

August spotlight

Part One 2020



Richard Hunter
Matlock MC

Photo Courtesy of Tony North

DEVILS Lockdown Tests

Kirkby Lonsdale MC

Monday the 6th July 2020
at Rowrah Kart Circuit,

www.sd34msg.org.uk

Volume 11 : Issue 8 August Part One 2020 : Maurice Ellison

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Devils Lockdown Tests

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Chairman's Chat

The 2020 Championships will have been discussed at the meeting on Wednesday night, an update for all clubs and competitors should be in this issue. Thanks to Maurice and James. This motorsport season will be very different for most competitors. However, grass root events are now starting and book early if you want a place, this will help the organisers.

AutoSOLO, Autotest, Production Car Autotests, Car Trials and some 4x4 events have all re-started from the 4th July, rallies may take a little more time. The planning, Marshalling and the PR-ing requirements to run a road or stage event will make it difficult to have one running in the next 3 or 4 months. Issues also could be will competitors have the spare cash for rallying? this is an unknown. Most organisers and event teams tend to be 50+ in age; will clubs have enough members willing to help run events? We are currently living in changing times!

Event organisers will need to change how an event is run. Pages 69-73 give a way of running grass root events without any paper! if you have a mobile signal. The U17MC event this weekend, will be trailing the app. I am sure it could also work for sprint and hill-climbs, we shall see how it all works!

Could all clubs please check their contact details listed on page 5? These are the ones you have given SD34 MSG. If you have any changes for your delegate please notify James Swallow email. jamesswallow87@gmail.com SD34 MSG needs your input at the meetings. Please keep anwcc.co.uk up to date with your event date changes.

Steve Johnson, Chairman , SD34MSG

Highlights of the SD34MSG Meeting Via Zoom : Wednesday July the 15th



As the first meeting since January, and being hosted online using Zoom, everyone was a little rusty to say the least!

The main point for discussion was what to do with SD34's various championships given the Covid 19 pandemic.

After much discussion, it was decided that for 2020 all SD34 championships are to be suspended with the exception of the non-race/rally, U18 and marshals championships. All competitors who registered for 2020 will receive free subscription for 2021, and those who do not compete in 2021 will be entitled to a refund of their registration fee.

Events are beginning to start up again, with CDMC and Airedale clubs co-promoting a targa/classic rally on 6th September. U17MC are running autosolos this coming weekend and have full entries.

In any other business it was asked that all member clubs please ensure their delegate and contact details for that individual are up to date with Les Fragle. As James Swallow takes over as secretary, an updated mailing list is to be sent to him for future correspondence.

The next meeting is Wednesday 16th September at 8pm.



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| | |
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Rallying Rambles

(tales of an obsession with motor sport)

By Bill Honeywell ©

I first met John Cressey around 1981 when I started teaching Rally Navigation in evening classes at Ribblesdale School. There can't have been many County Education Department-run Rally Navigation classes in the country, but then again, there weren't many Heads of Evening Classes called Jeff Smith, a very successful navigator in his own right. Many of my students later achieved success in motor sport (I'm not taking any credit for this!)

John's family firm was Magna Print Books, one of two businesses you wouldn't expect to find in the small edge-of-Dales village of Long Preston (the other being the first-ever Rohan Outdoor Clothing shop). The business was successful and the Cressey family went on to buy nearby Hellifield Garage – always a useful acquisition when you've got rally cars to maintain!

Like me, John can turn his hand to sitting in either seat of a rally car, and we competed on a number of rallies together, sometimes with me driving, sometimes 'JC'. On one Hall Trophy Rally around 1987 (I must still have been Clerk of the Course then), John's own car wasn't available for some reason and he asked if he could borrow mine. I had enough confidence in his driving skills to let him. And enough confidence in his finances that the loan was on the basis of "You bend it, you buy it!"

We always competed separately on Mull, and whilst I retired in the mid-90s, JC continues still, now with son Martin reading the notes. For many years now, John has had support from Minisport of Padiham, which is surprising as he had a prang in the Minisport van the very first morning he started working part-time for them a few years ago! At first he drove his Minisport-supported BMW-Mini, but now he's pedalling a classic Cooper 'S' – to good effect – on Mull and other selected rallies.

His best result on Mull was in 1985 when he came second to Ron Beecroft, the year my third overall vanished with the rear wheel when the halfshaft snapped. I'm sure he'd admit that he's too old to keep up with the young up and coming drivers, but his times can still sometimes be impressive and are way better than I could achieve.

