

July 2020 spotlight Part One



DEVILS OWN RALLY
2008



*Photo
Courtesy of
Tony North*

www.sd34msg.org.uk

Volume 11 : Issue 7½: August Part 1 : 2020 : Maurice Ellison

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2008 Devils Own

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Chairman's Chat

In the past two weeks, a few events have published regulations starting from 4th July. From that date, it should be possible to run several types of motorsport events. Motorsport that requires two in a car may take a little time to restart due to social distancing requirements and that may be 2021....

Clubs/venues and drivers need to look at what do they want to do. Opportunity for new types of events, venues can be any car parks, open space of land. Those facilities with toilets and catering will be much more useful to organising clubs post Covid-19. If an event is to be put on, then toilets MUST be provided for marshals and drivers.

Few motorsport event organisers will have read, The event safety guide (Second edition) A guide to health, safety and welfare at music and similar events – HSG 195 - free here - <https://www.gov.uk/government/publications/the-event-safety-guide-a-guide-to-health-safety-and-welfare-at-music-and-similar-events-hsg-195>

This is the guide that your, Local Authority, Health and Safety team will apply if You have any incident at your motorsport event. Your risk assessment WILL be looked at, and pulled to bits, if it is not deemed to be 'sufficient or suffice'!

The publication will enable event organisers, local authorities, the emergency services and HSE to work together to improve event safety. Their commitment to the production of this guide will ensure that health and safety remains a priority and that all involved will be able to continue to enjoy these events in safety.

So why do folk put on motorsport events?

Some club committees (not just Motorsport!) may well be asking that now! and why should the same 3 or 4 do all the work? When did YOU last help run an event?

Whilst it is a good saying 'many hands make light work'. Organising teams need help in the long-term, year in and year out. Teams also need to have an open attitude to helpers, whilst it can be easier to do all the work yourself, and training new helpers, does take time; but, it is an investment in the future of motorsport....

So why do folk put on motorsport events?

I believe it is 'our passion' and if we did not do the voluntary work for motorsport, we would spend the time volunteering for a local charity, local religious organisation, or helping out at what we liking doing. Steam railways, National Trust, football clubs, children's clubs; the list is now endless, of volunteering opportunities, for those with the time to choose what they like doing.

Please let Dave Thomas – 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.

SD34MSG Meeting, 15th July 2020 8pm Via Zoom.

James Swallow (our Secretary) will email all club contacts.

(Yep it will be six months since the last meeting! – the AGM)

Steve Johnson, Chairman , SD34MSG



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Morecambe Car Club **Illuminations Rally**

19/20th November 2014

The 19th and 20th November saw the second running this year of Morecambe Motor Clubs Illuminations Rally. The first running was in April, which was in effect a postponement of last years.

The Lummies, as it's known, is dripping in History having been on the rallying calendar since 1955 and was one of 'THE' events to do back in the heyday of Road Rallying in the 60's 70's and 80's. Lately however it's struggled for a variety of reasons, loosing it's once superb reputation with some poorly organised events. It does however have one major blessing (apart from its history) it uses some of the best roads in the Country.

MCC were determined to claw back their good reputation and had worked hard this year to make sure the event stays on the calendar, we thought it only fair to support them and decided against doing the popular Dansport Rally (Derbyshire) the week before to leave room to do the Lum-mies. A number of people though were not convinced and the entry was fairly low, only 22 Cars lining up for scrutineering in Lancaster.

The first puzzle was where was the noise check?, the finals told us it was at the same Map reference as Scrutineering (it was last time!), but nothing was to be seen, we eventually found it a few hundred yards down the road around the corner !!!! Still we passed Ok and got through the scrutineering, conveniently placed in the Showroom of the title sponsors David Ian Skoda.

We signed in the showroom, but there was no timecards or route instructions given out (as advised in the finals). I expected they would be given to us at the start HQ, The Station Hotel at Caton.

Nothing seemed to be happening for a while either, but eventually the Clerk of Course Derek Shepherd appeared with a clutch of envelopes and gave them all out at the same time. The amusing thing about this is everybody then started plotting at the same time, so the pub was full of drivers reading out map references while navigators plotted, I found this somewhat distracting, as I kept listening to the moans and groans coming from everyone. Moans mainly because there were some serious errors apparent in the plotting, a few last minute diversions had not been followed through properly and the plots often just did not work, leading to dead ends, non existent controls, NAM diagrams with the wrong numbers and RC's marked in the wrong place !!!! Derek had his work cut out trying to make sure all the errors were picked up and everybody had the right instructions (even if they didn't always plot it right!).

We were allowed about two hours to plot, with a 151 MR's to deal with this was fairly tight, but with the errors it was a struggle to get it all down before it was time to set off for MTC1 which was about twenty minutes up the road near Burton in Kendal, in the event I plotted the last of it on the M6 heading north and was somewhat relieved to finally get started. Except we didn't... !. Just as we were arriving a marshal waived us down and advised us there was a diversion to TC5, the first few sections had been scrubbed as a Farmer had decided he owned the road and had pad-locked a gate!. Jeez this could only get better.

Fortunately, it did, much better. The scrubbing of the first four sections gave us time to collect our thoughts, do a final check of the route and sort out the 'office'. TC5 was a little further north near Crooklands and the route headed north east then through a number of route checks and TC's 6, 7, 8, 9 in the yellows to the north west of Kirkby Lonsdale. A fast run up the narrow lanes of the Lune Valley took us through TC10, all sections so far had been cleanable for us and we had no missing RC's, though it was hectic stuff with short sharp sections. Heading further north through TC11, two NAMs brought us to TC12, and on further north looping around Killingworth lake, more RC's NAMS and TCs kept us on our Toes.



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Illuminations Rally

Continued from Page 6

The short sharp section between TC14 and 15 near Millholme dropped us our first minute as Jeremy Dale in the Alfa caught us. TC16 was cleaned then on to TC17 through Waters Farm and down the White under the railway line near Kendal with a timed to the second section, I have been through this farm a few times on special tests on Historics, so knew the lie of the land we dropped just 57 seconds. Though I was alarmed to see the Marshal didn't sign off any codeboards, fortunately we were in a neutral and had time to go back and get it sorted. The problem lay in the way the time card was layed out!!! I was using the space marked 'competitor use' to put the codes in, the Marshals were looking in another space in the same column as the times. Setting off again the next section was very tricky with a couple of rough whites and some very tricky slots, one of which caught us out and we found ourselves making an unscheduled trip into a farm yard and then dropping a bit more time behind the Cortina of Paddy Jones and Tony Longstaff one of the few Historics cars out, the whole mess costing us over 4 minutes. Heading still further north up the Lune valley we seemed to have a duff time at the next control TC20 dropping a further 4 minutes, the next section was another short one just 2 miles (4 minutes) leading to the A6, but was packed with no less than 8 passage controls!,

I couldn't quite believe it when we got to the end at TC21 and I checked our due time against the time we left TC20 and we had cleaned it!. (A check on the results at the finish confirmed to me that our time at TC20 was 2 minutes out due to a badly written 6 read as an 8, so what we dropped in the first section we gained back in the second!).

A quiet run up the A6 to Shap brought us to the bottom of the classic Waters Farm White, a road we know well now. Starting just after the railway bridge we used the full length up the twisty narrow tarmac white, over the crest, 90 right and on through a passage control in the farm yard and out up the rough track to the hairpin left (don't cut!) on to the wide Quarry road over the M6 long fast ninety right down to the gate 90 right through the gate and left again up to the end of the B6261 and back across the M6, slot left down the yellow at Hardendale and into TC23 staying clean... brilliant!.

Off again heading south now and in the gap between each carriageway of the M6 then west back under the north bound carriageway and into the narrow and twisty yellow around Bretherdale with a bunch of route checks dropping just 18 seconds at the last control before Petrol. The Petrol halt at Tebay Truck Stop gave us plenty of time to have a Coffee and a snack, it had gone pretty well so far and we were just leading the Class by a few seconds over Matt Broadbent and Peter Littlefield and lying 6th overall. Jem Dale and James Chaplin in the Alfa had dropped back 5 minutes having got lost in the Quarry at the top of Waters Farm.

The second half started just south of Tebay on the yellow near Low Barrowbridge, there was a problem here as there was nowhere to pass and as we didn't all arrive out of petrol in the right order there was chaos as people tried to take their right minute pushed past those waiting. Fortunately we got away on time but threw it away on a wrong slot, going straight on into a white when the road went 90 left, the error was compounded as it dropped us behind the Cortina again and there was nowhere to pass, 2.56 dropped more than 2 minutes against our closest rivals. Another 1.04 went before TC32 near Shackla Bank, a neutral to TC33 near Middleton Hall, then south down the yellow towards Barbon. We expected TC34 near Barwick Hall, but with ever rising worry never found it. We weren't the only ones either Matt and Peter followed us into Barbon and looked as puzzled as us. All we could do was keep going we eventually found TC35, where I expected, but it only confirmed to us we had missed TC34, I double checked the map reference, but my plotting was right, very puzzling. the short sharp section to TC36 near Barbon Park dropped us 2 minutes, but I'm not sure where it went (another misprint?). South now towards the junction with A59 and TC37 near Whoop Hall then a quiet through Kirkby Lonsdale to TC38 behind the Garage west of the Town. A hundred yard straight then a double slot 90 left caused us a problem, Steve missed the second left, realised a few yards down the wrong road, then reversed back straight into a very hard stone bank between the two slots!. Ouch!! As we set off down the right road, there was a horrible scrapping noise, the back bumper was smashed and catching on the NS rear Tyre. We had no option but to stop and bray the remains of the bumper off the car as it would have quickly ruined the Tyre. the whole episode costing us a minute and Steve a new bumper and rear light cluster!. Heading south the route had a final fling through Wittington and Newton and down the Gunnerthwaite White, before MTC4 at Storrs Hall, with a gentle run down to Caton for Breakfast.

A discussion with Derek Shepherd solved the mystery of TC34, it was exactly half a grid square west of where I had plotted it, but the MR in the instructions was wrong due to a spoonerised figure, it therefore got scrubbed... phew!.

Final results saw us 8th overall third in class on 17:19, both Matt and Peter, and Jem and James had a much better second half than we did, taking 6th (13:04) and 7th (14:10) overall respectively. Pete Tyson won in the Mini (3:30) his second win on the Illuminations this year!.

Only 12 of the 22 starters finished a tough but, I think in the end, a fair event with a cracking route. Well done MCC, we will be back next year, but please check the Map references more thoroughly next time!.

Ian Mitchell : Ilkley & DMC



Roskirk Stages 2013

Apart from a discussion with the scrutineer about mechanical handbrakes, it was a relaxed build up until about 09:45 when it was time to warm the car up. Yes you guessed it. It wouldn't start. What now? Bonnet up, check everything and nothing found. Luckily I noticed a connector that had come apart and hey presto the car purred into life. Panic over.



SS1 was a 'sighter' stage for me as I got re accustomed to the extra speed that the Escort has over the Mighty Micra and of course Peter's driving style. We set fastest time on the stage despite a serious lack of grip. Every time Peter hit the power the rear tyres lit up and he spent most of the time trying to keep it in a straight line. Great for the species I'm sure, but not going to get you a particularly quick time.

A tyre change for SS2 saw us go 3 seconds quicker even though the car still struggled for grip. However we were now tied for the lead as car 2 went even quicker.

The start of SS3 was rushed. I got approx 15 seconds warning of us starting the stage after waiting for the juniors to finish. By the time I'd finished checking the time card Peter was off. Some new tyres had helped with our handling problems, but not cured it and the car felt hesitant when under power.

One disadvantage with 3 Sisters is that the stages aren't that long for you to understand the problem when in the car so SS4 was run with the same problems as SS3. Now 3 seconds off the lead. We didn't have much time at service. Neil, Will and Luke checked various things, but everything was ok. No solution found this time so into SS5 we went. Despite the car not running well and a half spin approaching the hammer head we maintained the gap, but lost another second on SS6 to see the deficit at 4 seconds at halfway.

Neil and Will felt that the problem was with the fuel pump so they decided to change it. In doing this they noticed that the fuel filter was blocked. Further examination confirmed this so the filter was changed instead. Now for the test. The fuel pressure seemed better and the slight misfire that the car had was gone.

With new hope we went into SS7. The stages were running in the opposite direction in the afternoon and stage 7 seemed to be our first decent run of the day. We could now start to concentrate on closing the gap on the leader.

SS8 was a quicker run right up to the end when the car in front split wrong and virtually

stopped on the stage causing us to slow. Probably cost us a second as we set the same time as car 2 instead of closing the gap. 4 seconds down with 4 stages to go. Every second was needed.

SS9 was a great stage for us. Flat out and on the limit. Keeping an eye on my stop watch I thought we'd taken a second or 2 out of the lead only to find out we'd set the same time. What to try next?

Changing suspension settings might help with the handling. Something we hadn't cured due to the fuel problem. SS10 was 2 seconds slower as Martin and Jaqueline increased their lead to 5 seconds. The suspension changed hadn't helped as a slight moment flat in 4th over the top made me take breath for a moment. It doesn't happen often, but we were definitely trying.

So, 5 seconds adrift and 2 stages left. Of course we were still going for it. SS11. Flat & sideways over the hill, on the limit around the hammer head, and through the finish backwards as Pete tried everything to close the gap.

Now down to 4. For SS12 Peter switched on the traction control and wow. Our best stage by far. Especially as it was a controlled drift through the finish. We were quicker, but was it enough? No. We'd closed the gap to 2 seconds by the end, but Martin and Jaqueline had done just enough to pip us to a repeat victory.

Thanks to everyone for a great day. Neil, Will, Luke and the Myerscough College team did an excellent job in keeping us running and Peter did a great job in the "Easy Seat".

Well done to Alex and Karen, who were 3rd in class & John and Alex Stone who finished 2nd in Class on Alex's first event.

Until next time

Steve Coombes G&PMC

Peter Jackson/Steve Coombes : Car 1 - Ford Escort Mk II : 2nd O/A

ROSKIRK TROPHY RALLY

10/11 MARCH 1973

South shore motor club presented their Roskirk Trophy rally, an event conceived as a memorial to Jeff Rostron and Roy Kirkham who lost their lives in a speed boat accident in Morecambe bay. The event was a round of the ANCC championship with a large amount of awards available, which helped to contribute to a full entry with a long list of reserves.

The start was from Bentley's garage on Central drive, Blackpool, next door to the Mecca, whose coach park was used for cars after scrutineering. A large crowd of spectators saw the cars away, with a running commentary from Gavin Frew. Thomas motors were fielding four cars on the event.

First car away was Peter Edwards/ Stephen Bye in a Mexico (LJM903K) followed at two by Roy Mapple and Peter Ward in the Thomas Motors Twin Cam Escort (KRN386H). At 3 was Trevor Roberts/Roy Honeywell in a 1293S Mini (KTB 309F), 4 was Keith Watkinson/Jeff Smith in the Thomas Motors Mexico (YHE547J) and at 5, Dave Scaife/ Gordon Capstick in the Speedspares of Burnley MK2 Cortina GT (RHV773F). Cyril Bolton/Don Davidson were at 6 in the Minisport Padiham Mini (UBV8L), with Chris Lord/Pete Whittaker at 7 in a Mexico (CHE345K). Croft Brown had Dave Orrick with him at 8 in a 1600 Escort (JEY100F), and car 9 was Bob Lamb/ Mal Capstick in an Anglia (GTB358K). Rounding off the top ten was Rowland Marsden/ Dave Clarke in the Bestplate RS1700 (TFR797J).

There were one or two quick crews with low seedings, Paul Dennison/Dave Womersley at 20 (STJ723J), Roy Redman/Syd Roach at 24 (GTB194K) and Ron Hobro and Bob Redhead at 27 (LEO550K). Experts were numbered down to 47, semi experts to 80 and the reminder novices.

The route was issued an hour before due time at MTC1. The first parts of the route wandered about over Wyre were the biggest hazard was locals leaving pubs! On the narrow ditch lined roads this lead to some hairy moments, for the quicker crews all the sections were on. The route progressed eastwards through the Hollins lane maze, round Forton and Dolphinholme eventually arriving on the moors above Abbeystead, thence down to the Abbeystead white and the start of selective one. All the leading experts were still clean on the road at TC10 prior to the selective. This first selective saw the start of a night of misfortune for Roy Redman who put his Stiletto off on the fourth corner! Cyril Bolton threw down the gauntlet Lon selective one, opening up a narrow lead over Roy Mapple and Keith Watkinson. Paul Dennison also had a very fast time, despite having glanced a tree after TC9, and crushed the battery, which led to his retirement on selective 2.

Petrol was taken at Dunsop Bridge and selective 2 over Tatham Fell and down Botton Head to finish on the yellow near Maiden Bridge, started just outside Slaidburn. Botton Head was very rough and the quickest crews dropped around five minutes. A quick squirt down Barley Bank, and around the surrounding yellows, led to the start of selective 3, starting at the crossroads on Clapham Common and finishing just short of the 'B' road south of Stocks Reservoir. This selective was eventually cancelled due to a faulty clock. After a few sections through Bolton-by-Bowland, led to TC21 at Long Preston, this then led to petrol at Settle before a neutral up to Ingleton and the start of selective 4 over Kingsdale.

Cyril Bolton made his only mistake of the night over here, running wide on a right hander he crushed the nearside front wing and stalled the engine, despite this, fastest man Keith Watkinson only had two seconds off Cyril! Road sections followed alongside both sides of Dentdale, over Holme Fell, northwards towards Sandbeds and then down the fast yellows around Killington reservoir, across the motorway and up a white, down through Borrans skirting New Hutton and back up another white.

The approach to TC 32 became blocked for later numbers as Croft Browns Cortina GT inverted itself and became wedged between the walls. The quicker crews were still clean at this point. A link section along the 'B' road through Crook took competitors to Winster and two or three quick sections down the Winster valley. A neutral through Staveley allowed crews who needed petrol to visit Newby Bridge without penalty.

The last section covered the yellows below Haverthwaite and thence north up the Colton Church white and the Ickenthwaite loop, out onto the yellows above Satterthwaite, turning south to finish just above Graythwaite with a short run into Newby Bridge, early morning mist adding to the proceedings on this last section.

Results

- | | | |
|----|-------------------------------|---------------|
| 1, | Cyril Bolton/ Don Davidson | 1400cc Mini |
| 2, | Keith Watkinson/ Jeff Smith | Escort Mexico |
| 3, | Roy Mapple/ Peter Ward Escort | Twin Cam |
| 4, | David Scaife/ Gordon Capstick | Cortina GT |

Stephen Entwistle

Rallying Rambles

(tales of an obsession with motor sport)

By Bill Honeywell ©

Another memorable drive during my 'furlough' period was with Derek Ormerod on the '79 BIMCC Clubmans Rally. Derek kindly found this photo and reminded me that I sold him the wheels, which came from TCW 360K. He also reminded me of an incident with a police minivan - which Derek overtook, prompting me to question whether that was a wise move. "He was going so slow he'll never catch us now!" came the reply. (This story reminded me of an event where I was driving once (I think I recounted this quite recently...) over the tops from Malham to Langcliffe I caught a 'panda car' doing 30 and clearly enjoying himself slowing competitors down. As we approached an easy right junction (to Stainforth) I indicated right even though I was going left. Mr Panda went right and I smiled quietly all the way to Langcliffe.) Getting back to Derek, the main thing I remember about that rally, as we drove the road from Ribblesdale to Horton-in-Ribblesdale, was how similar Derek's driving style was to mine (he was very quick lol). A very comfy feeling. Winners on that event were Ian Harrison & Alan Ridehalgh, second Keith Watkinson & Jeff Smith, and we were third overall. I wonder if Jeff Smith realised we were using his old wheels...?



Before I go on to KKC, let me finish with a word about some of the drivers I navigated for during that driving drought when I felt about as poor as the proverbial church mouse. Whose wife had left him. And taken all the furniture. Someone reminded me recently of an old saying – "By the time you've got money to burn, the fire's gone out." Well I was at the very start of that curve, I must say!

I've tried to make a list of the drivers I navigated for. Here's the best I can do – if any of them are reading this, or if anyone knows the drivers concerned, please add some comments with more information – it may jog my memory! In addition to Cyril Bolton, John Morton, Mark Harrison, Brian Harper and Derek Ormerod, there were..... actually before I start – there were NO mobile phones in the late 70s / early 80s. Some cars had CB Radio – remember the 'Convoy' single? Rubber Duck to Plastic Chicken? I was lent some for the Hall Trophy – I was Clerk of the Course from around '79 – '84 – and Mark Harrison immediately gave me the 'handle' 'Midge'. I never knew why, but if CB Radio ever comes back I'll still be Midge.



Okay, here goes: Grant Ingham – in a blue Sunbeam Talbot. One event, which probably started in Burnley with the first selective from Sabden to the A59 over the Nick o' Pendle. We both knew that road so well we could each have got in the top five times.

Neville Crossley – very sideways on tarmac and an easy-going driver. In the early 80s Jeff Smith asked me to run an evening school navigation course, which I really enjoyed doing. This introduced me to Neville, John Cressey, Niccy Whittaker and many others, and was great fun, apart from the first 'practical' where we had a run out and someone parked their car half way up a tree on the back road from Edisford to Waddington...



John 'Dunnaw' Thompson – from Slaidburn, mainly a stage rally man who I did a daylight stage rally with. Smoothly sideways and heading for a good result, but we broke a half shaft: Dunnaw got a lift to Pyes of Lancaster to get a replacement while I sat in a field for hours. Very exciting...

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Rally Rambles

Continued from Page 10

I did at least three rallies with David Leaver, a quick driver in a well-sorted MkII RS2000. I remember it had a fierce 'paddle' clutch. The first event must have been in the Lake District because Val, Mark (only a toddler at the time) and I were having a weekend's break at Troutbeck in a static caravan (we knew how to push the boat out!) and David picked me up from there on the way to the start. I always have to take one Kwell an hour before the start if I'm navigating – which lasts for four days if necessary (!) but with the change in circumstances I



completely forgot. After about 50 miles I couldn't carry on and we had to throw in the towel. The next event was much better - Bolton-le-Moors CC's Clubmans Rally, which we won overall. But our last event ended with a fairly spectacular crash. It was at 97/651640 just SW of Ivah – I knew the bends were sharper than shown on the map after the acute right S of Ivah farm but couldn't remember the details, so I called them as something like "It gets twiddly down here"... I don't know what Dave thought he heard me say, but it wasn't that. On the steep downhill we arrived at the left hander going far too fast and left the road (flew off the road would be a better description!) The telegraph pole arrested further progress and was felled for its efforts – oo-er. The car was a mess, David was unhappy, and few words were said as we parted. I think it took a while for us to get back on friendly terms, which happily is where we are again.

I did one event with Geoff Altham, the 79 Devil's Own in his Escort Twin Cam. I don't think we were in line for any pots when a rather fierce dip on a straight caught Geoff out and we left the road. We couldn't continue, although I don't think there was too much damage.

Another one-off was with David Calvert, this time the Clitheronian Rally, which used many roads which were favourites of me and Dave. I thought we made a good team and we took the overall win in almost relaxed style. We were on the Gisburn Forest selective, going from south to north where the descent is long and very, very, fast towards Keasden crossroads. Two or three times I reminded Dave that the road going straight on bends to the right on an adverse camber, and I kept saying "There'll be spectators there – don't overdo it and throw it off the road!" We took the crossroads perfectly, I said "Perfect!..." looked down at the map and said "...but we should have turned right..." Despite the loss of 20 seconds we still won!

Another three are drivers left – John Cressey, Ian Woof and John 'Chocolate' Morley. Cressey was (is) quick (although I'll tell you about somebody quicker), Ian was a very talented contender for the Motoring News championship, and Chocolate gave me the opportunity to co-drive on at least five International events including the Lombard RAC in 1986. Each one deserves at least a chapter on his own. And there are four of my navigators I haven't told you about yet...

