White Moss to Wray, then from Wray via Haylots and Littledale to Rigg Lane and a sneaky NAM that only doggers and marijuana bandits would know about, one can only assume. LOL. It's a joke chaps, calm down. (Copyright rests with Ivory Tower Publications Ltd).

From there the organisers kept navigators on their toes with a slotty little final flourish taking in Stockabank, the yellow past the mushroom farm at Long Lane, then slotting off to loop round near to Kit Brow before emerging on to the fast yellow past Five lane Ends to the finish near the motorway bridge at Forton Services.

I had kept Simon honest all night with no wrongslots or overshoots to speak of, and the pace was unrelenting. A fabulous rally and a credit to all involved. And thank you all the marshals who stood out on a cold night..

Now I know how much work goes into organising an event like this after clerking the Preston Regardless last November. And I think SD34 Spotlight editor Maurice Ellison deserves huge credit, probably more so than Matt K, for the effort that went into putting this event on. Maurice looked after a lot of the PR work and the paperwork. Well done Mo, you are a star and despite your excursion on the night in the course opening car you still deserve your nine points for marshalling!.

Right, that's the report done. Criticisms? Other than the codeboard cards, just one. The timing on the neutrals was obviously causing problems for the non-locals because car 11, Richard Hemmingway and Gary Evans, dropped back onto our due minute at the start of the first section and we effectively ran on the same minute as them and David and Yvonne Wainwright all the way through the first half.

The same thing happened at the start of the second half and how I wish the section round Shireshead Chapel at Forton and down past the trout fishery at Cleveley Bank had been run competitively, as the maze-like nature of this section would have caught out a few crews and helped us to do better at the end of the night. You can't beat local knowledge!

Yes, we could have dropped a minute in a neutral to give ourselves a clear run but we didn't, opting instead to keep on the pace being set by Messrs Hemmingway and Wainwright – and they did pull us along!

Now to matters more serious. Where are we, as motor clubs, going to attract a glut of novice rally crews from? The situation is becoming serious now and we need to act and fast.

At Preston Motorsport Club we are trying to do our bit and we have organised two road rally navigation teach-ins so far since becoming MSA recognised at the tail end of March.

We need other clubs to do the same and perhaps the more active SD34 member clubs could organise an inter-club table-top competition, with several clubs taking turns to run them? It has been done before, I know, but possibly needs revisiting.

Maybe a few more 12 cars need to be staged or navigational scatters, even treasure hunts, but anything that encourages younger enthusiasts to get in a car with a map and a poti, while another one drives, can only help.

These are the facts. On the night there were 23 experts, five semi crews and three novices. Two of the novice crews were out before petrol although the remaining novice crew,, Louis Baines and Kris Coombes, of Preston Motorsport Club, won the class, finishing 14<sup>th</sup> overall and beating those semi-experts that made it to the end, into the bargain. Well done lads.

Something needs to be done. Dan Willan runs great little 12 car events up on map 97, and he is a busy man running his own business.

Quite clearly clubs need to do more or road rallying in the North West is in peril. Can I ask anyone reading this to remember to put it on the agenda at your next club committee meeting and bounce a few ideas off each other? Maybe it should be on the agenda at a future SD34 meeting?

It wouldn't hurt.

**Alan Barnes : Preston Motorsport Club**



# North West Stages 2012

*Andrew and John Gardner*

**Car 73 : Finished 34<sup>th</sup> and best novice award!**

We had previously been out on the Keith Frecker Stages at Weeton last year and went out on the fourth corner after hitting a big kerb and breaking the wishbone and causing a bit of body damage. We had not really had time to do any others for the rest of 2011, so decided that the NW Stages was going to be the next one.

The car was feeling good leading up to the event, and seemed to be running really well in testing, so we had no worries about putting it up against the trying conditions that the rally usually entails. We were really looking forward to the event after being out for a few months, and couldn't wait for the event to come round, but that does not stop the usual pre-event nerves, as we really didn't want to go out early on in this one. The weather reports were looking good for the Friday, but Saturday was looking like a mixed bag, could have been snow which would have been fun as we don't have any suitable tyres for snow!

We got a great write up in the Garstang Courier courtesy of **Phil at Pro-Rally Photography**, even though we didn't know it was going in until we picked the paper up a few days before. It was great to have the bit of exposure that brought as we are searching for a sponsor! Having said that, nobody has offered as yet!

Friday came, car loaded and we got there really early then spent a few hours tinkering, wondering about tyre selection, looking at the show at the Norbreck, catching up with people, meeting new folk and generally getting ready for a tough event. Friday evening was largely uneventful, but we just took it easy, especially on the Clifton stages as we had only been there once before on last years event so we really couldn't remember much. We got through the evening with respectable times and returned the next day looking at clear skies. That was until it turned grey and a bit murky and we knew tyre choice would be an issue. The first sets of stages before first service on Saturday were not great as it had started to rain, and being on dry tyres, we were losing a bit of time as we felt we had to back off a little to keep the car straight.

At service we changed to an intermediate set and that seemed to do the trick as it felt much better on the potentially slippery parts of some stages. Weeton was great, and we exorcised a few demons lingering from the Keith Frecker, and made some good times whilst enjoying the stages. Fleetwood was a bit tasty on the first run through, having fitted a hydraulic handbrake for the event, that was still being tested with some success. We really didn't take to Lytham Hall, plenty of people telling us to take it easy, and when we came across a Toyota MR2 sideways in the stage, we knew to back off a bit and keep the car going.

We came into Weeton in the afternoon and set off going great guns, but heavily whacked a rear wheel on yet another kerb, thought the game was over when it flicked the car almost sideways, but to our amazement was totally fine after end of stage checks, and even found nothing at service. I am glad a Weeton kerb didn't get us again, that would have been just typical! Another run through Clifton saw the car shoot straight on at a square left and I will remember the look on the marshall's faces for a long time, as they performed a dance of some sort trying to get away from the car! That really was a near miss, but at least we kept them on their toes – don't think they will have stood there again!

The rest of the stages were largely uneventful, Lytham again really slippery in parts, Clifton frozen over at the first hair-pin and caught us out, as well as us mounting a grass verge and nearly getting stranded – thank God for 4wd!

We were a bit glad to get through the event, but continue to be hooked by the adrenalin, so are looking forward to the next one, possibly the SMC Stages at Weeton (Oh God, more kerbs!).

Once again, thanks to all the marshalls who looked really cold and leaned into the car more than usual for a quick blast of warm air, and who can blame them! Also thanks to all the organisers for another great event, although the traffic around Blackpool was really bad in patches this year! Our service lads Scott, Jonathan and Jack were great once again, and look out for Jack and Scott starting up in their own car very soon.

*Andrew and John Gardner (still looking for a sponsor!!)*



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Matlock MC  
**VK Derbyshire Road Rally**  
14/15th April 2012



## The VK Rally An Event With Real Kick

*By Alan Barnes, aged 49 and a bit. (G&PMC)*

Funny old game this rallying lark isn't it? You go 27 years without giving it a second thought and then bang - one event and you are sucked right back into it!

That happened for me three years ago when I contested the Garstang and Preston Memorial Rally with Neil McCarthy.

Since then I have contested a total of six events, but this year I have decided to try to get out a little more often

and, having had my appetite whetted on the excellent Lonsdale Belt in March with the controversial but immensely talented Steve Hudson, the opportunity to have a go on the VK Derbyshire Road Rally, down on map 118, was not to be missed. However, I didn't realise just how quickly the places would fill up for this event and when I checked on the British Rally Forum, I discovered it was full, with a list of reserves as long as your arm.

I had figured I'd go down and marshal, but then I noticed a driver offering a free ride to anyone daft enough to sit alongside him in the silly seat. I phoned the guy in question, Nick Dixon, over in deepest Selby, explained to him that I did not smoke, did not drink (liar) and made all my own frocks, had a passing acquaintance with Ordnance Survey maps and would not mind spending the night with a Yorkshireman, in a dark car, if I really had to!

How could he resist my line in seduction? Impossible!

And so Nick turned down a couple of other offers and we were on for the event. The only trouble now was that I had to work all day before the event and Saturday April 14th was one of the busiest in the sporting calendar with not only the FA Cup semi-final between Liverpool and Everton to contend with, but a busy Premier League programme and the Grand National. Luckily the sports editor of the Daily Star Sunday, Ray Ansbro, is a generous soul and so when I asked him for an early finish, that is, 7pm instead of 9pm, he agreed and that was it, game on!

So at 7pm I set the satnav for Robinsons of Chesterfield, stuck a Tom Petty album in the CD player, and hit the road.

By just shy of nine o'clock I pulled into the car park and met up with Nick for the first time. We signed on, got the blackspots, NAMs and give ways, plotted them, attended the drivers' briefing and then at 23:37 hours received our route. Unfortunately the hour for plotting did not see me finish it all, but there was an hour between the petrol halt and the restart, so no worries. We were seeded car 22 in Nick's potent Proton Satria Gti, running in the expert class. There were four classes, Masters, Experts, semis and novices. Having never sat in a Proton before, it was going to be an education for me. The first test took us through the grounds of Steve Perez's country pile, Walton Lodge. Two circuits around there was a hoot, even if we did go slightly off route for a minute when we slotted down a firebreak in a woods which should have been taped off.

It was fun and certainly blew the cobwebs away before the real test out on the Derbyshire lanes began.

Sam Collis, Matlock Motor Club navigating leg-end and clerk of the course, had devised an intricate and testing route of some 110 miles, with around seven miles of Derbyshire 'whites'. If you'd had a bad back before the event you'd have an even worse one after some of those tank-busting whites, that's for sure.

So, from Chesterfield, the first half of the rally took in some 55 miles of lanes. You had to be on your mettle from the get-go as the first sector included two route checks and two NAM triangles as the route headed south from Statepit Dale to Fletcherhouse. Next up was another navigational and driving examination as the route continued south via a very tricky and hard to find white with passage check at Highoredish Farm (118/grid sq 3559). Here the action really hotted up with more than 20 slots on this tricky seven-mile test.

It was real go-go rallying, in and out of passage checks, some timed to the second, and trying to refind your place on the map after stopping for signatures - well, it was not easy when confronted by a maze of yellows!

The next sector saw us traverse lanes around Ildridgehay and Kirk Ireton before coming to the final sector before petrol at Friden, which included a loop around Parwich before slotting onto the testing two-mile-long Gotham white.



Nick Dixon / Old Man Barnes



## **VK Derbyshire Road Rally** **Continued from Page 10**

I needed ten minutes to complete the route after we replenished the tank and then we were off to wait to start the second half, which kicked off with a sector past Smerrill Grange and via another fiendishly tricky to find passage check running around the outbuildings at Oddo House Farm (118/grid sq: 2160) and along a mile-long white over Elton Common.

Next came a test involving the yellow over Bonsall Moor and then the crews travelled via Wirksworth for possibly the biggest tester of the night - a convoluted sector designed to catch out anybody whose concentration might be on the wane in the wee small hours.

In fact, it was such a tight and labyrinthine maze of roads we had to slot in and around down around Alport Height - 14 slots in three grid squares - that it was difficult to plot the route without your map looking like a drunken spider had dipped his legs in lead before sashaying across it!

We started this test on the same minute as car 21, Adrian Jackson and Gruff Parry. On their tail as we fast approached a left slot to a passage check, they went straight on heading towards a 50 metre blackspot only 100 metres down the road they took. Yet they turned round to finish three places ahead of us at the end - and penalty-free!

*Now this is where my patience regarding modern road rallies and their presentation is tested to the limit, Being an old-school geezer, back in the dogdays of my youth, if you went into a blackspot you either got a fail or were excluded, or at least that is my recollection of events.*

*These days crews commonly get lost, enter blackspots, approach unmanned passage checks from the wrong direction (I witnessed this more than once on the Lonsdale Belt) and still manage to get back on route and finish without fails. This is not exactly cricket, is it? We need more marshals or some means of policing passage checks to make sure people approach from the right direction, otherwise, what is the point of it all? Also, from a PR point of view, crews entering blackspots is little short of disastrous. Food for thought?*

But I digress. From there the route took us north via Cromford for a sector via Littlemoor Wood and up northwards to the final sector which started north of Keltstedge and included Dryhurst Farm white and then looped on to Beeley Moor and finally Holy Moor before the final control south west of Chesterfield.

It had been a real test of character for the occupants in both sides of the car and I was pleased we had negotiated then route with few dramas and no fails. We knew we would be up against a lot of quick local crews but the point was to a) have fun and b) gain more modern-day road rally experience.

Our reward was 24th place overall from a start of 55 cars and 11th in the expert class. The event was won by Master Guy Robinson, with Charles Wheeldon on the maps. No big surprise there.

However, the performance of Mei Jones and Dylan John Williams (anybody named after Bob Dylan gets my vote ...er what do you mean Dylan Thomas!!!), a crew up from Wales for the first time on map 118, taking second place, was the drive of the rally. Well done boys!

On the SD34 crew front, Simon Boardman finished two places ahead of us, with Barrow's Chris Williams on the maps (He's got more timepieces on his arms and round his neck than Del Boy Trotter at a watch convention), while SD34 Spotlight Bulletin editor Mau-rrr-ee-cccc-ee Ellison also managed to get round fail-free alongside Matt Chapman in 33rd place. Unfortunately Paul Buckel and Steven Butler retired and two other crews from our neck of the woods, Pete Tyson/Neil Harrison and Tony Harrison/Paul Taylor were excluded, both for Driving Standards Observer-reported infringements.

All-in-all it was a superb route and a credit to Sam Collis, his girlfriend Sasha Heriot and the rest of the organising Matlock Motor Club members who helped it run so smoothly.

My only quibble was a lack of 'end quiet' boards when exiting quiet areas in between competitive bits. I feel this is a small point but a valid one to make, what with the need to keep people living in PR-sensitive areas onside with the rallying fraternity.

That's all for now. Next up, the Altratech 061 Rally with my old mucker Mr Hudson in his tinkered with, Newton Motorsport-prepared Peugeot 205 Gti.

Now that, my friends, will be another interesting night in the lanes!

**Pete Jagger & James Swallow**



**By Alan Barnes, aged 49 and a bit. (G&PMC)**



Kirkby Lonsdale MC

# Lonsdale Belt

Well what a belter that was. A massive well done to Dan Willan and his team for putting on an incredible event. Using some of the best roads Northern England has to offer.

After competing on the Ryemoor Trophy a quick spanner check revealed a grumbling N/S front wheel bearing so it was off to my good friend Simon Boardman's garage (Grange Lane Garage Accrington) who very kindly let's me use his facilities to prepare and work on my car. Bearing done, cars now ready.

The Lonsdale this year ran on map 96 and 97 with a small map handout for the loop which ran up through the Dunnerdale valley, over Hardknotts and back via Birker Fell totalling a very hard but enjoyable 170 miles.

We were seeded car 13. I have never done well when seeded 13 in the past! But to make things worse my mate Simon Boardman was seeded 14. I would much prefer that it was the other way round.

We arrived at the start/finish venue just after 19:00 to find a sizable queue had already formed at scrutineering which went without a hitch. We got ourselves signed on after which Steve got on with doing his bit with the first lot of instructions whilst I was dispatched to get some coffees.

This being a fairly local event it was nice to catch up with everyone.

Drivers briefing was around 21:30 which was short and to the point just how I like them.

Now we knew what was expected of us it was just a matter of collecting our route and deciding whether to plot at the services or head off to Newby Bridge and plot there. We elected for the latter.

On a pre-plot event I normally read out the grid references whilst Steve plots and we seem to be very efficient at it, but as we had plenty of time Steve decided he wanted to do it on his own. This was fine by me as it allowed me to relax before the start.

All was going great until we left the time control at Newby Bridge at the start proper were things started off badly and then got steadily worse as the night went on.

First off all we missed the slot to the first control and ended up behind car 14, Simon Boardman (and no we did not do it on purpose) and ended leaving on the same minute, dropping a minute in the process. Not an auspicious start.

Simon being in a very well sorted 1800 Proton and me in an ok sorted 1400 Nova, Simon gradually pulled away from me.

The Lakeland maps are notorious for not be as accurate as many other maps and this did cause Steve some problems e.g. arriving at junction's which apparently were not on the map, bends which were much tighter or not than was called. But it was the same for everyone. (Nav edit – combined with copious amounts of brain fade and general muppetry from the left hand seat, this did not make for a good result. If it had been a clear night, I might have done a better job navigating using the stars!)

Then just before the last section before petrol we had a puncture but did not have time to change or we may have been OTL at the MTC so we soldiered on and made it with just enough time to change the puncture, fill up with petrol and got to the MTC just on our minute.

So we battled on in the second half only to develop a misfire which would not go away.

With all the excuses now out of the way it has to be said that it did not detract from what was a very enjoyable night ending up 19<sup>th</sup> overall and dropping a massive 0:48:08

**Paul Buckel / Steve Butler : Clitheroe & DMC**





# MULL 2015

## Part 1

Well most of you know we've been building a new car to have a do at stage rallying. With me working away I've spent more or less everyone of my days off up at the workshop fitting countless parts to my 205 and I may add removing most because they don't fit anymore. I was hoping to do the Isle of Man earlier in the year but that came and went so I decided to perhaps have a pop at Mull. I'd spoken with Tony Vart over a Christmas dinner at our clubs Christmas party and remembered him saying he may fancy a do at a Tarmac rally or two. So I contacted him to see whether he was up for it the answer was I'll let you know. He soon replied with 'yep I'm up for it' so the job was on. Hour after hour and pound after pound I threw at the car it was almost there but before I knew it there was only a fortnight to go and she wasn't finished. I'd heard all the gossip 'huh he won't make Mull', 'if he goes it'll end in tears', blah blah blah. Well folks let me tell you something Stephen Hudson Mother never bred a jibber !!!.

Anyhow I took the car along to my good friends down at Newton Motorsport with the comment of 'do us a favour Lee just finish this for me me old pal.' And that they did through Late nights and turning away work all for the love of motorsport the lads took days off work to help that's when you know who the boys are.

Secretly I could see poor old Varty thinking we weren't getting to Mull. I knew different the Jones clan would pull through and get us there. Only thing was I wouldn't have driven the car at all but hey ho I've rarely driven my Cars month in month out so nothing new there. Well the day arrives the car loaded jeep filled with cherry were on our way to Mull (God bless hmrc). Well after half a lifetime of driving we finally arrived at our digs a lovely wooden shed they probably call them something else but I'll just refer it to the shed. A posh one I may add it had a kitchen toilet and beds (it was actually a lovely timber lodge I think they call them rather posh that's until the clampets landed).

Myself and Varty spent the next few days sightseeing. I think they call it recce in these fancy stage rallying circles. Me personally classed it as cheating. Something I'd tried once before in a Memorial rally and it ended badly and won't be repeating that in a hurry.

Whilst caressing my new car I'd found a fuel leak but with having no tools I was scuppered until Mother and Father Woodcock informed me that Mort lived next to the Bellachroy and nip down and see him he'll sort you out. Within minutes I was being licked to death by Morts guard Whippets and Staffy and soon on my travels back to the shed with half of Mort's garage to sort the leak. That sorted we hit the Bellachroy for a few pints and who did we bump into Sambo, Ben, Tim Stell, Denby Dale and Mort. Now if anyone knows this crew of men a spot of light refreshment wasn't on the cards but a full session was with fierce craic flying. Now this is what Mull is all about. The day soon upon us both myself, Tonys and the new cars debut we headed down to the start for scrutineering and then the ceremonial start. 'Hey up Tony what's the craic here with yer man with the camera it isn't Roger Cook is it ?' No Ste it's quite alright that's the film crew. Fame at last.

# BEATSON'S MR MULL RALLY BUILDING SUPPLIES



*Continued on Page 14*

## **Mull (Part 1)**

### **Continued from Page 13**

First stage 5,4,3,2,1 go half way up the lochs she starts misfiring so we coasted to the end to have the news stage 2 cancelled head to service. The boys then found the fuel pump to have picked up some debris happy days I thought. We then headed to SS3,4 and you guessed it the fuel pump almost threw its hand in but we soldiered on blowing time like a kings cross hooker. But we had made it to the end of the first leg and not in last place. Unsure how as we had been crawling every stage so far but so far we had proved the doubters wrong we'd made the second day.

The lads had the pump swapped and she was ready for action. First stage Ardtun and tbh a total waste of time in my eyes thirty miles either way for just over a mile stage bad enough running normal juice imagine these posh folk on there funny fuel to fund that would mean cutting back on ale (not a chance). As we were going into Ardtun we met Mort and John heading into there next stage little did any of us know that that would be the last time we would see Mort as that was his final stage on this earth. Game over. Such a fun loving guy that would help anyone. Gone without as much of a goodbye to anyone. This news was confirmed by Iain Campbell when we got into the service area and to say it was upsetting would be an understatement we where all totally shell shocked and that is about all I can add to the tale.