John's brother Phil was also a regular visitor to the Mull Rally and used to service the Hellifield Garage-sponsored cars, including mine. I always remember his thick Yorkshire accent, when I'd ask "Can you fix it?" and Phil would reply "Ay, it'll eether get fixed er it'll breck." I can tell the following story because the hotel in question has changed hands several times since it happened...

Continued on Page 7



John with Stan Quirk on the Mull Rally



Early days



Going well on the 'Long One' in the Opel

Rallying Rambles : Continued from page 6

As I said, Phil (and his wife Linda) have strong accents that leave you in no doubt they hail from Yorkshire. Due to pressures of work one year, Phil thought they would have to miss the Mull Rally, but early in the week he realised they could just squeeze a visit if they drove up on Thursday and came back Sunday.

Linda rang a few places but as you would expect they were all full. She even tried the Western Isles but they were also full, and so, downcast and sombre, she related her tale of woe to Philip that Tuesday evening. Phil would have nothing of it. "The Western Isles always keep a room or two back in case someone wants to play golf. I'll call 'em!" So Phil rings the Western Isles and puts on a magnificently far-back, 'toff' accent. He related the conversation to me...

"Good evening, sorry it's short notice but I'm thinking of coming up to Tobermory for a couple of roynnds of gawlf at the weekend – could I book in?"

"Och, it's the big rally this weekend and we've only one room available,"

"Is it en-suite?"

"Of course sir,"

"Then I'll take it, Thursday to Saturday"

"Thank you sir, the total comes to £xx, would you be able to pay the deposit by card over the phone?"

"Deposit? Heavens no, I'll pay the whole damn lot now and get it over with!"

"Thank you sir, we look forward to seeing you, and enjoy your golf."

And that, said Phil, is how to book the Western Isles at Rally weekend. (The hotel's changed hands and this no longer works, just in case you were thinking...!)

John's navigator on Mull for some years was 'Bonney' Alan Wilson. We (me and Val, the Cressey Clan, Bonny Alan plus Dave, Jim and Nick from Hellifield Garage) were in the Bellachroy one evening, enjoying taking the top off one or two; at that time Val's mum used to visit our house on Wednesday afternoons to help her with the cleaning. I can't remember what we were talking about but Val said something which included the words "my cleaner": in a split-second Alan looked at her and said "Cleaner?!? – You POSH sod!" No amount of explaining by Val seemed to help, or reduce the hilarity, which got even more out of control when JC spilt some beer down his front and said "Woops, I missed my mouth!" to which Alan replied, incredulously, "You – missed – your – MOUTH?!?"

I was JC's co-driver on the 88 Lombard RAC Rally which started from Harrogate, where there were concerns, particularly amongst the Sierra Cosworth owners, that thieves would target the rally-prepared cars. One crew, staying at a B&B near the town centre, parked the rally car and locked it. They then parked the chase car in front and backed it up to the Sierra until they were touching, and parked the service van behind, also touching. With everything locked up securely, they went to bed and in the morning... the Sierra Cosworth was gone! The thieves had crawled under the service van, cut the handbrake cables, rolled the van back and made off with the car. Sad but true.

Nobody was likely to steal John's car, a Mk1 Vauxhall Astra 1300, complete with spare driveshaft under my seat (I never bothered to check how securely it was fastened down!) Bonny Alan drove the chase car and the rest of the lads the service van. Remember RAC 'Stately Homes Sunday Run' before the serious forest action started before Jesus got up on Monday morning?

Well, we took a water splash a bit too quickly and holed a piston. At first we thought that was curtains, but JC is nothing if not resourceful. We took the spark plug out and finished Sunday on three cylinders. First stage Monday morning was Weston Park, followed by a two-hour drive to Hafren Sweet Lamb in SW Wales. On Sunday afternoon Dave drove back to Hellifield and collected everything he'd need, and we got written permission from a filling station just outside Weston Park to work on the car on his forecourt.

Monday morning started with the Weston Park stage, still on three cylinders; then to the forecourt where the lads worked their socks off and changed the piston in 62 minutes before we headed off, with no time to spare, to south Wales, arriving at the stage with one minute to spare and almost last car on the road. (We were mentioned on the BBC evening Rally Report by... er, was he called William Woollard? Who said "One crew even changed a piston and kept going." Thanks WW, big mention that.) Meanwhile Bonney Alan, doing his best to keep up in the chase car, was stopped by the police for speeding and given a ticket.