In 1981 the financial situation eased. The mortgage rate fell and work was much more to my liking (not paying a lot, but it was an improvement!) In 1979 I'd started with Duckworths as a recently-qualified chartered surveyor; based in Accrington, they had three partners (including motor sport aficionado Tony Iddon, if anyone remembers him) and were a mixed practice with four estate agency offices as well as the 'more professional' chartered surveyor work. I hadn't been there more than a few months when the manager of the Clitheroe estate agency handed in his notice and the boss asked me if I was interested in taking his place. I'll be honest – I thought estate agency was a bit below my status and not as 'professional' as the work I was doing – but I decided to give it a go. I could not have been more mistaken. From day one I loved the work, the people... and I realised that – done properly – it could be as 'professional' as any other career. Don't get me wrong, there are some spivs (and worse) out there, but you don't need to be...

So with light appearing at the end of Tunnel Austerity, and Ian Parrington selling his MkII flat-front RS2000, I bought it, ready to rally. Black, KKC 733P. For work I had a company car (a two-tone, silver and red Cortina Crusader) – so for the first time I didn't have to worry about getting to work if I had a rally accident at the weekend.

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Rallying Rambles

Continued from Page 11

And more! I'd built (by myself, or more correctly, with my next door neighbour) a garage, with a dry inspection pit (I bought some useless fibreglass sheets, stuck them together and dropped them into the 'hole' in a wrapping of visqueen, then poured 150mm concrete into the bottom and blocked up the sides. It was snuff dry.

I was ready to go.

Except I didn't have a navigator. I had a word with John Meadows and he agreed to see how we got on. John is, to put it succinctly, a 100% totally accomplished navigator and co-driver. He understands the job perfectly and is completely reliable. I remember before we did our first event together we met up and decided to agree on a strategy at controls. This was a really wise move. Some rallies had as many as 60 controls where you had to stop and as a minimum get a signature from the marshal. So we worked out that if we could save one second per control, that would make a big difference. The smallest margin between winner and runner-up is one second. One second per control could mean up to a minute!! So we talked about where to stop the car – not too near the side of the road, not too far away; just where the marshal would take ONE step to reach in to the open door. Not two. And an open door. Not an open window. John's finger on the place to sign. The marshal enters Direction of Approach, time, and initials. Half way through the initials John would shout "GO!!" – not "Okay", not "Right ho!" but "Go!!" – and a perfect timecard would be filled with Directions of Approach, times, half-signatures and lines down the page as I sped off!!

I can't remember what our first event was, but I can remember our first overall win (my first outright win as a driver). It must have been 1982, and we were seeded at no 1, so at least someone thought we had a good chance of winning. But fate almost dealt us the wrong hand...

We arrived at the petrol halt at Harden Bridge, on the A65 SE of Clapham, and found we were 'only' lying second, around 15 seconds down on John Sharples. But worse, much worse – a severe thunderstorm had knocked out all the power and there was no fuel. The organisers decided to run the next selective and then cut to the finish. At least it was quite long – Eldroth, Black Bank, then Gisburn Forest, Stephen Moor and finish just above Holden, near Bolton-by-Bowland. So it was do or die, muck or nettles, sh*t or bust.

Running first on the road, we gave it everything round Eldroth and Black Bank, then to the crossroads at Keasden and turned left. The long, long climb to the summit at Bowland Knotts came next; you have to keep the accelerator to the floor - one lift costs an age, as you never get back the speed you just lost – so I didn't lift, despite a couple of hairy moments. Down the other side, then, on the square right coming off the causeway at Bottoms Beck we were too fast and did a wall of death up the bank – but kept it together!

After pushing hard on the final section we arrived at the finish and got our time. I was confident that we'd done enough but still wanted to see how long it took John Sharples to arrive, so we pulled forwards 20 metres, and on the spur of the moment I said to John "Get out quick and we'll sit on the boot!" which we did, looking back up the road, smug and cocky. Two minutes and nine seconds after us, John arrived – we'd taken over a minute off him and I'd won my first rally as a driver!

I heard afterwards that John was convinced we'd pinched a minute by devious means either at the start or the finish of the selective. I can assure him we didn't – the fast time was genuine. Before too long I'd learn to drive like that all the time...





Motorsport

with NEIL JOHNSON

HOW THEY FINISHED

THE SD34 Motorsport Group overall winners: SPRINT AND HILL-CLIMB CHAMPIONSHIP: Mike Wess (Lancashire and Cheshire Car Club).

OFF THE ROAD CHAMPIONSHIP: Tim Sargeant (Springhill Motorsports Club/Bury AC).

ROAD RALLY CHAMPIONSHIP: Driver — Terry Martin (Clitheroe DMC). Navigator — Andrew Hughes (High Moor MC).

STAGE RALLY CHAMPIONSHIP: Driver — Frank Holders. Navigator — Peter Duckworth (both Garstang and Preston MC).

MARSHALS TROPHY: Eva Fisher (Bury AC).

INDIVIDUAL CHAMPIONSHIP: Steve Johnson (CSMA).

INTER-CLUB LEAGUE: Bury Automobile Club.



EXPERT ANALYSIS: The celebrity panel at the SD34 presentation evening, seated from left: Clive Molyneux; Ian Grindrod; Ray Duckworth, MC; Tony Jardine. Back, Rod Brereton, chairman of Pendle DMC; and Alan Shaw, retiring chairman of SD34 MSG



STEVIE WONDER: Steve Johnson, from Accrington, receives the Warton Hall Garage Cup as Individual Champion from Tony Jardine. Steve also won his class in the Sprint and Hillclimb and Off the Road Championships



UNSUNG HERO: Retiring SD34 chairman Alan Shaw, right, receives a commemorative gift from Roy Honeywell to mark his work for the group

Prize guys on the grid

EAST Lancashire's competitors reaped the rewards of their success in 1997 at the SD34 Motorsport Group's annual prizegiving ceremony.

Hosted by Pendle and district motor club, over 200 enthusiasts packed the Rolls Royce social club in Barnoldswick for the celebrity panel and presentation of silverware.

Star of the show was ITV's Formula One summariser Tony Jardine, who joined rally co-drivers Ian Grindrod and Clive Molyneux — standing in at the last minute for the absent Barry Lee — for two hours of motorsport anecdotes.

Long-standing

Over 50 awards were made to winners in the seven championships organised by SD34, a long-standing group of motor clubs based mainly in Lancashire.

A special presentation was made to retiring chairman Alan Shaw, from Barrowford, in recognition of the achievements made during his six-year tenure at the helm of SD34.

Roy takes inaugural award

AS A founder member of the 2300 Club and instigator of the Tour of Mull rally, the late Brian Molyneux was one of motorsport's most respected and influential figures.

In his honour, the SD34 created the Brian Molyneux Award, which was presented for the first time to Roy Honeywell, president of both Clitheroe and district motor club and SD34, and RAC Rally Liaison Officer for Lancashire.

Missed

Announcing the award, chairman Alan Shaw said: "Brian was a true clubman and a gentleman, and he is sorely missed."

"His love of the sport was well-known, and the group wanted to dedicate this award in his memory."

"I am sure that the decision to present it to Roy Honeywell, who had been involved in motorsport since the 1960's, is one which Brian would have thoroughly approved."

The award was made by Brian's two sons, Neil and Clive.



BRIAN'S LEGACY: Roy Honeywell, centre, receives the inaugural Brian Molyneux Memorial Award from Neil Molyneux, left, and Clive Molyneux



Motorsport

with NEIL JOHNSON



ROAD TO SUCCESS: SD34 Road Rally Champions Terry Martin, right, and Andrew Hughes, with Tony Jardine, centre



SERGEANT'S STRIPES: Tim Sargeant, from Burnley, receives the SD34 Trophy for winning the Off The Road Championship from Tony Jardine

Glossop and District Car Club

HOB HEY RALLY

MARCH 14/15TH 1964

Stephen Entwistle

Glossop and District car clubs Hob Hey rally attracted a good quality entry of 42 cars. The event was advertised as 'fast and slippery', and it lived up to this description with the innumerable grass tracks on map 89 (Lancaster/Kendal), made difficult by recent rain.

From an 11.00pm start at the Tampico filling station at Bolton-leSands, the first section was a three minuter to the crossroads just east of Slyne, then the NW approach to TC2 at 493667 which is an uphill grass track. The route then went east via Nether Kellet and north through Burton and Holme, then via the slippery white through 480783 to TC17 at 481808.

The white road approach to TC20 at 496848 provided some hairy moments for Brian Hodkinson/John Neary (CORTINA GT), as it is narrow in a Mini, whilst the road north of TC24 at 398.5860 was incredibly slippery. Moving north again via the ford at 413918 the road up to a PC on the white at 441899 proved difficult for every crew.

Petrol was taken at Staveley before the rally moved south via the unmarked road through 571947 and the whites east of New Hutton. A long section from Middleton Bridge through Gawthrop and Barbondale proved just 'on', despite a snowstorm encountered by competitors, and the rally had its final fling along the rough whites SE of Stainton to the final control at 525850.

An untimed run led to the County Hotel Carnforth where an excellent breakfast was served and results quickly served up as well. Ron Hobro and Ralph Heaton were declared winners with a total of 18 minutes dropped. An impressive performance by the semi expert crew of Harris/Etheridge, whose 19 minutes penalty gave them second place, whilst Roy Mapple and Graham Marrs on 24 minutes, finished third overall and were the only other crew to finish without a fail.

Results

1,	Hobro/Heaton	Mini Cooper	18 mins
2,	Harris/Etheridge	Mini Cooper	19 mins
3,	Mapple/Marrs	Mini Cooper	24 mins
4,	Mellor/Bastiana	Mini	1 Fail 39 mins

“He Who Dares Wins...”

The Dan Sport Rally

2015

I must apologise for nicking one of Del Boy’s immortal catchphrases for the title of this report, but if loveable rogue Derek Trotter, of Nelson Mandela House, Peckham, ever got one thing right in his life...this saying was IT!

I dared to do the Dansport...in the end...and got a far better result than I could ever have dreamed of. Lovely jubbly!

It had been a tough campaign throughout 2015 in the SD34 Road Rally navigator’s championship, with some stiff competition vying for the title and for the other prizes at the top table...and congratulations are due to 2015 champion navigator Gary Evans and runner-up Rob Lloyd. I also managed to finish up third overall but we will get back on to that later.

As stated at the very beginning, I wasn’t planning to do the Dansport Road Rally...I had used up all of my Brownie points for the year, having done something in the order of 16 rallies prior to this, some in the woods, some in the lanes, and, most recently, the one uppermost in everybody’s minds very sadly just now, Mull.

The governor, Mrs Barnes, knows of my wish to carry on rallying and we had a good chat when I got home from Mull ... but I promised her when I got back from Scotland that I was done for the year.

I should learn not to say things like that, because within a couple of days of returning from Scotland I was contacted by Matlock MC member Alex Green, who wanted to know if I would sit in the silly seat on the Dansport. The answer was ‘thanks but no thanks’...phew, got out of that one then!

The last thing I had said to Dansport COC Gary Evans, at the end of the Clitheronian a few short weeks earlier was that I wasn’t doing the Dansport. He grinned, ignored me and told me I would love the format this year!

Alex Green was back in touch a few days after the initial rejection to ask again and this time, sticking to my guns, I told him it was impossible because we had just got another new puppy to accompany my sidekick Monty Don.

Why not do the event? Well the house was in uproar, it was sheer bedlam because the newcomer Bunt Barnes’ middle name is Mischief with a capital M – and I didn’t feel I could lumber a dog sitter with her, especially as she still thought the middle of the lounge carpet was where she was meant to do her business! My wife works on Saturdays until 8.30pm and it was also the Saturday after bonfire night – you couldn’t have a worse possible combination or a better reason for not going rallying!

But I digress...

Then Gary Evans got in touch again, asking if I was available to sit in with Jim Brown. The same answer was supplied. The new dog meant ‘No!’ But he wasn’t having any of it. These Matlock people are persistent buggers to say the least!!!



Alex Green / Allan Barnes



The Lloyds take home the spoils

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**‘Who Dares Wins . . . ‘
The DanSport Rally
Continued from page 15**

And then a few days later Alex Green challenged me during a public conversation on Facebook, asking if I was a man or a mouse. Grrrr!!!! That was it, the gauntlet was thrown down and accepted, the attempts at resistance were over. I gently broke the news to my better half that I had been press ganged into doing the rally, she accepted it with good grace (LOL...that's a joke) and the rally was on.

And, thankfully, by this time Bunty had started to show signs of knowing where to go when the call of nature called, and I managed to locate a dog sitter in Horwich, so everything was set for the rally.

Down to the rally and what of the driver? Alex Green is a quick lad, no doubt. He had just had a third overall on the Mercian Road Rally and had put one of his cars - he owns more than one road rally vehicle – on its roof on the Jackson, in early October.

I had done one event with Alex before, the Altratech 2013, so we were not complete strangers and I had already had a taste of his ‘explosive’ driving style in Derbyshire.

Matt Flynn texted me leading up to the Dansport, suggesting I was a brave man to sit in with Alex in light of his roll on the Jackson. “No problem”, I replied jokingly. “I am wearing my crash helmet with roller skate wheels superglued to the top of it”.

And so to the night of the rally. Bear in mind that I live 85 miles from Bakewell. I got there at 5.30pm. Alex, who is a bit on the laid back side of things, lives five minutes from the rally HQ. He got there at 8:30pm!

The car for the evening’s entertainment was Alex’s brother’s Rover ZR. Great little car, just a shame the seats were so high up, which meant it felt like I was on a camel’s back all night on the rally. We navigators prefer to be on the floor where we can’t see too much!

At signing on the lovely Frances Banning had warned me about Mr Green. “He’s a nutcase,” she declared starkly, adding: “If he starts giggling you must rein him in.” I asked what she meant and she explained that when Alex gets over-excited on a rally, he starts giggling. This is the time to cool him down a bit or a crash could be on the cards, she advised.

I took it on board and am glad that I did because after two hand-brake attempts on the first special stage at Bakewell Showground which were well over-cooked, I had to peg him back with a bollocking! “Just drive round the bloody course you maniac!” I screamed, as we hurtled sideways into another 90 right at a ludicrously high speed. Did he pay any attention? No – the giggles were evident all night and it was a great laugh!

Special test over, it was down to the nitty-gritty of plotting the first half up to petrol, which was held near Leek in Staffordshire. This was a first for me, rallying on roads on Map 118.

There was enough time to get all the plotting done before heading off to the start of the rally proper in the lanes near Monsal Head and Gary Evans was not kidding when he said at the drivers’ briefing that we were in for a treat, especially on Derbyshire’s ‘smoothest’ whites. The fibber!

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Photos : John Gorton



'Who Dares Wins . . . '
The DanSport Rally
Continued from page 16

Looking back at the route some two weeks after the event, it never ceases to amaze me how I and the other navigators manage to get all that info down and then follow it to the letter...or otherwise.

My maps resembled a spider's web. I do know that Gary and Ben Briant's cunning route tested both sides of the car, due to the terrain and the slotty nature of what they had laid on for us all.

Alex was certainly on form and enjoying himself. He was now driving quickly and tidily, using his knowledge of the roads thanks to being a Derbyshire lad. Okay, not all the time, the giggles were still much in evidence, especially when we went into tight bends a tad too quickly and he just about managed to gather the car and get her back on line...and down the whites, which he took the only way he knows – flat out.

But it was all enjoyable stuff and the mood in the car was one of fun and banter. I particularly enjoyed Alex's driving down a white through a forest that joined on to the Goyt Valley road, prior to petrol, which he said was like rallying in Grizedale Forest, and and he deserves credit for being patient with me on roads I still don't know like the locals.

We kept it honest on the maps, with me making the odd wrong slot in neutrals, in the fog and the gloom which didn't matter, and we got to petrol unscathed. Then I had a 'mind fart' and when we left the holding area after petrol had not realised the out control was the start of a do-er. It was only when a mile or so down the road that the penny dropped and after apologising profusely, Alex really put his foot down.

There was quite a bit of fog in certain places but Alex drove in it very well. And to cut a long story short, despite sailing close to the wind in terms of running close to OTL because of wrong-slotting mistakes I made in neutral sections, we ended up sixth overall, after earlier thinking we might finish fifth, only to drop a place after another crew successfully lodged an appeal over a codeboard issue.

Fifth overall, sixth overall, what the heck, they both sounded good to me as a non-Derbyshire rallyist.

In previous forays on to Map 119 my best result had been a 12th overall on the same event a year earlier with Toney Webb, so to break into the top 10 was not remotely in my mind when I set out to Bakewell at 3:30pm on the Saturday afternoon, even though we were seeded at car 10. Getting round and getting a finish had been my most basic requirement. The rest would take care of itself.

At the presentation ceremony we received some beautiful crystal cut-glass whisky tumblers for second expert but hats off to two semi-expert crews who finished third and fourth respectively, Allan Storey/Tom Fenton (3rd) and James Vincent/Kelvin Phipps, for great efforts. I have attached a picture of the final results so you can see that the potent Welsh pairing of Martin 'Pro Flock' Lloyd and Rob Lloyd emerged victorious from Ady Green and Ian Gibbins. Just ahead of us in fifth were Jim Brown and Paul Holmberg.

The result, which I simply was not expecting, helped me out on a few fronts. As far as I am aware it has secured third overall for me in the ANCC Road Rally Navigators' standings, although I stand to be corrected – third overall in the SD34 standings plus a win in the Kirkby Lonsdale MC navigator's table, the GPMC road rally navigator's championship and Preston Motorsport Club's table. Happy days.

But those final positions in various championships depended on many things on the night. I had said before the rally that there was still much to play for, involving several competitors.



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***Who Dares Wins . . . ‘
The DanSport Rally
Continued from page 17***

My friend Jason Crook, who was on the event with 2015 SD34 champion driver Myles Gleave, was pushing hard for a top-three finish in the navigator standings, as was Paul Taylor, who I have always regarded as my personal benchmark on local events. Beat him (nigh on impossible) and you are doing well.

As far as I am aware, the Proton of Tony Harrison, for whom Paul Taylor was navigating, suffered oil starvation in the second half, which sadly ended their rally. Myles and Jason never started the second half after experiencing fueling issues in their Peugeot 206 Gti that could not be resolved at the halfway halt. Unlucky chaps.

And those little twists of fate are the things that add to the intrigue and excitement when contesting a championship. Everybody has good and bad results in the course of a season. Some have more bad luck than others, it's just the way it goes.

All in all, there was something in the order of 56 codeboards or passage checks and 21 NAMs to deal with, some being double triangle junctions requiring pin-point plotting to ensure you approached from the right direction to get boards and avoid fails.

There were two very interesting long NAMS in the first half, one with a potentially rally-ending big rut that you had to avoid if you wanted to stay in the event. The organizers had really gone to town and put on a stunning route.

Sometimes it is the events you expect to do well on where you bomb out, sometimes it is the events you don't really fancy where you get results that help your cause more than you could have imagined. I can think of events such as the Rali Gogledd, the Morecambe and the Dansport as events where big points were gained when not expected, whilst on a couple of local events, the GPMC Memorial and the Clitheronian, things did not go quite as well as hoped for on the points front.

The SD34 Road Rally Navigator's Championship is a title well worth winning. The old trophy is packed with illustrious names from years gone by. That message seems to be getting through and now it is a championship which is being contested more vigorously and more competitively by more navigators, some from further afield than the traditional SD34 winners of yore, with the likes of Rob Lloyd from North Wales, Gary Evans from Derbyshire, and Ian Graham, who travels from King's Lynn for his rallying fixes.

Long may this be the case, although personally I would STILL prefer more local events as the SD34 Motorsport Group was originally designed for clubs in a certain area covering the North West.

This is not to knock the likes of Matlock, Hexham and Rhyl & DMC, who have all joined the party, bringing their events into the championship. It is also not a go at the people who pick the events that make up the championship, as beggars can't be choosers.

But I sincerely hope the likes of Bolton-le-Moors CC and other SD34 member clubs will consider putting on some road rallies in the years to come.

That is my honest view because at the moment, in terms of what we can call the real local clubs, it is down purely to Clitheroe DMC and GPMC, with non-member clubs such as Morecambe and Kirkby Lonsdale also helping to fill the void. I am sure the newest club on the scene locally, Preston Motorsport Club, will put on road rallies in the future but we have to earn our wings first, and with this in mind should be putting on at least one 12-car event in 2016.

In my first incarnation as a road rally navigator, in the early to late 1980s, the SD34 road rally calendar featured two road rallies a year from Pendle MC, one from Springhill, one from Bury, one from Bolton-le-Moors, one from Preston Automobile Club, one from South Shore, two from Kirkby Lonsdale, two from Clitheroe, two from Morecambe Car Club, plus, if THIRTEEN local rallies a year wasn't enough for you, there was also the Towers Leck from Vickers Barrow Motor Club and the Colman Tyres, just over the border int'Yorkshire!

I know things have changed and it isn't possible to have so many events in the times we now live in, but you would be surprised at how tolerant most country dwellers are, still. Look at what Ian Mitchell, Andy Pullan et al at Ilkley DMC did last August in bringing back the Colman Tyres after God knows how long. It can be done if the will and the desire is there. So come on local clubs, get cracking!!!!

Signing off, just a word of thanks to Dansport COC Gary Evans and Ben Briant, his deputy COC, for a first-class route and event. You boys must have worked your socks off on the PR and organisational side of things. To all the backroom team at Matlock MC – thanks – and a big thank you, too, to the dozens of marshals whose unstinting generosity allowed us to play out.

Will I do the Dansport next year? I said I wouldn't again after the 2014 event, I said I wouldn't do the 2015 event...I ended up doing both, the answer is probably a big YES!!!!

***Alan Barnes,
aged 52 and a bit
(Preston Motorsport Club)***

SPOTLIGHT ON **Bob Hargreaves**

Name: Bob Hargreaves

Born: 1952

Live in: Ulverston, Cumbria. Lived here all my life.

Married: To Hazel for 32 years. 3 daughters, none interested in motorsport.

Earn a crust: Took early retirement end of Sept 2011 after 41 years working (sorry – employed) as a Telecommunications Technician for BT. (General Post Office Telecommunications in 1970).

Motor clubs: Secretary of Furness DMC for past 10 years, had been Chairman for previous 8 years. Currently member of Kirkby Lonsdale and many NESCR0 clubs as most of the events are of Closed to Club (or whatever it is nowadays!!) and have to join their clubs – don't get me started on that!!!!!!!

How did you get involved in motorsport:

Always interested in cars from early age so father took me on a Police organised treasure hunt aged 13. In the late 60's Tony Edmondson (one of the top local navigators) came and gave a talk to the youth club. Later that year went out in early hours of the morning (about 4 am??) to watch a road rally on my bicycle about 4 miles away. Got stopped by a policeman wanting to know what I was doing. Eventually stood on top of a banking 20yds before a tight downhill 90R. First car was a works Imp (Colin Malkin or Andrew Cowan) screaming down the hill - hooked!!!!!! Can still remember that image even now.

1st car was: 1961 Morris 1000. Bought it off a mate's father for £40. Had it 4 days and it went back. Mate's father then took it to the scrap yard.

1st comp car: Fiat 850, went rotten so scrapped it. Then used a 1965 Hillman Minx christened "Battlebox Minx" bought for £100 and used it for 2 years.

Favourite car: "Rastas", Gp4 "½" Avenger Tiger. 130bhp, twin 40's etc (but **NO LSD**) ex-Tony Brunskill stage car. Reckoned as it did 5mpg on selective's and 20mpg, if lucky, on road sections. Did 7 events and came home with 9 trophies, 3 on the '78 RL Brown – 1st Semi, 1st team, 1st Routes.