We got back to the shed to find Sambo as gutted looking as us were. We all had a good drink to say goodbye to one of our own.

May I take this opportunity to pass my love and thoughts to Sarah and family ,thanks to everyone at Newton Motorsport, Connor Murray, Paul Gardner, Darren Atkinson, the Woodcock family, my chase crew Andy and Lee Jones service crew Andrew and John Hargreaves. Top job as always boys and Tony Vart for agreeing to be part of this adventure. Same time next year fingers crossed.

Ps I'll let Tony tell the tale of the Porridge Gobblers.

**Steve Hudson : Clitheroe & DMC**

## **And then . . . . . from the 'Silly Seat' . . Part 2**

### ***The Tale of the 'Porridge Gobblers'***

Having accepted the challenge of a Mull ride with Ste "the Beast" Hudson some time ago a while ago the last couple of weeks before the event proved to be somewhat nerve wracking due mainly to the fact that it looked for all the tea in China that the car would not be finished in time. This was no fault of Ste's but having run out of days overground (he spends his working week in London underground in what looks to be an amazing UK feat of engineering – the Cross Rail project) it seemed a non starter until the Jones boys from Newton Motorsport stepped in with a week to go.

Having rallied 205's extensively in previous lives they had the know how and more importantly the commitment to get the car to Mull – I visited the Kirkham workshop with cakes (as a bribe clearly) on the Sunday before the event and they were both there grafting away and assured me that all would be fine...I was still slightly skeptical as there seemed to be still a lot of new car small jobs to complete plus an MoT etc. etc.!

Andy also commented that he thought I was f....ing crazy...not sure if it was the thought of 240 of Paul Gardner's best horses in a 205 or Ste's driving or both, that when combined with the Mull terrain challenge meant I should have been up on the island for weeks by now getting to know the place!

**Continued on Page 15**





## Mull (part 2)

### Continued from Page 14

We were staying in Dervaig and what a great set of digs it proved to be.....a great chalet with a sizable concrete pad upon which we could work on the car. A day and a half of recceing in the Shogun proved what a beautiful place Mull is but only allowed us to gain a limited understanding of the stages – but it did give me a bit of confidence in the Scotmaps supplied notes as they seemed to be accurate and I understood them! When I had ordered them originally Bill at Scotmaps informed me that he provided notes in a possible 50 plus formats but I stuck to what I was familiar with and I can only say I would use them again but possibly only simplify them in places if I had a decent recce period. Whilst the rally has been going



now for forty odd years, judging by the looks of one or two locals we met on the single-track roads it would appear it is not universally popular however I do hope that these were isolated cases. Now Hudson had been having problems getting a helmet and it was only on the day before scrutineering that we got one via a third party courier.....panic over as Hudson said he has a very big head and didn't want to be shoehorning his beautiful bonce into a too tight helmet! The Jones boys arrived later on Thursday and early on Friday morning set to doing some last minute jobs on the Pug whilst Hudson decided it might be a good idea to tax the car before scrutineering.....off he went to the PO in Dervaig...suffice to say he ended up on the staff side of the counter using their PC to do it..smooth or what!? Upon his return he seemed proud of the fact that he had actually taxed a rally car.....!! Scrutineering passed uneventfully but in a great atmosphere on the front in Tobermory and then it was a long wait for our start at car 144. At this point I should mention that Ste had a good ten minutes talking with Andy Mort just prior to their start building upon the contact we had with him on the Wed night in the Bellachroy and the following Thursday morning when he had generously lent us a tool so it was extremely sad in the circumstances the way the rally ended. The words other people have used are far more fitting and appropriate than any I could write but the rally community is essentially a small one and his loss will be deeply felt.

The Pug went like a rocket for approx. a couple of miles on the Lochs opener..and then started spluttering and nearly grinding to a standstill and it's a good job the flying finish was downhill as we wouldn't have made it! Hudson had noticed the fuel pressure drop dramatically on his fancy digital dash and with the second stage cancelled we struggled down the Glen to service....Lee concentrated upon clearing the blocked fuel filter whilst Andy J, ably assisted by Andrew Hargreaves managed to bolt the alternator back in and get the sump guard back on prior to us setting off for stage 3. Again for a couple of miles the fuel pressure was ok but then the issue re-occured With no time to change it before the end of the first leg it was a case of struggling through as best we could. Saturday morning saw the expensive pump (and very small filter) binned and replaced by a standard one (which completely solved the problem!) but the rally rightly ended prematurely as we headed out to Ardtun so we didn't get to compete at rally speed but just gave the new car a shakedown essentially.

Saturday evening was obviously a subdued affair in the circumstances but Sambo Collis and Ben Cressey joined us for a Hudson cooked venison burger plus a beer of two – characters those two lads!! At this point Andy Jones disappeared to bed....not to be seen for 17 hours! As we departed on the Sunday we pulled the car on the trailer down the hill into Dervaig and Collis and Cressey waved us off as they were leaving for the walk in Tobermory .....was there any real need for the lads to comment that was the fastest the Pug had gone down the hill??!! A long trip back only enlivened by a road rage incident ..we were first off the ferry at Lochaline and whilst the Shogun tows very well a queue of cars had built up behind us as we arrived at the main road to Corran at which point a car pulling a bike trailer undercut us on the actual right turn whilst giving us the finger!! Suffice to say that Hudson found this slightly provocative.....and guess who we pulled up behind at Corran! Hudson got out and walked up to the car in front, gently opened the passenger door and politely asked the two startled occupants what the problem was!! The conversation seemed to be fairly one sided to be fair and Hudson did leave them with a classic line... **"overweight flipping porridge gobblers!"** We were first off at Corran again and they only dared overtake us again when we stopped at the Green Welly! Overall a sad weekend for everyone however both Ste and myself learnt a lot and if either of us do this event again we will be a lot more aware of just what to expect. It is indeed a unique event in the UK rallying calendar and we only made it due to the Jones boy's efforts. Massive thanks to them and also to Connor plus Simon and Andrew Cole who supplied the various high-class butchers products – superb thanks lads.

**Tony Vart : Clitheroe & DMC**

# SPOTLIGHT ON ***‘Malc Graham’***



**Photo above** - Malc and Charlie (Charlie Woodward) in Malc's Datsun 160JSS, sponsored by Taylor's. A cracking car. On one particular rally on which they finished fourth overall, the Glanfield Lawrence Rally, run in Lancashire and Cumbria, they wore out their front brake pads with 30 miles to go. With the daunting Hardknott and Wrynose passes still to negotiate, Charlie Woodward, with his usual dry sense of humour, reassured Malc that they would get to the finish okay, saying: "At least they won't fade any more!"

**D.O.B.** - 02/05/1943 - Audenshaw. Married to Jean for 48 years, retired baker and confectioner, member of Springhill Motorsport Club (Accrington)

**INVOLVED IN MOTORSPORT:-** I always loved cars and could name every car on our roads from the age of 5. My dad bought me a years' subscription to "Motor" magazine and I was utterly consumed by the reports and in particular to the pictures of rally cars in some far away countries, all travel stained and full of spotlights. They told their own stories, the danger, the adventure of it all, just two men, one car, and as far as I could tell - on unknown roads. This was going to be my future sport without doubt. My chance came when I reached the age of 18. I had been driving for a year in a new Morris Mini and my mother had just changed it for a Triumph Herald coupe as a reward for joining the family bakery business. She never saw the Mini as a proper car, it'll never catch on she would say. One of our Saturday morning customers, a Jack Whittaker by name, used to park outside the shop in his Austin Cambridge and it sported 3 spotlights on the front and a large reversing lamp on the rear accompanied by a sticker which contained the words Springhill Car Club Accrington.

***Continued on Page 17***



It had to be a rally car especially when I noticed the absence of hubcaps, I asked, and I was right, and furthermore there was a rally the following day. Jack sent me to an address in Willows Lane which belonged to the club's secretary, there I joined the club and filled in an entry form for my first event, the navigator was to be my 17 years old girlfriend Jean.

I was totally besides myself with excitement, but, what to wear? How do I prepare the car for the gruelling rally I was about to embark upon. Clothes were taken care of at our local Greenwoods Menswear Shop. A sports jacket with leather patches on the elbows, a checked shirt, lovat green trousers and a matching cravat, well you have to look the part. The car was prepared by a good polish, tape in a cross pattern on the headlights and a novice cross on the rear. Superb stuff!!!!

We definitely must have looked the part as we were seeded at No.1. We were given our instructions as we left the start line and I was bitterly disappointed to see the words "ANNUAL TREASURE HUNT" written across the top. It might be a treasure hunt to the other competitors, but to me it was a full blown international rally. After stalling twice as the marshall flagged us away, we left quite smoothly in a cloud of blue tyresmoke and we were flat out up the main road (we were on the outskirts of Accrington) I saw a police car in a layby but carried on without slowing one bit "He won't do us, he'll know we are on a rally" I said. How wrong can you be. He chased us for about a mile, and to his credit seemed to understand my misguided enthusiasm, and gave me a strict caution. Whilst this ticking off was taking place the other competitors trundled past looking for clues. That's how you do it, the policeman explained. Oh no it isn't I thought, when is the first all-nighter? Then we sulkily headed for home.

**1<sup>st</sup> ALL NIGHTER:-** A few weeks after my ill-fated treasure hunt, Jean & I entered a CDMC night rally. We had been given navigational lessons by the club chairman, Ted Metcalfe and his navigator Arnold Yardley, two really nice blokes and very experienced. They showed us how to plot 6 figure map references on the O.S maps and draw the route in. Jean worked in the office at E.J. Rileys and everywhere they had installed snooker tables they stuck a coloured drawing pin in a map of the country. Therefore, if Jean stuck a colour coded pin into the map of the route at the carefully plotted spots it would be quicker and look more professional. Well, it certainly looked nice until we arrived at the 3<sup>rd</sup> or 4<sup>th</sup> corner on the 1<sup>st</sup> "doing section" the Triumph Herald pitched up and down and side to side, opposite lock was vigorously applied, the map board finished up on my knee, minus pins. We did try to locate the pin holes all to no avail. We then drove down a few muddy lanes to achieve that all important well travelled look and once again headed for home vowing that the engagement was off etc. etc.

**MOST FRIGHTENING MOMENT:-** The rally was "The Cossack Rally" sponsored by Roger Clark's hairspray company. I think it was organised by Beverley & District motor club. The format was very interesting being made up of 60 stage miles on airfields and army tank testing grounds, starting at about 6.00pm on the Saturday evening, 100 miles of road rallying starting at midnight and then a further few stages on the same airfields early morning. Brilliant format! The first couple of stages were fantastic after Charlie Woodward and myself had got used to racing with other cars, some on lap one and others lap two, having set off at 30 sec intervals. Our Datsun Violet was causing concern and we experienced oil surge for the first time on the very fast open corners. A baffled sump came shortly after and completely cured the problem. We then moved on to an army camp and I saw these hills in the distance, they were sandy looking and triangular in shape with a sharp peak at the top. As we completed one of the stages Charlie mentioned that as we approached these peaky things, that were once quite small from a distance, were now very tall indeed and furthermore there were roads over them. Surely not, cars can't go over them, after all they are designed to test tanks and all things military, just then the first car was hurtling up this mountain, took off at the top, landed many yards over the other side and carried on unabated. Very shortly it would be my turn and even though none of the other drivers around me even mentioned the forthcoming daunting task, I was bricking it. We started the stage, the world's biggest yumps were a good mile in and the roads leading to them were very slippery and still very fast, concentration and reading the road ahead was of vital importance, when there in the distance there it was - a steep flat out climb upwards into outer space



**Photograph above & Quote**

*The crazed look on Malc's face says it all about this picture, taken at Warton Aerodrome near Blackpool on a special stage practise day. Malc was sitting in with driver Brian Hacking. If you look closely you can see that the passenger door won't shut and Malc says of the experience: "Practise day? Brian sure needed it!"*

.My legs had turned to jelly and I got that nasty taste in my mouth when you are really afraid, "FLAT" shouted Charlie sensing that I was about to back off. Did I back off? Did I Hell, which shows what a wonderful thing adrenalin is and that coupled with the heat of competition and the will to win can do for you. The sense of relief when we had completed the stage was indescribable and the fact that we had taken 3<sup>rd</sup> fastest time was even better. That thought of aiming the car's bonnet into the unknown has been with me ever since, until a few weeks ago when my son-in-law Steven asked me to accompany him on a 4X4 course, there were so many blind summits to negotiate, our instructor gently talked me over them, because if I hadn't I would have to have gone home very early. It seems strange that yumping was part and parcel of every rally I have done without a care, anyway I have now conquered that fear and happily I have no more.

**BIGGEST ACCIDENT:-** The rally was the Tour of Mull, probably in 1984. My ex-factory Datsun 160J SSS coupe had been prepared by Andy Dawson to a very high standard, with new forest tyres, slicks, intermediate racers and professionally made pace notes. The weather was horrendous, raining horizontally throughout the entire weekend. We completed the forest section almost a minute down on the quickest crew and that was slow enough to put us in 20<sup>th</sup> place. "NOT GOOD" Charlie said, but we'll catch up in two stages tonight! Ever the optimist was my Charlie. The night came and we set off on the 1st stage brimming with confidence, determined to get nearer the front runners. We did exactly that, but not without a few heart stopping moments. Expertly reading the pace notes Charlie would shout "flat over crest-200" I was flat out but on landing I found that we were putting two wheels on the grass. Well if that was what you had to do in order to win, then that was what I would do. Halfway through the night the command came and I can still hear Charlie's voice shouting "FLAT 300" There were to be no more commands that night. I am sure we had covered no more than a couple of feet when we were airborne, probably towards the next island. The road had long since disappeared and we were truly flying, gaining altitude by the second. Something had to intervene, and it did, a very tall and solid telegraph pole, having been slowed initially by the support wires. Somebody later measured our red paint on the nasty pole some 17'6" up. We immediately began our descent and landed in a peat bog which was obligingly very soft and we were up to the doors in mud, made even more uncomfortable by the incessant wind and rain.

**Continued on Page 19**



## Photographs & Quotes

### Above

*Sideways to victory. Malc in full sideways flow in the original 693 GOB on the Cossack Rally, run in Yorkshire and Lincolnshire. It involved 50 miles of night-time stages, then 100 miles of road rallying tests, and a further 50 miles of daylight stages on the Sunday morning. "It was brilliant," remembers Malc. "We went through nine tyres and finished ninth overall out of 120 starters. Excellent."*

### Bottom

*Malc proudly claims he was the first person to win a rally in a Ford Capri. Here he is in his three-litre beast with a familiar face, Dave Orrick, on the maps.*





When I had stopped the windscreen wipers which had been wiping our faces in the absence of a windscreen, Charlie coolly said "I think we'll call it a do, eh?"

**BEST EVENT:-** I have absolutely loved nearly every single rally on which I have competed, so I have chosen for these purposes the first event I ever won - CDMC's Clitheronian in about 1974 some 15 years since I did my first rally, and the same night that the famous RED RUM won his second or third race at Aintree. My navigator for the rally was one Dave Orrick, whom I had done several events with in the preceeding months and had managed a few 2<sup>nd</sup>, 3<sup>rd</sup>, & 4<sup>th</sup> places, confidence was growing. The car was a big, black, beautiful 3 litre CAPRI, which many people felt would be non-competitive and too difficult to drive in order to reach that coveted first place. The night was damp but clear and I think we were seeded just behind John Morton/Alan Birchall. Rumours had been rife the week before concerning the route, which several crews seemingly had access to! As we departed the Edisford Bridge car park we were handed an amendment to the early part of the route. We arrived at an early control, which was part of the amended route and enquired what time had John booked in, and we were absolutely delighted when we were informed that he had not yet arrived. He never did! After that it was a nervy and difficult drive with our main opposition gone, but still many capable crews out there. We were trying hard but attempting not to put a wheel wrong especially through the foggy sections which was not easy. Dave did a wonderful job in guiding me through the muddy lanes and importantly judging the speed at which to drive to ensure victory. At the finish it seemed to take forever to calculate the results, then Clerk of Course Ron Graham (no relation) quietly whispered in my ear that we had won! "PHEW"! When I did my first event I had already prepared my winning speech, when it came 15 years on I was so full of emotion I could not say a word. How everyone laughed! My eternal thanks to CDMC and Dave Orrick.

**RALLY HERO:-** I have had many heroes over the years including John Sprinzel, Timo Makinen, Paddy Hopkirk, Hannu Mikkola, Roger Clark, Tony Pond, Ron Beecroft, Bob Bean, Richard Burns and many more, but the stand out for me was Stig Blomquist. I don't really know why either as all the works drivers were exceptionally gifted in their work. I followed his career with great interest and he was one of the few who was equally at home on the loose or on tarmac, a rare talent I think and his ability to manage an ailing car to the finish was brilliant. Imagine my delight when I was lucky enough to share the stage with him on a forum at a SD34 prize presentation. He was everything that I wanted him to be, humble, charming and best of all he laughed at all my stories. What a night, what a memory!!

**FUNNIEST MOMENT:-** Charlie and I were sat on the start line on the Tour of Mull feeling all important and not a little famous. Tobermory was packed with islanders and rally spectators alike. Our Datsun had attracted many admirers and I had spent the last part of an hour telling interested people about the car and signing autographs - it could only happen on Mull, probably the best rally in the world - Ian Grinrod always says. Fred Bent from Morecambe CC was doing the commenting and he said "Next up we have Mal Graham and Charlie Woodward, Mal has done for rallying what Cyril Smith has done for hang gliding!" What an ego deflater I felt initially and then we started to laugh uncontrollably and I have been laughing ever since, To young people who don't know - Cyril was a 30stone MP for Rochdale at that time.

**BIGGEST INFLUENCE:-** This has to be Andy Dawson from Dawson Auto Developments or D.A.D. as his motor engineering and competition car preparation company is called. When I acquired my first Datsun, Dave Orrick knew Andy who was running the Datsun works cars under the title of Team Datsun Europe. Big stuff. He contacted Andy at his premises in London and asked if he would make my standard car into a rally car, he told Dave, tell him to give me a ring. It took me a week to pluck up the courage to make that call, after all he was a well-known and well respected man in racing and rallying and a very capable driver to boot. The conversation went well as he was easy to talk to and seriously knew his stuff. I was chuffed as a chocolate frog that such a man as he was already aware of me after reading reports in the Motoring News etc., and how I had a reputation for immaculately prepared cars. WOW! Taking the car to LANCASTER MEWS in London was an adventure in itself. Neither Charlie or me had ever driven to London before and as we went in 2 cars, trying to stick close together was a daunting prospect. Easier than we thought, we found his fantastic workshop, it was beautiful, tiled walls, tiled floors, tools, equipment, and the cars undergoing various stages of preparation, all pristine.



### **Photograph & Quote**

*Eat your heart out Hannu Mikkola! Malc had a chance to use his rally car as a course opening car on the Knowsley Safari Park stage of the Lombard RAC Rally in 1979. Malc scorched round in a time of 5 minutes 31 seconds while Hannu, in a works Ford Escort, was three seconds slower!*

## **Malc Graham : Continued from Page 19**

Soon my car would be amongst them. I already had an LSD and Minilite wheels which were already on the car - good start that, Andy told me, give me a ring in two weeks time. We came home excited as two little boys would have been, then the worry came as the words "money" as costs had never been mentioned. After an anxious two weeks passed, I rang him up. Amazingly he told me that it was ready, that it looked beautiful, it went well, it handled well and it sounded perfect on its twin webbers. We went to collect the car on a Saturday afternoon, it was in his yard amongst a variety of race and rally cars and it definitely looked the part, it sat squat and looked purposeful. Andy came out to greet us and started it up, it sounded distinctive and full of power, in fact, it was amazing. He then put me at ease about the cost of it all by telling me not to worry as he knew we had no major sponsor to foot the bill. He was right as the total was £535.00. What a bloke to look after a poor baker in such a generous manner. The car was everything that I had wished for and a lot more besides. That was the start of many years of rallying bliss and friendship with both Andy and his wife Vicki. One day Andy and I were out on the rally track at Silverstone, where he had relocated from London and he asked "why do you go down through the gears when approaching a corner?" "To slow down for the corner of course, slow in, fast out" The reply came that the latter part was right but the former was wrong. He reasoned that you don't need to slow down for the corners until you get to them, keep it flat, use your brakes and then select a gear that is appropriate for that particular corner. Try it, it works well. That and many other tips were shared with me and they were all right. **A BIG INFLUENCE - YOU BET!**

**MOST HELP FROM:-** This is the hardest question of the whole piece. There have been so many willing helpers over the years, I could fill an entire book with them. In the early years it was my best friend Roy Whittaker who was an excellent mechanic and in subsequent years a garage owner. He would work tirelessly on my cars and made sure they were safe for me to drive, all without charge. Our club was full of mechanics and I was never without help when needed. When I got my 3 litre Capri I bought and L.S.D and it was a specialist job to fit it, not one a local garage would attempt to fit. Steve Binns was a member of our club and worked at Skippers of Burnley, Ford dealers. He volunteered to fit it for a couple of pints for him and his brother Eric. They turned up at our first shop in Accrington at 11.20 am one Sunday morning with only our back yard to work in. There goes my Sunday lunchtime pint in the pub across the road I thought. How wrong can you be! We were hands washed and waiting for the pub to open at 11.55 am. Brilliant!

My biggest helper was long time friend David Taylor who was the owner of Accrington's first Datsun dealers. He was really pleased when I sold the Capri and bought a 160J SSS coupe from him and he gave me lots of help with the car, spares, etc. He was also delighted with the success we had in the car which impressed his customers who had read reports of events in the local paper. Even some of our customers bought cars off him with comments like "If the car is good enough for you to rally, it must be good enough for me to take my wife to ASDA". One day he called me to his office and to my delight informed me that he had contacted Andy Dawson, and had negotiated a deal to buy me a factory recce car that Timo Salonen and Tony Pond used for practise. It would be registered in my name and he would help maintain it as far as his mechanics were capable.. Sadly that last bit didn't amount to much, but the car was collected and loved and cherished for several years after. Thankyou seems such a small word when so much gratitude is felt by me - THANK YOU anyway DAVE.

**AMBITIONS FOR FUTURE:-** This is easy! I would like to get rid of all my doctors and hospital appointments, not to mention a cart load of pills I have to take every day! On paper, I am a physical wreck, in real life, apart from a husky voice I feel perfect and no symptoms of what is wrong with me any kind and am still as "fit as a butchers dog."

**CHAMPIONSHIPS:- NONE!!** Everyone who asks this question is surprised by my negative answer. The reason being is that I loved rallying too much to concentrate on one championship. There were many rallies all over the country that I just had to do. Fifteen or twelve rallies a year just weren't enough. For instance, one year I was placed 2<sup>nd</sup> on 36 events! Major championships in those days were serious affairs, and it was commonplace for all the top crews to book into hotels close to the start venue of the rally, usually from Thursday night onwards, and using that event's routes from previous years, practice and make pace notes. To get in amongst them wasn't easy. TO BE THERE was impossible for me with my business and the shop's muffins, pies and cakes would not happen without me.

**ADVICE TO NEWCOMERS TO THE SPORT:-** Very few of us have access to unlimited funds, therefore we have to work out how we actually are on competing at any level we choose. Typically none of us can afford all the things we would like in life, such as a nice road car, a nice big house, nice holidays, etc., so if we want it badly enough you can buy cheaper versions of all of these things and get that rally car. Do it whilst you are young enough and eventually you should be able to get your nice things back as well. It's a bad thing to go through life wishing you had done something and not done it. WE ONLY GET ONE SHOT AT IT!!!!

**LAST BUT NOT LEAST - FAVOURITE CAR:-** Any Aston Martin, except DBS. I just love them and always have, probably never own one as then the dream will be over!!!!

*The 'One & Only' Malc Graham*



# TOYOTA HARLECH LLANBEDR STAGES RALLY

## 26 MAY 2013

The Toyota Harlech sponsored Llanbedr Stages Rally at Llanbedr Airfield near Harlech in North Wales at a brand new multi use venue run by Harlech & District Motor Club and a round of the ANWCC Stage Rally Championship comprising 50 stage miles over 6 stages of very fast open and very smooth tarmac/ concrete roads on the large airfield venue along with some narrow perimeter roads together with some tight chicanes and hairpins thrown in the mix for good measure. Its actually a brilliant venue for a rally and I really enjoyed the thrash.

We set off Saturday afternoon from home with the car, van and trailer a bit later than hoped with a 3 hour drive but arrived at the venue about 5pm unloaded the car, noise, scrutineering and signing on completed and it was off to find the campsite about 4 miles from the venue, pitch the tents and then off to the pub for a nice meal and relaxation.

The rally was very popular with a good entry including MSA British Rally Championship front runners Tom Cave and Osian Pryce both out for a bit of pre Jim Clark Rally tarmac testing in their Citroen DS3RTs, other entries included Lyndon Barton in his 2.5litre Millington Diamond engined Mark 2 Escort aka the Tangerine Dream, Oliver Davies in his similar Escort aka The Blue Bullet. Recent Lee Holland Rally winner Wil "Bach" Owen in another Millington engined Escort all potential winners along with quite a few other potential victors.

65 cars started the event and with Jason McTear in the co-drivers seat and Jason's brother Dominic servicing for us I took the opportunity along with quite a few other crews to walk part of the first stage (it was much too long to walk the whole of it) to get a feel for the venue and the layout of the stage and look for places where we might gain a bit of time in the process. We started Stage 1 everything going OK until we came to the cautioned narrow gate posts which I had observed on the walk as a potential place for saving a bit of time, On cold tyres but that wasn't the real problem I don't think, Jason called "caution gates" and I thought stupidly we can go up a gear here and we did, Wrong! We went through the gates about 100mph with a long right after it into a tight slow 90 left, we were never going to stop in time, hard on the brakes for the next 90 left and I just lost it with a big high speed spin which seemed to go on for ages very luckily not hitting anything but off on the grass and stalled the engine losing 15 seconds or so. Restart and continue with me thinking I won't be doing that again in a hurry, at least not today.

The stage furniture for the chicanes was the metal barriers that link together that you see at all sorts of events for crowd control but are not very forgiving should you hit one. Tom Cave spun into one and broke the rear and side windows on the Citroen DS3 but continued with cardboard taped in place for the rest of the day and a few other crews had altercations with the barriers at various times. They are very solid and unforgiving of mistakes.

The event moved on and we had great fun in the car even though it was physically quite demanding and I was knackered by the end. Note to self must get fitter. We finished 20<sup>th</sup> overall, Lyndon Barton / Andrew Bowen eventually won after a dead heat with Mark Jones/ Christopher Brierley in the BMW with the tie decider of fastest on the first stage deciding the result. Tom Cave / Ieuan Thomas finished 3<sup>rd</sup> in the Citroen DS3 and Osian Pryce/ Dale Furniss 4<sup>th</sup> in another Citroen DS3. Gwyn Thomas / John Roberts Ford Puma 4X4 were 5<sup>th</sup>. Wil Owen dropped to 9<sup>th</sup> on the last stage after the gear lever broke. The high speed stages were very hard on engines and brakes with 12 cars retiring with engine problems of one sort or another.

Great to have a new rally venue well done Harlech & District Motor Club for putting on a well run well received event. Heres to the next one.



**John Gorton (Clitheroe & DMC)**

# Rallying Rambles (2)

*(tales of an obsession with motor sport)*

**By Bill Honeywell ©**

The Mexico arrived. Blue, BFR 632L, and we did just about the minimum necessary to rally it – fireproof rear bulkhead, double throttle return springs, roll cage, sump guard – and that was about it!

My first drive ever was on the 1973 Lightning Trophy Rally. Dad Roy wanted us to share driving and navigating, swapping seats each event, but he'd worked out when Mull was and wanted to drive that one, so I got first go on the Lightning. Shocked by a high seeding when I'd never driven before (because of the calibre of the navigator) we finished a creditable 9th o/a, but not before I'd gently slid into a wall on a muddy white, requiring a new wing later and hence the missing stripe on the next event. Despite this I was hooked. Those of you who knew Roy would know that he didn't shower compliments on anyone, (least of all his offspring!) so I appreciated it when mum (Elsie) told me a few days later that "He said you drove very well." He would *never* have told me that!

We did several more events, including the 73 Devil's Own (affected by the fuel crisis), the Bullough Trophy, RL Brown and many more. A problem I always had is the back-to-front nature of life. In those days I had no money but boy! could I have done with some (so I didn't 'waste' funds buying photos.) Over 40 years on, money wouldn't be such a problem but the talent's gone. Or as Martin Oglesby's mum put it, apparently, "By the time you've got money to burn, the fire's gone out."

I think it was the MIMC Inter-Club Rally; Dad, aged 51 (old for rallying at that time) drove and I was on the maps. There was a protest at the finish and dad took issue with the protestor, telling him in his usual plain way that he was talking rubbish and had no chance of succeeding. Derrick Hall, fellow CDMC member also competing on the night, came up to us a few minutes later and said "That fella (the protestor) came up to me and said 'If it wasn't for that old goat poking his nose in, I might have a chance. Who is he anyway?'" To which Derrick replied "That old goat's just won this rally!" Dad's one and only 1st overall as a driver.

I navigated for Derrick just once. Coming down Fleet Moss towards Hawes I'm reading the road (mainly straight) when Derrick says 'it's OK, but I'm just a bit busy...' - I looked up and he's going from lock to lock in the mini on the 95mph straight!

For some reason I could always fly UP the hairpin at Barley Bank without any problem, but always turned in too late (as here) going down. No white stripes mean this must have been late '74 or early '75, on the event following dad's roll in the Trough of Bowland, after which the car needed more repair than usual! Not only are we BOTH sporting a tie on this occasion, but look at that spectator's flares!

The next rally but one after our win on the MIMC Inter-Club was of course dad's first drive after his first win. Always a very dangerous time, and so it proved. In the Trough of Bowland, on the climb up to the summit of Boundary Hill, dad mis-read the road on a fast right over crest and left, with the stream on the left; dropped the nearside wheels off the edge, over-corrected and we hit the bank on the right hand side. The car finished upside down – the first time I'd rolled, and on the first occasion everyone makes the same mistake – release the seat belt and bang your head on the floor (roof) of the car.

A small crowd of spectators soon appeared, followed by a police officer. He was not amused – "Bloody young hooligan drivers, out having fun and you think you can drive. Pah!" he was saying to everyone and no-one in particular. "Who was driving?" Father, the oldest man there by some margin, answered "I'm the driver." The policeman's demeanour changed instantly: "Ah, well, hmm, if I were you sir, I'd keep an eye on the car until you get it recovered. We've had a few spotlights stolen recently. Mind how you go..!" And he disappeared into the night.

It must have been quite a heavy roll. Dad was insured (even for rallies) which was OK, and in fact the assessor specified a new shell. The only problem was that this was going to take a while. Soon it became clear that his favourite rally - Mull - was approaching, and the car wouldn't be repaired in time.



**Barley Bank**

**Continued on Page 23**



## ***Rallying Rambles***

### ***Continued from Page 22***

But his luck wasn't quite exhausted. I'd just changed jobs and bought Jeff Smith's road car, a Mk1 Mexico – but it wasn't rally prepared. I had to fit a sumpguard, roll cage, fireproof the rear bulkhead, and... I think that was all, but anything else we needed to get through scrutineering. Mid-week, with mum & dad already on Mull, I set off, arriving at Lochaline around 5pm. When the ferry came in I asked the deckhand when it was returning to Fishnish. "Half past seven!" he replied, cheerily – "in the morning!" Crestfallen, I drove to the Sunart Hotel and had an evening meal in the company of a travelling tailor: every spring he visited the area to measure customers for suits etc, and then in the autumn he returned to deliver, make final adjustments, and receive payment. Something tells me that that kind of business no longer exists!

I drove back to Lochaline and slept (or rather, spent the night) in the car. The rally format then was Saturday afternoon start with a couple of forest stages plus Glengorm (a public road but no-one bothered!) Mum was marshalling at the finish near the Tobermory junction, as I flew over the final crest, all four wheels off the ground. "Oh my God!" said mum, "I thought you said you would take it easy!" to which I of course replied "I am doing mum..."

I can't remember the final result – also rans I guess - but we'd done it, finished it, car in one piece, and father's honour still reasonably intact. No photo from that event so here's one from a couple of years later.

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.

I'd actually navigated John, a couple of years earlier, to his first-ever rally finish – in a Mini. He'd started several rallies before that, but never finished. I don't recall many details but I *do* remember coming home afterwards. John was on such a high that we came down Castle Street in Clitheroe – granted at about 6.00 am on a Sunday morning – at 70 mph!

But on this 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: 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 near 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!

Not sure why dad (Roy) didn't navigate on this event in August 1976, but here I am with another mystery navigator - Steph Mason, normally seen in those days navigating for her husband, the late Fred Mason, in his amazing Ford Anglia. A few years earlier HRH Prince Michael of Kent entered the Devil's Own rally, (appearing uncomfortable with his personal security guards); I was spectating on the A683 Kirkby Lonsdale – Sedbergh road on a tight HP left junction at 97/631891. As they came into sight, Fred and Steph had just caught HRH; he hesitated for too long on the slot left and Fred masterfully 'undertook' him on the inside of the junction and was gone! Wonderful!



***Budget\_76\_Morton***



***Steph\_76***

***Continued on Page 24***

## **Rallying Rambles**

### **Continued from Page 23**

Prince Michael presented me and John 'Chocolate' Morley with our 2<sup>nd</sup> in class award on the 1986 Lombard RAC. Now I'm not one to name-drop... but I met him again at a Buckingham Palace Garden Party nearly six years ago, and told him of my interest in motorsport and rallying (What I actually said was "This isn't our first conversation together sir"). His eyes lit up and we would have been nattering for ages if his equerries hadn't given him the 'hurry-up' after ten minutes!



I particularly remember the time around this rally, because my right testicle had become very swollen. Fortunately I overcame acute embarrassment and went to the doctor, who quickly got me whisked into hospital in time to remove the offending cancerous (as it turned out) body part:

I then underwent radiotherapy at the Christie Hospital. Over 43 years later I'm still here. If I hadn't gone to the doctor in good time I would have died, so take it from me (especially if you're under 35), DON'T die from embarrassment. Go and see your doctor if you notice anything unusual.

Mini Miglia I think, probably 77. No tie for father (Roy) again so some standards clearly slipping - but looks like I've managed to acquire some rally overalls and possibly full harness belts. The Mini-Miglia was a great winter event. I watched Roger Clark and Jim Porter get a WD a few years previously on their way to winning it (and the first rally win for the production Mexico). Why didn't they get a fail? They were first on the road and the marshal was so star-struck he ticked the direction of approach as correct, in error. Not much you can do about that...

Whilst on the subject of the Mini-Miglia... it was a rally that we always seemed to enjoy, and dad was good friends with one of Knowldale CC's leading members, John Clegg, so we entered many times, and being run in January you could expect almost any kind of weather. It was also where I first encountered Dave McGarry. Not that I ever got to know him well, but he had an absolutely mint Escort RS200 that looked as though money wasn't a problem – which it probably wasn't if he was indeed the son-in-law of Tommy Ball, as rumour had it. He engaged the services of Ken Topp, a very competent navigator but also someone who could be described – no slight intended – as a complete box of frogs! Ken was delightfully unpredictable.

I think their first rally together was a Mini-Miglia, and I was talking to Ken at the finish. He was complaining that at every control where they had to wait for more than a few seconds, Dave would want to know where they were, and wanted to see the map. It was driving Ken mad! So after this had happened several times – and each time Ken told Dave to concentrate on driving, while he did the navigating – Ken waited until they were on a long straight, and when they got to about 100 mph he leaned over, grabbed the steering wheel, and gave it a tug. Dave struggled to get the car back under control, then turned to Ken and said "BLOODY HELL – WHAT WAS ALL THAT ABOUT?" Calmly, Ken replied "Well you've been wanting to navigate all night, so I thought it was time I had a turn at driving." Dave never asked to see the map again.

**Bill Honeywell ©**

Paddy was touring the USA on holiday and stopped in a remote bar in the hills of Nevada. He was chatting to the bartender when he spied an old Indian sitting in the corner. He had tribal gear on, long white plaits, wrinkled face. "Who's he?" said the Irishman.

"That's the Memory Man." said the bartender. "He knows everything. He can remember any fact. Go and try him out." So Paddy goes over, and thinking he won't know about English football, asks "Who won the 1965 FA Cup Final?"

"Liverpool," replies the Memory Man. "Who did they beat?" "Leeds," was the reply. "And the score?" "2-1."

"Who scored the winning goal?"

"Ian St. John," was the old man's reply.

Paddy was knocked out by this and told everyone back home about the Memory Man when he returned.

A few years later he went back to the USA and tried to find the impressive Memory Man. Eventually he found the bar and sitting in the same seat was the old Indian only this time he was older and more wrinkled. Because he was so impressed, Paddy decided to greet the Indian in his native tongue.

He approached him with the greeting "How".

The Memory man replied, "Diving header in the six yard box!!



# **SOUTHPORT MC**

# **TOBIAS TROPHY RALLY : 1962**

The 1962 Tobias Trophy rally run by Southport motor club on the 7/8<sup>th</sup> December turned out to a demanding event for both driver and navigator. The event required some accurate white road reading and speedy booking in at controls, which left all 60 entries breathless at times.

Harkness and Iles in their Speedwell tuned Mini were declared winners with Harold Watson/John Clegg second in their Herald with John Wadsworth and Allan Cooke third in their red Mini Cooper ( NYJ 678 ).

Route cards were issued at the start, Riverside café, Preston 94/578301 ( Tickle Trout ) with a run out of 11 minutes to TC1 at 527407 app. E, which gave navigators enough time to plot the first half. Business commenced with an undulating white road to TC3, 525430 app. NE. TC5 to TC6 was a tight two minute dash around Beacon Fell, 574427 to 561.5435.5 app. SW, then followed the only bit of local knowledge on the whole route. TC7, 550447 app. SE, could be approached through the ford at 553442 if equipped with a snorkel. Navigators who were 'on it' , noticed the time allowance meant the correct route was to use the yellow over Jack Anderton bridge at 566452, several crews dropped minutes here.

Things eased and controls were 'on', until TC14 to TC15 at 531614 app. S. TC15 to TC16 was on at three minutes but three gates made it a breathless affair for the navigators! The first quarter of the rally ended at 551.5631.5 app SE, at which point Hanson/ Hough, Ackers/Gill and Wadsworth/Cooke were all still clean. From control 17 to 18 , 89/420.5785.5 app NE was a 54 minute plot and dash section, but at 432813 just two and a half miles before TC18 the organizers slipped in a secret check to penalise crews for exceeding the 40mph average over a distance of 20 miles or more.

The second section of the rally got off to a calm start, but things heated up on the run between TC20 and TC21, 408.5868.5 app SW. Apart from a few gates all was well until 407868, when despite an unfenced white road being marked on the map, the whole thing disappeared into a field, however if you pressed on the TC appeared over the furthest mole hill! Needless to say many crews were familiar with the walls surrounding the field!

Next came a really tight section to TC22 at 415834.5 app SW, very steeply downhill with several hairpins the marshal's deserved a bravery reward with enough rubber left on the hill to retread some fresh tyres. On to TC25 436895 app NW. Along the yellow from the north, very sharp hairpin left onto the white up a steep slope followed by a 90 right. There then followed 10 time controls all on white roads and all very tight, the last five being of 3,2,3,7,3 minute duration.

This brought crews to the halfway halt at TC35 at 451987 app N. Petrol was taken nearby, with refreshments available including cups of tea., The third part of the event commencing at TC36, 82/296064 app. E. There was an easy neutral run through Ambleside; the leading crews at this point were Harkness/Iles and Ackers/Gill. The mountains came next with a switch from map 82 to 88, TC37 being at 295049 app N. Then a three minute dash along the unfenced track to TC38, 301033 app NE. This was followed by Wrynose and Hardknott, TC39 being on the top of Wrynose, four minutes were allowed for the descent to the bridge on the western side, this being TC40, 246017 app.E. Five minutes were allowed for the ascent and descent of Hardknott to TC41 at 212011 app SE.

The route then followed the River Esk, two time controls being placed on the white road through Cropple How at 131977 app SE and 114963 app NE. Things cooled off a little till TC46 on Bootle Fell, 146897 app NW, there then followed two four minute sections over very twisty white roads to TC48 at 180865 app N. Three quarters of the event was now over and the leading positions were held by Harkness/Iles, Watson/Clegg and Doble/Watkinson.

Another neutral section, the last, took crews through Broughton in Furness to TC49 88/276836 app SW. Here there commenced a frantic dash to six time controls , all on white roads, the time allowance being, 3,2,2,3,1,1 minute duration. This brought cars to TC55, 320844 app N, TC56 to TC57, 326870 to 329882 app. S, was a two minute run over an interesting white road. Then onto the Graythwaite old hall white road section, divided into two by TC59, 357906 app SW, and TC60, 372.5911.5, app W. The rally was virtually over by now, but the organizers slung in three tight hairpins to add a sting in the tail at 373855, 375845 and 376845.5, all being on a white road leading to the final control.