Other rally cars: After "Rastas" I got married and used any car that I had in my possession. Wife would use it on Monday morning to take the girls to school.

First event: 1972 Towers Leck using Fiat 850.



***1978 January Trophy – 25th o/a
Keith Frankland navigating
Top of Killington***



***1978 Blue Grey Stages – 3rd o/a
Keith Frankland navigating
Burlington Slate Quarry, Kirkby-in-Furness***



***1981 Towers Leck – 5th o/a
Hazel Holme – 3 month's later became Mrs H
All 4 wheels off on bottom of Cartmel Fell***

Most Frightening moment: See below.

Biggest accident:

2004 Ryemoor navigating for Malcolm Grisdale in the Subaru Turbo Coupe, handbrake on the front wheels. Standard car except for larger diameter exhaust which increased the performance somewhat – had to get it remapped. Halfway through first half on the plot & bash event, I had my head down plotting whilst we “flew” over a brow into a 45R. Next I knew were expletives coming from the right hand seat. Looked up and all I could see was the bank moving sideways in front of us – should have been looking at a piece of tarmac with white lines painted on it!!

Next the bank was going away from us and then a big bang and I was lying on my side with Mal strapped in his seat above me shouting to see if I was OK. Apparently he could see this pool of red liquid getting bigger on the passenger window!! Mal was climbing out as next car arrived (Dan Robinson/Ian Gibbins) and they slowed for what they originally thought was a Code Board. As they got closer they could see Mal waving and my head stuck out of the driver's window as I was now climbing out. We got the car back onto its wheels, drove out of the field onto the road and tried to carry on. The steering was bent, window wouldn't go up after I handed the time card to the marshal at next control (dropped 1 minute!!), but I couldn't stop the flow of blood from my head so we went to petrol and then off home. Didn't knock any sense into me either according to the wife!!

As we'd come over the brow Mal had seen the road go right whilst travelling about 30mph too fast. He cut the corner, but under braking the rear n/s wheel touched the wet white line and it started to spin us round sending us backwards across the ditch and through the hedge, but as the front o/s wheel hit the other side of the ditch it threw the Subaru up onto its side. I hit the top of my head on the top mounting for the diagonal seat belts and was out cold for about 15 seconds, putting Mal into a panic.

Best event:

As a driver, 1978 RL Brown – 7th overall, had been as high as 3rd from a start number of 65. As a navigator, 2003 & 2004 Berwick Classic (won them both with Ian Knowles, Mk1 Escort) but the 2012 Ilkley Jubilee Historic which I won with Ryan Pickering (TR4) comes very close. (Went to sign-on as a marshal the day before, ended up competing).

Rally Hero:

Roger Clark.

Funniest moments:

Forgotten most of them, but do remember a Devils Own about 1976. Came into a passage control where 2 girls were wearing basque's and suspenders.

Biggest Influence:

The Motoring News Championships of old.



1987 RL Brown 15th o/a
(Last year of Motoring News in 70bhp Avenger)
Mal Grisdale navigating
Bottom of Hill Top, Newby Bridge



2007 Devils Own – 1st i/c
Ali Procter navigating
Westmorland Show Ground, Crooklands



2004 061 – 10th o/a
Mal Grisdale driving Buxton area

Spotlight on Bob Hargreaves **Continued from Page 20**

Biggest regret: Not being able to afford to continue as a driver, although now I possibly prefer the left hand seat. Came back driving a few years ago in the Historic's with a Mk1 Escort and then an E30 BMW. Enjoyed myself immensely and won a few trophy's including a 1st o/a in the Berwick area using the E30.

Most help from: Members of local MC – Furness. Didn't matter if it was car preparation or just advice, it was always there, as it no doubt still is in all Motor Clubs today. **Over the last 32 years – Mrs H.....**

If you were starting again what would you do different: Absolutely nothing.

Not really interested in stage rallies (driven on one – 3rd overall, navigated on one – won road rally class and driver won his championship). 4WD cars I find so boring to watch on stage rallies nowadays.

Ambitions for the future: Navigating on HRCR Clubman's Road Rally Championship and Rally of The Tests/LeJoG, etc. Not interested in navigating abroad on the 4 or 5 day events.

Championships: Won SD34 Road Rally Navigator's few years back, came 2nd numerous times. Nearly all of the navigator's ones in Furness DMC over the years.

None this year. HRCR Clubman's in 2014 hopefully.

Best Memories :

1) 1978 RL Brown. MN Championship event starting at Seascale. Travelled up over Corney Fell and knocked 2 teeth off the output shaft in the gearbox as the wheels spun going over a wet cattle grid. Continued and went through noise as we had to pass it to get to scrutineering/ signing on. Straight to signing on and seeing as it was our club organising, I had words with Myra Barr (became Myra Huddleston R.I.P.) and she said as her husband's Avenger estate wasn't going anywhere until about 5pm Sunday. Husband Colin agreed, gave me the key's and both cars went to scrutineering at Postlethwaite's Ford Garage. Had words with Mr P, who OK'd it and we swapped gearbox's over. The car was scrutineered on the lift. Luckily we were seeded as car 65 from 90. Other club member's helped us to plot the route and we set off as scheduled. First selective was back over Corney Fell (took it easy over all the cattle grids!!). First time card was handed in to the results team at the top of Coniston Lake. Unbeknown to us we were 3rd, with Terry Benson leading from Tony Jackson and David Scaife behind us. All 4 of us in front of all the regular Motoring News entrants. At the end of the second Card, Mr Scaife had passed us. We then blotted our copy book on Colton White when we came down to the hairpin left. My braking was a little late and we went straight on down the wet grass for about 30 yards right in front of a bloke from work. Luckily he and his wife pushed us back to the track, but we'd been passed by at least 5 cars and by the finish we'd managed to climb back up to 7th.



**2005 Westmorland – 6th o/a
with Mal G
High Whitber ford, Kings Meaburn**



2007 G&P Memorial – 10th o/a with Mal G



**2011 Lake District Classic – 2nd o/a
with Steve Entwistle
Waters Farm, exit to Quarry Road over M6, Shap**

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Spotlight on Bob Hargreaves Continued from Page 21

Back at the Eccleriggs Hotel, the bar was well and truly open where we collected the 3 trophies and what really impressed me was the fact as we were 2nd fastest around Scissors/Jackson Ground, dropping only 2 seconds to Tony Jackson (he was dating to a girl who lived at the end of it) but beating Terry Benson by 5 seconds. That was the best bit!! Needless to say, got taken home, had some sleep, got collected again and taken to Eccleriggs and took car back up to Seascale to change the gearbox over.

2) 1979 Towers Leck: Angerton Marsh railway crossing. Took off over the crossing landing only 10 yards to the T-junction, turn right. Had foot on brake on landing, turned right, threw handbrake on and slid into small banking side-ways. Rammed it into first and bang the diff exploded, instant retirement. Learned later as we were leading by 15 seconds from Terry Benson, who went onto win by 8 minutes

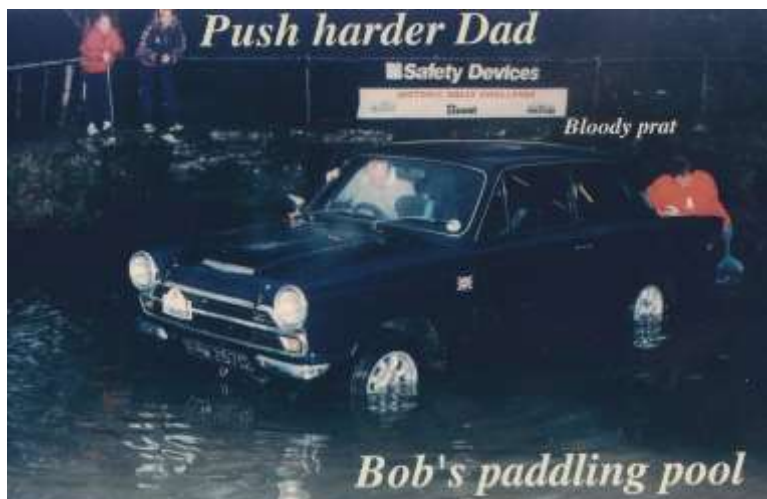
3. 1997 Illuminations, navigated for a bloke from Knutsford area (forgotten his name). Afternoon regularity section at Winster Ford. Came down the hill to the ford and warned the driver. Instead of stopping or slowing down and looking, he launched us straight into the middle and the deepest part, sucked in water and hydraulic'd it. We had to get out and as you can see push it to the other side. Apparently in the Knutsford area the fords have concrete bottoms and are only about 3 or 4 inches deep, not like Winster can be 12 inches deep when in the wrong place!!! It was the first time he'd come across one so deep and with a gravel bed.

As 'bad' luck would have it the two girls on the bridge are my two eldest daughter's. Photograph was taken by the event photographer. Ronnie Sandham saw it when the photographer sent them to Ronnie who was the event secretary and recognised me and my daughters. Rick Fry enlarged it and edited it.

I had it presented to me at a club night, in front of everybody.

Advice to newcomers to the sport:

Get out there and have a go. Many of the Historic events are including Targa Rallies which are the same as Historic's but using modern road rally machinery.



2013 Ilkley Jubilee (HRCR) 6th o/a with Steve Entwistle Elslack Reservoir, Earby



Bob Hargreaves with Ryan Pickering winning the 2012 Ilkley Jubilee Historic Rally



Bob Hargreaves and Steve Entwistle splashing round the Beeston test on the 2012 Tour of Cheshire Rally.



2012 Clitheronian - 5th o/a with Steve Entwistle



1997 Illuminations Rally !!!

Wales Rally GB 2013

Day 1 – Service Park

On Wednesday we dropped in to the Service Park for a quick look on our way down to the rally. Now, I've never visited the service park when it was in Cardiff but this was mighty impressive, using a massive area within the Toyota engine plant. Our "Qualifying" car pass let us in OK. We had a bit of "argie-bargie" with a marshal who didn't want to let us into the WRC cars section, as we didn't "have the right passes". After I explained that we only actually GET our pass when we sign on at our first stage, and that we were in fact giving up 5 days of our own time and fuel, we were allowed to enter. Maybe for next year we can look at how we can get the "correct" pass and circumvent this problem.

We then went to the St. David's Hotel at Ewloe (just up the road) to the Rally GB Forum night organised by Broughton & Bretton MC. Master of ceremonies was none other than Gwyndaf Evans co-driver Howard Davies who is a natural at this type of thing with his comedic delivery. Some surprise guests as well in the form of Mikko Hirvonen, Mads Ostberg and Elfyn Evans, who did a Q&A for some time, Mikko saying of the Ford Fiesta "you just drive and go for it", but with the Citroen you have to be "clever all of the time.....and I'm not clever enough."

Howard encouraged Mikko and Mads to "just change jackets now just for us!" as it seems that this is the rumoured change for next year. Of course they wouldn't be drawn.

Another guest was Mike Nicholson ex-Pentti Airikkala and Jimmy McRae co-driver and then manager of the Vauxhall touring car team when John Cleland was in the Cavalier. A few amusing stories about Cleland and also Tony Pond. I'll tell you when I see you.

This was to go until around 10:30 but we had to leave early as we had to get to our hotel in Llangollen to be up at....about 3:45. Yes....that's 03:45.

Day 2 – Qualifying Stage

Our instructions told us we had to sign-on at the qualifying stage, about 25 mins from our hotel, by, at the latest 05:00. We got there at about 04:55 and waited for about 15/20 minutes as they didn't seem to be ready for us. We got to post 2 and discovered, as per the info we were given previously, that there wasn't much room. We got parked, then of course 2 hire vans full of marshals turned up causing more movement. Luckily the junction allocated seemed to be showing Tardis characteristics. Don't know how we did it but we all got in. We were on a short straight which was immediately followed by a K right and a sharper left. As the WRC's got quicker, the likes of Mr.Latvala was starting to get sideways right in front of us. Panic stations. We were showered with MASSIVE rocks resulting in a cracked windscreen on a Disco...and 2 dents in my bonnet. I then (after the horse had bolted) put some borrowed tarpaulin on my car which may have saved me from more damage.

Our instructions were wrong in that qualifying went on until 14:30 (we were told 13:00) therefore we gave up the intention of attending the start celebrations in Conwy, and the marshals with us were rather concerned that they would not get to the evening stages of Penmachno and Clocaenog in time, especially as we had reports that the whole area around Cloc was snarled up and the car parks – being full – had been closed.

We headed for our next hotel at Carno.



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Wales Rally GB 2013 Continued from Page 23

Arrived there about 5. Surprised to be parked on a factory car park and bussed in. The service park absolutely BUZZING – cars being fettled, bands playing, merchandising stands mega-busy, people everywhere, fireworks and all that....

Tried to follow instructions to marshals' barbecue but failed and had to enquire at marshals' office, where we were given our tickets. Now....the word "barbecue" was a little ambitious to say the least, and the food left a little to be desired, as also agreed by plenty other marshals in attendance. It was actually what I expected, considering it was free, other marshals we met were slightly more vociferous about it. Maybe a re-think for next year?

In the Ford camp Thierry Neuville's Fiesta needed a replacement driver's door. This was done with a minimum of fuss – the new door arriving fully painted, with sponsor details and event stickers attached, from the back room. Nice. Over at VW, Jari-Matti Latvala seemed to be explaining his mistakes, along with the usual "I'm holding the steering wheel" gestures to his team boss, who, to be honest, has probably heard it all before.

Caught bus back to cars. Still early start for Clocaenog tomorrow but another lie-in – only sign-on at 07:30. Back to hotel in Llangollen.

Day 5 – Clocaenog

Yeh!....a luxuriously late start today. Only sign on at 07:30. No real probs to find stage start but it was a hell of a way after we left the public road. And foggy. Saw signs pointing to "car wash" which we assumed was for the competitors.

More on this later.

Informed we were to do STOP line duties. Stage EXTREMELY muddy, claggy and wet. Struggled to get round some of the corners with 4WD coming in and out.

Reached stop line in about 15 or so minutes and joined Gemini 20 who was on A or B system. Usual procession of FIA cars and surprisingly, I did not fail to log them all. Just before 1st car – internet rally radio interviewer arrived. First car in Ogier I think in the Polo and he arrived with us with a time of about 14"-18. Radio man dives in to cockpit for a quick word then he's gone. Then the Fords. These new R5 cars all "roar" at the same frequency on the stop line. Quite a bit of damage on a few of them, now. They've had a hard weekend. Was quite chuffed I was able to provide all the info our control and also our finish and event officials asked of me. All cars out and dealt with efficiently by the finish and timing teams.

So that was that. Or so we thought.

We were informed that the forest has been hit by a Larch disease so EVERY car had to be jet washed on exit. NO problem but there were only 2 guys doing this so it took some time. And.....they kept running out of water.

In Wales?

STATS

Mileage – 485 miles, Fuel - £100 – ish, Food/sustenance - £70 – ish? Accommodation - £120 each (x2 = £240)



Manx Autosport Mann Construction Chris Kelly Memorial Rally

April 2013

**I've discovered a new drug,
it's called
Manx Rallying.**

From the minute I was asked to navigate on the Chris Kelly Memorial Rally I was nervous. Having never used pace notes before I felt that going to the Isle of Man in a BTR prepped Evo was a bit like trying to run before walking.

Yet with a bit of help from friends I did all the necessary prep work, recce's etc and found myself sat in the Evo, in the dark, navigating our way through the road section to stage 1.

St Marks would play host to 2 of the events 14 stages. The longest of the rally and both runs would be done under the cover of darkness,

As we turned the corner to the time control we were greeted by a traffic jam. For some unknown reason there was a police car on stage, so nobody was going anywhere. About 20 minutes later John Cope in car 1 launched his Impreza WRC up the 400m start straight and disappeared off into the lanes. Cars 2, 3 and 4 followed on their respective minutes, with car 5 being replaced by an ambulance and recovery crew. A few minutes went by before we were told the stage had been cancelled, and we had to make our way to Balladoole for stage 2 in a non-competitive and orderly fashion.

Stages 2 and 3 proved to be a nice introduction to pace notes. Stage 3 suffering yet more delays. We went back to service, discovered that Sean Kelly in car 4 had been the cause of the first stage disruption in the form of a multiple roll. Both members of the crew were ok but had been taken to hospital for assessment.

Another loop of St Marks, Balladoole and Marine Drive saw us complete the first leg, with a minute loss on Marine Drive 2 due to a spin and stall. At least we were still in the event and in with the chance to pull the time back the following day.

Day 2 saw 2 loops of St Judes, the infamous Druidale, and the ultra-quick Staarvey stages. The weather varied drastically from stage to stage making choosing the correct tyres a complete lottery. We opted to stick with our slicks, pushed hard on St Judes 2, took our time over a very wet, muddy and foggy Druidale and pushed a little harder on a drying Staarvey.

Reaching final service we tried not to get carried away at having completed the main stages of the rally, as we knew that the 2 runs through Ramsey harbour could still cause us problems. The tight and twisty sections made it an edgy way to finish avoiding the large concrete curbs, but it was a great feeling knowing we had completed our first Manx Rally as we steamed through the final timing beam, flat in 5th!

The stages were unbelievable. Fast, flowing and challenging. They say you haven't navigated on a proper rally until you have been to the Isle of Man, and I can see why. Before I went I was nervous, but I now have a feeling that's even more difficult to control, the urge and determination to get back over there as soon as possible for my next hit. I'm hooked!

Mann Construction Ltd



James Swallow (Bolton le Moors CC)

Co-Driver for Lee Farrer (Wallasey MC)

Car 29: Mitsubishi Lancer Evo 7.5

Result: 18th O/A, 5th in class E, and winners of 'Best Newcomer' award



Martyn Taylor : Kirkby Lonsdale MC

For those of you who think historic regularity rallies are for old farts who drink tea in flat caps, think again! The Winter trial is widely considered to be the toughest historic rally in the world. The Dutch run event is held annually and it travels across Europe finding the worst possible conditions in the middle of January. This year it started in Enschede and travelled across Holland, Germany, Poland, Czech Republic and finished in Salzburg, Austria. The rally is also the opening round of the FIA world championship.

My journey as a navigator starts three weeks before the event when I received the route book. This then has to be deciphered/plotted and put onto large scale European atlas's for all the link sections and transport sections to get you between the competitive bits, no tulips road books, map work all the way. Its only at this point we have any idea where we are going, from this point onwards it's a race against time to locate all the details maps I might need over the 4500km route.

Friday morning starts early for me with the delivery of the rally car from Ireland a Morris Cooper S. First job is a trip to Mini Sport for some last minute bits and finishing jobs before we get going. Then it's over to Hull for the overnight ferry to Rotterdam, I didn't realize this boat is basically one big Geordie party full of people going for a weekend in Amsterdam!

Saturday morning arrive in Rotterdam then drive to Enschede near the German border. Scrutineering took place at the local Ferrari dealership which was great to see Ferraris of all ages in the workshop while we put the GPS trackers, stickers and carry out all the usual formalities before the rally. About now is when my driver decided to make an appearance. GANT being one of the main event sponsors kitted out all the crews in jackets and other clothing. Verdestien were also on hand to provide crews who hadn't already got their snow and ice tyres fitted. On the European events is not uncommon for them to use GPS trackers this allows the organizers to keep track of any lost or stranded crews but it also allows the organizers to make sure nobody cuts out any sections of the route. Most of the controls on the event are automatically picked up by the GPS tracker meaning that the number of marshals needed is minimal. We did the measured mile next and set up the digital Speedo (not legal on UK events) then the opening dinner was hosted by the prime minister of the Netherlands.

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Leg one Sunday Enschede to Weimar.

The morning dawned and an early start ramp was held at the Vedestien HQ and we set off to the local airport for a series of tests. Now if you're not familiar with driving tests then just think of a cross between a special stage and an Autotest! We completed the first 3 tests with no issues apart from the car was using quite a bit of oil..... but if you try and find a shop open in Germany on a Sunday is very difficult to buy anything.

Next was a series of regularity sections, now these get issued as you start each leg and you have to plot them on the move between the other tests and regularity sections. On this event they were using a split and merge system on a lot of the regularities which are exactly the same as a single venue stage rally. Where you effectively do 2 laps trying to maintain an exact average speed this is all fine when you are on the correct road, but if you are in the wrong slot or have a moment of hesitation you will find yourselves very quickly minutes behind schedule. This is all on open public roads which adds to the fun and games as you desperately try to find your way through the frozen, snow-bound roads while trying to keep somewhere near your time schedule.

End of day one 12th overall and 1st in class



Leg two Monday Weimar to Bad Schandau.

We start the day with a test round a kart circuit which was great apart from the 12 inches of snow keeping speeds rather low but at a slightly precarious pace! The 2nd regularity of the day I made a simple wrong slot missing a small road which was hidden between snow banks, by the time I realized and turned back we dropped two minutes at the next control but with the penalties being cumulative you have to make up any lost time over the following controls we ended up dropping 14 minutes from a simple wrong slot. The next 6 regularities were fairly uneventful until we got to the next test which was at a driving training centre called "Polygon Most" where the test was over 7 minutes long and included sections on a skid pan, now when a skid pan is hidden under snow it's quite difficult to pick out your braking points.....

24th overall and 2nd in class

Leg three Tuesday Bad Schandau to Destne.

Shortly after leaving the hotel we crossed over into the Czech republic, it's amazing the difference in the road conditions when you cross over the border. The Germans keep the main roads perfectly clear and well gritted, but the Czech the roads are generally left to the elements. Main roads have a compacted layer of sheet ice 4 inches thick as the surface, with deep packed snow covering all the minor roads making it very difficult to tell the difference between a farmer's track and a minor road nearly impossible. The day consisted of 4 regularities and 2 tests held at race circuits. Reasonable day with no errors.

19th overall and 2nd in class

Leg four Tuesday night Destne to Hradec Kralove

the leg started at a ski lodge in northern Czech and the organizers had kept the route a secret for the night section. They issued the route an hour before we set off heading straight towards the Polish border which typically I had no maps for! The big dilemma was do we run with chains on or not, most of the Porsche crews decided to run with chains on to get the best traction. The only problem with running chains is if you use any decent length of road with no snow you are forced to take them off which can be quite time consuming and result in penalties further down the road so we opted not to run chains. So we lost out in some places but gained in others. The main downside to a mini in these conditions is the lack of ground clearance so when the larger cars can glide over the deep snow we found the mini would plough through gradually reducing speed..... The night was split into 4 regularities going over several mountain passes where timing became irrelevant and survival became the name of the game. We reached the finish of the leg at around midnight without having to cut any route and finding all the controls

6th overall and 2nd in class

Leg five Hradec Kralove to Brno Wednesday. It's from this point onward that the organizers really raised the level of the competition. The road timing became tighter, meaning you could not afford to be having problems on the road and loosing time at the lunch halts and TC's which were scattered along the route to regroup the competitors.

The self start regularity sections usually meant rushing from a TC inside a pub to the start of the next competitive 2 or 3 minutes later. we started the day going fine until we found a Porsche cross ways in the road resulting in us having to stop mid section and put the chains on as we couldn't climb up the hill. It was at this point we realized we had lost the wheel brace! It's still a mystery where it went. Ended up changing the wheels with a spanner. Straight after lunch we went to a road which was part of the European hillclimb championship in the summer. Closed for our use under about 6 inches of snow, we used the chains to make sure we made it up the hill at speed. It's on the following regularity section where our problems started, one of the chain's snapped causing loose chains to flail into the body work we had to stop and make repairs, by the time we got going again we had to cut to the end of the leg to get to the MTC without going OTL. This cost us around 2 and a half hours in penalties.