And so to breakfast at the Derby arms, Witherslack were the usual post mortems took place. There is no doubt it had been an excellent rally, a first rate route and excellent marshalling, justifying the distance some competitors had travelled, Glasgow and Southend on Sea being the furthest.

## **Results**

|    |                  |                |
|----|------------------|----------------|
| 1, | Harkness/Iles    | Speedwell Mini |
| 2, | Watson/Clegg     | Herald         |
| 3, | Wadsworth/ Cooke | Mini Cooper    |
| 4, | Doble/ Watkinson | Classic        |
| 5, | Eaves/Sparks     | Anglia         |
| 6, | Bateson/Hindle   | Sprite         |
| 7, | Ackers/ Gill     | Herald         |
| 8, | Oldham/Davies    | Rapier         |

**Steve Entwistle**

**More Rally Reports in the Next Edition (June 2) of Spotlight**



# Jade Paveley

The ANWCC Championship holds events that are close to me, not only in location, but mainly sentimental.

My first ever Rally was the Toyota Harlech Stages in a hired Fiesta which Ronnie failed in scrutineering as the horn on the navigator's side decided not to work. Ronnie is now someone I always look forward to seeing at Rallies but I think he prefers seeing my Mum! It had to go back through a second time and thank god it passed – I don't think my nerves could take it.

Having competed in Karting from 15 and raced for Mazda a year or so prior, I was surprised how the order of things went. You had to Scrutineer and then sign in – not the other way around like in racing. Before the event started, I was thankful that you didn't have to wait on a silent grid or holding pits alone but you could chat in the car in a queue with your Navigator whilst watching the other cars set off. I always find that useful to see where the cars ahead are braking for the first corner.

As you can imagine I was about to have a heart attack on the start line and my first stage I vividly remember shouting across to Matt (Edwards who we had hired the car from and he had also offered to Navigate) "WHICH WAY?!" I wasn't used to having such an open space and an unguided path like a circuit. Having to listen was a massive thing that I had to learn quickly. Somehow, we got into the swing of things and seeing as I had literally driven the car down the road the week before the event with no testing, jumped up from my seeding of 32<sup>nd</sup> to 16<sup>th</sup> overall.

But there we have one very expensive 19 year old daughter for poor old Dad. Arguably, I earned my keep working almost as many hours as my Dad in the new Honda Dealership North Wales Honda.



*Continued on Page 27*



**Jade Paveley**

**Continued from Page 26**

I went on to do this event twice more, as it is only 50ish minutes from Llandudno where I am based. I think Sarah Edwards and I think got 9<sup>th</sup> place. That was my first event with her and we went on to successfully get up to 5<sup>th</sup> place in the MSN Championship before I had my first accident and rolled. My Nan does say that you're "not a real Rally driver unless you've had a roll" in true Irish McGarrity fashion.

Other ANWCC events I have then gone on to compete include: Lee Holland, Glyn Memorial, Gareth Hall Memorial and the Neil Howard Rally.

The Neil Howard event in 2018 was definitely one of my favourite events that I have ever competed in. I felt like I was on fire having competed in the Welsh Tarmac Championship and having won the King of Epynt Class 7 Championship and the Junior Title. My GroupB Motorsport prepared Subaru Impreza had just gelled. It was my car that I had tweaked and adjusted all season to get just how I wanted it, so I was ready to face competitors that I'd had rivalry with in the MSN Championship.

Still to this day, thinking about how I got my Impreza broad sideways out of the "forest" section onto the circuit and overtook competitors through the twists and turns at the back part of the circuit is something that I will always be proud of. I am totally grateful for all the work the team put into the car and how it was just right that day. Perhaps I should be more humble – but I had put myself under a lot of pressure to keep the car on the road during the Welsh Tarmac Championship and the ANWCC round was just a fantastic opportunity to enjoy it! You have to take the highs in Motorsport because, as we all know, there are certainly lows!

Since that round, we have changed the gearbox and the diff set up and I am honestly finding it hard to get to grips with how the car now feels. I really can't wait to get back out testing and I may even go crazy and try some forest events, but not without testing at the Forest Experience Rally School first!

If anyone during lockdown wants to listen to my podcast Motorsport Now – then please do.

**Jade Paveley : North Wales CC**



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# IN LOCKDOWN WITH.... NAVIGATOR SASHA HERIOT

## SHE'S THIS YEAR'S BWRDC CLUB CHAMPION

It's the first time a rally girl has achieved the accolade. She was astonished to receive it. "I'm not only a rally girl, but a rally co-driver. I feel really proud to be recognised for my achievements and I hope I can be an inspiration for all women involved in rallying."

## CO-DRIVERS ARE NOT A SACK OF SPUDS

A few years ago she applied to an advert from a driver looking for a 'small of stature' co-driver. "The driver had a Lotus Elise, so any one much bigger than a sack of spuds would have had great difficulty! Getting in and out of that car was really quite a challenge in itself!"

## IT'S A LOT OF WORK

She recently had to define the role of the co-driver and came up with a long list, starting with getting the driver correctly around the route, describing the route to the driver and ensuring that you keep on schedule. "I'm also typically responsible for organising the rally team/driver and making a rally schedule if required, communications with the team/driver, assisting with travel arrangements, thanking the marshals, checking and/or querying results and knowing how to set the trip meter! Sometimes I also have to remind my driver of the procedures – they can easily forget! Plus I help in service and at petrol halts, even if it's just making the tea!"

## THE HARDEST THING IS KEEPING CALM

"I think the hardest things about co-driving are keeping calm when you tell your driver to go left and they go right, plus multitasking and knowing what the most important thing is to focus on at any one time during an event."

## THE CO-DRIVER OR NAVIGATOR DEBATE

She's firmly in the navigator camp. "My role in the car is definitely not to drive (and in 15 years no driver has let me do that) so I prefer navigator as it describes better what we do. Whether I use maps, notes or diagrams, I am responsible for getting us from the start of a rally to the finish, and in the right direction. For this reason I prefer navigator."

## SHE COMPETES ON ALL TYPES OF RALLIES

"Night road rallies are great because I love reading maps and I am completely responsible for making sure that we go the right way. Navigational rallies can be more challenging because I have to plot the route on the move as well as reading the map. Targa rallies can be a lot of fun navigating your driver around the tests and there is less emphasis on timing, so generally easier. Historic rallies have an element of navigation and tests, but the road sections are much more difficult, having to maintain precise average speeds. Single venue rallies are least exciting for me; however it does not mean that they can't be fun with the right team, and they can be a great starting place for new co-drivers. Multi-venue forest stage rallies are a huge amount of fun, especially in a rear wheel drive car when you are going sideways around a bend. Finally tarmac stage rallies are usually much faster than any other type of rally."

## SHE CAN'T PIN DOWN A FAVOURITE FORMAT

"Well, honestly, I can't choose. They are all so different and offer such different challenges from a navigator's perspective – I love all rallying! I think mostly for me it depends a lot on the driver that I am sitting with whether I have a great time or not."

## HER FITNESS SECRET IS RUNNING

"I started running almost two years ago – a cheap and easy attempt to get fit. I did my first parkrun in July 2018 and my next one will be number 47. I was hoping to join the '50 Club' by April this year but I think it will be a few months now before I achieve that now. Last year I competed in my first 10k and on Sunday I did a Virtual 10K race, where I came a respectable 149/286 with a PB time of 59:42"

## SHE'S OPEN TO OFFERS

Her favourite event is the epic Mull rally. She may love going to the Scottish island, but there's another island event that's on her bucket list.

**"It's Rally Barbados – any offers?"**



**CAT LUND (Beverley & DMC) WAS CHATTING VIA MESSENGER TO SASHA HERIOT**





# The Forest Experience

## Launches the Unlimited Mileage and Exclusive Test Experience

With Major sporting events cancelled or suspended due to the Coronavirus outbreak, the Forest Experience in Mid Wales is launching the Gold Test Package for Summer 2020\*. This will allow members of the Motorsport community to hit the ground running once the Covid-19 outbreak subsides. Teams and privateers can develop their cars, driver skills and importantly keep sponsors happy in this secluded and remote part of Wales during their long awaited second part of their season.

The Forest Experience has a long association of being the proven test venue for previous World Champions and Works manufacturer teams. Rally legends such as Colin McCrae and Richard Burns to modern day celebrities Sigala, John Newman and even "Rob Stark" (Richard Madden) have experienced the refined Forest Experience stage.

The 900 acre venue boasts some of the best forest roads in Europe. Owner and current competitor, Ross Leach, has taken great care over the past 12 months grading the stage to ensure the quality of the road. The facility is equipped with covered areas for set up changes and a classroom and catering facility.

The Gold Test Package invites teams or individuals to have a full days testing exclusively for £700 plus VAT with only £150 plus VAT per extra car. Customers will have free use of the facilities to capitalise on the enforced break between rallies due to the unforeseen Coronavirus outbreak. Prices vary for R5 and WRC cars\*\*

British Rally Driver and Proton Test Driver Ollie Mellors says "As a test facility it had been everything we have needed throughout the development of the Proton Iriz R5 with a variety of well-maintained roads to use, it has helped to keep a base when making changes to know if we were moving in the right direction. All the team up at the Forest Experience have always gone above and beyond to help and work with us to ensure we get everything we need from our time testing, a highly recommended facility for all ranges of competitors."

**Telephone Hannah at The Forest Experience on 01686 420201 or email [events@forestrally.co.uk](mailto:events@forestrally.co.uk) to book your test day.**

- **Launch date may vary to stand in line with Government Advice**
- **Prices for R5, WRC and Professional Teams on a case by case basis. Please call to discuss.**
- **Half days are also available and extra cars £125 plus VAT each.**
- **Cars must be in a fit state for testing and a minimum of Helmet, Harnesses and Race Suits to be worn**





# BRILLIANT BERWICK BATTLES ON

Of all the NESCRO series of events, one which has stood out for the consistently high standards it's sets year after year is the Berwick Classic which has attracted large entries and a huge variety of superb and interesting cars back to the historic border town, many competitors have competed year after year to enjoy a mixture of some fantastic test venues and great regularities amid the wonderful roads around the scenic Borders countryside, and the interest and enthusiasm shows no signs of diminishing although this year, of course, like all other rallies, the event was stopped in it's tracks by the current Covid 19 virus. The Berwick was conceived and masterminded for many years by the energetic Stuart Bankier and he has very kindly sent me a mine of information and details of Berwick rallies from years gone by, so, as there is nothing happening in 2020, I thought it would be interesting to look back to the year 2000 and see what was happening 20 years ago.

The report is Stuart's and is a fascinating snapshot of the NES-CRO series at that time, not least for the amazing variety of cars which, starting with the letter A featured Allard, Alpine ( Sunbeam ), Anglia ( Ford ) and Austin (Healey 3000) x 3 plus two "Frogeye" Sprites while the Triumph marque was extremely well represented by TR4 x 4, TR6 x 3, TR7 x 1, Herald x 1, Spitfire x 3 and a single GT6. The entry list also featured other diverse models, a Ford Cortina 1600E, Sunbeam Stiletto, two SAAB 96's, a Lotus Elan Sprint, a Wolseley 16/60 and a Bond Equipe, certainly makes a change from the usual procession of Escorts !. It's interesting that several of the people mentioned are still competing, here's what Stuart had to say about the event :-

## THE 2000 BERWICK CLASSIC

Rampaging Highlanders, Norrie Halley and Andy Wilson took the Berwick classic Trophy back to Arbroath after winning the event in their 1275 Mini by a mere 17 seconds from Geordies Dave Riley/ Bill Smith (MG Midget). Local Berwick crews, however, pulled out all the stops to claim 3<sup>rd</sup>, 4<sup>th</sup>, 6<sup>th</sup> and 7<sup>th</sup> places Father and Son duo, Peter and Dougie Humphrey really wound up their Triumph TR6 to close to just 14 seconds behind Riley/ Smith while another family duo, Ronnie and Douglas dale were only 5 seconds further adrift in their MGB V8, Ronnie's sideways style again winning the award for the "Most Entertaining Crew" with the "B" spending most of the event tackling the tests in broadside fashion. One of the drives of the rally came from the hard charging veterans, Keith brown/ Allan Connelly whose standard 1000 Mini was only 5 seconds behind the Porsche 911 of Cumbrians David Agnew/ David Deakin, Keith set some remarkable times in a basic car he had only purchased 10 days before the event, they swapped times all day with the RS2000 of Allen and Linda Clough, the Mini crew edging it by just 4 seconds. Typifying this event was the spirited drive from James Reed, navigated by his Dad, Malcolm, this was James' first event and his Triumph Spitfire was given a real thrashing on it's way to finishing in 9<sup>th</sup> place.

A full 75 entries had been accepted for the 2000 edition of the Berwick Classic and 71 of them made the start line at imposing Ford Castle where brilliant sunshine greeted the entrants as they arrived for scrutineering. Berwick's mayor and Mayoress flagged the cars away on the short run to the opening test at Duddo, this was a new test featuring a slalom through the farmyard to get folk in the swing of things. Making clear their intentions, Halley/ Wilson were joint quickest with the Porsche of Cumbrians Agnew/ Deakin.



*Photos Courtesy of Tony North*



## ***The Berwick Classic 2000***

### ***Continued from Page 30***

Recent wet weather meant the loss of the interesting test at Allderdean so the event headed for three tests on the former WW2 airfield at Winfield, the scene of Scotland's first racing circuit. Halley/ Wilson were quickest on the opening one from the MGB's of Woodburn/ Hargreaves and Ronnie and Dougie Dale. A number of crews shared quickest on the following test which saw Clive Ireland's Escort Mexico exit the test with a severely bent wing having clobbered a large tyre !. The final Winfield test saw the works replica Triumph TR4 of Jonathon Armstrong / Jayne Winship quickest, just ahead of Halley/ Wilson and the recently re-built Ford Anglia of Graeme and Laura Galloway.

A short run took crews to the picturesque village of Etal where the cars were due to park up in the local showfield while enjoying lunch in the village hall however, the field was far too soggy so instead the local laird, Lord Jeffrey, allowed the cars to line up in front of the grandeur of Etal manor, very posh !. It made for a grand site and a cracking opportunity for any passing photographers. Halfway results showed Halley/ Wilson leading on 176, Riley/ Smith on 184, the Humphreys and Dales tying on 186 and Brown/ Connelly on 189, a mere second up on Armstrong/ Winship.

The afternoon action got underway with a trip down to Wooler where the auction mart car park saw Halley/ Wilson again quickest although there was a gaggle of cars close behind. It was then up the hill via Doddington to East Horton Area for two tests, the first one went to Halley/ Wilson while, just across the road the "Silage Clamp" saw Brown/ Connelly share quickest time with Cumbrian visitors Bill Foster/ Steve Ferguson ( MG Midget ), Alan Smith/ Margaret Middlemiss ( MGB ) and Peter & Dougie Humphrey while Graeme & Laura Galloway dropped out of contention when they clipped a kerb and broke a wheel. There should have been a series of production trial section coming next but with the ground sodden from recent rain, the organisers wisely cancelled these and so the field headed for Belford and the usual silo test where Halley/ Wilson were again quickest while the watching spectators were thoroughly entertained by the tyre smoking antics of the Humphreys TR6.

Amerside Law came next, the test venue being a stretch of tarmac road that had last been used on the Lion Stages Rally some 16 years previously. Here the Dales stopped the clock a mere second ahead of the Humphreys and the Escort Sport of Ted Meakin/ Algy Chapman. After Amerside Law it was back to another repeat run through East Horton and the Silage Clamp where Riley/ Smith were quickest on the first one and the Humphreys took the honours on the second with some excellent times coming from the standard and relatively underpowered cars such as the Brown/ Connelly Mini and the Triumph Spitfires of Alan Forrest/ Annie Tindley and James & Malcolm Greenwood.

The final two tests were at North and South Middleton where the old stone buildings have witnessed some stunning action over the years and once again, that was to be repeated. South Middleton came first and saw the Agnew/ Deakin Porsche quickest from Halley/ Wilson followed closely by Graeme & Laura Galloway and the very sideways Cortina of Dave Marsden/ Mike Garstang. As always, a large crowd had assembled at North Middleton for the final test and were rewarded by the stirring sight of Agnew setting another quickest time, again heading Halley and the Humphreys.

Back at the finish venue in Ford Castle results soon showed that the Scots had on this occasion, defeated the English and the trophy would be heading over the Border clasped firmly in the hands of Halley/ Wilson who ended up 17 seconds ahead of Riley/ Smith who in turn were 14 seconds in front of the Humphreys. It had been a great day and another great event from the Berwick & District Motor Club, masterminded by Stuart Bankier, long may it continue.



# The Barrow Taxi Column *aka Mr Paul Brereton*

Finally my mark 1 Escort is finished. We were entered in the Croft Historic Rally for its first outing. One last trip down to Larton Engineering in Morecambe where Andy sorted out the lumpy running and ran it up on the rolling road again. The car came back in fine fettle and ready to go. Then the Croft Historic was cancelled. I had put in an entry for the Ryemoor with Graham Foxcroft which we planned to do in the Peugeot. In the meantime I went to Morecambe car club dinner with Jeff and Carol Almond which was a great evening, unfortunately I had no silverware to collect this year because I obviously never tried hard enough last year !!



I had not booked for KLMC dinner because it would have clashed with the Croft but I could have gone due to the cancellation but I was very busy at work and actually forgot to book (dementia rolls on) Anyway as a pleasant diversion Foxy and I put in an entry for an EVMC 12 car for last night 18<sup>th</sup> Feb organised by Jerry Hettrick and starting up near Wigton. I had planned to take the car on the trailer and leave trailer at the finish, Sportsmans Inn on the A66 but at the 11<sup>th</sup> hour I decided to drive the car up. Big mistake. Jerry put on a cracking event and found some amazing roads on sheet 90, not a map we are very familiar with but up to TC7 we were doing great. We had dropped 2 minutes but we were able to make it up TC6 to 7 so there we were back on time.

Now I must say at this point how much we are all indebted to rally marshals who brave everything the British climate has to throw at them and believe me last night northern England was like a deep freeze with a very icy wind that blast chilled you to the marrow. It therefore followed that the roads were becoming frozen but the intrepid Breezy and Foxy were on song and nothing was going to hold this silly old git back. Wrong again. Foxy was plotting and had left me to my own devices.

Big mistake number 2. eased up through a small hamlet on dipped lights then hit the loud pedal again gentle left hander accelerating dip downhill then 50 meters downhill into very tight right hander but carrying way too much speed so tap the brakes and then the sudden realisation that water and freezing temperatures are a definite hindrance to the braking process. Suddenly I was faced with a dilemma, do I have a bash at getting round said corner and risk a rather major disaster or do I attempt to lose speed and collect and take out the wooden 5 bar gate directly in front of us. So 5 bar gate it was then. Well it went down remarkably easily but it led into a disused and overgrown lane which was steep downhill and although little Pug was still running, there was no traction whatever. So we ventured out to have a look at what damage there was. The gate had obviously only been propped up so it just took out the spotlights (lenses were not broken, very strong Cibies you know, I have done this before and not broken the glass) The casings are somewhat distorted and will need some tender attention with my little toffee hammer. I rang Jerry and he dispatched a guy with a 4x4 to assist us but then a Land Rover turned up and stopped. I expected a tirade of abuse so I approached the guy tentatively. "Look I'm really sorry but I have knocked your gate down but I will happily pay for it and I could do with a tow out" "Oh it's not my gate" he replied. "I'll get the farmer down there to come and pull you out" as neither of us had a rope. I really wasn't looking forward to meeting the farmer as one never knows the reaction one will elicit. Anyway a few minutes later the tractor came up the hill followed by the 4x4 Jerry had sent. I was again very apologetic to the farmer and offered to pay for the damages. He said that the gate was not his either and he didn't know how I could pay for damages because the woman who owns it lives in Asia somewhere. The tractor made very light work of getting us out and I then asked what I owed him for pulling me out "No, I don't want anything it's no problem" So in the finish I had to force a tenner on him insisting I should at least buy him a drink. On examination of the gate we decided that it could be propped back up and the farmer then said "Well that's fine, we haven't seen anything" So we parted company with two very amiable farmers and with the guy in the 4x4 kindly offering to follow us to the finish. The car had suffered a broken bottom arm so the n/s tyre was up against the bodywork and taking corners was a very scary experience but we managed to get the three miles to the finish at around 20 mph. About 4 years ago I rolled a Pug on the countdown in a forest. At the finish last night a guy came over and said "The last time I saw you. You had rolled in a forest" I said "Well I really don't want to ever see you again" The man was obviously a jinx !! I must say that everyone up there was marvellous and although some of the guys are old friends those who we do not know were very welcoming to us and I can recommend joining as many motor clubs as you can afford. They all need support in these hard times and it is sad to see some clubs struggling.