28th overall and 3rd in class

Leg six Thursday Brno to Jilovice Time to claw back some time, I had managed to repair the chains with jubilee clips and cable ties the previous night, changed the clutch slave cylinder and bled the back brakes to try and cure a few issues with the help of the service teams so at the start of the longest day of the rally we were nearly back up to full speed. Joe my driver was really starting to feel the physical strain of such a long event and we were starting to fall into road penalties at TC's throughout the day, other than very intricate plotting and the large distances we needed to cover it wasn't that bad a day.

25th overall and 2nd in class

Leg seven Thursday night Svaty Jan to Linz traditionally this is the leg that sorts the men from the boys, at one point it felt like there was a Porsche sticking out of every ditch! The organizers put out a cheeky bulletin at the start of the leg saying that all penalties picked up on this leg were going to be doubled (great....) The first section starts in the main street of Svaty Jan with a test going down the closed main road then turning into a farm. We were on the start line of this test when we got held for 10 minutes while the farmer extracted a vintage Bentley from the side of his barn. The locals were out in force to watch the strange spectacle even putting out banners and lights for the occasion. Teams of local farmers had been out for the past week to clear the route round the night leg. A time control section with a difference..... when you arrived in a village rather than have the control by the road side, the control would be in a bar or restaurant or even on the top floor of a hotel. Making quite a sight for the locals as the cars raced into the village square and handbrake outside the door.....then a confused navigator leaps from the car to try and get the minute he wants from the marshal inside..... for this the navigator defiantly needs to be wearing mini cramp-on's already on the bottom of your boots ready to leap out. It was quite something to listen to the horror stories of the crews getting stuck, going off or cars crying enough after a long week of punishment. After 19 hours we reached the end of the leg and had a swift drink at the bar before grabbing 4 hours sleep and the start of the last leg.

19th overall 2nd in class

Leg eight Friday Linz to Salzburg

The last leg on this event is renowned for having a sting in the tail and this year was no different. With only one monster regularity on a map provided by the organizers and speeds just as you entered the section. We managed to get through the regularity with only the issue of coming across various stranded and confused novice competitors blocking the road discussing which way they were going to go next. We had one last test at an ice racing school, next to the head quarters of Red Bull of all places a fantastic glass and steel structure in the middle of nowhere with no markings of any kind to tell you what it was for. We then drove into the middle of Salzburg where we went through the finishing arch outside a very impressive palace of some kind. Then it was time to have a very large part before we flew home in the morning after leaving the rally car to travel back via transporter back to England.

15th overall and 2nd in class

So after nearly 85 hours of competition across 5 countries we had a total penalty of 4 hours 52 minutes and 11 seconds. About 6 litres of oil, 10 litres of screen wash 2 litres of antifreeze and brake fluid later. Next year the route starts in Copenhagen and travels north towards the arctic circle. Cant wait.....

Clitheroe & DMC **PRIMROSE TROPHY NAVIGATIONAL RALLY**

April 2013

Sacre Bleu – What A Bloody Cheek! (An alternative and tongue-in-cheek look at the Primrose Rally by Alan Barnes, aged 51 and a bit)

Let's talk straight here, we Brits don't take the French too seriously or hold them in too much regard.

It all goes way back before Agincourt, all the way back to 1066 in fact and the battle of Hastings when Duke William of Normandy led his army's invasion and the buggers stole our country.

Other than odd flashes of brilliance from the likes of punk rocker Plastic Bertrand and Eric Cantona, not a great deal has happened to improve the entente cordial since.

And before people accuse me of being xenophobic, or racist, which I certainly am not, let me back this sweeping statement up by mentioning things like...er, their rubbish cars, their blockading of the ports to stop our lorry drivers going about their jobs, not giving a sh*t about stopping the hordes of European 'economic migrants' wanting to board ferries at the Channel ports to the land of the welfare state...you get my drift, I could go on...

And I will....Yes the cheese-eating surrender monkeys may be a huge joke to us Brits by and large, but they gave rallying one great thing other than Michelle Mouton, Sebastian Ogier and Sebastian Loeb. Anyone guess?

Here's a clue...it's a phrase consisting of two words. Still scratching your heads?

Okay, I'll give you the answer – force majeure.

To quote Clitheroe Motor Club stalwart Steve Butler: "Loosely translated it means 'Tough'." I quite enjoyed his simplistic explanation at the post-rally breakfast, and frankly I couldn't agree more with Mr Butler.

What I am driving at with this rambling if slightly amusing preamble is the attempts by a couple of expert crews to have a regularity section cancelled on the Primrose Rally, because NAM 11, a tricky blighter to find at the top of Bowland Knots, was apparently in the wrong place - the crews arguing that the plot was a grid square out. Eh?

One of the protests was laughable beyond belief. (Say it like it is, Al). Apparently, according to the protesters, some plots were wrong and a codeboard wasn't where it was supposed to be. Talk about clutching at straws!

Protests, eh? I think sometimes people take things a bit too seriously and it could take all the fun out of the game... but thankfully Clitheroe's stewards took the commonsense route and quashed them on the basis that pretty much everybody else had managed to find the NAM, even if it was very foggy.

And that's the end of the rant, really. Suffice to say, we are not professionals, we are enthusiasts going about trying to enjoy one of the cheapest forms of clubman motorsport available, so let's try to keep it light.

Phew, that's better. Now, on to the rally and Spotlight editor - Mozza collared me at the bottom of Easington as we booked into his control and he asked me to write a few words about the event (*warts & all - As I remember saying*).

Continued on page 30

Pete Tyson / Neil Harrison : 1st O/A



Tony Harrison / Paul Taylor : 2nd O/A



Simon Boardman / Alan Barnes: 3rd O/A



Pro-Rally.co.uk

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**A full Gallery of Photos from the
Primrose Rally can be Viewed at
www.pro-rally.co.uk**

Primrose Trophy Rally

Continued from Page 29

My view is simple. For newcomers and novices who fancy a stab at having a go on your first road rally event, make a note to make sure you enter this event in 2015 as I am certain you will be hard pushed to have a better challenge without going into mental meltdown. And that's the whole point of attracting newbies.

Keep it simple, keep it entertaining, don't make it too daunting, and use some cracking roads in East Lancashire and West Yorkshire. It's a startlingly effective recipe for success.

This year a good 85 per cent of the crews in the 30-car field were of expert status but I suspect next year there will be a few more semi-expert and novice crews partaking of this event. Certainly there ought to be if the word goes out effectively about the format adapted this time around.

I won't bore readers with details of the route as I am sure that other contributors will give a breakdown in that respect. The important thing for newcomers to take on board is that the handout material was straightforward, offered in bite-sized pieces and not designed to give crews a grey matter malfunction at 3am.

The route was well planned and navigators had to be on their mettle with a lot of intricate sections with plenty of slotting, in some cases using roads I last rallied on back in the mid-80s on Springhill and Pendle Motor Club-organised events such as the Summer Rally and the Ribble Rally.

It is to Clerk of the Course Matt Kiziuk's credit that he had the tenacity to get roads back on that have for too long been deemed off limits, whether for legitimate reasons or simply because they were out of favour with other clubs.

Personally, I particularly enjoyed the first test after petrol which started north of Gargrave and took crews via Winterburn, Bell Busk and Otterburn.

The next test around Paythorne and through to Tosside was a cracker, too, and the section via Sheepwash and Wham, on a testing moorland road with a couple of very naughty 90s over crests was a botty-twitcher into the bargain, reminding me very much of some bits of the roads on Mull.

I am going to sign off shortly as I don't want to bore the readers any longer, but a word of praise to Simon Boardman, who put up with me in the car all night and has done so on several other events in the past couple of years.

Now it may come as a surprise to some, but Simon is known in some quarters rather uncharitably in the local rallying fraternity as either Mr Potato Head or Captain Slow. He takes both soubriquets in his ample stride and generally doesn't give a damn.

But I have detected a change in his pace since last year's VK Rally, when he got stuck into the tests around Steve Perez's stately pile on the loose in very aggressive fashion. It was a real eye opener about his car control, and my suspicions were confirmed recently when Malc Graham, a guest speaker at a Garstang and Preston Club night, said he had been seriously impressed by Simon's driving skills more than anybody else on a stage rally driver day at Blyton.

Photos below courtesy Chris Ellison
Chris Ellison Photography
07572 - 449625



Marc Standen / Ian Raynor



Pete Tyson / Neil Harrison : 1st O/A



Tony Harrison / Paul Taylor : 2nd O/A

Photos courtesy Chris Ellison
Chris Ellison Photography

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Ilkley Jubilee Historic Rally



STEVE Entwistle scored his best result of the year with a giant-killing performance on the Ilkley Jubilee Historic Rally. With just 998cc under the bonnet of his Orangebox Mini, Entwistle and navigator Bob Hargreaves finished a brilliant sixth overall and third in class.

"I'm very happy with the result, considering the quality of the field and that the only crews ahead of us were in much more powerful machinery, such as Porsches and Ford Escorts," said Entwistle.

"We might have finished as high as third overall if we hadn't lost 30 seconds on a regularity and then with a misfire on one of the tests.

"But I'm sure everyone could say 'if only', so I'm not complaining too much! At the end of the day it's one of my best ever results."

Organised by Ilkley and District Motor Club, the Jubilee is one of the top historic road rallies in the country and forms part of the HRCR (Historic Rally Car Register) Clubmans Championship and used roads and test sites in East Lancashire. The 150-mile route comprised a series of regularity sections and 10 'timed to the second' special tests on private land.

The rally kicked off with three tests in quick succession at Craven Cattle Market, which saw Entwistle and Hargreaves, in their iconic ex-Roy Mapple car in the top three – despite the power disadvantage.

The morning's regularity sections were split up by a tight and twisty test on the car park and perimeter of PPE in Kelbrook, followed by a test on the loose surface road surrounding Elslack Reservoir.

"It was a very demanding day for both the driver and the navigator," said Entwistle, who is being supported by Mini specialists Mini Sport of Padiham.

And there was success for other East Lancashire crews out on the rally.

In the Ilkley Jubilee Run, which ran alongside the main event and featured just the special tests, Blacko's Ross Butterworth, with Richard Kenyon on the maps, finished first overall in their Ford Escort Fourth place went to Pendle pair Clive Escreet and Tom Leeming in a Morris Minor, with Lee Moulden and Nathan Derbyshire rounding off the top ten in their Triumph Dolomite Sprint.

Primrose Trophy Rally *Continued from Page 30*

So now Simon is known as 'Stig Blomqvist' – and not because of the similar lack of hair on the old napper.

Age does not seem to weary Mr Boardman. Now the wrong side of 62, he shows no lack of desire or appetite for road rallying and our result on the Primrose, a heady third overall and 1st expert crew, is a result long overdue for him, in my book.

Eeh, if the lanes could talk, to quote some old has-been from Derbyshire. You should have seen Simon on the last test of the night, which took in the roads from Bashall Eaves via Kemple End and over Longridge Fell.

Driving like a man possessed, he adhered to the 30mph average speed in impressive style, showing one or two of the young turks that we caught up with that the old boy has a few miles left in the tank yet!

So, I raise a glass of the finest Rioja – none of that French rubbish – to Simon 'Stig Blomqvist' Boardman – a man not to be taken lightly any longer. I also toast the organisers of the Primrose Rally and the hardy band of marshals and volunteers, without whom we non-protesters would be able to enjoy our sport.

And to the French? Thank you for Force Majeure!

Alan Barnes : G&PMC
Car 11 : 3rd O/A & 1st Expert

Neil Johnson

Solway Car Club



Used Car Parts SOLWAY COAST STAGES RALLY

Sliding Round the Solway

It had been over 18 months since the Firenza had seen action other than being dragged all the way to Killarney and back for the ill fated Killarney Historic last November so it was good to be back alongside Gareth Frank for the Solway Coast rally. The event is based entirely on the Dundernann ranges but due to short road sections the event is able to run on pacenotes. On offer were 45 competitive

miles over 8 stages utilising the roads of the military ranges so there was a mix of tarmac, concrete and short sections of gravel with a variety of fast open stretches and tight technical sections often in amongst the trees. The ranges are split into an East and West side with a stage run each then repeated and later reversed. Gareth's Firenza is built to the correct Historic Grp 1 spec and we were even running on historic spec 70 profile tyres, needless to say even with the 2.3 engine it was never going to be the most competitive beast but we were there mainly to test recent suspension and brake modifications and to allow Gareth to get used to the car (this was only his third event in it). The opening stage was on the shorter and tighter eastern half of the camp and after a difficult start with Gareth trying to remember how to drive the car and take in pacenotes we reached the end having started to get into a rhythm but with seriously smoking brakes. Luckily between the stages they cooled down and once into the longer, faster stage we really started to get into it with Gareth actually speeding up on the two gravel sections where I suspect most people slowed down.

Back at service all we had to do was try and sort the brake bias as despite various modifications there still didn't seem to be enough braking from the back end although the handbrake was working well. Stages 3 and 4 were a re-run of the first two and we managed to take good chunks of time out of both stage times and on the artificially tightened sections where bales had been used to make a series of 90's Gareth was able to slide the car between them rather than wrestle as much with the heavy steering. I had also been able to make a few alterations to the notes (there was no pre event DVD) so I could tell him with confidence where to push. After the lunch break stage 5 was a third run of the short eastern camp stage to allow time for the western camp stage to be reversed. The final loop was two reversed runs of the western camp followed by a reversed run over the eastern camp. With the dynamics of the stages now altered I was trying hard to remember where the faster sections were whilst also making quick alterations to the notes for the second run. On stage 6 we were caught by a rapid Nova that was on his run of stage 7 and set off 30s behind us but thankfully we were able to go wide at a hairpin and let him past without either of us losing any major time, although we did nearly pass him again when he out braked himself on a slippery hairpin right.

We completed the final stages with no drama's but it was clear that Gareth was working hard with the heavy steering and the kick back he was getting from some of the corners where cuts had been taken and ruts had appeared. All in all it was an excellent day. The event ran well with no major hold ups and for the entry fee of a single venue we got a proper days rallying on some technical and demanding roads so it's easy to see why it filled so quickly. More importantly the car ran well and the changes made to the brakes and suspension have improved it significantly. The next time it will be used in anger is in Killarney for the Historic in November.



Rally Isle of Man

(consisting of 2 rallies) we gained 2nd in Class for both rounds, also bagging 1st in N1 Class and Best Lady Driver 2017.

Unfortunately Emily Easton-Page was unable to co-drive on the last two rounds of the Championship, but at the last minute Heidi Woodcock agreed to step in for the Rally Isle of Man, and what a rally it was!

The event was extremely demanding on the team and the Mini. Many hours of reconnaissance, a test stage and 3 days of rallying over 21 stages. Heidi was a first class co-driver and with her experience & knowledge, she completely organised everything. From what time I would eat, to putting us through a demanding recce, to getting us to the right place at the right time, which was not easy as we were re-routed several times, and even the road book was incorrect... Heidi to the rescue! Out with her OS map, she got us to where we needed to be at the right time, also helping many other competitors along the way.

Rally Isle of Man was my biggest challenge, one minute the roads were very narrow and in places very rough, then the next minute we were driving on the smooth, flowing, wide roads of the TT race course. It was something special to compete on the same stages as the likes of Roger Clark, Ari Vatanen, Colin McRae and many more World class drivers who had been before us.

We met some fantastic people, and we were treated most kindly by our fellow competitors who had travelled from Japan just for the rally, we were given good luck gifts and invited to join them before the rally and share Japanese tea and sweets. I hope we met them again one day soon, their good luck worked!

The team were smiling from start to finish! We won our class N1 and best Lady Drive. The Mini did the team proud again!

Cheviot Stages - Otterburn 2nd in Class.

The last round of the Championship... Much to my delight, Heidi agreed to co drive again.

This was an active army range, and we passed many soldiers when we were on our one pass recce... It's quite a strange feeling passing soldiers in full camouflage lying in the grass and on the hills with guns! The recce went well, but I did feel quite nervous, we had come this far in the Championship with no problems and I didn't want to make a mistake now. The roads were very fast in places with many chicanes, also narrow in places with crests that if taken the wrong way, would result in us joining the soldiers! Everything went extremely well, we were up to 26 seconds quicker on our second pass of stages, we had some very close shaves with the many chicanes, and it was good that we didn't need to use door mirrors, as the Mini seems to like taking the chicanes flat! Again a result that we are over the moon with, 2nd in Championship Open Class on this event.

The team also attended various non-rally events throughout the year, including:

HRCR Open Day at the British Motor Museum to sign on for the Championship – 14th January.

Mini Cooper Register's National Mini Day, Beaulieu – 10th June.

Test Day at Kamas Motorsport Complex – 27th August.

Mini Action Day at Castle Combe Race Circuit – 30th September.

申博138.com



Louise Scarlett (Mull MC) & Heidi Woodcock (Clitheroe & DMC)

SMITH STARS AT OULTON'S STELLAR GOLD CUP

Already an excellent event, the Oulton Park Gold Cup stepped up yet another gear in 2017 with the addition of both the Historic Touring Car Challenge and FIA Historic F2 International Series. And, when considering the ultra competitive HSCC Historic Formula Ford and Pre-66 Touring Car championship events featured heavily on the Bank Holiday Monday undercard, the more than respectable crowd were in for a real treat.

The HSCC organised Historic F2 championship appears to have suffered very little from the emergence of Peter Auto's rival series in 2017 with some 25 cars taking to the Cheshire track over the weekend. And whilst Darwin Smith dominated proceedings in race 1 to claim victory by 17 seconds, he would have his work cut out in race 2 as the event quickly turned into a two horse race.

Donington winner, Richard Evans is regularly a front runner in this category and on this occasion refused to let the Northern Irishman out of his sights as the two bright yellow machines pulled away from the pack. But, despite Evans' best efforts he never really got close enough to challenge; the series returnee, in his formidable March 722, appearing unbeatable around the picturesque parkland circuit as he went on to record his second victory in as many days. The Gold Cup, awarded to the aggregate winner of the 2 F2 races, just reward for Smith's utterly brilliant drive.

The Motor Racing Legends organised Historic Touring Car Challenge was a very welcome addition to the Bank Holiday Monday schedule where, for a trial period commencing with the Gold Cup, Group A RS500s have been allowed to join the party. And whilst Chris Ward claimed pole position for the 50 minute race with a late charge in the JD Classics Rover Vitesse (shared with Steve Soper), it was the Mark Wright piloted RS500 which leapt into an early lead; his pace over the opening laps as he pulled away from Ric Wood's Capri and the pole sitting Rover possibly the reason why these machines had previously been off the menu!

Having dominated earlier in the season at Donington Park, Soper was not quite able to deliver the same level of performance at Oulton. Ward on the other hand is rapid everywhere and an early stop to get the ex Silverstone Chief Driving Instructor behind the wheel would pay dividends as Ward found himself in the lead of the race as the mandatory pitstops unwound.

Had it not been for fuel starvation issues, Dave Coyne, in the RS500 started by Wright, may well have challenged for victory. However the intermittent problem would play havoc throughout the second half of the race with the 1990 Formula Ford Festival winner doing well to salvage fourth 4th with a last lap charge.

As it was, despite suffering a braking issue, Ward was able to take a comfortable victory in the end, with the Capri of Ric Wood and the late stopping M3 E30 of Mark Smith rounding out the podium positions. This had been a classy drive by the JD Classics man and Soper was the first to acknowledge that Ward was largely to thank for their top step of the podium appearance.



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Oulton Park Gold Cup

Continued from Page 34

This wasn't the only touring car action of the day however with the schedule also including 2 historic touring car races for the pre-66 machines as well as a second encounter for the end of millennium Super Tourers.

The Honda Accord is often the car to beat in the HSCC run Super Touring Car Trophy and the second race at Oulton provided no surprise in this respect; Stewart Whyte heading a 1-2 for the Japanese brand to register his second victory of the weekend. Meanwhile, Gianfranco Brancatelli claimed 6th position overall to take class A honours in the very same RS500 he drove to Spa 24 hour victory in 1989.

Qualifying for the Pre-66 machines saw Ford Falcon pilot, Jack Drury, require just 4 laps to take pole position by a massive 1.4 seconds. It was to no avail however as a broken oil pump, which cut short his qualifying session, also caused him to miss race 1 whilst the engine was changed!

This left the door open for the smaller engined marques to flourish with James Clarke leading home Richard Belcher to complete a Ford Cortina 1-2 and Jonathan Lewis in his Mini Cooper S registering an excellent third.

The Falcon was fixed for race 2 however and despite having to start from the back of the grid, Drury was in the lead of the race before the end of lap 4; his victory by more than 13 seconds underlining his total dominance of the category on the day. With such a performance gap, a double race victory should have been a formality and the ex BMW driver will hope his championship push is not impacted by the unfortunate reliability issues experienced in qualifying.

As has often been the case in 2017 a healthy grid of Formula Ford machinery had been gathered for the Oulton Park Gold Cup meeting and it was no surprise to find Richard Tarling and Callum Grant again battling it out for victory. But whilst overtaking was plentiful at Croft, it was not so easy at Oulton and try as Grant might he could not find a way passed the Janum T2 of Tarling in either race; Tarling again showing his defensive skills to record a double victory despite suffering a broken exhaust in the days first encounter. And whilst Tarling's two strong results kept him well in the title frame, a distinctly under the weather Grant (2016 champion) all but threw in the towel following another strong points haul for series leader Michael O'Brien.

Benn Tilley put in 2 strong Formula Ford performances to claim creditable 6th and 7th placed finishes but it was the Formula Junior category where the youngster truly excelled; the Lotus 22 pilot going on to record his first and second overall victories in the Silverline backed series as John Fyda and Peter De La Roche, on both occasions, rounded out the podium positions.

In the Second Derek Bell Trophy race of the weekend, a drive train problem with his March 79B denied Andrew Smith the chance of a double win. Instead, Neil Glover powered his F5000 Chevron B37 to victory as the 2 litre F2 Chevron B27 of Mike Bletsoe-Brown and the March 712 of James King, fresh from his brilliant F2 performance to claim class A honours, rounded out the podium positions. Behind, Julian Stokes came out on top of the Techno F2 battle to claim Classic Racing Car victory with race 1 winner, Daniel Pyett unfortunately ending the day in the Old Hall barriers.

And last but not least, there looked to be a huge shock on the cards in the Classic Clubmans race as John Harrison lead much of the early running. Mark Charteris is very rarely beaten in this category however and would not be denied on this occasion either; the Watford man making the crucial pass at Cascades on lap 8 before going on to record a 3.6 second victory.

Was there a better way to spend August Bank Holiday Monday? I think not. Having absolutely loved the Gold Cup meeting last year I wasn't sure it could be bettered. I was wrong. Witnessing historic F2 machinery lapping Oulton in sub 1.36 times is something else, as was the sound of many a V8 at full chat in the Historic Touring Car Challenge. More of the same next year please!



In 1963 I was 17 years old and had just passed my driving test. I persuaded my mum to let me borrow my fathers car on the next Friday night (and she then persuaded him) and off I went with my best mate for a night out on the town in Blackburn.

Following this night out it eventually was time to go home but what was the point of having a car (even if it was my Dads and not mine) if you didn't go for a little run around the lanes . . . unsupervised for a change. Big mistake!.

On the Whalley Nab road from Painters Wood to Gt. Harwood I managed to prang the car. No serious damage but it was obvious and certainly wouldnt T Cut out. I drove it home and the following morning tried to explain what I was doing on this particular road in the first place. I was subsequently banned from using dads car for quite a while.

The obvious answer was that I needed a car of my own. My dream car was a Lotus 7 but they were a bit pricey and none of the car sales pitches around home had one. A friend of a friend (who owned an MGA) said he knew where there was a Morgan that might be for sale.