My old pal Tony Harrison was there and he put my car on his recovery truck. I rang Paddy, our garage manager and he came out with a trailer so we met at junction 36 with Tony, Paul Taylor and Tonys son Ayrtton heading off to High Bentham and us off back to Barrow. A thoroughly enjoyable night with a great route put on by Jerry and finally I don't know his surname but I think he is called Joe. A 13 year old navigator with his dad as overall winners. Oh boy, has that lad got a future in the sport. TTFN.

**Paul Brereton**



# 2012 /2013 Illuminations Rally

## The '*Will It Won't It*' Rally eventually took place!

So, at the fourth attempt Morecambe Car Clubs Illuminations Rally finally happened!. It seems this event has been fated, originally intended to run in November 2012, it was postponed, once for lack of entries and twice due to heavy snowfalls. Even running as late as the 14th April it was still affected by deep snowdrifts blocking part of the planned route. However to their credit the organising team stuck with it attracted a strong entry of 39 Cars and produced a rally with a cracking route over some of the best roads in the Yorkshire Dales.

It wasn't all plain sailing though, the communications leading up to the event were a bit confusing, the finals issued out by email on the Thursday night before the event had a list of Plot references which were to be deleted and some notes about which parts of the time cards to scrub out and even a due time to alter. It was however riddled with errors and sent out a number of times in different versions.

From our part the Lummies was 'must do' event, our previous attempt had come to a premature end in a boggy field when we put the Clio straight on at a ninety right, but up to that point it had been brilliant, we hoped for the same again. This time we were out in the 1.4 Endurance spec 205 and seeded 17th at the front of the semi expert class. We nearly didn't make it though when the clutch failed on the Friday afternoon. Fortunately various people rallied round and we got it fixed by early afternoon on Saturday with plenty of time to get to the start venue at the Station Hotel, Caton near Lancaster, we went through Scrutineering easily enough, though the noise tester did comment that our Tyres looked a bit marginal, truth is they are marginal, even when new!. Steve had taken the risky decision to use the Khumo V700's, which are a very soft, sticky trackday Tyre, even when new they only have 4mm of tread, but they grip extremely well, even in the wet. We had a spare set of AO35's in the boot of my car just in case, but only intended to use them if the weather tipped it down, standing water can be the Khumo's downfall.

The notice board at signing on had another set of revisions for us, more plot references to delete, one or two to correct and a few NAM's which needed adjusting. The event was pre-plot and crews collected the instructions 2 hours before their start time from MTC1 which was about 10 miles further North East near Wrayton. Plotting instructions were simple enough with about 120, 10 figure map references, some with approach or depart directions to plot. We decided to do it in the car as the pub was a bit noisy and dark, I have to say I was somewhat confused by the deleted references shown in the finals.

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## ***Illuminations Rally*** ***Continued from page 33***

Some of these referred to a series of route checks over the Buttertubs road, but it was obvious we had to go over that road as there was no alternative. The other set of deletions were right at the end of the event but again it was far from clear. We resolved to sort that one out at petrol as we had no time left by then.

So 00.17am saw us charging off from MTC1 into the first section, short and easily cleanable, the next section took us around to the south of Burton in Lonsdale, with two NAM's in quick succession, the first was easy to find the second was a problem. A car park appeared right where the plot said it would be, but no code board, just a confused looking crew in a Proton, we pushed on trying another likely spot a white leading to a farm, but that lead us nowhere and we had to reverse back. A number of cars were milling about looking, so we decided to trust our plotting and push on to the end of the section. We dropped a minute but at least got confirmation nobody else had found the missing code board. A minute wouldn't be a problem.... would it?.

Four more sections two more NAM's, 5 code boards and a noise check, brought us to the edge of Giggleswick, no time dropped everything running smoothly. A neutral section through Giggleswick and Settle to TC8 on the steep road out towards Malham Tarn, we dropped 30 seconds on the short section through to TC9, the 205 struggling up the Hill. The next section took us past Malham Tarn and out over the fell road towards Arncliffe, a tricky road with big drops off to the right we rolled into the control nicely on time, but were thwarted by the Marshals (a certain Mr Hudson and Pal) who decided we were 4 seconds late..... a few good natured choice words were exchanged over that!. A neutral through Arncliffe and then another competitive section brought us around to Kettlewell with a neutral up the Wharf Valley through to NTC13 just north of Buckden on the B road.

The next competitive took us around the hairpin slot left to Hubberholme and Yockenthwaite, a NAM at the tight Bridge near Deepdale took time out of us. This road climbs steeply out of the valley towards Hawes and we went into a dense fog bank here, at times we could hardly see over the bonnet,

Steve employed Mick Briant's tactic of weaving from one side of the road to the other, it does seem to work as you can track road easier as your lights are pointing at the verge at alternate sides. Mind you I did worry what might happen if we weaved left when the road went right!. Fortunately the Fog cleared by the time we reached the top and the fast road downhill to MTC2 a mile or so north of Gayle. I was surprised to clean this section, given the fog, two more NAMS and a couple of code boards.

The Petrol halt was at Hawes, there was no official information but we gleaned that the last section of the event was running so basically the route instructions handed out at the start, were correct, but the information in the finals mostly irrelevant. Not everybody had the same opinion though!.



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## ***Illuminations Rally***

### ***Continued from page 34***

The restart was a couple of miles east at Buttersett the section taking us up over the Hill to Countersett and into a NAM in the car park at Semer Water then another NAM on the way back down towards Bainbridge, no problems for us, a few missed the Semer Water NAM though.

A neutral through Bainbridge and back on it again on the high Fell road heading north west towards Reeth, with a number of code boards and a NAM plus another Fog Bank, for us this one was going to be tight, but we were just about on time when with just a hundred yards to the control, I miss read the map and what I expected to be a 45 left, turned out to be a slot left and we over shot. (Look more closely Ian!!,) the road goes under the letter A).

We only ran 50 yards down the road, but met head on with a 206 coming back out, as we reversed back, they nipped in front and into the control, there was already a Car queuing, so we were now three cars back. By the time we could get the card over to the Marshal, 3 minutes had gone by a simple but a costly error.

The next section ran up the valley towards Muker with a neutral through the Village then back south over the Buttertubs pass, 8 minutes allowed and three code boards, no time dropped. A long Neutral back through Hawes and south on the B6255, to TC 25 near Redshaw Moss the route then went sharp right and over the top into Dent Dale through TC26 and followed the more northerly road, avoiding Dent (a black spot) by using a short tarmac White, to TC27.

Heading further west down the narrow road we took a tricky to find slot left and over an incredibly narrow bridge and a hairpin slot left into TC28, before heading back east on the opposite side of the River, we very nearly came unstuck here, on a 'not as map' ninety right approaching a good 20MPH too fast as it came up just over a crest. A lock of the brakes, lift and hurl it round, fortunately the Khumo's stuck (Those A035's wouldn't have) and we bounced around actually running on the kerb stones on top of a wall, I was looking at a six foot drop a few inches to my left!!!. Perhaps that experience made us a little more cautious as we dropped 16 seconds at TC29!.

The cracking route continued south now over the tricky Barbondale road, with five more codeboards and a NAM to bring us to the final control as we met the A65 just east of Kirkby Lonsdale.

So back to the Station Hotel for a very nice breakfast, we didn't really know what to expect in terms of results, had we interpreted the changes correctly?.

When the results started to come out it was clear that we were far from the only ones cleaning most of the route, in fact the top four were all clean right through, I wasn't surprised. Our various slip ups had cost us 4.45 and placed us a very respectable 11<sup>th</sup> and third in class, just out of the top ten meaning we keep our semi expert status, we aren't ready to be experts just yet thanks.

The top places were finalised by engine size, which isn't ideal after a full nights rallying on those roads.

The Mini of Tyson/Harrison won, followed by the Willan/Proctor - Proton, Head/Pierce – Proton, Harrison/ Taylor – Proton, all clean on 0 penalties.

Fifth Harrison/Holmberg – Imprezza 1.00,

Sixth Leckie/Beswick in a yet another Proton on 3.00.

So less than two minutes separated 6<sup>th</sup> to us back in 11<sup>th</sup>, a very very tight result.

If only I hadn't missed that slot.....!!!

***Ian Mitchell - Ilkley & DMC***

PATRIC and SEAMUS (Dublin mechanical engineers) were standing at the base of a flagpole, a blond woman walks by and asks "What you are doing"

"We're supposed to find the height of the flagpole," said Patric "but we don't have a ladder".

The woman took a wrench from her bag, loosened a few bolts and laid the flagpole on the floor, then she took a tape measure from her pocket, took a measurement and announced " 5 metres" before walking away.

Seamus shook his head and laughed. "Ain't that just like a blond. We ask for the height and she gives us the length!"

At the Christmas Fayre in a nursery school canteen, there was a basket of apples with a note on it saying: " Don't take more than 1, God is watching."...

On the other counter there was a box of chocolates.

A small child then wrote a note and placed it on the chocolates saying: "Take as many as you want, God is busy watching the apples!!!"

I was on a train chewing some gum, with an old lady sat in the seat opposite me.

After a couple of minutes she says, "It's no use talking to me son, I'm deaf as a post".

Whilst I was just cobbling this edition together one of the articles struck a note. It was Alan Barnes's Birthday (The VK Rally 2012 on Pages 9 & 10). Well it had been but I had forgotten all about it and had not wished him a 'Happy Birthday'.

Back in 2011, 2012 2013 & 2014 Alan and I were friends and big rivals in the SD34MSG Road Rally Championship. I think it was 2012 when he won the SD34MSG Navigators Title & I came 2nd (& therefor 1st Expert) a fact he wont let me forget either!

Alan had sat with Steve Hudson and then moved on to sit with Simon Boardman with the occasional seat with a few other drivers on Road Rallies before getting a bit more involved in competing on Stage Rallies. Then on the 2014 Primrose Trophy Rally he sat in with Neil McCarthy. That year the Primrose started at Darwen Services and TC 1 was to the East of the New Drop Inn on the Ribchester to Kemple End road.

Alan had co-driven for Neil a couple of times on Mull. At their due time they departed TC1. Just short of 3 miles later they arrive at Kemple End . . a little bit quickly. If Alan had been sat in with Simon they would have been a little slower because Simon knows this bit of road well. Neil didn't. The call from Alan should have been something like 'Car park on rt. Slight Crest - 100 30R > 300 Care Steep Downhill & 90+ L > Immediate 30R.. But it was'nt. Consequently they arrived at the 'Care 90+ L' a lot faster than they should have done and Alan admits that his call was as it appears on the map. The inevitable happened and they rolled.

Following the roll Alan has done only one rally. He then had a very similar conversation with his wife that I had with mine back in 1977. Alan now goes fishing for his 'excitement'. . . .

The reason for recounting the above was because I have included Alans report on the VK Rally and with us not having spoken much for quite a while I decided to give him a brief phone call and see how he was doing. An hour and a half later we had caught up on the past 6 years. I must remember to keep in touch a little more frequently in future. If for no other reason that it would cut down on the mobile phone charges.

On pages 16 to 20 there is a profile of Malc Graham, however, Dave Orrick (in his wisdom) thought that MAL Graham sounded better. I was at the same secondary school as Malc (he is two and a bit years older than me) and was Malc their. Malc was in the same year as Jim Whittaker, possibly better known to you as Jim Bowen of 'Bulls Eye' fame. When you pop round to their house his wife Jean mainly calls him Malcolm. Malc had his 77<sup>th</sup> Birthday on the 2nd of May. Many Happy returns Sir Malcolm. NB : Spotlight on Dave Orrick in June Part 2.

Since retiring from Rallying and Baking Malc has taken up painting in oils. I Think it was 2014 that Malcs sore throat was diagnosed as cancerous which resulted in him having a laryngectomy (removal of his voice box) which rather impaired his funny rally story telling timing for a while but he soon got back into his stride when he got a cassette to speak with. Prior to the cassette he had to write them on a notepad and that rather ruined the comic delivery and timing but it didn't stop him for long. He told me that when he went to a support meeting for people who had had the same operation as him and he was asked to introduce himself and he said 'My names Malcom, I have had a laryngectomy - but I cant talk about it'

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



**2012 SD34MSG Awards Night**  
**Left to Right**  
**Mick Briant, Ian Grindrod,**  
**Malc Graham, John Morton**



**Simon Boardman / Alan Barnes**



**Denis Quinn/Dave Orrick**



# ***Inside the Industry***

***with Paul Gilligan***

***2016***

## **March 2016, Best UK Car “Sales” Month Ever?**

Once all the electronic registrations had been counted it was proudly announced that 518,707 new cars had been “sold” in the UK in March. Now one of the two new registration plate changes comes in March, it has for a while been the peak month of the year. Having a new car for Spring goes back a long way, and this old habit dies hard. Time was that many motorists would put their cars away for the Winter, very few bought a new car from September to March, UK car factories closed for weeks if not months until after Christmas. Then people bought in what was called the “Spring Selling Season”.

So the 518k score was over 5% up on last year. BMW beat Audi and Mercedes, the 3 are neck and neck for the year to date. In the mass market Renault are coming back from the intensive care ward and Volvo continue to progress. More upmarket Jaguar continue move forward with the small XE achieving volume sales (if not profits for the dealers from what I hear), and no doubt the manufacturer would make sure that any available F Pace demonstrators were registered in March. Land Rover continue to shine, and Porsche are about 20% up on last year. Anything VW/Skoda/Seat struggles.

Of course as my regular reader is well aware I will always try to stress the difference between sales and registrations. For a long time the registration of unsold cars (pre registrations) has become an ingrained part of the industry. It used to be a practice reserved for the volume producers, but now the “prestige” manufacturers are very much using this tactic to boost their apparent numbers. Within the first few days of April I received an email from ONE BMW dealer offering over 50 pre registered cars at impressive discounts. And these weren't just bottom end models. Any lottery winners out there who'd like a £79k M3 for under £60k, or a £96k M6 for £75k, my email is at the bottom of the article. Then one of my Jaguar dealer friends piled in with a list of XEs, XFs, and even the odd F Type at equally impressive discounts. You can only feel for those naive buyers who ordered their new March car some months ago to be delighted with free floor mats etc!

## **Want a Ford GT?**

The new Ford GT, grandson of GT40, was number 11 of my top ten new cars for 2016. The order books have now opened, at around £300k a time. Ford will make about 20 a month for the next two years, about 15 a year will come to the UK. A rather naive customer of mine in Scotland asked me how quickly I could get him one and at what discount? The facts are that if you want one you have to apply to Ford's Global Marketing boss. Who happens to be called Henry Ford. The Third in this case.



***Continued on Page 38***

Applicants must be high profile, must be able to detail their “past and present relationships with Ford Motor Co and its affiliates, or your involvement in other activities that would make you a prime candidate for Ford GT ownership”. Ford are not interested in people who will tuck the cars away in a collection. They want them to be seen in the right places with the right people.

So I suggested to my Scottish friend that if his Christian name was Jackie, and he was entitled to put “Sir” in front of that, there would be no problem. Otherwise, I said there were two hopes, and one of them was dead.

## **Caterham Breaks Some Records**

Now the F1 adventure is over, Caterham has become a car maker pure and simple again. But not a very successful one yet. That's if you measure success by the financials. In 2013/14 for an 18 month period they lost over £20M, on sales of less than that! F1 may have had something to do with it. In 2015 in 12 months the loss was reduced to £6M on sales of just under £20M. So effectively if you bought a new car from them you paid about a third less than it cost them to make it?



## **Old Fashioned Used Car Customer Care Lives**

A South Wales used car dealer called Robert Knight was jailed recently because of his now almost unique approach to customers who had a complaint. It was reported in Cardiff Crown Court that he would be “pleasant and professional, until a sale was agreed”. However if a problem developed with the car purchased, even in a few days, Mr Knight's attitude changed. He would launch into expletive ridden tirades, telling the complainant to get off his property or be prosecuted. He told one couple that they “didn't know what he was capable of” and he could “burn their house down” or even “kill them” if they didn't drop their complaints. So hanging on for an hour to an Indian call centre isn't perhaps that bad?

## **Emissions Rows Rumble On**

You must all be getting bored with this, so I'll be brief:

- The US Federal Trade Commission have filed a lawsuit against VW demanding a mere \$15 BILLION, with another \$1 BILLION in compensation for VW owners in the US.
- An independent test showed the Fiat 500X is Europe's most polluting car, recording 14 times the legal emissions limit in real world tests, even though it passed the laboratory tests required. The Volvo XC60 was over 6 times the limit and BMW X5 almost as bad.
- Mitsubishi have admitted to falsifying fuel economy test data on 600,000 cars sold only in Asia. Mitsubishi President Tetsuro Aikawa made his “profound apologies”, but apparently declined to fall on his sword.

## **New Car Sales Growth = Used Car Problems?**

It's forecast that UK car sales will continue at the current record rate, or even perhaps increase further. In August 2013 a poll of 5000 motorists showed just over 30% were planning to buy a new car in the next year. Now a similar poll has shown 45% are going to buy brand new or pre registered wheels, with another 25% looking for a car under a year old.. However less and less people are interested in a 2 to 3 year old car. Why would you be when with big discounts and attractive finance deals new cars are so genuinely cheap? And even less people are interested in a 3 to 4 year old car.

However all of this is not purely good news. New car become used cars. So the 2.5M new cars sold in the UK last year will all be 3 years old in 2018, not far away. And if fewer people want to buy a 3 year old car then the simple laws of supply and demand mean the value of these cars must fall. Of course this will not be a uniform fall across the market. Those currently selling most are likely to suffer most. The cheaper models of Audi, BMW, and Mercedes are now being marketed at a monthly payment that means that those who couldn't aspire to such a car previously are now able to park this sort of symbol on the drive. These are the cars that will probably suffer the greatest drop in values. These things can be significant, and sometimes beyond forecasting. I remember in the 1980s when I was running a leasing company. The darling car of the time was the “hot hatch”, Golf GTis, Escort XR3s, Fiesta XR2s and so on.



## ***Inside the Industry***

### ***Continued from Page 38***

They were great sellers new and in days before cheap finance deals there was a long queue to buy 3 year old ones, which made them very valuable. Then this type of cars became the favourite of not just buyers, but those who looked to acquire the vehicle even more cheaply by stealing it. And the younger buyers taking the 3 year old ones frequently crashed them, these two factors pushed insurance rates through the roof. So the very people who wanted the cars could no longer afford them, and values crashed by about £2000 a car on average, and we had 2000 of them on fleet. So a £4M loss to put into the annual accounts.

Our major shareholder at the time was Yorkshire Bank, by then owned by National Australia Bank. It so happened the exchange rate between the £ and the Aussie dollar was about 2.5. After 30 years I still can't forget the pain of attending board meetings in Leeds to be introduced by one of my Australian bosses as "10M Dollar Man". Of course we wheeled and dealt our way out of it, turned them all into a breakeven at least, but I sympathise with those about to face something similar but at lot bigger.

At the end of the day the gap between new and used has to get back to "normal". The same is true in the van business. Last year 722000 vans between 3 and 5 years old were available in the UK. In 2018 it will be 973000, in 2019 almost 1.1M.



## **Electric Cars Charge Ahead**

I'm still not convinced about electric, still think hydrogen is the real way forward. Having said that the problems of providing the refuelling infrastructure for hydrogen cars are much greater, and this may prove the barrier for a while at least.

A few things have happened in the last month to advance the electric cause. Firstly and perhaps most significantly Tesla launched their pure electric Model 3, of which I wrote a few months ago. This car is about the size of a BMW 3 Series or Audi A4. It promise a range of over 200 miles, sparkling performance, and a UK price of well under £30000. Within days over 250,000 orders were placed with deposits of \$1000 or £1000 depending where you're based. Tesla only currently have the capacity to build 50,000 cars a year, a nice problem to have. If they can solve that problem and build lots more the "conventional" manufacturers don't have a problem. They have a crisis on their hands.

To which they will of course respond. Volvo have already announced they intend to sell a million "electrified" cars by 2025. Note the difference, the Volvos will be hybrids, not pure electric like Teslas.

Hybrids may not be good enough. The Lower House of the Dutch Parliament recently voted to ban the sale of anything but zero emission new cars and light vans in their country by 2025. 9 years. So only pure electric or hydrogen will do. I'd see this as just a start. Of course it hasn't happened yet. Holland has to approve it in the Upper Parliament. Holland doesn't have a car industry. In Germany Auntie Angela will have BMW, Merc and VW leaning on her. So I don't think this will happen Europe wide in 2025. But it might not be much later than that?

*Paul Gilligan*

**pg@gilliganvehicleconsulting.co.uk**  
**www.gilliganvehicleconsulting.co.uk**  
**07785 293222**





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**2009**

**29**



*Photos Courtesy of Tony North*



# ***NORTH WEST RACERS***

*With Dave Williams, John Leck & Rachael Bourne*

## **APRIL'S NORTH WEST RACING ROUND-UP**

The Avon Tyres Northern Formula Ford 1600 Championship got underway at Oulton Park on 9<sup>th</sup> April while the CNC Heads Sports/Saloons headed to Croft on the weekend of 23<sup>rd</sup>/24<sup>th</sup> April for their second meeting of the year.

### **Avon Tyres Northern Formula Ford 1600 Pre90**

Pole position for the season opener was only decided in the final moments of qualifying. Jaap Blijleven topped the charts as the 20 minute session came to its close but at the crucial time, with the track at its fastest, the clutch on his Reynard 88FF became inoperable due to a detached cable and Jamie Jardine was able to lap a tenth quicker than the Dutchman's best in his 1984 model Reynard just as the chequered flag came out.

Due to ongoing circuit maintenance on the full International Circuit, the Island Configuration of Oulton Park was being utilised for these first two rounds of the championship. As this includes quite a tight hairpin bend, Blijleven elected to fit a taller first gear for the race in the hope that it would give him more speed coming out of that crucial corner.

Unfortunately, this strategy made him very slow off the line when the first race began. Not only did Jardine blast away down to Old Hall unchallenged but Calum McHale (Van Diemen RF89) and Mario Sarchet (Reynard 86FF) sped by pushing the UCLAN Racing driver down to fourth by the first corner. Further round the opening lap Jaap was up to third as Sarchet slithered wide entering Hislop's but by this time Jardine and McHale had already opened out a 2 second advantage and, with Blijleven having to defend against the late braking Sarchet, the gap had doubled after a few more laps. Eventually Jaap had enough of a gap over Mario to feel safe and settled into a rhythm.

Upfront Jardine had great pace and McHale was only just holding on in his slipstream. When the second placed man was delayed slightly when dealing with a backmaker he lost the tow and Jardine was able to win unchallenged. McHale felt his front tyres losing grip and fell back into the clutches of Blijleven. At the final corner, Lodge, they were nose to tail. McHale ran wide but, with some relief, he held on by just a tenth of a second leaving Blijleven with the consolation of setting fastest lap.

After the joy of winning earlier in the day, build up to race 2 very stressful for Jardine when it was discovered that his fuel tank needed welding. With the help of others in the paddock, the necessary repairs were made and so the Frodsham driver was back in the cockpit in time to take his place at the front of the queue waiting to leave the Assembly Area but then there was more drama. His mechanic, Dave Hart, discovered that one of the radiators was loose and needed to be secured in place with the emergency application of tank tape and cable ties.

A band of rain arrived shortly before the red lights went out and the track became increasingly wet during the early part of the 20 minutes.

Not having had the most relaxing build up to the start, Jardine used too many revs when the red lights went out and Calum McHale was able to take the lead. Right on their tail was Jaap Blijleven who had made a better getaway on this occasion thanks to a lower first gear.

The second time they tackled Lodge, Jardine got crossed up and the Dutchman nipped through up to second. But then Jamie began to settle and work his way to the front. Thanks to some demon outbraking he eventually took the lead from McHale at Hislop's only to hand the place back at Lodge. He repeated the move at the chicane and this time he held on to take his second victory of the day.



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*Chase Owen impressed in the wet*

## **Avon Tyres Northern Formula Ford 1600 Post89**

There was an amazing entry for the Post89 races but this was because they counted towards the National Championship as well as the Northern series and the former has been rejuvenated this year thanks to it being nominated as a feeder series for the Mazda Road to Indy Shootout which will take place in December at Laguna Seca with a US\$200,000 scholarship in USF2000 up for grabs to the winner.

Against this top quality opposition, Oulton Park regular Doug Crosbie set the second fastest time in qualifying with his Van Diemen JL013K. Only the RF99 model of Ireland's Niall Murray was ahead of him.

At the first corner of the opening race this pair made contact. Murray spun and rejoined at the back of the 26 car field. Crosbie continued in the lead but was demoted one circuit later by James Raven who hadn't found the right set up in the drying conditions of qualifying. Now, however, his Ray GR 15/16 was spot on and he powered away to victory.

Crosbie was left to fight off the remainder of the field in the runner-up position but ceded the place on the last lap to Raven's team mate and fellow Ray pilot, Chase Owen, who made a do or die manoeuvre at the Island Bend Hairpin on the last lap.

Owen is a Texan who was making his debut at Oulton Park. He drove a blinder to win the second race of the day in very wet conditions. With Raven making a poor start and dropping down the order, Crosbie was able to finish second. Last year's champion, Jonny McMullan, completed the podium in a Van Diemen DP08 just ahead of Niall Murray who was struggling with dry settings.

## **CNC HEADS SPORTS/SALOONS**

Having missed the opening round at Oulton Park, Garry Watson made his seasonal debut at Croft. Although he had not raced at the Darlington track since 2013 the Westfield driver surprised himself by qualifying on pole with a time 1 second faster than he achieved 3 years ago.

The Sakers of Paul Rose and Steve Harris were next on the timesheets as set up problems on his Locosaki meant reigning champion, Joe Spencer, could do no better than fifth.

Spencer's car was much more to his liking for the first race and by the second lap he was in the lead having passed Watson at Tower. Watson was driving cautiously in the slippery conditions as hail showers had been sweeping across the track.

After a Safety Car period bunched the field up, Watson was able to out-drag Spencer to retake the lead down the main straight. He kept driving on the limit until the finish as he knew how much pace his pursuers had.

During qualifying for Sunday's race, Watson elected to save his tyres and restricted himself to two flying laps. The best of these was compromised by a slower car which meant his Westfield would start fourth behind the Sakers of Rose and Harris plus Spencer's Locosaki.

The lighter cars of the men on the second row were able to slingshot past those ahead of them. The lead swung back and forth between Spencer and Watson before the latter seized the moment at Tower on lap 2 to blast away to his second victory of the weekend after a late braking pass by Spencer saw him run a little wide on the exit of the corner. As Spencer's tyres went off during the course of the race, Rose and Harris pushed him down to fourth.

***Report by Dave Williams  
with Photos courtesy of John Leck & Rachael Bourne***



# Dirty Fingernail Club

## Covid-19 Endeavors

*Continued from the May Editions*



Lots of jobs are getting done each day. The garden and lawns are neatly tended, job around the house are getting done and most importantly, the Model Y is getting some serious attention now.

Have taken off nearside wings and door so I can get at the outside & inside of the A post and also the rear chassis reduced section where it extends to carry the petrol tank and the rear bumper bar.

Plan with the A post is to replicate the corroded profile in hardwood then panel beat steel sheet over it, either in one or two pieces. Then cut the A post back to decent steel, weld in the panel and bolt rather than rivet the bottom edge to the chassis.

With the corroded rear chassis, fold a new channel which tapers to the rear and weld to decent metallic. Need to cut hole in floor above and cut back the wheel arch a bit to get access to decent chassis metal.

All this sounds daunting but once I have the car higher up on axle stands and do it bit by bit it should get a bit easier.

The offside is in better condition needing less work to the A post and no work to the rear chassis. The door and wing panels are reasonably good needing just a little patching.

**Graham Kirkpatrick**



Robert Gate recently bought himself another Ferrari to go with his 7 or 8 Bentleys, Porsche 911, Merc 500, Cooper S and other toys I will have to ask his wife Di if buying another Ferrari its doing him any good !

**Keith**

I agree, 1975 I had the 246 Spyder. Sold it for £4250 with a private plate worth more than that now. Pleased to get shot of it they were a total rust bucket, as were all Italian cars of that time. It did look great, handed like a dream and went like hell. But you had to be rather more flexible than I am now to manage anything, due to the fantastic gear change stick.

**Robert Gate**

Ps : When most people ask me about the Ferrari its ;How fast is it etc.

Below is what you get with my new Ferrari



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## **Dirty Fingernail Club**

### **Continued from Page 43**

*I have been trawling through some old photos and these three are from the time when you were allowed to rally V8 engined cars . As you can imagine I am a fan of V8 powered cars , hence the GT40 .*

*The Lotus Cortina was purchased as a genuine car , but the 'A' bracket rear axle location and the coil springs had been removed ... probably a wise move , as the A bracket tended to open up the differential case with subsequent oil loss ( or so I was told ) Jacquie and I did few stage events with this car as it was , but I got tired of being overtaken by hot Ford Escorts , and when I found a Rover V8 engine from a 3500 saloon it was the obvious replacement choice . .... Then we started to get some much better results .*

*When the shell on the Cortina started to crack up in crucial places, and a friend of mine was getting rid of his MK1 Escort shell I swapped the engine and gearbox ( a Jaguar E TYPE box ) into the Escort . A quick trip to Borham and a morning with Mick Jones to learn about 5 linked rear axles followed by 2 years hard work and we had a very nice machine for the single venue events in the Midlands . I used a Jaguar 3.8 Mk2 axle which stood up well to the rough treatment ( I did have to replace it once as a very hard landing in a quarry venue bent the casing )*

*That car then gave way to the SD1 Rover ... a great car , once you had made it handle like an Escort*

*I would like to see old photos of other DFNC members cars . Stay Safe*

**Ian Cowan**



**My brother and me in a car my dad built for us . Powered by a minimotor**



**This must be at least over 70 years ago !!!**



**Above**  
**Mk 1 Lotus Cortina with 3.5 litre Rover V8 Engine**

**Left Top**  
**Rover 3.5 Litre V8**

**Left Bottom**  
**Ford Escort Mk1 with 3.5 litre Rover V8 Engine**



# ANSWERS TO LAST MONTHS QUIZ

*Courtesy of Lancashire A.C.*

- 1) What year was the 4 stroke internal combustion engine first run?  
a. 1862 (*Alphonse Beau De Rochas*)
- 2) What year was the 2 stroke internal combustion engine first run?  
a. 1876 (*Sir Douglas Clerk*)
- 3) In which country were license (registration) plates first introduced?  
a. France (1893)
- 4) Which manufacturer first fitted the speedometer as standard equipment?  
a. Oldsmobile (1901)
- 5) When was cruise control for cars invented?  
a. 1945 (*Ralph Teetoe*)
- 6) When was the airbag for cars invented?  
a. 1968 (*Allen Breed*)
- 7) Which production car was first available with an airbag?  
a. Oldsmobile Toronado (1973)
- 8) Where was the first purpose built motor racing circuit?  
a. Brooklands
- 9) Which manufacturer was the first to fit air conditioning?  
a. Packard (1939)
- 10) Which was the first chassis less or 'monocoque' production car?  
a. Lancia Lambda
- 11) What was the first front engined car with a six speed sequential gearbox?  
a. Aston Martin Vanquish
- 12) In which year was the Eagle comic first published?  
a. 1950
- 13) When was the first commercial jet passenger flight?  
a. 1952 (*De Havilland Comet*)
- 14) When did the Longbridge car plant produce its first model?  
a. 1906 (*Austin*)
- 15) When was the 'Frog Eye' Sprite first produced?  
a. 1958
- 16) When was Britain's first motorway opened?  
a. December 1958 (*Preston Bypass*)
- 17) In which year was the DAF car first manufactured?  
a. 1959
- 18) In which year was the first rotary (Wankel) engined sports and saloon car launched?  
a. 1967
- 19) What was the first rotary engined saloon (make and model)?  
a. NSU Ro80
- 20) What was the first rotary engined sports car (make and model)?  
a. Mazda Cosmos
- 21) What was the first production car with a 16 valve head?  
a. Triumph Dolomite Sprint
- 22) What was the first monocoque British car?  
a. Vauxhall H Ten-Four
- 23) What make of car won the first post WW2 Le Mans?  
a. Ferrari

# Ross Traders Historic Rally

## July 2013



48 starters met at the picturesque Beechenhurst Lodge in the Forest of Dean for the 7<sup>th</sup> round of the Autoservice HRCR Clubmans Rally Championship. As well as the regular contenders from our region, Kevin Savage and Maurice Ellison were making guest appearances navigating for Jon Wood (Mini) and Keith Davis (MGB).

For those who don't know about this type of event, they run during the day time and the competition is a combination of regularity sections, where you have to maintain specified average speeds and are penalised for being early and late at secret timing points, and off-road special tests against the clock, which can be anything from an autotest to a mini-special stage.

This event started off with a fabulous forest test which reminded me more of the Lombard Revival Endurance Rallies – charging through the forest for nearly two miles with a map that didn't really show corners, just cones...great fun but a big advantage to those in powerful cars.

From there it was into the first regularity, for which the route was only handed out as you left the start. This gave a some plotting time before and after the first test to get it on the map, but it took a bit of time to find the map features listed and this would be an indication of the difficulty level for the whole event. There were seven Intermediate Time Controls in the 25 mile route, time penalties at the 4<sup>th</sup> had to be scrubbed due to a dodgy clock.

After this we returned to the Oakenhill Forest for another thrash, in the reverse direction to test one. We were due to have two goes in each direction at 30 second intervals, but understandably the organisers decided to cancel the 2<sup>nd</sup> attempts due to dust.

Regularity two was slightly easier for the navigators, as the route, defined by grid square departure directions, had been handed out before the start. It was a bit shorter than the first at only 14 miles, with four ITC's.

This led crews to Chepstow Racecourse for the first of three visits and a total of thirteen tests there during the day. The first of these was in a big open tarmac car park, while the remaining four on the first visit were around the in-field and perimeter roads within the racecourse, some tarmac but mostly gravel. They had made good use of the roads available but some of the cones were very tight and the instructions confusing in places – you were told not to go onto the grass but some of the cone positions forced you to do just that.

Regularity three was the shortest of the day at 10 miles with three ITC's, however it was 'plot and bash' so the navigators were under pressure to work out the grid line crossings which used two maps. Fortunately there was only one speed change to contend with during the section.

We returned to the Racecourse for an al fresco lunch before tackling four more tests there, cleverly set so that they didn't need to move the cones from the previous visit but we tackled them in different directions/combinations.

The next regularity was another plot and bash, this time 16 miles and five ITC's. The route was defined by coloured junctions then a herringbone. Although it was Coloured Roads Only, it was not easy to plot because you had to look out for dead-end roads – the organisers had told us that they would not include these in the route instructions. To make this section even more difficult, there were five speed changes. Many crews missed timing points on this section and we thought we'd blown my chances of a good result by missing a slot right at the very end and dropping over two minutes at the final ITC.

Back to Chepstow for the last four tests, then onto the final regularity, which would be a monster covering 44 miles with fourteen (yes, really!) time controls and taking nearly two hours...it was enough to frazzle the brains of the masters and experts, so sympathies to the poor novices who must have found it virtually impossible.



***Matt Warren / Cath Woodman 1st OA***



***Keith Davis / Maurice Ellison***



We at least had the first half of the route pre-plotted, but that had not been easy to do with six map references with approaches and departs that took some work to link them together correctly. Then at the start of the section we were given loads of 'clockface' approaches and departures at junctions and grid squares. This was again made very difficult by the 'ignore dead ends' rule, plus there was a via map reference hidden at the bottom of the page which turned out to be a not-as-map lay-by with a code board hidden in it. Add to this fourteen speed changes and a set of temporary traffic lights with a time control less than half a mile after and the penalties for this section were as much for some crews as the previous four regularities added together.

The Ross Traders has a reputation for being a challenge and this year was no exception. Novices got some help, with examples of the types of navigation to be used sent out with the finals, plus a bit more time to plot the 'pre-plot' sections, but many had no choice but to stop and plot in the regularities and so incurred big time penalties at the next ITC. Some of the things they don't tell you make it even more difficult, for example, hardly any of the code board locations are included in the instructions, so you have to be on the look out all the time.

Even the link sections between tests and regularities were not straight forward – at first glance in the road book it looked like you were given tulips for all these sections, but in fact it was only for two or three of them, the rest you had to plot yourself. It was definitely one of those events where you had to go home and plot it all on the kitchen table afterwards to try and work it out!

Matt Warren and Cath Woodman (Mk1 Escort) continued their dominant form in 2013, winning by nearly five minutes in the end. Full results can be found on [www.rallyroots.com](http://www.rallyroots.com).

Thanks to Ross & District MSC for a well put together and very challenging event and particularly to all the marshals who turned out in the heat and dust to allow us to have our day's motorsport.

If you are thinking of having a go at historic rallying, you should consider the Tour of Cheshire or Ilkley Jubilee which run in March /April as these are more specifically aimed at novices. The HRCR championship events generally tend to get harder as the season progresses.

**Iain Tullie**

# Ross Traders Historic Rally

## July 2013



**Howard Warren and Iain Tullie**

ROSS and District Motorsport Club's Ross Traders Historic Tour in and around the Forest of Dean was won by Matt Warren and Cath Woodman in a Ford Escort.

The 50 entries covered around 160 miles of which 108 were regularity driving, where a navigator must find their way around the map at a set average speed.

The remaining miles are special tests held on private land, where the driver must find the correct way around each course. The special tests are timed and going the wrong way, or hitting the cones, will cost the team points.

As well as taking the overall title, Warren and Woodman were also awarded the Wilton Garage Trophy, for the highest-placed Ford.

Mark Goodwin and Dave Aincham, in their Triumph Dolomite, came first in class N3 - Novices in 1975 to 1981 Cars. Howard Warren and Iain Tullie, who came first overall last year, won their class for Masters in pre-1968 cars in their Porsche 911.



# NESCRO EVENTS Latest Up-date

Below is a list of NESCRO events that have been cancelled or postponed. As you will all know our parent body MotorsportUK have suspended all event permits until the 30<sup>th</sup> June. This suspension is subject to a rolling review to enable the sport to resume as soon as practicable after the suspension of permits has been lifted. I would also imagine as many events will not start straight away on their scheduled dates, as most organisers will not have been able to access test venue's while we have been in lockdown.

My list so far.

|                       |   |
|-----------------------|---|
| May 2nd/3rd           | Berwick Classic & Targa<br>Cancelled        |
| June 7 <sup>th</sup>  | Rallye East Yorkshire<br>Cancelled          |
| June 28 <sup>th</sup> | Lake District Classic & Targa<br>Cancelled  |
| July 19 <sup>th</sup> | Northern Dales Classic & Targa<br>Cancelled |

The events listed below are still running, as far as I know. Can any organisers update me on the following, thanks.

*Bob Hargreaves*

|                                  |  |
|----------------------------------|--|
| Sun 16 <sup>th</sup> August      | <b>Blue Streak</b><br>Spadeadam MC<br>Historic/Targa       |
| Sun 6 <sup>th</sup> September    | <b>Wearside</b><br>Durham AC<br>Historic/Targa             |
| Sun 20 <sup>th</sup> September   | <b>Doonhamer</b><br>South of Scotland CC<br>Historic/Targa |
| Sun 18 <sup>th</sup> October     | <b>Solway</b><br>Wigton Motor Club<br>Historic/Targa       |
| Sun 25 <sup>th</sup> October(?)  | <b>Tynemouth Targa</b><br>Tynemouth MC<br>Historic/Targa   |
| Sun 22 <sup>nd</sup> November    | <b>Saltire</b><br>Saltire Rally Club<br>Historic/Targa     |
| Sun 29 <sup>th</sup> November(?) | <b>Solway Coast Targa</b><br>Solway Car Club               |

The doctor asked me to spend at least one hour per day on the treadmill.



**FIRST DAY BACK AT SCHOOL AFTER LOCKDOWN.**





# Coracle Stages

Georgia Shiels, 17 year old rally driver competed in her 2<sup>nd</sup> Senior Rally on Sunday 21<sup>st</sup> July in yet another challenging rally at the Coracle Stages with international co-driver Chris Davies.

After the success of the Nicky Grist Rally, her first senior event, Georgia was certainly keen to get back into the seat of her now beloved Ford Fiesta ST. So a late entry was sent to the organisers of the Coracle Stages, Sweet Lamb Complex, South Wales. Seeding received as car 36 and off she went!