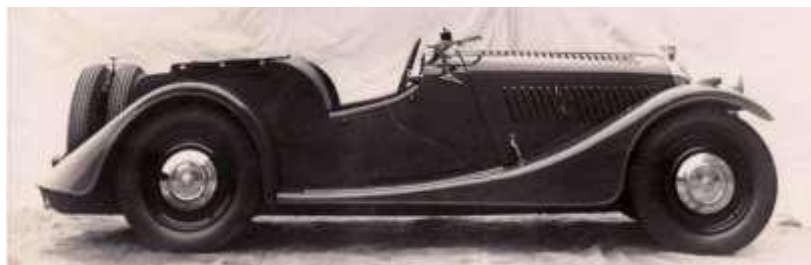
With only an address somewhere in Feniscowles I arrived , after several bus journeys at my destination and at the side of the said house was the shape of a car under a tarpaulin.

I paid £70 for the Morgan +4 as none runner (the RTA insurance cost me more!). My dad was enlisted and we towed it back home. A new pair of 6v batteries (connected in series to give 12v), a few gallons of petrol and a bit of tinkering and she was a runner. A bit rough round the edges but a runner.

When I say 'runner' that was sometimes. The Morgan was an unreliable thing. I would drive to work in the morning and then get towed home by my dad at night or it would refuse to start in the morning or just stop for no apparent reason. After a month of driving it at the end of a tow rope more than under its own steam the decision was made to take it all apart and re-build it. (at one point during the re-build there was more of the Morgan in my bedroom than in the garage).

My cousin was an apprentice Panel Beater (doing an old fashioned apprenticeship using traditional techniques), and he had a friend who was a sprayer. My next door neighbours also took an interest (one had a business making coffins and he replaced all the ash frame that was rotten, another had an Engineering business and refurbished so many parts - and all for free). My then girlfriend reupholstered the seats and her father replaced the leather straps holding the bonnet down. My dad and I rebuilt the engine and refitted the parts repaired by others and six months later I had a very smart and reliable Morgan +4. I sold it (at a handsome profit) because I couldn't afford the insurance premium the next year.

My Morgan looked different from the modern Morgans and I don't have a photo but recently came across this identical car (twin spares & fold flat screen) on the Morgan Website



Grumpy Old Git Still Wittering On & On & On



Around about September last year (2019) I received a note from one of spotlights readers that his Anti-Virus was telling him that Spotlight contained a virus I took my computer to a local computer guy that I have used for the past 12 years. He could find no virus and thought the problem was with Avast the Anti-Virus that I was using and which my 'Local Computer guy' had installed on my computer. So he then removed Avast from my system. I now have Bitdefender Anti-Virus & Malware software.

John Harden the Chairman of Liverpool MC and Vice Chair of ANWCC was the next to tell me about the virus affecting spotlight. I asked if he had Avast as his Anti-Virus and that my 'Local Guy' thought that that was the problem.

As more editions were sent out I started to get more reports of a Virus. So I dismantled my Computer System once more but this time I went to a 'Specialist'. A week later and £300 pounds poorer I am told that they couldn't find any Virus.

Then I receive the following email from John Harden *2 issues ago, and again last month, I reported your spotlight attachment as a "false positive" to the Avast antivirus service that I use.*

I received an acknowledgement and they advised they would investigate and, if found to be clear, they would remove the "marker". I was sceptical but subsequently received an email saying they had investigated and had indeed found your email and attachment to be clear of any issues.

So, unless you have changed something yourself too, it looks as though my report may have worked, as your email came through perfectly this time, with the attachment intact. That's the first time this year that the attachment hasn't been removed by Avast. I hope that other recipients have received the attachment too and that it's not just me that has benefitted!

John

I wonder if Avast will compensate me for the Cash that I have spent trying to resolve a problem that I didn't really have - somehow I doubt it.

For some reason Avast had placed a 'marker' on spotlight and it was removing spotlight from peoples systems as contaminated.

Hope that clears it up for those people who reported to me that Spotlight had a virus

Many thanks to John Harden. I would never have thought to take the action that he did.

Everything seems to be OK now (fingers crossed)

Inside the Industry

*with Paul Gilligan **June 2016***

Mitsubishi Emissions Problems Result in Nissan Takeover

Last month I reported that Mitsubishi had confessed to manipulating fuel economy and emissions figures for the past 25 years on cars for the Japanese market. In the immediate aftermath the share price plunged by about 40%. Step forward Carlos Ghosn, worldwide boss of Nissan/Renault and never one to miss a bargain. Very quickly he wrapped up the purchase of a 34% stake in Mitsubishi which apparently under Japanese law gives him control of the company. The disgraced President and Vice President of Mitsubishi will leave in June.

Meanwhile Nissan themselves were busy denying that some of their Sunderland built Qashqai models have broken emission laws in South Korea. Whilst pleading innocence Nissan have paid fines levied by the SK Government though?

Suzuki have "Found discrepancies in their testing procedures for emissions and economy figures going back to 2010." However Suzuki claim "No wrongdoing"????? They have also refused to change any of the figures produced by their flawed tests?

You simply couldn't make most of this up and be believed, and I continue to think there is lots more to come.

Ford GT Demand Soars

I mentioned this last month. Ford allowed a one month period for applications supported by whatever evidence the hopeful buyer liked to include to justify being allocated a car. With 500 cars available over the next two years just over 6500 people applied! Some have included professionally produced videos to state their case, others have flown to Detroit to try to make personal presentations. Over 500 applicants came from the UK where about 30 cars will be available.

Having forecast the UK price at "about £300,000", Ford have now firmed that up at £395,000. What's £95k between friends? Well absolutely nothing when the queue's this long. The speculators will have a field day, but only with those willing to pay a great deal more than list price, perhaps as much as double?

VW "Dieselgate" Rumbles On

I could fill all my allocated space with this one, so I'll be brief:

- UK MPs have attacked the Department For Transport for being "Frighteningly complacent" in not pushing for more action against VW. One MP described the Minister responsible as being "More concerned with protecting VW's reputation than with punishing a business that has poisoned the people of this country".
- VW expect Worldwide sales in 2016 to be around 5% below 2015 despite most markets growing significantly, so VW market share (the industry holy of holies) could be approaching 10% down.
- VW set aside £12.61 BILLION in its 2015 accounts to cover modification of affected cars and potential legal claims. Many observers think the provision for legal claims needs to be far higher, and that VW may need to dip into reserves for billions more before this is all over. The US Justice Department alone is suing VW for £32.5 Billion. And US dealers are planning to sue also.
- UK VW dealers are becoming very worried by the slow pace of technical fixes for affected cars. The only one currently available is for the Amarok pick up, which takes only 2 minutes. Passats were due to start being modified this month, but the fix has not yet been approved by the German authorities. One VW dealer said he now thought it would take 2-3 YEARS to complete the work, clogging his workshops with low profit warranty jobs for that period.

Dealers are also unhappy that while VW moved quickly to guarantee sales bonus payments in 2015, for 2016 targets were set "in line with market growth forecasts". Fleet sales are well down but retail sales supported by generous incentives and loyalty vouchers of up to £1500 for existing customers have held up. Dealers do report slow sales of used diesel models though.

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April Car Sales Rise But Private Demand Drops

Fleet and business sales supported an April result just 2% ahead of last year with retail sales 2.5% down but fleet about 5% up. So far this year the market is 4.4% up. Most industry pundits continue to forecast a record year, maybe 2.7M new registrations or even more. However all caution their forecasts with a reduction expected if we vote to leave the EU as both business and private buyers are expected to postpone purchasing decisions until the economic consequences unravel.

I continue to maintain that if we do see anything like 2.7M on top of almost 2.6M last year there will be a massive glut of used cars in 3 years time. If buying new (instead of near new where vast savings are still very possible) a product like PCP where the manufacturer or finance company guarantees the future residual value, is well advised.

Manufacturers Disagree Over Showroom Requirements

One of my favourite subjects as my regular reader knows. I've said before that I think the vast expenditure being demanded by some manufacturers is frankly nonsense. They seem to think that a multi million pound showroom will of itself sell new cars while paying scant attention to the staff working there. One WMC member was recently in the market for an expensive new car. He visited a prestige showroom in Carlisle and one particular model caught his eye. He found a salesman sitting at his desk busy texting and asked the price of the car in question. "It's on the windscreen mate" came the helpful reply as the sales guy returned to his texting. Nor surprisingly the customer left and thankfully called me the next day.

The most demanding manufacturer just now is Jaguar Land rover. The LR bit is a gold mine for dealers and Jaguar is improving for them, so JLR have the whip hand. I note that a new showroom for the two brands is shortly to open on Aberdeen. Total cost is over £8M! The building is on 2 floors linked by escalators. There are two business lounges. To keep customers refreshed there is an in house barista. Yes I had to look it up too, it's an up market coffee shop apparently. Also a chef is on duty!

More sensibly the World boss of SEAT has called for an end to this "nonsense". He said that over the next 15 years less and less people will visit showrooms as they gain information digitally. So he says that SEAT will help its dealers to develop the best digital tools rather than demand they build bigger and better showrooms which he feels "will be increasingly empty".

Someone's right and someone's wrong here, I know where my wager is.

Driverless Cars Drive On

BMW recently announced that their profits would probably dip this year because of the investment they are putting into driverless vehicles. They have dramatically increased R&D spending in this area and are competing to recruit the best computer engineers. As one industry analyst said "BMW need to spend this money. They need to innovate to keep up with everyone else, or face being left behind."

One benefit of driverless cars perhaps not fully recognised is the freedom it will give those of advancing years who sooner or later face the decision we all dread of when to admit we really shouldn't be driving any more. The loss of mobility this brings can have a devastating effect on people's lives. Having been used to the privilege of a car and a licence for maybe 70 years seniors can become almost housebound overnight, particularly those living in rural areas. Loneliness is recognised as one of the greatest problems of old age, the driverless car can solve this overnight.

JLR's chief executive recently spoke on these subjects, instancing his own father who's life had been transformed (and not for the better) when he had to stop driving. There will, he said, be more change in the motor industry in the next 5 years than there has been in the last 25, and "I look forward to my own retirement much more knowing (not thinking) that a driverless car will be available to keep me mobile for as long as I want."

Alternative Fuels Advance Also

London's first public access hydrogen refuelling station has recently opened, with two more to follow shortly and another 9 by this time next year. In opening the facility the Transport Minister (same chap attacked for being soft on VW) announced it is now Government policy to make all cars and vans zero emission by 2050.

The station uses hydrogen produced by wind turbines when they are generating more electricity than the grid needs so claims to be 100% green. Apparently there is enough such electricity available to power 3 million hydrogen cars for 350 miles every day.

I have the feeling that hydrogen, like driverless, will happen a lot quicker than many currently think.

Car Crime Rises Again

Last year vehicle theft in the UK went up by 8%, the first rise in over 20 years. Attempted thefts went up by about 35%. Favourite targets are luxury 4x4s where the thieves are finding ways around the keyless systems, apparently it's quite simple if you have the right laptop and knowledge. Classic cars are also being stolen much more often as values rise and healthy export markets beckon.

Happier Subjects

A lot of the above reflects that currently there seems in most areas more bad news than good. However Car Club members regard cars as a pleasure, and in many cases older cars in particular. I'm typing this in the South of France having stayed on for a few days after spending last weekend at the Monte Carlo Historique GP with a carefully chosen group of friends. I know Ron is covering it fully so I'll simply say to me the best event on the calendar, and an enormous pleasure and privilege to share those fabulous cars and this wonderful area with such a great bunch of people. THAT is what cars are about not VW emissions or fancy new showrooms.

Off for a vin blanc in the sunshine now!

Paul Gilligan **GVC**

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07785 293222

Kirkby Lonsdale MC **Devils Lockdown Tests** **Monday 6th of July**



KLMC presents a driver only event called the Devils Lockdown Tests. 18 tests using the circuit, paddock and outfield of the Rowrah Kart circuit on the west coast of Cumbria. All cars welcome, Historic cars, stage cars or road cars. Opportunity to walk the tests, which will be self explanatory with arrows to guide you. No reversing, no 360's round cones. Regulations to be published via email and entries to open a few days later. RS Clubman licence needed to take part, which cannot be applied for on the day. We thank Motorsport Mugs for their continuing support of our events.

U17MC(NW)

Clubmans AutoSOLO, Autotest and Production Car Autotest **19th July and 13th September 2020**

Entries are now open for the 2020 U17MC(NW) events at Blackburn.

Please read the revised regulations carefully as there have been a number of changes due to Covid-19. These changes are highlighted in red.

Regs available at <http://sd34msg.org.uk/wp-content/uploads/2020/06/2020-U17-Sunday-event-regs-Final.pdf>

We are asking you to do as much as possible online. Priority will be given in order of receipt of fully paid entries.

If you are unable to access the online forms or make a BACS payment, please get in touch with me directly to make alternative arrangements.

All advice from Motorsport UK and Public Health England/ NHS will be continuously monitored prior to each event.

The final instructions will contain the latest health message and event cancelation will always be an option.

A reserve list will be maintained. If you need to withdraw your entry, please let me know as soon as possible and a full refund will be offered.

I look forward to receiving your entry and hope to see you soon.

Saturday

<https://form.jotform.com/201535995009055>

Sunday

<https://form.jotform.com/201542284063347>

Kind regards,

Tracey Smith Tel: 07768 904914



DEVILS OWN RALLY

2008



Photos Courtesy of Tony North

Shelsley Walsh Hill Climb

Audi's famous cars and two very nice people.

John Moody president of Midland Automobile Club said in the programme foreword of the Shelsley Classic Nostalgia meeting "the club have been running hillclimbs at Shelsley Walsh since 1905, same hill, same gradient, same buildings, this is a place full of history". How true. So important has the venue been over so many years that most major manufacturers have chosen it to launch their products to the world at one time or another.

In 1936 Auto Union (AUDI) sent probably the most sophisticated and innovative racing car ever built, with its V16 engine, super-charged, developing 520 BHP mounted behind the driver, its twin rear wheels doing their best to transmit the massive power to the track. Bearing in mind this unique racing machine came all the way from Germany to deepest Worcestershire it shows how highly regarded Shelsley was even then. This car was driven by Hans Stuck, the works Auto Union driver who was competing in the European Hillclimb championship of those days.

Crowds came from far and wide to witness the spectacle, those few that had cars came in them, others came on special buses and trains. Many cycled, some walked from as far away as Stourport, such was the interest in the car and this form of motorsport. Looking at period photos, the many thousands of spectators that lined the track seemed oblivious of the great danger they were in as cars don't always stay on the track of course. This car only appeared twice in this country once at Donnington at a race meeting and once at Shelsley.

When war came it was hidden away in Russia and although Audi have commissioned a couple of exact replicas for display and promotional purposes this was the very car that appeared at Shelsley all those years ago.

2016, Hans -Joachim Stuck son of the original Hans Stuck also a works Audi racing driver, twice winner of Le Mans, three times winner of Nordshiel 24hour race, and many more other events came to Shelsley. He came with the full Audi works backing and once again thrilled the immense crowd on a perfect hot summer's day in the Teme valley in the very same car his dad had driven.

To see and hear that magnificent V16 blast its way up the famous hill was a real treat, a fantastic experience indeed.

Not only did Hans -Joachim Stuck drive the 1936 520BHP C Type GP car but Audi also brought along their monster 4 wheel drive IMSA S4 GTO which looks like a Quattro on steroids.

This car has been racing in America, winning all kinds of events there and it too hurtled up the hill with 720 BHP at Hans -Joachim Stucks disposal. The ground shook even when the mechanics started the car up let alone open the throttle. What a weekend to be at historic Shelsley, we will never forget it.

In addition to these spectacular cars the organisers had laid on no less than 30 group B rally cars at the meeting many of them thrilling the crowd by hurtling up the hill like Mr Stuck.



Continued on Page 42

Shelsley Walsh Hillclimb **Continued from Page 41**

Some less experienced drivers were very on the limit indeed, no doubt inspired by the thousands of spectators eager to see what the cars were capable of.

Jimmy McRae drove his old Pro- Drive prepared Metro 6R4, Russell Brookes the Andrews Heat for Hire Manta, David Llewellyn was in the ex Walter Rohrl Audi Quattro, Tony Worswick had his Ferrari 308GTB that he used to contest the European rally championship until the end of group B era in 1986. Many other ex works cars were there including Lancia Delta S4, Ford RS200s, Peugeot T16 EVO and Renault 5 Turbo; what a stunning array of machinery. The cars just mentioned were additional attractions to the usual hillclimb, entries of 150 or so cars entered on each of the two days.

Running just in front of my little 1172 cc supercharged Buckler were some of the worlds most famous and expensive cars including the rebuilt "Freikaiserwagen" which is a Shelsley Special built in 1936. The late Basil Davenport's GN Special "Gypsy" and the even more famous GN "Spider II".

Immediately in front of me was a magnificent Maserati 8CM GP car, this car alone is worth millions of pounds; it sounded phenomenal and is normally only seen at Goodwood Revival and Donnington historic races.

Driven at Shelsley by its usual racing driver Rob Newall, I was surprised to learn that it is owned by a really nice chap called Chris Jaques who also owns a Buckler. Carol and I had lunch with Chris and his lovely wife at Gaydon museum on a Buckler club run about three years ago, they were in a superb looking Buckler with a Coventry Climax engine which he had just imported from New Zealand.

The Jaques family invented the game of Croquet, they own and manufacture many of the famous board games families play at Christmas amongst other interests. He never let on he had a stable of such exotic cars including Bugattis. I did say to his wife at one stage have you any others cars as well as the Buckler? She smiled and replied "yes, one or two"!

Shelsley is a steep, power sapping hill, my car has only 65 BHP when all the horses are fit and reporting for duty so I need all the power I can muster. Having only a 3 speed gearbox I try to keep the car at the top of the rev range as much as I can giving the gearbox bearings a very hard time. An unnecessary change up can be just too much for the available power.

I have only once done under 50 secs for a climb at Shelsley and that was my very last run last year doing a 49.58 with low fuel and as far tuned into the hill as I can get. This year my first practice run was a 51.49 which I felt was ok just getting the feel of the track conditions.

Next practise run I determinedly held my foot flat on the boards with only a minimal lift for the daunting bend known as bottom Ess. This is a critical sharp left turn, if you get it wrong a steep bank supported by very substantial railway sleepers is what you crash into, so a bit of caution here is a wise move.

Time on the finish screen displaying my time was a slower 51.72. How can that be I was thinking to myself especially as on both runs I had tyres inflated rather harder than normal to 30psi to cut down the rolling resistance of the tyres.

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Shelsley Walsh Hillclimb **Continued from Page 42**

We had renewed the accelerator cable a couple of days before just to retain as much reliability as possible. It had been on the car for about 4 or 5 years so I thought it best to replace it, this was checked but found to be giving full throttle. It was a very hot day well over 26 degrees, so I thought it must be due to temperature difference. At Barbon my little engine was singing along nicely but it was a cool damp day, better conditions for power on an old engine like mine.

Further checks then revealed the problem, at Barbon the grass was wet at times and the paddock had quite a bit of cow muck around as cattle had been grazing only a few hours before. Just to be sure the soles of my racing boots didn't slip off the brake pedal I cut a proper door mat that Carol had just replaced to the shape of my floor. I religiously wiped my boots at Barbon and even did the same at Shelsley, good sensible preparation I thought to myself.

I then realised although I hadn't carpeted up the bulkhead it had slipped up there preventing the accelerator pedal from getting full throttle. The doormat found itself en route to a landfill site somewhere in Worcestershire and the car vibrated once more as it does when revving at 6000 RPM that I have the OMEX rev limiter set at. 6000 RPM may not be much for a modern day engine but for an old sidevalve with heavy standard pistons, standard crank, and engine that hasn't been balanced it certainly is. At these revs I feel I am putting it under enough stress, although the Newman Sports cam and the supercharger once propelled it to 7000 RPM at Bo'ness when I dropped a rear wheel off the track onto wet grass. The noise the engine made almost caused me a cardiac arrest I can tell you.

Demon Tweaks had an order for an OMEX rev limiter by about 9.05 am on the following morning.

After my tuning modifications to the car, ie. throwing out the door mat, it allowed me to make all my runs very consistently. Saturdays final two runs much better with 49.51, & 49.14, then on Sunday 49.91 & 49.25 (in practice) with 49.26 and a 49.21 on the runs for the event proper.

At Shelsley there is no handicap system on this particular event so being up against the ex works AC Ace, several Healey 3000s, TR3A, MGA, a couple of highly tuned Buckler 90s which are very low cars like a Lotus 23 with race engines and even a Lotus Eleven with a Buick 3500cc V8, carrying home awards was not going to be an issue. I do this purely for enjoyment as you can see and to achieve what I hope will be a perfect run all the way.

Never managed yet of course but love every minute of it. I just enjoy meeting and chatting to fellow enthusiasts, we have made some great friends at events like this over the years.

I had just completed my final run and was in the top paddock where you wait until all the batch have done their run when the Audi of Hans Stuck came blasting up in the middle of our class, his demo run was listed in the programme at 3.30pm and in typical German efficiency that was exactly when it was done.

Continued on Page 44



Shelsey Walsh Hillclimb **Continued from Page 42**

He parked alongside me, it was now possible to see the car without peering past spectators six deep so I got out to look at his car and take some closer photos than I had managed at the bottom paddock. Hans took off his helmet and said to me "what an honour and a privilege it is for me to come and compete here at this historic venue with so many wonderful people and lots of historic cars ". I replied that we were very privileged and grateful that he came, drove the cars so well and repeated history for the benefit of the thousands of spectators that had witnessed such a spectacle.

He shook my hand then chatted about his recent trip to the Nurburgring where he did no less than twenty laps testing out gear ratios for an Audi race car.

In the 1970s I drove in many forest rallies such as the Jim Clark, Granite City, Lindisfarne, Burmah Castrol, Tour of Cumbria and others. I also did the Scottish International Rally seven or eight times, RAC rally of Great Britain twice in 1974/5, usually with Malcolm Wilsons dad Ken navigating for me. I also had the fantastic thrill and experience of co-driving for Malcolm Wilson when he was British rally champion on a couple of occasions in the Ex Works Escort BDA, HHJ701N when Malcolm was sponsored by TOTAL.

During these years Ken and I became very good friends with lots of rally people, we all helped each other out, often stayed in same hotels and enjoyed a great many social occasions together especially on Scottish events.

One really nice guy we met regularly was a driver from Lanark called Jimmy McRae, always smiling and with whom we got on very well indeed. His wife was equally nice and the children were very keen on cars I remember.

Jimmy of course went on to be such a great works driver and son Colin probably the fastest, most entertaining rally driver Britain ever produced. When I saw Jimmy was to be driving the Pro-Drive Metro 6R4 with which he won the 1986 Ulster rally I thought I would like to meet him again if possible as I haven't spoken to him for about 35 years but realised he wouldn't recognise me after all these years..

With this in mind I took a couple of old photos of our cars, Escort MK1 UHH709J & BRM730K which Ken and I built as a 1300 GT crossflow from a new bodyshell, helped by Malcolm who was still at school and some of the other lads who serviced for us. This car Malcolm later rebuilt ready to rally when he reached his seventeenth birthday. It went on to win many rallies in Malcolm's very capable hands. I bet that car wondered what had happened to it when it suddenly powered by an 1860cc Cosworth Twin Cam formerly belonging to Wigton driver Brian Fearon, Malcolm behind the wheel and the car going twice as fast as it had done previously !

Jimmy was standing beside the 6R4 as I passed, I said to him can you remember these cars from years back and showed him the photos. He smiled and said "of course I can" and we had a great chat about old times until a crew from Worcester radio asked if he minded being interviewed. "Not at all" he said and smiled at them.

I had just met two lovely people with a really genuine interest in motorsport. How fortunate the world is when it's still blessed with such nice folk when all the news on today's television screens appears to be really sad news or countries at war.

Shelsley, again a brilliant weekend, thanks to everyone who made it so.

Keith Thomas



IGNITION

FESTIVAL OF MOTORING

SECC GLASGOW | 5 - 7 AUGUST 2016



Grass Roots Motor Sport

Ignition Festival of Motoring, SECC, Glasgow

What a great show with lots of action.

This show was very well received by those attending it. The public got close to cars in action. We did ask several of those attending the show, all said it was great and good value for money. At lunchtime on Saturday and Sunday, most food stalls queue had a minimum 20-30 persons waiting to be served! The venue was close to being full on the Saturday.

- (Estimated attendance but not confirmed - they could be way out).
- Friday 8,000 + Go Motorsport passenger rides 70
- Saturday 24,000 + Go Motorsport passenger rides 140
- Sunday 20,000+ Go Motorsport passenger rides 60 - High winds 3hrs +stopped.

Live event.

Scottish Sporting Car Club provided a great number, several in attendance all three days, signing passengers on for a free ride and ensuring they were all fastened in, safety first.

This was a great first event for the Ignition Festival of Motoring Glasgow Show, it has set a new standard in getting the public into motorsport shows. 2017 looks to be even better!

Steve Johnson - Alison Clark
Go Motorsport RDOs



W Series

Love it or hate it, you can't ignore it

Before the first cars even left the pits, W Series was creating controversy; amongst women who had been competing for years on equal terms with men, and with men, who derided the idea that a woman could ever race single seaters successfully.

Fast forward to August 2019 and the British Women Racing Drivers Club Lord Wakefield Trophy winner Jamie Chadwick is the first W Series Champion, and BWRDC Member and double BWRDC GoldStar Alice Powell, won the last race at Brands Hatch.

Clearly BWRDC members participating in the series don't share the opposition to the championship; and let's be frank, who amongst us would turn down a fully funded season in our chosen discipline?

W Series state their aim is to select drivers on their ability rather than how rich their parents or backers are. That's a refreshing attitude in a world where increasingly, money talks. Their claim that there are, in real terms, fewer women racing single-seater cars at the higher levels now than there were 10 years ago may be true. But what of the women competing at other levels and in different disciplines?

These women are often self funded, and scrambling for sponsorship. The high profile promotional machine of W Series may be great for single-seater racing, but how does it encourage other women to participate in the sport?

I suspect a lot of indignation about W Series stems from resentment of the fact that these same opportunities are not available at more levels, and perhaps that is the real issue. Nobody resents the success of the women competing in W Series or the opportunities they've been given; we would all take them if we could. But we do resent the implication that W Series sends that women are not already competing, have not already been successful at the highest levels, are not already good enough.

W Series say that they hope that the series will have a positive trickle-down effect throughout motorsport, encouraging more girls into junior karting and more sponsors for women drivers. That remains to be seen, but one thing is for sure; W Series is not going away any time soon.

The rest of us will continue competing as we've always done, working our socks off to pay for our enjoyment, happily climbing into our cars at races and rallies, sprints and hillclimbs all over the country, not seeing our fellow competitors in terms of gender but only as drivers we have to beat.

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Sporting Trials

early '60s

Being an impecunious youth still at the Carlisle Grammar School in the late '50s the attractions of the 750MC pulled strongly and they had a nucleus of enthusiasts who befriended me which appealed to a non car owner. My first car was a gift from Peter Cordon, my dear sister Pat's boyfriend, later to become her husband. The car was a Ford 1172 special which had aspirations of grandeur – a Mk V Jaguar radiator shell – which they used when both were students at Newton Rigg Farm College. In time the attractions of open air motoring in winter lost its appeal and Peter gave it to me. In fairness it was not that attractive to me in winter weather either as I bought a 1947 Morris 10 which was as quick and kept the weather out.

Moving on to the early '60s a club member Les Blair who lived at Arthuret Vicarage, Longtown decided to build a trials saloon special and I became his gofer/apprentice and when finished shared the driving on sporting trials. This 1934 saloon was shortened to 1931 dimensions except for the roof which overhung the scuttle and screen aperture like a peak which helped to keep the rain out. The engine was the standard 747cc but with a branch exhaust manifold, Alta alloy head and twin Solex downdraft carbs. The rear axle was I think from a Ford and as can be seen from the photos had fiddle brakes and Ford wheels. The torque from the engine was incredible and it could climb unbelievable gradients on tests from tickover. It was also reliable and competitive and although Les generally beat me on the shared driving I did win the saloon class in the Silverstone Trial one year – where we enjoyed the hospitality of no less than Arthur Mallock who lived at Roade, Northampton. The saloons adopted registration number derived names so our was UG and Brian's and Mike's was PO.

The saloon class in Cumbria was hotly contested with other salooners being Brian Mitton, Mike Telford, Willie Dawson, Ian Wallace and others who Dickie Milne will be able to recall. Dickie and many others had A7 open specials and had Ken Burns (Lynda Graham's dad) sharing the car from time to time. The upper crust, in the form of landowner Ian Walker from Hawick, a nice chap eventually came along with a proper Cannon and proceeded to show everyone a clean pair of heels. This stimulated some to move into the 1172 class and I sold my road going special to Les who recreated it and changed the registration number, a common practice, which became AVK49 and fitted a forward tilting bonnet etc. For me sporting trials overlapped with rallies and by the mid '60s I'd settled into navigating on a regular basis and Les went sprinting with his Pornot single seater which phoenix-like arose from the wreckage of John Harkness' 356 Porsche and an Arnott race car.

This account isn't intended to be a definitive record of sporting trials in the 750MC but rather my own small involvement in it. Dickie, Ed. Chris Hodgson and others will be able to add lots more to the story.

Ron Palmer : Wigton MC



The A7 Trials saloon under construction.



Alta Head, branch exhaust manifold and twin Solex carbs.





CAR SOS & a Cannon Trials Car

Car SOS was about Eric Jackson's Cannon trials car on National Geographic which Stephen recorded for me on his iPad and brought it down for me.

Mark Milne is busy rebuilding his very similar car at the moment.

Eric Jackson I'm sure will be the same guy who was also a really good well known rally driver who my dad and I helped when he crashed in Wythop and knocked the front strut off his MK1 Cortina GT when he hit a tree in 1964. The rally stage we helped Eric Jackson on was running from Beck Wythop halfway along Bass Lake finishing at the forestry offices just above the Pheasant hotel, Eric went off on a left hand bend just before the "Big Dipper" straight which is just before track that the VSCC uses and climbs out of the forest up the rocky steps to come out in Wythop hamlet itself. This track is now totally altered near the big dipper due to forestry workings in fact I'm not even sure that track exists as it used to be, it was also part of the C2C cycle route as well.

He was also famous for racing a liner to Capetown with him driving a Ford Corsair across the world and documented in a Castrol Achievements book I have.

He owned Service garage in Barnsley and when he retired I went to his garage sale and took a very young Malcolm Wilson with me, I bought some things there, can't remember exactly what I bought but one thing was a roll cage but no one knew what it was for as it didn't quite fit a Cortina, I don't have it now, it may have been the Corsair roll cage thinking about it as it had been fitted to a car and it was very similar to a Cortina one. I probably used it to fit one of my Cortina's as they were 4 door ones.

After the car SOS there was an introduction to sporting trials popped up on YouTube about 8 mins long with the Crossle logo on at the start as an advert.

Both are worth a look, follow this link <https://www.youtube.com/watch?v=YO4-lqXCGM8>

to get the YouTube taster then hopefully the 2nd video about sporting trials will appear.

The wreck of a trials car I bought has the sidevalve engine and same front axle but will be at least 10 or 15 years older as it has an Austin 7 chassis. These historic trials cars are very sought after these days I wish I could find more history about the one I have.

Keith Thomas

In 1970 my Mum, Dad and the family moved from Leigh on Sea, Essex to a little village called Rottington not far from St Bees. At the time I was a student at the London College of Furniture. Dad's cousin, Norman or Nobby to us asked me later in the year if I wanted to visit Mum and Dad. We set off, arriving in the Lake District via Kendal (no M6 then) early in the morning travelling through Little Langdale. We noticed a gadgie on a bike travelling in the other direction but took little notice.

A couple of miles on we parked up in one of those roadside quarries that litter the Lakes for a brew. Minding our own business, two police cars and the bike guy pulled into the quarry, got us out of the car and proceeded to interrogate us and search the car.

Apparently we were the thieves who had only just robbed the local post office! What made this funny was that we would hardly park up close to the scene of our escapade but even funnier was that Nobby's car was adorned with a host of rally stickers, spot lights and had a massive roo bar which had started life on the front of a London to Sidney rally car. God knows how he got it. Would be worth a mint now as it was made of titanium. Hardly a stealth vehicle to go thieving in. Eventually the penny dropped and the expert thieves from the Big Smoke were allowed to go on their merry way.

The icing on the cake was later in the day when Nobby parked his car in the front of the police station in Whitehaven. A detective who had been involved previously came out, spied the car and proceeded to bounce on the roo bar causing the burglar alarm to go off.

Nobby 1 Old Bill nill!

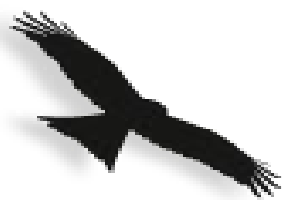


Thought you and the Oily Fingernail guys may be interested in the photo. above

The driver is one Jeff Ebbatson, sometime 3D Design lecturer at the Carlisle Art College or Cumbria Institute of the Arts as it became before it was part of the University of Cumbria. It was Jeff that employed me as his technician in wood, metal and multi media in 1990 and we had a terrific time working together.

I will leave others to take a stab at the petrified passenger. The car!!!! looks fun. Dexion chassis that would make a change of wheel base easy. What the rest of it is I don't know but some may take a stab at it.

Myke Pocock : Fellside Auto Club



RED KITE STAGES & Red Kite Historic Stages

BHRC 2016 A Difficult Start!

The difficulties the Sunbeam of Dave Hopkins and I had experienced on last years Severn Valley caused a lot of thinking over the winter months...rebuild the existing engine to give the existing 130bhp, approach someone like Jondel for a Barry Jordan 165bhp replica engine or even obtain/build another make/model of car altogether! A bag of bits from the likes of Burtons and/or some Sherwood assembly knowledge can give this kind of power relatively easily for a 1600 Escort but its harder to achieve for the rarer Talbot engine and its this level of power that it is needed to win (as we aren't going to get much quicker!) against the Shuttleworth/Standen/Skill pedalled Escorts. In the end Dave decided to follow all of these trains of thought...he is a brave man. The old engine was removed and once it was clear that no mechanical issues existed with it a buyer was quickly found. The engines are getting rare nowadays and with it the knowledge of how to build a modern version. Whilst Jondel seem to be the UK experts and the BRM headed version is eagerly awaited out on the stages, the cost is not cheap (but understood) and hence a conversation with one or two of the Avenger Sunbeam Owners Club pointed Dave in the direction of a relatively unknown (in the UK) engine builder in Finland. The guy in question, Petteri Sappinen has specialized now for a few years with Imp and Avenger/Sunbeam historic engines and the feedback was good from all who had parts/engines from him...certainly a 160 bhp motor was obtainable at potentially a cheaper UK equivalent cost. Discussions were held and just before Christmas Petteri started the build of what he hopes will be his best 1600 motor yet. In the meantime the alternative car story matured to a degree that the car has been identified and potentially sourced....that however is a story for a later time.

The enforced lay off has allowed the rest of the 'Beam to have some TLC in that the gearbox has been rebuilt yet again (although the source of the long running selection issues have been identified and hopefully now sorted) plus it is now modified to make it quicker to remove, a heater has been installed, a new sumpguard has been manufactured, new seats and belts fitted plus myriad small jobs which all add up in terms of time and cost. The excitement certainly ratcheted up a notch or two when the (heavy) parcel arrived from Finland...it was quickly installed and a few road miles put on it before being trailered up to the Brackley for a custom exhaust fit. Petteri had given Dave specific measurements for the exhaust to fit onto his custom made manifold...and it certainly sounds the "dogs bollocks" according to Dave...however once the car was installed on Aldons rollers it quickly became apparent that all was not well. The electronic ignition seemed to cause a misfire at certain points in the rev range and thus the output is not what was expected and Aldon could not resolve the issue to their satisfaction...and yes they tried all sorts believe me! Calls made to Petteri resulted in all sorts of measurements being taken but all seems good mechanically but still not the expected power output...the engine is currently on its way back to Finland at Pettoris request and hopefully will be back in time for the North Wales Stages (the second round of the 2016BHRC).



Red Kite Stages

Continued from Page 43

Meanwhile a ASOC member who is taking a keen interest in this project offered Dave the use of his “spare” engine for the BHRC opener, the Red Kite. Thus we arrived at Landover for what is usually a very well run event on good tracks, which we have enjoyed over the last couple of years. The engine was a complete unknown but seemed to run well enough, so game on or so we thought.... The current safety driven seeding protocol has really impacted upon historic entries.... the Cat 1 entry has dwindled to just a handful of cars now which is a real shame - people really love the older cars as it breaks up the Escort dominated fields and whilst I like them as much as anyone, the BHRC should be more than virtually a one make series. I just hope that something can be resolved by the MSA to allow again the reverse seeding so enjoyed by all in recent years...some of these cars are now 50+ years old and bits are extremely hard to find (never mind shells!) and owners want to drive reasonably competitively without dodging bomb craters and boulders after 150 cars have gone through! A good example is the experienced Ian Beveridge who has mothballed his superb category winning Volvo PV544 to preserve its current value...he has however got something else in build and all will be revealed shortly! The extraordinary interest in the RSD built Fiat 131 highlights just how much variety is important within historic rallying...it does look good in the flesh and also sounds fantastic so it would be interesting to see how it went in the hands of the larger than life characters of Robinson and Collis!

Meanwhile... at the other end of the field we duly arrived at the first stage in Crychan...and travelled approximately 4.3 miles before a rocker broke and possibly the head gasket went!! Luckily we were able to pull up at a junction where the car could be safely parked up for the day. The marshaling couple, who were operating a mid stage radio point were superb as they supplied cups of tea and mountains of Bracey's Welsh cakes as we had to wait for the second full running of the stage to be completed before the car could be towed out (by the aforementioned marshals - thanks again to you both). I actually found it difficult to tell what they were saying so strong was their accent...even Dave “the Boyo” Hopkins struggled! What this impromptu bit of spectating allowed us to do was watch all of the crews perform on what was a top gear left plus short straight followed by a very slight top gear right.... fair to say all of the top crews were impressive but pick of the bunch was Jason Pritchard/ Phil Clarke in the 2015 title winning Escort ... the commitment was incredible as he cut ever so slightly without lifting whatsoever – no surprise to us that he won the historic section but it was very close with Elliott and Price hard on his tail. Interestingly he would have finished fifth overall amongst all the very costly 4 wheel drive machinery on a day that must have given them a real advantage – the top historic crews are certainly not hanging about!! The Fiat 131 finished sixth, so a very good debut for the brand new car and many will be hoping the guys can win a rally or two this season and that some of the other newly built 131's also appear and not go into storage as part of a collection.

So, not a good start to the season for the Sunbeam crew and more graft and money is required in order to rebuild and return the borrowed motor and then hopefully reinstall the sorted Finnish engine. Its going to be tight time-wise for the North Wales Stages at the beginning of April and hopefully it can be done but Mr. Hopkins is most definitely on the case!

Tony Vart : Co-Driver : Car 106 : Clitheroe & District Motor Club

Where is This June Part 2 Question.



Answer

**Park Rash, Nr. Kettlewell
O/S Map 98 GS 97 74**

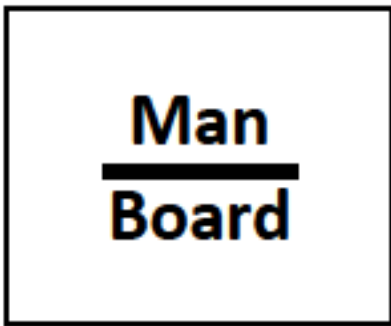
Where is This July Part 1 Question.



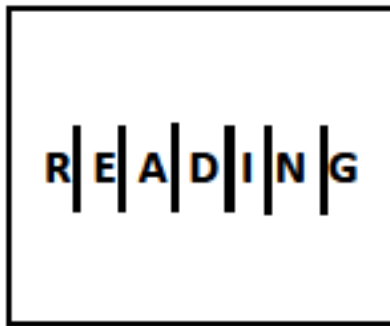
Pendle & DMC

THE OLD GREY MATTER TEST 2

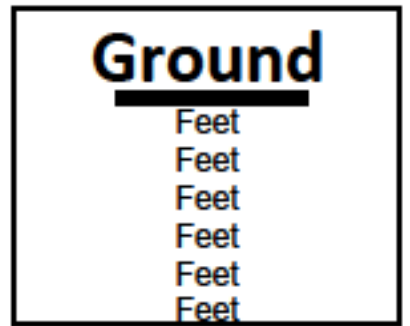
1. A 'snifter' is a type of what?
Spoon Cup **Glass.**
2. If you were cooking a 'damper' in Oz, what would you be cooking?
Cheese Porridge **Bread**
3. Travelling South from Greenwich which country would you pass through after France?
Spain Algeria Morocco
4. Where would you find a musk ox?
Himalayas **Arctic** Sahara
5. What is the Mona Lisa painted on?
Wood Parchment Canvas
6. Where is Sefton Park?
Manchester Chester **Liverpool**
7. Which medicine consists of acetylsalicylic acid?
Aspirin Paracetamol Contraception Pill
8. In which year were the films 'Golden Eye' and 'Babe' released?
1995 2000 2005
9. Where would you find red grouse?
Sand dunes Lakes **Moors**
10. Which children's show had three windows – square, round and arched?
Jackanory **Play School** Blue Peter
11. Which football team is nicknamed 'The Toffees'?
Wrexham **Everton** Tranmere
12. Who first crossed the Antarctic Circle?
Cook Magellan Amundsen
13. When did women peers first sit in the House of Lords?
1928 **1958** 1998
14. What is the second largest state in the USA?
New Mexico Montana **Texas**
15. Which of these is a celebration meal?
Knock up Punch up **Slap up**



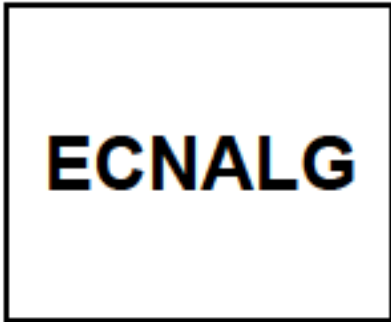
1 Man over Board



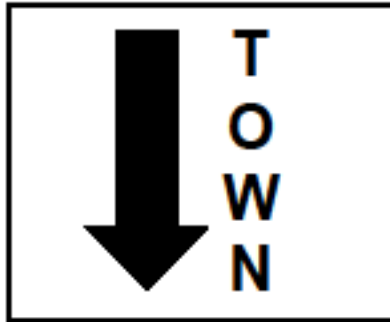
2 Reading between the lines



3 6 Feet under ground



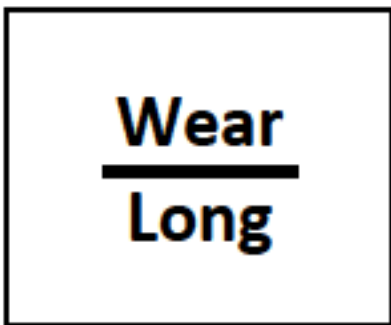
4 Glance Backwards



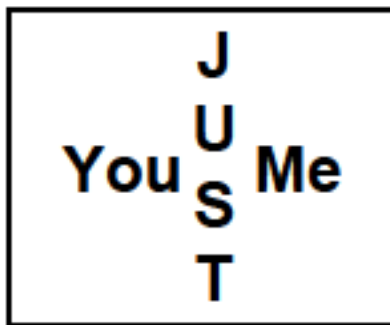
5 Down Town



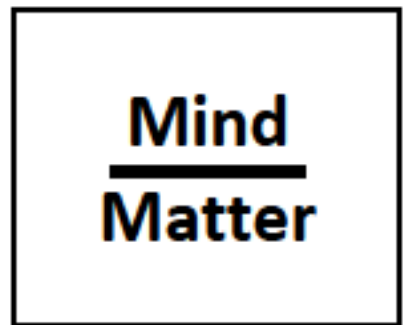
6 Split Level



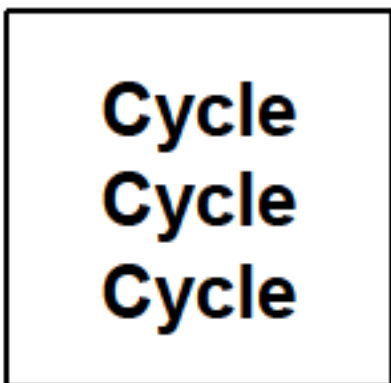
7 Long Underwear



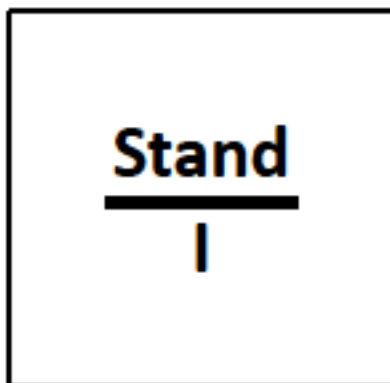
8 Just between You & Me



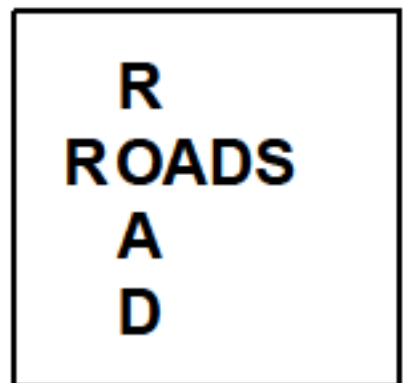
9 Mind over Matter



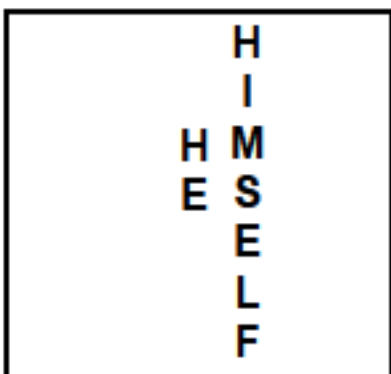
10 Tri-Cycle



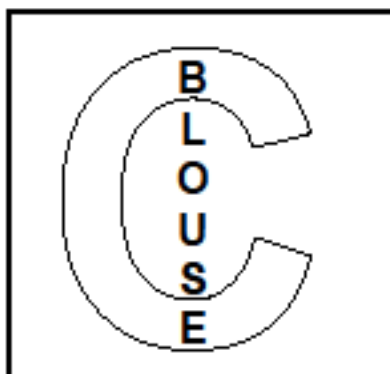
11 I understand



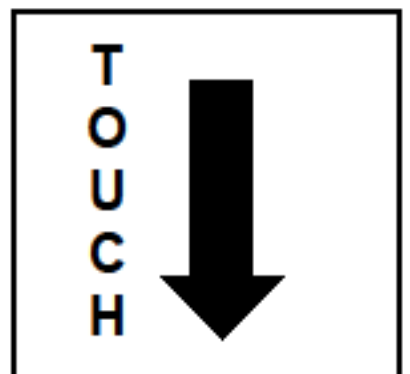
12 Cross Roads



13 He is Beside Himself



14 See Through Blouse



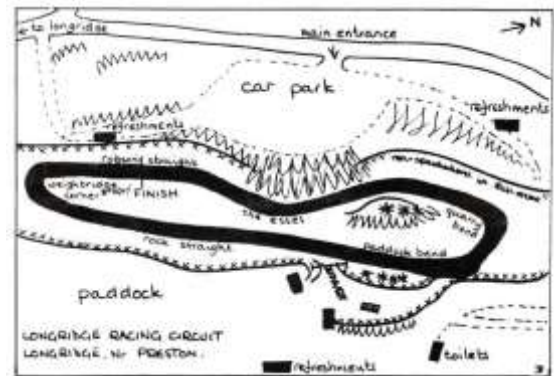
15 Touch Down

Lancashire's other Racing Circuit Answers



Lancashire
Automobile Club

1. Name the two post war racing circuits in the County Palatine of Lancashire?
Aintree and Longridge
2. Which circuit was in the Ribble Valley?
Longridge Motor Racing Circuit
3. What was the location of the circuit originally called?
Tootle Heights quarry
4. How was the product transported from the site?
By gravity railway
5. As well as product from the site what else did the railway transport from the site?
Horses which were used to pull the wagons back uphill to the site
6. The circuit had two main corners – name the one to the east?
Quarry
7. The circuit had two main corners – name the one to the west?
Weighbridge
8. There was one other bend on the circuit name it?
The Esses
9. What was the name of the main straight connecting the two corners?
Rock Straight
10. What was the length of the circuit?
0.43 miles
11. What type of motorsport first ran at the circuit?
Karting
12. What was the second type of motorsport at the circuit?
Sprinting
13. Which was the first motor club to hold a sprint meeting at the circuit?
Longton and District Motor Club
14. What was the third type of motorsport at the circuit?
Motor Car Racing
15. Which was the first motorsport club to hold a race meeting at the circuit?
Lancashire Automobile Club
16. What was the fourth type of motorsport at the circuit?
Motorcycle racing
17. There were three other types of motorsport held at the circuit name two of them?
Rallying – Rallycross and 2CVcross
18. What date did motor car racing start at the circuit?
29th April 1973
19. What was the maximum size of grid at the first motor race meeting?
Six
20. Who set the lap record at the first meeting?
Brian Murphy in his ModSports Jaguar E-Type with a time of 25.6 seconds, an average speed of 60.5mph,
21. The outright lap record was jointly set by three drivers – name them?
*Kim Mather (ex-F1 BRM P153)
David Orbell (Clubmans Formula Mallock U2)
Warren Booth (F2 Lotus 69)*
22. What was the outright lap record?
23.6s or 65.6mph
23. How many car race meetings were held in the first two years?
8
24. Which club organised all the car race meetings for the first 2 years?
Lancashire Automobile Club
25. Which was the only other club to organise car race meetings at the circuit?
Lancashire and Cheshire Car Club
26. Which year did motor racing finish at the circuit?
1978
27. What was the maximum size of grid at the last meeting?
Ten
28. What is the circuit now?
A Caravan Park – sob!