Georgia set off in the Fiesta, sun glaring down and due to the absence of rain in the last couple of weeks the cars creating huge dust plumes around the complex, creating another difficulty to overcome! Unfortunately a slow rear puncture on SS1 necessitated cautious driving as there was not time to change it for SS2. Tyre changed around and puncture replaced during service, Georgia was now excited to be able to push on through the next stage, taking into consideration the unforgiving terrain and the famous drops at Sweet Lamb, there is certainly no room for error.... Concentrating hard on the new pacenotes was a real test of constant concentration throughout the day due to the technicality of the stages. Georgia still trying to master this newly acquired skill.

Georgia was stopped in her tracks within minutes of starting SS5 due to a serious incident, where a competitor's car met a ditch nose first! Back to the start ....Getting psyched for SS6, off she went taking the famous Colin McRae's words of "if in doubt, flat out" too extreme over a jump, resulting in her powering out of it ambitiously as the Ford Fiesta flew 6 foot in the air over the jump itself and avoiding two large ditches! The Fiesta landed at the edge of the road scattering poles during the 'landing'. Phew! Minimal damage to the car and the crew relieved and unharmed. Spectators kindly collecting parts of her Fiesta to save some of the cost of repair! Unfortunately, when the car limped back to service, after a quick investigation by her trusty team, it was agreed to end the rally, due to a bent ball joint damaging the hub....

The Fiesta is now in the care of ACW motorsport for some serious TLC, with Georgia helping, staying in Wales as they have to be ready for Neath Valley Stages on Saturday 10th August. Georgia can't wait and would like to thank ACW Motorsport and Shiels Systems Ltd for their constant support.

**Georgia Shiels**



## 2013 PLAINS Rally

Bentham's David Wright got his rally season back on track in style with a convincing class win on the Plains rally, round 4 of the BTRDA rally championship.

After disappointing retirements on the Malcolm Wilson rally in March and the Tour of Hamsterley in April Wright was keen to put in a strong performance on the Welshpool-based event in his Kumho Tyres, Proflex, Drenth, York Brewery, Millers Oils, Owen Developments and Grove Hill Garage-supported GPM Mitsubishi Evo 9.

The rally started with stages in Dyfi and Gartheiniog and Wright was immediately on the pace, setting fastest time in his class as well as mixing it with the more powerful World Rally class cars at the top of the leaderboard.

Despite a slight misfire Wright maintained his class lead after stages three and four in Hafren and Sweet Lamb. The final two stages were troublefree and Wright pushed extra hard in the last stage to set second fastest time overall.

"We had a good rally, it was a great feeling to get a decent result after everyone's hard work in getting the car right after our accident in March," said Wright. "The pace of the rally was really quick from the start, the dry and grippy surface suited the World Rally class cars so it was very difficult to beat them."

"I'm very happy with the class win though and we also finished fourth overall so we get a good haul of points for the championship."

Wright will continue his BTRDA championship campaign with the Dukeries rally in June.



*Photo courtesy Simon Clarke*

# Nicky Grist Stages Rally

## Allingham's Championship Campaign 'Hot's Up'

Stalybridge rally driver Alex Allingham and his Barrow-in-Furness based co-driver Chris Williams thrust themselves into prime position for MSA Welsh National Rally Championship glory with a stunning performance on last weekend's Bulth Wells based Nicky Grist Stages.

Driving the Riverside Property Services backed Subaru Impreza N10, the crew who only came together at the start of this season backed up their third overall on May's Severn Valley Rally with another strong result of 4<sup>th</sup> overall last weekend. Competition however was far tougher than they faced on the previous round with the Nicky Grist Stages also being a round of the fiercely contested BTRDA Forest Rally Championship.

The Kumho Tyres backed team immediately set to work with an impressive time on the opening 4 mile test of Cefn putting them joint fifth overall with their Group N rivals Sebastian Ling/Aled Rees (Evo 9). The second stage, Crychan 1 at just over 7 miles was where Allingham and Williams really showed their intentions, setting an incredible fourth fastest time and taking an 8 second advantage over Ling.

Tyres were becoming the hot subject on everyone's lips as the crews headed for the third test of the day. Temperatures reaching 25 degrees during the morning loop of stages meant that tyre wear was higher than usual. The Higgins FX Rally School backed crew chose not to put a new set of tyres on for the technical Halfway stage. Renowned for its unforgiving tight corners meant that just over two thirds through the stage the tyres on Allingham's Subaru began to overheat causing them to spin in the stage losing valuable seconds to their rivals. The spin cost the crew enough time to lose the Group N lead, but only just, and they would head for the final stage of the morning behind by just one second.

The infamous Route 60 stage made up stage four, and although not one of Allingham's favourite stages it was this stage that would turn the rally on it's head for the Richard Allingham Cars backed crew. Midway through the stage, they passed the Subaru Impreza WRC of championship rivals Connor McCloskey off the road having rolled out of the event. After a clean run to a sixth fastest time on the stage, Allingham and Williams were now promoted to leading Welsh Championship crew and the pressure was on.



*Photos Courtesy of James Ward : Chicane Media*

*Continued on Page 51*



## **Nicky Grist Stages** **Continued from Page 50**

In the event battle, the clean run wasn't quite fast enough to take time out of Ling and as crews headed into the midday service halt Allingham and Williams found themselves in 4<sup>th</sup> overall and just three seconds behind the Group N lead.

An upbeat Allingham said, 'It's been a tough morning! It's more slippery that we thought it would be and the temperatures are making everything more difficult, especially on tyre wear, we're running a Medium compound and it's a little too soft for these conditions.

The hanging dust being kicked up by the cars in front is also causing us a few problems; it's the same for everyone though. Chris is doing a great job on the notes guiding me, which is really helpful to pinpoint corners when you can't see anything but a cloud of dust out of the windscreen!

Allingham also commented on his morning spin, 'We should have really changed to a set of new fronts before Halfway, it was only a half spin but it's enough to mean we're now three seconds off the lead in Group N, we'll have a big push this afternoon and do all we can to see if we can claw the time back. Push hard is exactly what Allingham and Williams did on the opening stage of the afternoon loop, the fifth stage, Crychan 2 and at 9 miles, it was the longest stage of the rally. Allingham and Williams pushed so hard that they suffered a minor overshoot due to hanging dust making the corner difficult to see costing them 5 seconds. Even with their issues the pair still managed to set a third fastest time for the stage even with an engine sourced from a scrap yard. With this exceptional time they took the three seconds they need back from Ling meaning both crews were now tied for the Group N lead.

It was here, as temperatures in the afternoon reached a scorching 33 degrees that the battle for Group N honours reaching boiling point. A second running at both Halfway and Route 60 remained and it was now an all or nothing approach from the Riverside Property Services backed crew. They attacked in Halfway, maybe a little too hard in places though as they would lose a valuable two seconds to Ling's Evo 9, but as other rivals fighting amongst the top ten hit trouble Allingham and Williams realised it wasn't just the Group N fight and maximum Welsh Championship points, they were now battling for third overall in the event. With this in mind going into the final stage Allingham and Williams drove their hearts out, flying through the stage, however they could only match Ling's time of 6:06 meaning that they weren't quite able to do enough to steal third overall and the Group N honours, missing out in the end by a meagre 2 seconds, however more importantly Allingham and Williams were the highest placed finisher registered for Welsh Championship points meaning they took a valuable maximum points haul, their second of the year.

A jubilant Allingham said at the finish, 'I said it earlier, but today has been one of the toughest days rallying I've ever had and probably one of if not my best drive. It's been an incredible battle, we're left rueing the spin we had this morning a bit, it looks like it's cost us dear. We thought we had Seb in Halfway this afternoon but unfortunately it wasn't to be. It just shows you how inch perfect you have to drive all day in this championship. It's that close now. It's obviously a slight disappointment to not have sneaked onto the podium but we came here to really focus on our Welsh championship charge and to come away with a top five result and maximum points is a massive result. I'm delighted. With Connor making a mistake earlier this morning, it really puts the pressure on him now to get results in the final two rounds. Dropped scores are going to start taking effect and the championship table is going to start to look very different from here on in. Today's result is a real boost to our championship aspirations and I think puts us in the driving seat, especially with my favourite event, the Woodpecker, coming next.'

Williams also went onto say, 'I can only reiterate what Alex has said, it's been hot, dusty and just generally tough all day, the battle has been awesome to be a part of but unfortunately we couldn't quite do enough to come out on top. To finish in the top five of a BTRDA round for me is simply incredible, it's something I never thought I'd ever achieve so it's certainly a day I'll never forget, and to do it among such strong competition as the field that was out there today and in a Production class car is even better.'

The result sees the pair climb to 2<sup>nd</sup> in the Welsh National Championship standings with two rounds remaining. Allingham and Williams' next outing will be the Ludlow based, Woodpecker Stages Rally. The 45 mile event takes in stages in the forests of Haye Park and Radnor on Saturday 31<sup>st</sup> August.



# BAJA GB 2006

## RADNOR FOREST

18/19/20 August 2006

Bridgnorth's Ian Rochelle and Cannock's Lee Edmondson clinched victory in the car and motorcycle categories of the inaugural Baja GB, Britain's all-new candidate for the FIA International Cup for Bajas.

Caerphilly's Hugh Haines and co-driver Peter Phillips won the National category in their Bowler Wildcat 200 and Doncaster's Matt Lee was classified as the leading Quad rider after two days of action in the rain-soaked Radnor forest complex in Mid-Wales.

"This was a fantastic event and it feels great to become the first ever winner of the Baja GB," said Rochelle, who led from start to finish with co-driver Amanda Garratley. "There was no doubt that we would enter this event. You only have to look at the entry list to see that people have made the effort to support the hard work of the organisers. We, as competitors, all want the Baja to succeed. I am sure that those people who did not enter will wish that they had been in at the start of this new chapter in British motorsport."

"Amazing to win," said Rochelle. "This was totally unexpected. Myself and Amanda was winning the Hill Rallies at the moment and we have the same crew supporting us on this. We are gaining confidence in the UK, but need a little more experience before we feel we will be a threat on the continent. The stages were phenomenal. I can't praise the organisers enough for all their efforts and those early starts this week."

"I didn't even know what a Baja or a road book was," said Edmondson. "When I realised there were arrows I was much happier. I was amazed to win. My brother asked me to enter to give as much support as possible to motorsport in this country. I had so much fun. I enjoyed every bit of it, fast or slow or just getting muddy!"

Competitors tackled three selective sections in Radnor forest on Sunday. Rookie Cannock-based rider Lee Edmondson began the final leg with a commanding lead of 12m 23s in the motorcycle category and he won his fourth successive selective on Sunday morning, with a time of 31m 12s through the Shepherd's Well section. The British Under-23 enduro rider suffered a scare in parc ferme when his bike failed to start, but he was soon into a flying pace and extended his advantage over Turkey-based Chris Pascoe to 16m 01s.

Stephen Malone maintained third place and Newcastle's Brian Eland and Heathfield's Clive Town for fourth and fifth. Mat Lee extended his lead over Quad rivals Daniel Upton and Matt Harrison, although he only beat Upton by five seconds in the fourth timed test.

Edmondson collected his fifth fastest time in SSS5 to extend his advantage to 18m 46s, but there was a frantic battle for the minor places behind second-placed Pascoe. Eland passed Malone to take third place and Heathfield's Clive Town closed to within one second of fourth place by setting the third fastest time. Lee maintained his Quad lead and ninth place overall, despite a puncture. A mere 38.30 km stood between Edmondson and a stunning Baja victory on the nimble 250 KTM and the youngster was again fastest in the final section to record victory by the margin of 20m 48s. Wilmslow's Malone set the second fastest time to confirm third overall behind Pascoe, with Eland and Town completing the top five.



*Continued on Page 53*



**Baja GB 2006**  
**Continued from Page 52**

11th-placed Lee confirmed victory in the Quad category over Daniel Upton and Matthew Harrison, despite struggling in appalling conditions over the closing kilometres, but Richmond's Paul Blezard punctured and slipped further behind the leading pack, as Nick Plumb pedalled the unwieldy BMW 1150 into 14th place and Patsy Quick was the leading female rider in a fine ninth position. Bridgnorth's Ian Rochelle headed into the fifth selective with an 8m 16s lead over Norway's Ivar Tollefsen and extended his overall lead to 9m 16s with a mere two sections remaining. Michael Jones maintained third position, but Chepstow's Richard Hopkins took the second fastest time and displaced Cannock's Derrick Edmondson to take fourth overall by 25s.

Hopkins set the fastest time on the penultimate selective to move menacingly close to third-placed Michael Jones, as Rochelle erred on the side of caution to set the fifth fastest time and head into the final section with a 11m 46s lead over Tollefsen.

Tollefsen beat Rochelle by 14s in the final section, but the Shropshire driver did enough to preserve overall victory in the first ever Baja by the margin of 11m 32s. Tollefsen confirmed second overall, but Hopkins was unable to catch Jones, despite setting a second successive fastest time on the final selective. Edmondson and Northern Ireland's David Johnston completed the top six.

Caerphilly's Hugh Haines had dominated the National category over the opening four selective sections in his Bowler Wildcat and the winner of the recent Baja de France edged a further 2m 50s clear of Raymond Kempster's Milner Pro Truck in the fifth selective. Hinckley's Ryan Cooke was unable to restart after sustaining terminal clutch problems following the fourth selective on Saturday afternoon. His demise promoted Lee Mansfield's Range Rover into third overall.

Haines set the fastest time in the final selective to take victory in the National category by 13m 36s from Kempster, with Mansfield in third overall.

The brainchild of officials at Marches 4x4 Ltd, Britain's first ever official candidate event for the FIA International Cup for Bajas received the full backing of the Motor Sports Association (MSA), the Forestry Commission Wales, the Welsh Assembly Government and Andrew Davies, the Welsh Minister for Enterprise, Innovation and Networks. An extensive highlight programme will be shown on Sky Sports television in the coming weeks.

**Baja GB 2006 - Final positions**

|                                  |                                |            |
|----------------------------------|--------------------------------|------------|
| 1. Ian Rochelle/Amanda Garratley | (Bowler Wildcat 200)           | 4h 34m 24s |
| 2. Ivar Tollefsen/Quin Evans     | (Bowler Wildcat)               | 4h 45m 56s |
| 3. Michael Jones/Paul Round      | (Rally Raid UK Desert Warrior) | 4h 49m 24s |
| 4. Richard Hopkins/Gary Torosyan | (Land Rover Discovery)         | 4h 49m 59s |
| 5. Derrick Edmondson/Neil Ruffle | (Range Rover Desert Warrior)   | 4h 51m 51s |

I was having a chat with my parents the other day, they said, "Son you're 33 we think its best that you had your own place by now, we've just paid off our mortgage and we'd like to enjoy our retirement."  
"Yes that's fair enough," I replied, "I know what you's mean."So first thing tomorrow, I'm going round to look at some nursing homes for you".



**Photos Courtesy  
of Tony North**

So, Danny Cipriani is now dating Jordan after being with Kelly Brook for a year.  
I'm going through the same thing, I used to drive a BMW M3 till I got banned for speeding, now I ride a knackered old bike.....  
Dyslexic people don't know their bowels from their elbows.





## 2020 – 10 years on H4H 4x4 European Rally 2010- Part 3

### Bastogne and the Black Forrest Missions 6, 7, and 8

#### Thursday 24th June - Mission 6

The day started with breakfast at 7am! Pack the cars and issue road books for Mission 6 leave the Camp site by 7:50! We had a 2-hour drive south towards Germany.

<https://www.cwgc.org/find-a-cemetery/cemetery/2003400/REICHSWALD%20FOREST%20WAR%20CEMETERY>

The crews route took them to the Reichswald forest GWGC in Germany. There are now 7,594 Commonwealth servicemen of the Second World War buried or commemorated in the cemetery. Completely by chance one of the entrants found the grave of one of his relatives killed in 1944.

At the Dutch/German/Belgian border in a quarry, we had to set up an 'orienteeing punch hunt' for the crews. We arrived at around 10:00 with first cars due around 12:00. One of our marshal crews set up the in/out controls and two other crews set up 9 punches up each. So that when the cars arrived they had two hours available in the quarry to get as many punches on to the check card as they could. The check sheet card was cable tied to the near side door mirror of each car. The punch was on 18 inches of string so that it had used on the check card without the crew getting out of the cars. Good driving and positioning require from crews.

Whilst I was setting up my punches I found that the Land Rover Discovery 4 was not just a go anywhere 4x4 as had thought! As I was travelling across a very dry track in the quarry, the surface broke and the car just sank! I tried all the difference setting for traction in the car, it had lots but none worked and we just went in deeper.....Into a hole that I thought it was digging itself a foxhole!

To the rescue, came the marshal crew of Richie and Mike Pemberton, lots of laughter and how the F\*\*k did you manage that....

Still with a little help from my friends, straps, Chain/ropes and a 40 tonne digger that popped by, a small tug of only 2 meters. Put Land Rover Course Car 02 back onto stable land. This allowed me to finish setting my punches out, before the crews arrived at the Quarry. I did spend 30 minutes in the quarry that PM with the land Rover instructors on the event, we did have a few and lots of area to practise in..... to help prevent any further issues with off roading.

*Continued on Page 55*





## Help for Heroes Rally 2010 : Continued from Page 53

At 16:00 it was time to collect all the equipment and make for Bastogne travelling through the Ardennes during that afternoon back on the motorway we had a few issues with wheels out of balance, A trip to the power washer at the garage left several Kilos of what looked like concrete on the floor, but the car looked and drove again like new.

Once again, with fantastic weather and beautiful scenery we arrived at Camping De Renval Rue De Marche 148 6600 Bastogne for 19:00, we had two days on this site. The crews arrived over the next hour. Most in by 21:00 Bed for midnight. BUT we had a car rejoin the event! Car 12 Land Rover Discovery 1 of Chris and Denise Pacey, which had its engine expire soon after setting off from Normandy; with the help of the French 4x4 club, they had found a replacement engine and 24 hours later, working through the night, they had the car back up and running. The engine was 'tested' with a run to rejoin the event in Bastogne!

### Friday 25th June - Mission 7 Bastogne.

Road books issue by 8:30 and a convoy move with all cars driving through Bastogne to the Bastogne War Museum. The Battle of the Bulge ; <http://www.bastognenewarmuseum.be/en/home-en/>

Located close to the Bastogne War Museum, the Mardasson Museum sits on the hill that bears his name. An initiative of the Belgo-American Association, it was inaugurated on 16th July, 1950 to an audience of 10,000 people, in the esteemed presence of General Anthony McAuliffe. The museum was designed to honour the memory of the 76,890 American soldiers killed, wounded or missing during the Battle of the Bulge.

We had a 2 hour visit including several short films, looking around the site until 12:00. Then crews had a jigsaw task to complete against the clock! Each crew had to put together on the bonnet of the Land Rover course car a jigsaw, as the picture they were making was the poster on both cars.....This also allowed the children to get involved with the tasks. Once the jigsaw had been completed, crews had a 4 –6 hour treasure hunt through the battlefield, in Belgium and Luxemburg returning to the camp site for around 5 pm. Once all crews had left the site, the two course cars moved the short distance to Foy. We spent time in the foxholes that are still in the woods that Easy Company had used. It was a very moving experience and a place with respect for what happened in the area. Again it was a very hot day, the opposite end of the scale to December 1944! The woods still had lots of hardware left over from the fighting!

Easy Company and the 101st Airborne, had 3 weeks on Rest, Recovering and Refitting after its time in Holland, they were the only US troops in reserve when the Germans attacked in the Ardennes. The 101st and Easy Company was sent on 17 December 1944 to Bastogne in the Ardennes from their base nr Reims about 200km in open trucks as the temperature was falling.

Upon their arrival at the entrance to the Bastogne forest, Easy Company soldiers met with American wounded who were returning from the front. The Easy men lacked ammunition, lacked winter clothes, and ran out of food. The support artillery of the 506th PIR was also missing ammunition until December 23 after supplies by aircraft that brought them the 75 mm Howitzer ammunition needed.



**Continued on Page 55**



## Help for Heroes Rally 2010

### Continued from Page 55

The Easy suffered greatly from the cold during the Battle of Bastogne and the constant fog prevented the US Air Force from parachuting food and ammunition, and when the weather was more mild, the drops were over Positions.

The men of the Easy Company had to defend the town of Bastogne and had for that reason regrouped in the Bois Jacques. There they dug their Fox holes and waited for the enemy who constantly bombarded their positions. The German advance from the direction of Foy was fought off several times over the few weeks!

On all the roads that lead into Bastogne they have a gate guard! One of which can be seen on the right.