A reunion with Tong Park

(Thanks to Hippo Motor Group)

It was in 1991 when I last competed in Tong Park on the 7 Dales Rally. So it was with delight that I was invited by the Hippo Motor Group to join Tom Preston on a test day on 28th Sep 2017, 26 years since my last visit.

In 1991 I was with Rod Brereton in the Renault 5 Turbo, a newly acquired vehicle which unbeknown to us was set up on tarmac/circuit suspension which resulted in a very busy day as with Tong Park, being a forest/rough track surface, resulted in us having to change the rear shockers many times as we kept on breaking them. It is no fun riding round a forest track with no rear shockers and the car bouncing all over the place. I also remember one part of the stages being behind the woods on a track between the trees and a wall, which was to say the least three ply. We were travelling down it all the way on the sumpguard and some of the mini's were really struggling to maintain grip as their wheels were almost off the ground.

Anyway, we survived to finish the day and learnt a lot about the suspension and quick changes of rear shockers. One of the best photo's we have of the Renault 5 was taken here at the water splash/river bed. When walking round last week I didn't see that spot but maybe I didn't walk far enough. Getting old.

Well, what can I say about the day with Tom and the Skoda R5 modern day rally machine?

There is no comparison. The Skoda is a totally different modern machine. (See car specifications at the end.) It was set up on the right sort of suspension first of all, as it was due out in the Yorkshire forests on Rally Yorkshire on the following Saturday. The car sat fairly well off the ground with lots of movement available it certainly looked the part.

Inside it was once again designed for its role with the long shift lever for sequential gear changing and large levered hydraulic handbrake. There was also the centre panel for setting up things like max rpm and different driving modes, as well as the centre steering wheel panel for wash/wipe, mainbeam, indicators, launch control etc..

Right, onto the serious part. I was also given the privilege of having a ride around Tong Park with Tom. Having been strapped in to the harness and helmet plugged into the intercom we were ready for off. A steady ride from the service area into the forest where Tom stopped and introduced me to the setup panel in the middle. RPM up to 7500, no we will drop it to 6500, "That is the drive mode button". Asked if I was ready, "Yes". Then the comment "I will take it easy for the first lap and then we will speed it up for a couple more". Do not believe it. Stage mode on. Launch control set. Into gear and holding onto handbrake. RPM's rise and we are off.

"Bloody hell", or other similar expletives firing off in my brain. We shoot forward, acceleration like that I have not experienced before in a car, maybe on a fairground ride but not in a car.



1991 TONG PARK.



Continued on Page 55

Tong Park Reunion **Continued from Page 54**

The trees are flying past, gears being changed super rapidly and we are heading downhill towards trees and a ninety right bend.

Good job Tom knows the route as there are no pace notes or arrows, not that I think I would have been capable of reading them, or wanting to, all I wanted to do was look out the front or side window, depending on the angle of the car to the road, and enjoy the ride.

Braking hard, fantastic retardation and initially going sideways towards the bend the wrong way, we flick the other way and accelerate round the first bend. Expletives in my brain again. Sweeping bends, short straights and tight hairpins take us down to a hollow which forms a water splash,

Tom points to the buttons on the foot plate in front of me and says "Next time round hit the middle one", I think it was the middle one, which is labelled 'Wipers' and on we continue round the stage. I cannot remember all the straights and bends but it was a fantastic journey. We end up at another hairpin left and accelerate uphill back towards where we started and fly into further laps.

Entering another lap and I now slightly believe him when he said that he would take it easy on the first lap. The downhill right hander comes up even faster and more sideways.

Further round the stage I did remember to press the wipe/wash button as we hit the water and we continue around to the next lap and eventually the ride is over.

What a great day and experience and one I am unlikely to repeat. Thanks to Tom Preston, Hippo Group and the service crew which of course has to include Suzanne Preston, who provided brews and a superb buffet lunch. Would I go again? I would gladly go again given the chance.

Alan Shaw : Pendle DMC

Skoda Fabia Technical Information (Courtesy of Skoda Motorsport)

Base Car : ŠKODA FABIA III

Length 3,994 mm Max. width 1,820 mm. Min. weight 1,230 kg

Bodyshell. Modified for 4x4 drivetrain

Engine. Turbocharged 4-cylinder - 1,620 cm³ - Direct injection.

Max. power - 205 kW (app 275bhp) Max. torque - 420 Nm (app 300lbft)

The mass-produced engine, from which the racing engine of the ŠKODA FABIA R5 is derived, was originally introduced in the Volkswagen Lamando and ŠKODA Superb cars for the Chinese market. In comparison to the mass-produced version, the engine in the rally car is different in the following ways. Due to the reduction from 1.8 l to 1.6 l, there is a completely new crank mechanism, specially developed for rally conditions. The valve distribution and cylinder replacement system has been completely redesigned in order to ensure ideal conditions for replacement and cylinder filling. The fuel system (high-pressure pump and injection nozzles) was also adjusted. The racing engine is equipped with a modified turbocharger from the Audi S3 to ensure the necessary supply of air

Due to the new engine position in the car, the oil system and the engine ventilation system have been completely redesigned and optimised. The power of the engine is limited by FIA rules, which means there is a prescribed maximum operating pressure in suction pressure of 1.5 bars or a 32 mm diameter restrictor. For a considerable number of parts used in the engine, there are price limits or a requirement that parts must come from a mass-produced car.



Photograph by Tom Irvin Photography



Continued on Page 569

Tong Park Reunion Continued from Page 55

Drivetrain - 4x4 5-speed gearbox. Manual sequential shifting. Mechanical differentials (front and rear) The 4x4 drive is designed with 2 axle differentials. The front one is located in the same place as the gearbox. The rear transmission is connected to the gearbox by a Cardan shaft. The car does not have an inter-axle differential. However, for the correct operation of the handbrake, a disconnecting clutch is needed, which disconnects the front and rear axles when pulling the handbrake. The Differentials are mechanical and self-locking with no electronics. The ŠKODA FABIA R5 has a 5-speed, sequential, manual gearbox. The maximum speed is derived from gear selections with the overall maximum speed being around 200 km / h (approx. 125mph). Toms car was set for approx. 115mph max. A rally driver is able to change gear in tens of milliseconds.

Chassis

Suspension - Front and rear – McPherson

Both axles have a McPherson suspension designed for extreme conditions that cannot occur in regular traffic. On jumps, the force on every wheel equals to multiple of the weight of the car.

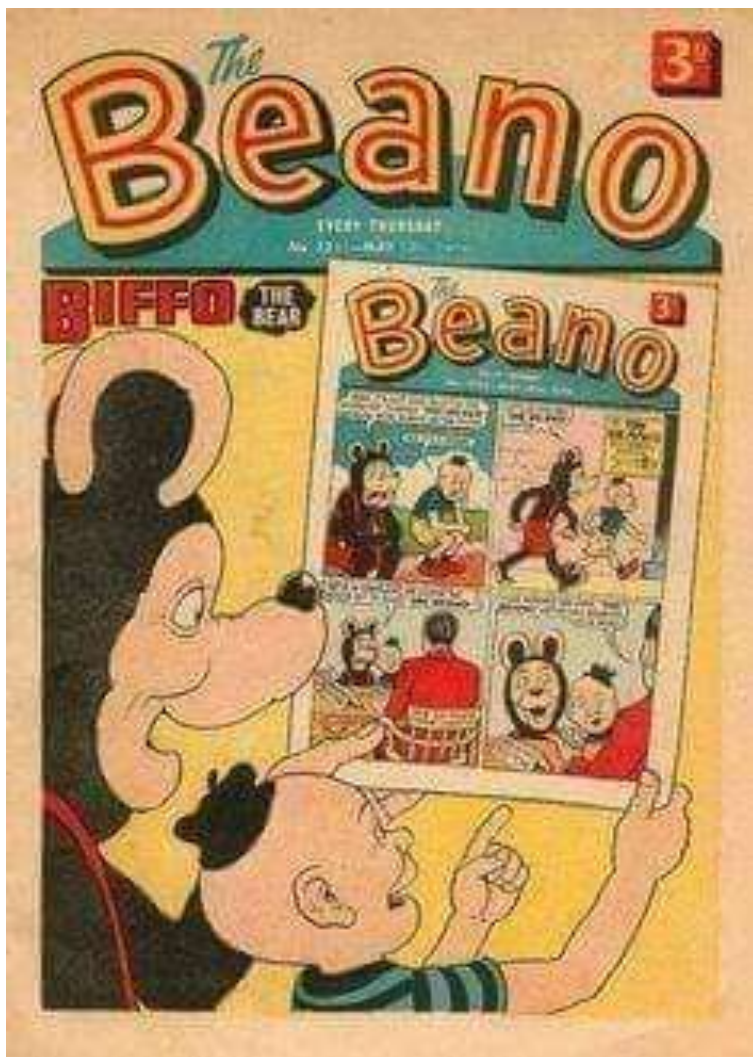
Brake discs for tarmac - Ø 355 mm / width 32 mm. Brake discs for gravel - Ø 300 mm / width 32 mm. Different surfaces do not only mean a change in the use of brake discs.

In view of the greater roughness of the gravel, the clearance height of the car for this surface is several tens of millimetres higher. There are also other parts, used only for a given type of surface (e.g. wheels, dampers, springs, brakes), and adapted for surface specificities (e.g. spring stiffness, shock absorber characteristics, stabiliser stiffness, etc.)

Fuel system. The ŠKODA FABIA R5 needs special racing fuel developed directly for rally cars under FIA compliance conditions. Special Fuel Tank - Volume 82.5 l (approx. 18 gallons) Consumption - 0.6 l / km (approx. 4.7 mpg) of a special stage. PS hope my conversions are correct)

Drivetrain - 4x4 5-speed gearbox. Manual sequential shifting. Mechanical differentials (front and rear) The 4x4 drive is designed with 2 axle differentials. The front one is located in the same place as the gearbox. The rear transmission is connected to the gearbox by a Cardan shaft. The car does not have an inter-axle differential. However, for the correct operation of the handbrake, a disconnecting clutch is needed, which disconnects the front and rear axles when pulling the handbrake. The Differentials are mechanical and self-locking with no electronics. The ŠKODA FABIA R5 has a 5-speed, sequential, manual gearbox. The maximum speed is derived from gear selections with the overall maximum speed being around 200 km / h (approx. 125mph). Toms car was set for approx. 115mph max. A rally driver is able to change gear in tens of milliseconds.

It seems as though this Lock Down has been going on For Ever



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Rowntree's Jellies Now 2 for 9 ¹ / ₂ p	Rowntree's Jelly	Mazola Pure Corn Oil 16 fl oz Now 17p
Kit-E-Kat Honey Now 4p	Co-op Creamed Rice Milk Pudding 150g Now 5 ¹ / ₂ p	Co-op 99 Tea Now 7 ¹ / ₂ p
Co-op Full Cream Evaporated Milk 3 for 11p	Jacobs Chocolate Maltins 8 Pack 7p	Plus FREE CHILDREN'S MUG with every special offer bottle
Brillo Pads 10 pack 9p	Plumrose HOT DOG Sausages 8oz 13p	
Bisto 8oz 8p	Cussors Imperial Leather Bath Soap 4 fl oz 9p	
Co-op Vitamin C Blackcurrant Health Drink 12p		

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Co-op

Malcolm Wilson Rally 2017

Looking back on 15 years of competing – having won the Citroen C2 Championship in 2015, competed in R2s and of course had the privilege of doing many a lap around my companies premises on the Forest Experience stage - this event stands out as one of the hardest but most rewarding days Rallying. We won the Spirit of the Rally Award in a Fiesta R2 hired from MHM Motorsport and as you read through, hopefully you will see why! This is the report I wrote the weekend after the event.

A very tough day out on the Malcolm Wilson Rally. After a long trip up to Cumbria to compete on the Malcolm Wilson Rally, we were met with some tough conditions at the start of Stage 1. I said to my Co Driver Hannah McKillop "let's just take it steady in here it is only 3 miles and we can see where we are at...". Well 2.9 of those miles we stuck to "taking it steady" then unfortunately I made a mistake braking late into a hairpin left. It was too late on a slippery downhill section, I locked it up and then the ground became the sky. With the assistance of some very helpful spectators and photographers (thanks Stanislav Kucera Carl Leavold in particular) we managed to put the car back on 4 wheels and get it running again. Sadly it had suffered a fair bit of damage.

We managed to nurse it through SS2 and SS3 with only a handbrake for stopping and a very unusual amount of toe in! At service the MSA told us we could not run with a damaged screen but we could without one! Mick Harris and Sion Ellis worked very hard then remove the screen, refit the headlights, mend the brakes and get the front wheels pointing straight again. So off we headed with goggles on to SS4. There was an advantage to having a broken bumper though, it didn't matter when James Giddings in another R2 needed a push into the next stage as his clutch had gone. However tempting it was to leave him stranded so we could get the points, that's just not rallying! We managed to push him up into the stage and he managed an impressive result! Unfortunately, it soon became apparent we had damaged something on the rear of the car as it would just not handle at all. Anything over 50mph caused the car to start weaving drastically. Determined with the thought that we had come this far, we were not going to stop now and besides the worst was over.. or so we thought! The weather decided to get much worse, throwing rain and snow at us and in temperatures below 0 with no screen I can tell you is pretty horrific.

However, there was more to come when we were struck with an almighty hail storm. Driving at 30mph with hail stones as sharp as shards of glass hitting you in the face is beyond painful, unless you are Hannah McKillop in which case they are apparently hilarious - how she was laughing at this point I will never know, perhaps hysteria, or hypothermia or both had set in by now. I really do not know another person who would sit in a car with no windscreen in sub zero temperatures, after being rolled over and not just sit there but actually read pace notes - perfectly I might add - suggest ways to make the car handle better, laugh and keep all her documents in order! She really was amazing. When we rolled her reactions were "ooh I have found the pencil I dropped", and "Ross take the pacenotes I don't want them to get muddy". There was no panic and even kept the same page on her notes! Unfortunately, when I took a slightly ambitious cut a bit later on, a branch of a tree nearly came into the car on her side – sorry Hannah! It does show what a patience and professional breed Co-Drivers can be.

Still we managed to finish and grab some points for the championship and on top of that the fantastic organisers of Malcolm Wilson Rally awarded us trophies for Spirit of the Rally which makes the whole experience more than worthwhile so thank you very much. We were both very impressed at the number of helpful comments and encouraging words from many marshals through the rally. We can't wait for the next round now - lets hope for some sunnier weather and less of the upside down on the Rallynuts Stages Rally Big thanks as always to our sponsors and supporters Forest Experience Rally School | Ryan Motorsport Insurance | #infrastar | #RCLTech | car hired from MHM Motorsport |

I hope you enjoyed this read and you have also spotted on social media our time trial event running at the Forest Experience Rally School and Test Venue that has just been granted a permit for the 1st of August.

Ross Leach : Forest Rally Experience Rally School



Harlech & DMC Rally Time Trial August 1st 2020

We have a date and secured a permit with MSUK. Thank you to all those who have helped us to get the event off the ground. We cannot wait to see you on the start line for an action packed day. We will be releasing the regs and more details very soon. Please follow our Facebook Page for more details or email us to be added onto the contact list.

events@forestrally.co.uk





Berchtesgaden to Home

and a little reflection.

Tuesday 29th June

Mission return home via the Mosel.

After 12 days on the move with no breaks it was very welcoming to have an easy get up and pack the tents away into the car. We only had some 650KM! to travel that day without any tests reroute! 11am departure (we were the last to leave!)

It had been a hard, none stop 12 days driving since, setting off from Littlecote House Near Hungerford Berkshire England

https://en.wikipedia.org/wiki/Littlecote_House

(Littlecote house has a great history all of its own!)

Travelling 1650 mile/2640 km encompassing 6 countries in 10 days, If you are reading this report for the first time, the report started in the May part 1 issue of Spotlight found here;

<http://sd34msg.org.uk/wp-content/uploads/2020/04/May-20-Spotlight-min.pdf>

Well back to the rally. The next camp site was at Campingplatz Bären-Camp **** Bullay, Germany and this was for 2 nights with a day of 'rest' planned for Thursday. The camp site was on the river Mosel between Zell and Koblenz. Bonus point was, a good restaurant! and shower blocks all the camp sites we stopped at has good shower blocks and all kept very clean. Another very lucky feature during this event was the weather. Days 12 of sunshine.....and the sun did keep shining, for the last two days on the journey home as well! This event would have been a great deal harder to run in the rain. Much of the travelling that day was on the German autobahns, as for some strange reason, we must have overtaken some 35+ English 4x4s all going the same way! The two event cars were now empty, as the 10 days of handouts had all been given to the crews, just two tents and our personal bags and a small amount of supplies. Were now in our cars.

The event had finished, but most had booked an extra two day stop at the next site on the way home.

We were one of the first to arrive around 18:00 hrs at the Mosel campsite and NO arrival MTC duties were needed! Pitch the tent shower and have food and the odd drink or two....in the restaurant, then fell into bed.



Continued on Page 59

H4H Rally Continued from Page 58

Wednesday 30th June - Nurburgring!

Bright sun shine from about 5:30am this morning and by 7 am it was getting very warm. We had the morning to chill out and relax until meeting at 14:00 to have a trip to the near by Nurburgring! Which was about an hours drive way from our camp site. Many of the crews went along on the trip for the fun, we had a look around the circuit and watched the public drive sessions that were to finish at 7pm. This was to allow the H4H 4x4 rally crews to drive around the circuit in a convoy run, **FREE OF CHARGE!** Well done that man who had contacts with the circuit. What a site it was, some 14 4x4s driving in convoy around the circuit. OK we would not have been the fastest around the circuit, I was in the passenger seat, some may say it was safer that way! But it was an experience and all part of the fun. Behind us was car, 44 Sarah Munson and Simon Atkins, top left, who finished 3rd overall on the rally, it was a sight on the corners..... Speed was never part of the event!

Whilst we were at the circuit another car was 'doing a little test', The Pagani Zonda R, I am sure it cost a tad more for them to use the circuit for the night and the news came out the following day.

Reports from the Old World indicate that a new Nordschleife record has been taken by the [Pagani Zonda R](#). And by some margin, too: After [Ferrari](#) lapped the ring in 6:58, its cross-town rival reportedly scrubbed over ten seconds off that time with a 6:47. The Italian supercar has blasted its competition out of the water with a Nürburgring lap time of just 6:47, though the Zonda R is a track-only car and the others are production models. Nevertheless, the time is still a record for a production-based model.

Well that was not in the event plan.... How did the organisers of the rally plan that one? Perhaps it was all the rubber that our 4x4s had left on the corners of the circuit giving it more grip? after all we did the lap in about 20 minutes in the convoy! Well the track is 20.832 km (12.944 mi) long.



Continued on Page 60

Thursday 1st July

Mosel to home.

Packed up and on the road for 8am 450KM to get to ferry at Dunkerque Nolkforkline (ferries) who gave all the crews a free return trip from France as part of its support to the event. Again the support that the organisers had from the likes of Land Rover, The AA, Brittany Ferries, O2 and several others all helped the event, over the next 5 events.

Once again this event,

- **The first event raised over £120,000!**
- Moreover, the six events from 2010 to 2015 raised a massive total of **£1,026,268.88**

The drive to the port was without any events and as per usual at most public places, out come the event flags and photos taken. The marshals cars lined up and competitors join the line as they arrive. The ship that took us back to Dover in 2010 was a tad different to those in 1940! Just a little over 70 years ago 300,000 allied troops left from the local beaches and this port to be taken back to England, so they could fight another day. See,

<https://www.english-heritage.org.uk/visit/places/dover-castle/history-and-stories/operation-dynamo-things-you-need-to-know/>

The journey on the ferry took around two hours and again during that trip another passenger onboard the ferry, but not on the rally, came and found me. John Frances who was a CSMA member. He had helped me with PR work, for the Civil Service Rally that I had run in Lancashire and Yorkshire. He was also a Motorsport Marshal, who had spotted the 01 car with my name on the door and thought who else could it be? He was returning home after working in Europe! What a small world it is!

We arrived back in Dover at 17:15 English time so tea time traffic to Surrey and arrived around 19:00, not a bad journey. Marshals cars emptied of the event equipment and I was ready to continue my trip home and left Surry at 20:15 250 miles arriving home just before Midnight and MY OWN BED!!!.....after 12 nights under canvas.

It is now 10 years ago since this event took place and when I looked back at the paperwork and magazines that covered the event. I see that in the Total Off Road in September had a report of the event. Along side the H4H 4x4 2010 rally report, it also has some results of events, and on the Staffs & Shropshire Land Rover Club, Comp Safari in Stone on 18th July. **The Class 3 winner is Jon Aston.** We did not meet until July 2014!

What a small world it is!

Keep safe.



Staffs & Shropshire Land Rover club / comp Safari	
Stone / 18 July	
Class 2 Paul Walker	00:51:43
Class 5 Lee Salt	00:47:39
Class 3	
1. Jon Aston	00:47:31
2. Steve Smith	00:48:25
3. Ben Clay	00:49:04
Class 4	
1. Matthew Calladine	00:44:19
2. Jeff Brazeley	00:45:57
3. Euron Wym-Williams	00:46:45
Class 7	
1. Simon Cooper	00:50:11
2. John Hewitson	00:50:32
3. Mark Shaw	00:50:53

Help For Heroes Rally 2010



ON 19TH JUNE a group of 43 4x4s waited eagerly at Littlecote House to set off on the ten-day Help for Heroes 4x4 European Rally. It was a fitting starting point for the journey, as the venue, which is now a hotel, used to be the headquarters of the US 101st Airborne Division while they were preparing for the Allied invasion of Europe in 1944. The rally was set to follow much of that route and before it had even started, the event had raised over £100,000 for Help the Heroes.

Those taking part in the rally included serving British and US military (some just back from Afghanistan), ex-service personnel, civilians, families and children. Once they had been waved off by Lyn Bowles, the Radio 2 traffic presenter, the drivers headed via Salisbury Plain's byways towards the Help for Heroes offices at Tidworth which opened up especially. Everyone arrived safely at the first checkpoint, some muddier than others, and a road route brought the crews to Southwick House, for a presentation at the Map Room about the invasion.

The hungry teams then headed for the Brittany Ferries crossing from Portsmouth to Caen – but not before the much appreciated delivery of sustenance from Domino's Pizza! (Presumably not what they ate during the invasion...).

Dawn broke over the French coast and the travellers went on a special visit to the Pegasus Memorial, where they had the chance for a photoshoot on the bridge itself. After the scene setting tour and many photographs, Vaughn Bird, from www.FwdFwd.com (off-roading in Northern France), briefed all on the next session to come: green laning through Normandy. The vehicles found themselves off-road within minutes, remembering of course to drive on the right! The tracks took them to the Arromanches 360 theatre where further insights into the 1944 events unfolded, then onwards to the Pont Du Hoc US cemetery, concluding the first day on French soil at a nearby campsite – where a 'team-building' barbecue was laid on.

Day Two saw a circuitous but historically important route tracing the June '44 landings

then an off-road session at the www.FwdFwd.com site. The late afternoon route to camp catered for taking in a number of the Commonwealth War Graves Commission (CWGC) Cemeteries in the region.

A haul to Arnhem lay ahead the next day – the journey was broken by encompassing some secret checks along the route; including Lochnager Crater and at Joe's Bridge on the Belgian/Dutch border. The day's end was a campsite on the edge of the Operation Market Garden parachute drop zone of September 1944.

Morning saw a presentation by the CWGC at the Oosterbeek cemetery and a visit to the nearby Airborne Museum. After crossing the John Frost Bridge (A Bridge Too Far) at Arnhem, a fast run to Veldhoven took them to a 4x4 venue arranged by Land Rover Club Holland. The return to camp was via the old 'Hell's Highway' and took in Nijmegen Bridge and the 'Island'.

A southerly run beckoned – but not before visiting the Reichswald forest CWGC in Germany where completely by

RESULTS

HELP FOR HEROES RALLY AWARDS

CAR	NAMES	
19	Jim Bowen, Brad Bradwell, Paul Bass	1st Overall
4	Adrian Wilkinson, Jonathan Bowles	2nd Overall
44	Sarah Munson, Simon Atkins	3rd Overall
23	Nick Zervos, AJ Berg	4th Overall
35	Toby Heason, Dyanne Heason, Gareth Williams	5th Overall
42	Leo and Emma Sayer	1st Serving Military Team
40	Iain and Gillian Lyall	2nd Serving Military Team
38	Ed Pawsey, William Pawsey, James Kellyu	3rd Serving Military Team
3	Neill Bates, Gareth Williams	1st Ex-Services Team
30	Alan Brice, Iain Lambert	2nd Ex-Services Team
20	Adrian Lane, Tim Eades	3rd Ex-Services Team
32	Shane Thompson, Jay Bristow	1st Civilian Team
37	Roland and Beth Traynor	2nd Civilian Team
26	Tony and Helen Knott	3rd Civilian Team
16	Nick, Lynda, James and Emma Burt	1st Family Team
13	Dave, Cara, Evan and Rhiannon Rees-Jones	2nd Family Team
15	Neil, Jo, Kalon and Nelson Oxford	3rd Family Team
12	Chris and Dee Pacey	'Spirit of the Event'
35	Toby Heason, Dyanne Heason, Gareth Williams	Best Dressed Team/ Vehicle Award
7	Simon Harbidge, Paul Smith	Highest Sponsorship Raised Award



chance one of the entrants found the grave of one of his relatives killed in 1944.

On the Dutch/German/Belgian border the field now found themselves in a quarry – and taking part in an 'orienteering punch hunt'. Some seven hours had elapsed since their departure from Arnhem – and they still had a four hour journey ahead; but with fantastic weather and the scenery of the Ardennes everyone was smiling.

Bastogne in the warm June sun was a different world from that bitter winter of 44/45. The Heritage Memorial told the story and the teams visited related sites of the area – including the foxholes of Bois Jacques used by E Company and others as portrayed in the 'Band of Brothers': a moving experience in its own right.

The itinerary took in another off-road site in Alsace before we crossed the Rhine and set camp after savouring the scenery of the Black Forest. A poignant visit to Dachau, where the atrocities of war leave an everlasting memory, was followed by the vistas of Bavaria, including another off-road challenge.

Journey's end led the entourage to the Eagle's Nest at Berchtesgaden; Hitler's infamous summer retreat.

Every vehicle that had set out from Wiltshire had arrived safely; some with thanks to the AA support that accompanied us throughout. The rally winners were, fittingly, a serving army team in their Land Rover 110 Defender, Jim Bowen and Brad Bradwell from Pirbright, together with Paul Bass from Challenger 4x4.

Thanks go to all the entrants and also to the corporate sponsors without whom the event could not have taken place, namely Land Rover UK (Organisers' vehicles), The AA (vehicle support), O2 (communications), Brittany Ferries and Norfolkline (ferries), Cambrian Fuel Card Services, MUMS Ltd, Noel Dazely Insurance Brokers, Total UK, Domino's Pizza, FwdFwd and Dell UK.

Next year's event is already being planned and is due to start on 18 June 2011. If you are interested you can get involved by filling in the application form at www.h4hrally.co.uk.

RESULTS

LWB	
1. Jeremy Vernon	2
2. Jo Weeks	7
3. Gary Kenworthy	10
SWB	
1. Beulah Stenner	5
2. Ian Bennett	5
3. Dave Osborne	5

Southern Counties Off Road Club / Safari Slab Common / 25 July	
1. Alex Freeman	2:03:13
2. James Foyle	2:07:49
3. Tony Harper	2:08:18
4. Martin Smith	2:10:52
5. Martin Stapleton	2:10:57

Southern Rover Owners Club / Pilgrim's Farm / 10-11 July	
CCV	
1st Overall Greg Willig	7
1. Terry Buss	11
2. Martin Leonard	13
3. Keith Leonard	16
RTV	
1st Overall Jenny Tanton Brown	3
1. Andrew Baitup	4
2. Mike Rowe	7
3. Michael Leonard	10

Staffs & Shropshire Land Rover Club / CCV Medinacott / 11 July	
1. Martin Skidmore	37
2. Richard Rowley	39
3. Andrew Metcalfe	40
4. Chris Tunnicliffe	41
5. Bob Metcalfe	43

Staffs & Shropshire Land Rover Club / Tyro Stone / 17 July	
1. Zoe Jones	1
2. Sue Jones	2
3. Ann Cooper	7
4. Nathan Walters	16
5. Henry Carnall	25

Staffs & Shropshire Land Rover Club / Camp Safari Stone / 18 July	
Class 2 Paul Walker	00:51:43
Class 5 Lee Salt	00:47:39
Class 3	
1. Jon Aston	00:47:31
2. Steve Smith	00:48:25
3. Ben Clay	00:49:04
Class 4	
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Class 7	
1. Simon Cooper	00:50:11
2. John Hewitson	00:50:32
3. Mark Shaw	00:50:53

Woolbridge Motor Club / Trial Holywell	
1st Overall Russ	13 pts
Class B	
1. John Tite & Simon Crook	26 pts
2. Simon Bassett	28 pts
3. K. Legg	31 pts
Class C	
1. Dave Hanky	35 pts
2. D Butterfield	35 pts
3. J Kirby	33 pts

Yorkshire Off Road Club / Trial Helmsley / 11 July	
1. Alec McClay	15
1. Kingson Lim	15
3. Dave White	17
4. Matthew Sykes	19
5. Tim Frankland	20
5. Bob Christmas	20



Almost there but not for everyone

Motorsport UK have released their guidelines to getting Motorsport in the U.K. re-started. They have confirmed that events can be given the green light from the 4 July as long as they meet the new guidelines.

The limitation to all permits of 50% compared to July 2019 – to give clubs time to re-start, return from furlough etc. - will not unduly change the current race calendar (National events e.g, BTCC, GT, F3, F4 cannot re-start until August). However the guidelines will be too restrictive for rallies to re-start just yet. Keep an eye on updated Q&A to be released soon.

Unfortunately we are not yet returning to normality (or a new normal?). However much we may wish our hobby to bring some stability – despite being furloughed, working from home etc. there will need to be some changes to our sport. Some of these may stay (hopefully the good ones!) and some of the rules may be temporary as we are still governed by our government and regionally devolved powers.

It is Volunteers Week this week so hopefully we can get out there soon and volunteer! With this in mind we are updating the volunteering database. To make it easier all existing volunteering will be removed / dates will be deleted where appropriate and new ones added as soon as possible.

We will advise when it's ready to go – planning for after this weekend!

AFTER THEN.....a PLEA!!!

PLEASE..... can I ask that EVERYONE updates their volunteering within our system? [Yes – this includes even you who doesn't use it at all]

We need to help the organising clubs identify any critical dates / venues / events in the calendar ASAP. Many of their staff are on furlough until mid / end June and therefore will not know their event situation until then but here's how we can help.

If we all volunteer correctly on our system we can give a clear indication of availability to Motorsport UK who can determine if any event may require rescheduling (regional volunteering coordinators can pull this information from the system). Even with reduced numbers some events still may have critical numbers! We have a great opportunity to help the clubs so please do your utmost.

1. Volunteering with clubs directly

I know many of you may volunteer direct to the organising club – this is fine but PLEASE tick the “volunteered with organising club” box on our system (then you are still counted!).

2. Preferred meetings

As you can only select one meeting per date on our system please select your preferred. If you are not chosen you should be given sufficient time to volunteer elsewhere if you would like to but please make changes and update as soon as possible

There are still a number of question marks around dates (many are provisional) and requirements unclear - in particular the British Grand Prix x 2! Everyone is working very hard to get these dates confirmed as soon as practicable and informing everyone accordingly so please bear this in mind. And many of you may have questions about exactly what will the event look like. All clubs are working hard to meet the guidelines but won't offer specifics until nearer the date.

So please assume they will be ready!

Continued on Page 64

When we do re-start there are a number of points to consider:

- Volunteering – numbers will be limited: please volunteer for your usual duty and the Chief marshal will advise if you have been accepted (you may need to multi-task!). If you are self-isolating, vulnerable etc. please consider carefully before volunteering.
- Declaration – this will be electronic before each event: it will include a paragraph specifically on COVID-19 symptoms (each club will advise their own process)
- On the day – the means of post allocation will be provided by the Chief marshal (this could be in advance or on the day). Where possible please stay in your vehicles, maintain social distancing from others and reduce car sharing with people who are not in your household
- Incidents – a thumbs up is required from a driver to indicate all is well. Do not enter a vehicle unless you have the correct PPE but do attend to fires, direct drivers and assist pushing where practicable
- Equipment – follow directions from the organisers reference equipment provided, sanitisation, use during the day and returning when task completed.
- PPE – most clubs will provide specific PPE where necessary. Recommended – face coverings, spare gloves, hand sanitiser for your own personal use. And don't forget to dispose correctly (preferably take home with you)
- If you feel unwell during the day – contact Race Control and advise. Return equipment where possible and leave the circuit as soon as practicable. Keep the Chief marshal advised of updates to condition after event – especially if COVID-19 symptoms
- PRCs will not be signed at the event. Please record the details of your attendance and this will be checked with Chief marshals if required. There is unlikely to be assessments during this time so only attendance signatures will be verified.

We are adding a snood to our Teamwear catalogue which will initially be available via our National Regalia Officer Eric Ridler. Website to be updated next week accordingly.

And most importantly stay safe – if you feel uncomfortable with the guidelines issued then do not feel obliged to attend. You will not need to meet minimum requirements to maintain grades this year and Motorsport UK are advising that your registration is valid through 2021 as well.

We all want to get back out there but only if we feel safe to do so.



The 2019 Report

Once upon a time.... It piddled down nearly all day, but despite the weather, all the driving challenges started within 5 minutes of their due time and the gallant competitors got all the mileage that the organisers had promised in their manifesto (not a false promise in sight!!), despite the lack of entries. The Kings Safety Delegate report shows the rally complied with every standard, not a single area marked down, making the rally one of just a handful of events to have kept a "clean sheet" every time since the Kings Safety Delegates were appointed. We're reet proud of that.

Right, that's enough of that.

This is not a report on what happened on the stages, the winners and losers, those that fell off – you can find that sort of thing in Motorsport News, or look at the results and make up your own story. Nor is it a weather report or a list of "thank you's" (although there are some of these things here)

Despite the weather, there were actually more spectators than in previous years according to gate takings by Coniston Mountain Rescue Team on the car park gates.

"Tool of the day" made his bid for this award early in the day; a spectator, who used his Impreza to take out 5 metres of stone wall near the entrance to Car Park D before we'd even started.

And talking of not having a very good start to the day, you'd have thought that going off 75 metres into SS1 would qualify as the first retirement. Actually, he was the third; preceded by the competitor who couldn't get his car to re-start after arriving at SS1, who in turn was preceded by cambelt failure waiting in the start car park!!

Furthest travelled competitor, the navigator all the way from Turkey, didn't make it further than 8 miles into SS1. A broken steering arm resulted in a closer look at the Lakeland landscape than he's have ideally wanted. Cue very funny banter in the pub on Saturday night about the "steering arms" of the 0 car driver who didn't even do 8 miles of SS5..... (or "Prince Paul of Docker shalt reduce his right foot pressure henceforth")

"Naughty boys" of the event award goes to the Mountain Bikers caught in the forest on SS5. As punishment we told them they were surrounded and they had to sit and watch you lot going past!! Still, cheaper than arrest and a £1500 fine....

"Heroes and heroines of the event" must go to the marshals generally. However, I'd like to single out the marshals at Skelwith Fold who had a frankly unglamorous but vital role, helping you find your way about and generally pointing you in the right direction in the labyrinth that is Skelwith. Some had travelled nearly 200 miles to do that job. Some were senior officials on GSR but weren't 'above' getting stuck in. Some came from the Kendal & Lakes Dive Club and probably got wetter than when doing their "thing". Thank you all. We love you long time!!

<https://www.facebook.com/grizedalestages/>

Skelwith Fold Caravan Park

Thanks to everyone who suggested names for our new glamping pods due to open 2020!

The S-Pods will be Eagle, Osprey and Buzzard - for some of our local birds of prey.

Booking is now available online

<https://skelwithfold.campmanager.com/>

Furness District Motor Club

GRIZEDALE

STAGES RALLY

Saturday

5th December

2020



HAWKSHEAD GIN AND SPIRIT CO

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

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

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

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

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

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

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

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

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

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

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

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

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hawksgin@mail.com

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Phil James

Motorsports Photographer & Journalist

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Pendle District Motor Club.

Scammonden Dam Hillclimb

15th August 20

After long and thoughtful deliberation, the organisers have decided that the planned hillclimb at Scammonden Dam scheduled for the 15th August 2020 cannot go ahead as planned. We understand that this news will be sad for many of you who enjoy the hillclimb. However due to the uncertain times we are in at the moment, the Government and therefore MSUK current social distancing guidelines, PPE requirements etc.. we feel that we are making the right decision.

The Waterboard have also not yet opened the venue to motorsport and we have no indication of when this will occur. The number of footpath access points, all of which are still open, make it virtually impossible to enforce any form of social distancing as well.

Our competitors, marshals, Medical, Recovery and organisers safety and well-being are our number one priority, and it would be extremely difficult to adhere to current social distancing measures at this relatively small venue.

We know this is not the news that you are wanting to hear. We have not taken this decision lightly and we thank you all for previous support and hope that we can count on your continued support on future events.

Stay safe and healthy and hopefully see or/and hear you all shortly when we can get back to the Motorsport we love.

The Organisers

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~~4-5 JULY: SWEET LAMB~~

~~26-27 SEPT: KIELDER~~

~~10-11 OCT: WALTERS~~

crosscountryuk.org

Liverpool Motor Club Aintree Sprints



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

- Historic ex-Grand Prix Venue
- Wide course, over a mile long
- Friendly events
- Lots of runs
- Great Value
- Café on site
- Race suits not required for Standard Car drivers

**Remaining 2020 Date:-
5th September**

The events are all rounds of

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

And lots of other championships too.

See website for details

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

For more Info and to enter, see www.liverpoolmotorclub.com



MELLORS ELLIOT MOTORSPORT MALTON FOREST RALLY

**SUNDAY
15th November
2020**

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.

In the meantime, stay home and stay safe!



2020 Wearside Classic and Targa rallies

It is with great regret that we have to cancel the WEARSIDE CLASSIC and TARGA rallies at NISSAN.

Due to the current Motorsport UK guidelines, restrictions and the uncertainty of when, and in what form, rallying will return in 2020, the Committee of Durham Automobile Club has no option but to cancel the Wearside Classic and Targa rallies on the 6th September 2020.

We hope to run the WEARSIDE CLASSIC and TARGA rallies at NISSAN in 2021.

TRACK DAYS EVERY MONTH at Three Sisters



Monthly Car Track Days - £95 pp

March 23rd 2020

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Sitting on the edge of the highway waiting to catch speeders, a state police officer saw a car driving along at 22 mph. He thinks to himself, that car is just as dangerous as a speeder. So, he turns his lights on and pulls the car over. Approaching the car, he notices there are 5 old ladies, two in the front and 3 in the back, wide eyed and looking like ghosts.

The driver, obviously confused, said, "Officer, I don't understand, I wasn't going over the speed limit! What did you pull me over for?" "Ma'am," the officer said, "You should know that driving slower than the speed limit can also be dangerous."

"Slower than the speed limit? No sir! I was doing exactly 22 miles an hour", the old woman said proudly.

The officer, trying not to laugh, explains that 22 is the route number, not the speed limit. A little embarrassed, the woman smiled and thanked the officer for pointing out her error.

"Before I go Ma'am, I have to ask, is everyone ok? These women seem badly shaken and haven't said a word since I pulled you over."

"Oh, they'll be all right in a minute, officer. We just got off Route 142!"

Midland Automobile Club Shelsley Walsh Hillclimb 25/26 July 2020

"Following the recent announcements by Motorsport UK to restart motorsport, we are pleased to announce that the first event of 2020 to be held at Shelsley Walsh will take place on 25/26 July.

The Summer Spree weekend has been held every year and we believe this will be a popular event for competitors who have been waiting patiently to go racing again. Entries for this event have therefore reopened, so anyone that is part of the championships listed will be eligible to submit an entry, the closing date for which is 29 June. Those who have already entered have their entries still in place.

Unfortunately, due to the social distancing rules that are still in place, the event will be held behind closed doors without spectators while there will be restrictions on the number of people that can attend per entry.

The team at Shelsley Walsh are currently finalising detailed plans for the 25/26 July weekend so please keep an eye out for further announcements about this event.

As this is the first event we are able to hold this year, it unfortunately means that events that were due to take place before 25 July will not be held. We are therefore working on a revised schedule for the remainder of the season that we will announce as soon as details are confirmed.

Please bear in mind we are on limited staffing levels at present, so keep an eye out for further announcements through our Shelsley Walsh email list and all our three social media channels."



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UPCOMING EVENTS

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SUNDAY

MAR 15th

FRIDAY

APR 13th

SATURDAY

JUN 29th

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.

2020 NW Training dates FIRE TRAINING

NEW Date

Now 12th September

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Association of Northern Car Clubs



PD Extinguishers Stage Rally Championship 2020

9 th Aug	Heroes Rally	Mixed
http://www.pendle districtmc.co.uk/		
6/7 th Sept	Promenade Stages	Tarmac
http://prmrally.wallaseymc.com/		
15 th Nov	Malton Forest Rally	Forest
https://www.maltonmc.co.uk/malton-forest-rally/		



FORMULA 1 PIRELLI BRITISH GRAND PRIX UPDATE

Formula One will return to Silverstone this summer with the British circuit hosting two Grands Prix on 2 and 9 August.

After months of cancellations and postponements, the sport has revealed a bumper provisional calendar to return to track action.

All races are expected to be staged behind closed doors with a minimum number of team personnel at the circuits. Social distancing measures will also be in force and on-site testing for **coronavirus**.

The 2020 season will kick off with an eight-race European leg of the championship, starting with a double-header at Austria's Spielberg circuit on 5 and 12 July.

The Hungarian Grand Prix will follow on 19 July, before teams head to the **Northamptonshire circuit** in England.

Further races have been scheduled to be held in Spain (16 August), Belgium (30 August) and Italy (6 September).

Bala & DMC

Minafon Garage

Gareth Hall

Memorial Stages

Trawsfynydd Ranges

16th of August 2020

The statement we did not want to issue - but with regret we announce that the decision has been taken to cancel this year's event due to the continued uncertainties surrounding the Covid-19 pandemic. The event was scheduled to take place on the Trawsfynydd Ranges on the 16th of August 2020.

The health and well-being of the local residents, volunteer officials and competitors has been a major consideration in reaching this decision.

With current guidelines issued by The Welsh Assembly and Motorsport UK we consider it unlikely that there will be sufficient further relaxations issued in time for us to proceed with any further planning having regard to the proximity of the event.

We would like to thank all the people that had helped us to get this far in planning for the event and to our sponsors Mr & Mrs Ceiriog Hughes at Minafon Garage, Bala.

Next year's date is provisionally Sunday the 15th of August 2021

Keep safe everyone and hopefully we will see you next year / Cadwch yn saff pawb a gobeithio y gwelwn chi blwyddyn nesa



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*.

The Gold Test Package invites teams or individuals to have a full day EXCLUSIVE testing for £700 plus VAT with only £150 plus VAT per extra car.

Prices vary for R5 and WRC cars**

Telephone Hannah at The Forest Experience on 01686 420201 or Email: 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 minimum of Helmet, Harnesses and Race Suits to be worn.



www.forestrally.co.uk

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 56)
Bryan Flint (Gemini 32)	Derek Bedson (Gemini 21)
Les Fragle (Gemini 3)	Steve Coombes (Gemini 5)
Adrian Spencer (Adgespeed)	Phil Andrews
Tom Irvin Photography	David Bell (Gemini 61)
Paul Gilligan	'Inside the Industry'
Duncan Littler	Speed Sports Photography

and last but not least, Chairman
(& my complaints manager)

Steve Johnson

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

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

SD34MSG
Zoom Meeting
Wednesday
15th July (8:00pm)

ANCC



www.ancc.co.uk

Meetings Postponed for Now



ANWCC

Association of North Western Car Clubs

Meetings Postponed for Now

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

The *intention is* to publish this EMag 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 2nd edition of July is
Saturday the 27th of June
which is due out on
Tuesday the 30th of June

for the 1st edition of August is
Monday the 13th of July
which is due out on
Wednesday the 15th of July

I am rather hoping that things might be returning to 'Normal' and I can start to use actual reports soon

PLEASE Email Reports etc. ASAP to Maurice Ellison at : sd34news@gmail.com

NB : The Editorial team reserves the right to do their job as Editors and may amend articles and reports as they see fit