See Chapters 10,11 and 12 of Band of Brothers or the film episode 6 a short clip here:-

<https://www.youtube.com/watch?v=hBeXRvdlmyY>

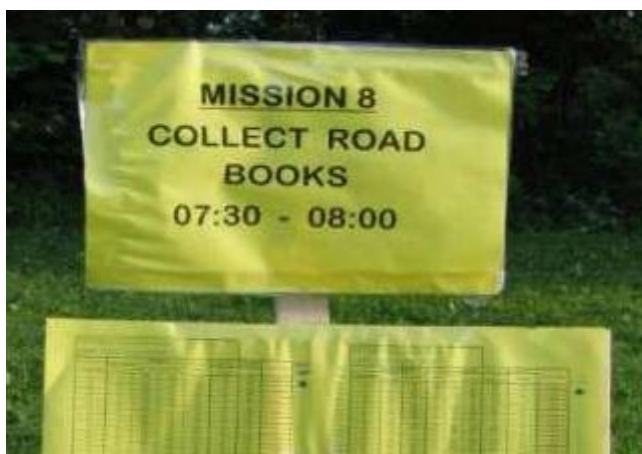
Now then back to the rally. We have three days of results to work out since leaving Arnhem no results had been compiled; due to the fact we had no time spare to work them out! But they were posted for the returning crews by around 7pm and opening times for the Mission 8 MTC.

This was all hands on deck to help as the photo shows at the Main control above. It was very pleasing that the camp site had a on site restaurant, which we pre booked an evening Meal that night as eating was mainly catch what you can, when you can for the Marshals.

### Saturday 26th June - Mission 8 Black Forrest.

All Mission 8 books road books handed out by 7:30am. We drove then through, Belgium – Luxemburg—Germany— and France whilst moving to another Off Road site in the Alsace nr to Rohrbach-lès-Bitche on the road the Haguenau. This again was a 4 to 5 hours of off roading and play time for the crews, with some tasks counting to the results and some for fun.....All crews had to take part in a time task of placing all the shapes into the sorter whilst blindfolded, with another team member telling them the instructions. This task could be done several times by crews whilst on site and the children on the event did as well if not better then the adults. At the site, routes had been set up for easy, medium and hard as the organisers did not want car breaking sections. BUT we still had a crew roll over on the site! The event did have recovery and rescue crews, plus winches on several 4x4s, they loved it! As for playing this was a real recovery, whilst some crews enjoy doing these activities, (does all events have this?) Several ideas came into play. The off duty Fire-fighter from England thought, keep well out of this and let them play..... Car 23 was put back on its wheels with only light panel damage! All with a little help from other crews!

This part of France, Alsace, was part of Germany before WW1. France lost to Germany (Prussians) in the Franco Prussian war of 1871. So it had to give away two places that were doing well both economically and socially they were Alsace and Lorraine. The formed German Empire annexed Alsace-Lorraine as part of the peace settlement. After 1918 the French got the area back, but only for 22 years! After 1945 it became French again!. (Did you keep up!) PS The scenery in the area was just fantastic, it made me want to revisit the area. Very close to the 4x4 site was **Fort casso - fortification of the Maginot line.**



Continued on Page 57



## Help for Heroes Rally 2010

### Continued from Page 56

<https://www.tourism-lorraine.com/remembrance/1939-1945-and-the-maginot-line/sites-and-monuments/853140573-fort-casso-ouvrage-de-la-ligne-maginot-rohrbach-les-bitche>

Again anyone who has read the Band of Brothers book, Chapter 14, The Patrol, may note that Eisenhower sent the 101st Airborne including Easy Company to Alsace as regimental reserve Mid January 1945, due to the fact that a Germans had attacked in that area, Operation Nordwind had once again found a weak point in the American front line. On 5th February 1945, Easy and 506th moved into the front line in the City of Haguenau.

We still had 170 Km to get to the next camp site, so at 16:00 we left the 4x4 site in the Alsace. The journey took us through the centre of Haguenau and across the Rhine!

Once again eating was starting to become an issue. We had been in the road from around 07:30, since leaving Bastogne that morning. Fortunately as we started into the Black Forrest we did find a road side eating place open, which was good because the camp site for the one night by the time we got to it, did not have any food available.

**Right** The view from our table showing the typical background, it was 7:30 in the evening with still another 1-1½ hours of driving to get the camp site.

The planning of this event and route that we followed was testimony to the hard work the organisers had put into the event over the last 18 months. When we set off both Land Rover Discovery's had been filled to the roof inside with all the boxes of road books/route cards and the information on the places we visited. Now day light could be seen as we only had two days left of the missions!

We stopped just one night at Calw Autberg in the Black Forrest. Saturday had been another great sunny day, as it was armed force day in the UK; some of the crews had brought lanterns with them. As it went dark that night all then crews gather and watched these being launched into the sky.

Here I am, it is 10:30 at night (note the photo time is British time) in the middle of the Black Forrest (yep lots of tall wooded well rooted things all around) watching several lanterns climb into the dark night sky, it has not rained for over 10 days. What did I do for a living? And it would not have taken Sherlock Holmes to find out how it all turned to charcoal!.....

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

**To be continued**

**Part 4 Berchtesgaden** : aka 'The Eagles Nest' -Mosel

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

A teacher asks the class to name things that end in 'tor' that eat things.

The first little boy say's, Alligator'. 'Very good, that's a big word'

The second boy say's 'Predator' 'Yes, that's another big word '

Little Johnny say's 'Vibrator, Miss' After nearly falling off her chair, she says,

'That is a big word, but it doesn't eat anything'

'Well my sister has one and she say's it eats batteries like there's no tomorrow!'



I'm addicted to laxatives.  
They keep me going.

Dyslexic people don't know their  
bowels from their elbows.

My wife spent her first few Weight-  
watchers meetings just finding her  
feet.



# 2020 Protyre Motorsport UK Asphalt Rally Championship

The organisers of the Protyre Motorsport UK Asphalt Rally Championship have taken the unavoidable decision to cancel the 2020 series, owing to the on-going coronavirus (COVID-19) pandemic.

With four rounds of the championship already cancelled, and three more points-scoring rounds postponed, the BTRDA board of directors met to discuss in detail all the possible options that are available now, and that might come to light during the latter half of the season.

It was unanimously decided that the fairest and most sensible option to competitors, event organisers, officials and fans was to address the uncertainty with a decisive announcement, and to unfortunately cancel the 2020 Protyre Motorsport UK Asphalt Rally Championship forthwith.

The championship organisers would like to thank the events – the Legend Fires North West Stages, Rallynuts National Tour of Epynt, Manx National Rally, Beatson's Building Supplies Jim Clark Rally, Tyrone Stages Rally, Hills Ford Three Shires Stages Rally and the Ford Parts Cheviot Stages Rally – for their hard work and understanding in these unprecedented times.

Attention now turns to organising, promoting and delivering an exceptional 2021 Protyre Motorsport UK Asphalt Rally Championship, with an equally superb calendar of challenging events.

Steve Layton, Chairman of the BTRDA, said: "Unfortunately the Directors were left with no option but to take this action regarding the 2020 Protyre Motorsport UK Asphalt Rally Championship, and will continue to monitor the coronavirus situation closely in the hope that our other championships will be able to restart before the end of the season. We would like to thank Jane and her team for all the work they have done to have made this a superb championship, and give her our full support for 2021."

Jane Evans, Protyre Motorsport UK Asphalt Rally Championship Co-ordinator, said: "The decision to cancel the 2020 Protyre Motorsport UK Asphalt Rally Championship has been taken with a very heavy heart, but under these unprecedented circumstances it is the correct thing to do and the right decision for everyone. It is of course disappointing and frustrating, as we had put together a fantastic calendar of events for this year, and I would like to take this opportunity to thank all the event organisers for all their hard work and understanding. In addition, we are blessed to receive such incredible support from Protyre, which enables us to promote the series and publicise the exploits of all the registered contenders – and all of this had contributed in attracting the biggest number of competitors, in a huge variety of cars, that the series has seen for many years. Add other innovations like the new Ford Escort Challenge and the growing number of event-by-event incentives and prizes, and 2020 was going to be a brilliant season. All that hard work will not go to waste, as we will transfer everything and more over to next year, to ensure the 2021 Protyre Motorsport UK Asphalt Rally Championship is even bigger and better."

Shaun Chetwyn, Protyre Motorsport Manager, said: "With regard to the 2020 season, we fully support the decision taken by the BTRDA and agree that in light of these very difficult times that we are all having to endure, cancelling this year's Protyre Motorsport UK Asphalt Rally Championship was the correct and only option available. Protyre Motorsport would like to take this opportunity to thank everyone involved and pass on our very best wishes to you and your families and look forward to seeing you all at the opening round of 2021."







## Will we start Motorsport in July? Will we have a Grand Prix at Silverstone? Or will we have two?

Sadly I don't have the answers to these questions but I assure you Motorsport UK are working hard to get answers, plan scenarios and working with the government to help in the decision process. We are being consulted along the way – and we are not being forgotten. We may not be headline news but certainly our roles are definitely on the list!

We have had more contact by the media in the last week as well and if any of you are approached and not sure what to say please re-direct them to myself and our Comms Officer Dave.

THANK YOU. Two small words which hopefully mean a lot.

To all of you who are working tirelessly in the NHS, supermarkets, teachers, posties, delivery drivers, train and bus drivers, cargo handlers across all our logistics and transport networks. And if anyone is volunteering, helping in the community where you can – would love to hear what you are doing. Good news stories welcome!

I know there will be some of you in difficult circumstances – financially and emotionally. Please let us know if we can support in any way. And for those of you who have lost loved ones to this horrible virus – I offer my sincerest condolences. We offer our EAP service but also our committees are there to offer support and advice.

Are we doing enough? - there's plenty of quizzes to join, eSports to participate in, re-runs of events to watch but please let us know if you wish us to do anything to help fill your time.

Grading has been raised as a concern – and whatever happens nobody will lose their grade if they aren't able to meet the minimum requirements. Change of circumstances (no job / new job / new hours) or not enough events at your nearest venue or if you are not allowed out due to shielding – please follow the government guidelines and do not feel obliged to attend if you feel you are putting yourself at risk. No one will hold your decision against you - don't forget we are volunteers!

If you have some time on your hands please check out your own details on the BMMC volunteering database:

- Email / Postal address / phone number / Next of kin
- Date of birth – important for insurance purposes
- Grading – if you have upgraded with another club we may not know. Please let your regional grading officer know by email with a scan of your Motorsport UK registration showing your grade
- Cadets – if you are approaching your 16th birthday you will need to complete a Motorsport UK form and send to your regional grading officer to change from cadet to trainee (this is not automatic with Motorsport UK nor our database)

If you are having logging on issues please contact Sean Clarke on [ito@marshals.co.uk](mailto:ito@marshals.co.uk)

Finally we are here for you if you need us and ready to go when Motorsport waves the green flag.

## STUART ASHFORD TROPHY Outstanding Junior/Cadet Award Oulton Park Cadets

Those of you with children will know that teenagers can get up to all sorts of mischief.

However, the North West is blessed with an enthusiastic, motivated and responsible group of cadets who work well together as they learn, assist and support each other to become members of a larger team.

In 2019, though, there was one incident at Oulton Park which set some of them apart.

Whilst enjoying a break from duties, a group of cadets were watching the action from the public area on the inside of Old Hall when a nearby spectator fell ill. The person became distressed and their immediate family were overcome with anxiety.

The cadets did not stand back! In the best traditions of the marshalling creed, they formulated a plan of action before executing it promptly and efficiently. This included obtaining immediate medical support. Their response and actions calmed everyone down, demonstrated maturity and efficiency which rightly needs to be recognised... so thank you and well done to **Adam Beattie, Jamie Goode and Harry Mitchell**. Also worthy of acknowledgement are **Will Jones and Lily Woodward**.



# WORKSHOP TOOLS EXPLAINED

## **DRILL PRESS :**

A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

## **WIRE WHEEL :**

Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh\*t'

## **ANGLE GRINDER :**

A portable cutting tool used to make studs too short.

## **PLIERS :**

Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

## **BELT SANDER :**

An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

## **HACKSAW :**

One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

## **MOLE-GRIPS :**

Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

## **OXY-ACETYLENE TORCH :**

Used almost entirely for setting on fire of various flammable objects in your workshop. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race..

## **TABLE SAW :**

A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

## **HYDRAULIC FLOOR JACK :**

Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

## **BAND SAW :**

A large stationary power saw primarily used by most workshops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

## **TWO-TON ENGINE HOIST :**

A tool for testing the maximum tensile strength of everything you forgot to disconnect.

## **PHILLIPS SCREWDRIVER :**

Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

## **STRAIGHT SCREWDRIVER :**

A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

## **PRY BAR :**

A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50p part.

## **HOSE CUTTER :**

A tool used to make hoses too short.

## **HAMMER :**

Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent to the object we are trying to hit.

## **STANLEY KNIFE :**

Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund cheques, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

## **ADJUSTABLE SPANNER :**

aka "Another hammer", aka "the Swedish Nut Lathe", aka "Crescent Wrench". Commonly used as a one size fits all wrench, usually results in rounding off nut heads before the use of pliers. Will randomly adjust size between bolts, resulting in busted knuckles, curse words, and multiple threats to any inanimate objects within the immediate vicinity.

## **BASTARD TOOL :**

Any handy tool that you grab and throw across the garage while yelling 'Bastard' at the top of your lungs. It is also, most often, the next tool that you will need.



# HAWKSHEAD GIN AND SPIRIT CO

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

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

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

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

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

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

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

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

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

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

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

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## **Andy Mort Tour**

**Provisional Date**

**17<sup>th</sup> October  
2020**

(depending on Covid-19)  
More Details when available

## **Greystoke Stages**

**7<sup>th</sup> of July 2020**

**CANCELLED**

Unfortunately we have made the difficult decision to cancel the 2020 Greystoke Stages due to the ongoing Covid-19 situation.

Whilst disappointing for all of us, we will just move our focus on to running a good event in 2021.

We had a few new ideas planned in for this July that we will just have to save for next year.

As always we really appreciate all of the support we get from officials, club members, marshals and competitors in running this event so we hope everyone stays safe and we look forward to seeing you sometime around July in 2021.

**Greystoke Stages Organising Committee**

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10-11 OCT: WALTERS

**[crosscountryuk.org](http://crosscountryuk.org)**

# Liverpool Motor Club Aintree Sprints



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

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The events are all rounds of

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

**And lots of other championships too.**

**See website for details**

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

**For more Info and to enter, see [www.liverpoolmotorclub.com](http://www.liverpoolmotorclub.com)**



## 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<br><b>CANCELLED</b> | Forest |
| 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://pmrally.wallaseymc.com/">http://pmrally.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> |                                       |        |

An old man goes to a restaurant and orders a chicken dish.

By the time the food is ready and he is about to eat, the waiter comes back and says, 'Sir, I'm afraid there has been a mistake. You see, that police officer who is sitting at the next table is a regular customer of ours and he usually orders the same dish.

The problem is, this is the last chicken in the house. I'm afraid I'll have to take this dish to him and arrange for another dish for you!

The old man gets really upset and refuses to give up his food.

The waiter walks over to the other table and explains the situation to the officer.

A few minutes later the officer walks over to the old man's table and says,

'Listen and listen good. That is MY chicken you are about to eat and I'll warn you, whatever you do to that chicken I'll do the same to you. You pull out one of its legs, I'll pull out one of yours. You break one of its wings, I'll break one of your arms!'

The old man calmly looks at the chicken, then sticks his middle finger in the bird's r\*ctum, pulls it out and licks it. He then gets up, drops his pants, bends over and says, 'Go ahead!'



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# Liverpool Motor Club



## Barbon Hillclimb

4th July 2020

**Cancelled**

It is with regret that having lost the 6<sup>th</sup> June Barbon Hillclimb following MSUK's suspension of motorsport, we now have to advise that the 4th July Barbon Hillclimb is also cancelled.

We had hoped that the restrictions connected with the Coronavirus pandemic would have reduced sufficiently to enable us to run the July event, but it now appears that even if some easing of the current lockdown happens before the end of June it is unlikely to be sufficient to allow us to run the event whilst keeping everyone safe from Covid-19.

After a great deal of deliberation including consulting our safety, medical and support volunteers, we have reached the sad conclusion that we won't be able to run either of the Hillclimbs at Barbon this year.

The July event would have been just 4 days after the end of the current suspension of motorsport (which may yet be extended) but to give adequate notice of our intentions to everyone connected with the event, we needed to announce our decision at least 2 months prior to the event.

We have now reached that point as we couldn't afford to wait any longer for MSUK to announce its plans.

The decision has not been easy. No-one knows what the world is going to be like by July as none of us has experienced such an extraordinary situation before, so all we can do is make a decision based on the limited information available today.

We have taken into account a whole range of factors, the main issue being that of social distancing especially in the very restricted paddock space at Barbon. We have had to consider the welfare of all those involved with the event, competitors, marshals, rescue crew, medics, event officials and of course spectators. We also had to consider the residents of Barbon Village to whom we also have a duty of care. Even if we closed the event to spectators, we would still have had over 250 people on-site which we think is likely to be more than will be allowed when easing of the current restrictions is announced by HM Government.

Clearly, the right thing to do is to cancel the event in order to protect the health of all those who might attend. I'm sure you will be as disappointed as the members of the organising team who have put in a tremendous amount of work in preparation for this year's Barbon events but, ultimately, the safety of everyone connected with the event needs to be our priority.

We have now refunded all competitors' entry fees for this year's Barbon events

We hope you will support the Barbon Hillclimbs once we are able to run the events again, hopefully, next year. Stay safe everyone.

**John Harden,**

Liverpool Motor Club, on behalf of Barbon Hillclimb Ltd.  
6/5/2020.



## The BTRDA Rally First championship

### Events are

- Nicky Grist 11th July
- Rallynuts 8th August (new Date)
- Woodpeaker 5th September
- Trackrod 26th September



# BW



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## 2020 NW Training

### 5th Dec 2020

## Blackburn Services

## First on Scene

(Beginners/Refresher)



# rally

## TRACKDAYS

AT

anglesey  
circuit  
fracton

JUST £140  
FOR THE DAY

PRICE PER TEAM OF DRIVER AND CO-DRIVER



### UPCOMING EVENTS

FEB 17<sup>th</sup>

SUNDAY

MAR 15<sup>th</sup>

FRIDAY

APR 13<sup>th</sup>

SATURDAY

JUN 29<sup>th</sup>

SATURDAY

**BOOK ONLINE AT RALLYTRACKDAYS.COM**

OR CALL THE CIRCUIT OFFICE ON 01407 811400

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



## MELLORS ELLIOT MOTORSPORT MALTON FOREST RALLY

Malton Forest Rally 2020  
Sunday 15th Nov 2020

| SS Dist.<br>Miles | Liaison Dist.<br>Miles | Section<br>Time | 1st Car<br>Due |
|-------------------|------------------------|-----------------|----------------|
| 20.13             |                        | 0:45            | 08:01          |
| 1.42              |                        | 0:03            | 08:46          |
|                   |                        | 0:12            | 08:49          |
|                   |                        | 0:06            |                |
|                   |                        | 0:03            |                |
|                   |                        | 0:15            |                |

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

We just thought we would let you know that we are still forging ahead with plans for this years event, all from the safety of our own homes obviously.

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

In the meantime, stay home and stay safe!

# Acknowledgements

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

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

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

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

*Jokes, Photographs, Information, reports etc*

|                    |                       |
|--------------------|-----------------------|
| Terry Martin,      | Steve Entwistle,      |
| Rod Brereton,      | John Rhodes           |
| Alan Bibby         | Bruce Lindsay         |
| Jem Dale           | Steve Butler,         |
| Greg Harrod        | Tony Vart             |
| George Jennings    | Keith Thomas          |
| Tony Lynch         | Lauren Hewitt         |
| Tommi Meadows      | John Pickup           |
| Bob Hargreaves     | Tony North            |
| Songasport         | Ed Graham             |
| Niall Frost        | Bill Honeywell        |
| John Harden (LiMC) | Matt Hewlett          |
| Jade Paveley       | Cat Lund              |
| 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



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

**Meetings Postponed for Now**



# ANWCC

Association of North Western Car Clubs

**Meetings Postponed for Now**

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

The *intention* is to publish this EMag twice a month during the current Covid-19 crisis.

It will be emailed to ANWCC, ANCC & SD34MSG Delegates for them to forward to their Club Members as they wish.

***Deadline for copy***

**for the 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**

**for the 1<sup>st</sup> edition of July is**

**Saturday the 13<sup>th</sup> of June**

**which is due out on**

**Monday the 15<sup>th</sup> of June**

**for the 2<sup>nd</sup> edition of July is**

**Friday the 27<sup>th</sup> of June**

**which is due out on**

**Monday the 30<sup>th</sup> of June**

**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**