**In Lettermore Forest in the 1300 Astra
with 'Bonney' Alan**

Continued on Page 8

Rallying Rambles

Continued from page 7

The rest of the rally didn't go well. Those roads are rough when you're running last on the road. By Tuesday we were at Grizedale in the Lake District. 200 metres into the stage on the first hairpin right, the driveshaft went. "Don't worry!" shouts JC, "we've a spare!" promptly dived under my seat for it, and replaced the broken item in little more than twice the time it takes to change a wheel. We set off again, and got a further five miles when... the cam belt snapped. Finally, curtains.

We called the service crew up (still on CB radio) and as soon as they could enter the stage they fixed a tow-rope and we were on our way home. John and I sat in the rally car as it was being towed. Bonny Alan in the chase car maintained close contact. The CB banter began, inevitably with criticism of JC. Someone said "He can't even drive fast," to which Alan, quick as a flash, replied "You're right there. I can drive faster than Cress – I've got a ticket to prove it!"

I can't remember the rest of the journey home.

Before we get to 1983, I'm sure 1982 was the first Tour of Mull in the black Escort KKC 733P, and I'm also sure this was the first and last time that dad (Roy) had used a full-face crash helmet. Some memories are sharper than others, so whether it was the first 'stage' or not I'm not sure, but the helmet, which he'd borrowed (possibly from Kevin Savage) was deployed, with the essential intercom, at Gruline, which was to be the start of the 'Long Long One' – the long way around Calgary Bay to Dervaig, then competitive through the village, turning right to Glen Aros and finally ending at Aros Bridge outside Salen, less than four miles from where we started but after 33½ miles of jaw-dropping, sphincter-clenching rally road.



Almost as soon as he'd started, dad realised his mistake. It wouldn't have shown up on a reccy, but under 10/10ths rally pressure, his glasses steamed up inside the helmet. After losing his place on the notes a few times we decided I'd just have to drive on memory and sight. The distraction caused by his attempts to keep his place were more distracting than having to do without notes. I wasn't too worried as I could remember the roads pretty well – but to remember over 33 miles was a big ask!

All went reasonably well. On the big drops above Calgary you daren't knock it down a notch – in my experience you're more likely to go off if you try to slow down – so it was just a question of concentrating like your life depended on it (which it did to an extent!). But it was after Dervaig, on the ridiculously fast Glen Aros, that I began to over-think. I remembered we had a note which read "Absolute crest at leaning post OK" – i.e. under no circumstances lift off. The leaning post was a black and white passing place post, and OK means it doesn't look like it but do as you're told! I thought to myself "When I see the leaning post, it's absolute"... then I thought "We never actually looked to see if there were any more leaning posts!" But when I saw it, I took the crest flat at about 105 mph... and the road was still there (with us on it) at the other side. But that was some crisis of confidence!

Incidentally, I always carried a clean tea towel in the driver's door pocket – washed without detergent or conditioner – for wiping the windscreen and keeping it streak-free. It's sacrosanct. But as I took off my helmet and headed from the finish to petrol at Craignure, the sweat was pouring off my forehead and on to my glasses. I had to fashion the sacred tea-towel into a bandana to see where I was going! I'm not sure where we finished but it was outside the top ten that year. Better results were to come...

... and finally... whilst on the subject of Roy and the Tour of Mull...

Coming back from Mull in around 2001 (Roy is by now 78 years old) we stop at the Green Welly at Tyndrum and dad goes to the loo. But he's beaten to it by a coach-load of pensioners and has to wait in the queue. When he gets back to the car, he's fuming, steam almost coming out of his ears, and (with his chin sticking out) says "Hell Fire! Bloody old-aged pensioners!! Why can't they just stop at home and watch Countdown or something?!" I simply replied with "Victor Meldrew, eat your heart out!" and got back in the car with Val. Poor Elsie...

Vintage Sports Car Club **THE MEASHAM RALLY**

January 2014

A new event appeared on the Northern Classic Calendar in mid January when the Vintage Sports Car Club decided to bring their Measham Rally up to our part of the world, the event being based at Scotch Corner.

Quite a unique event, the Measham is for pre-war cars and runs over a 200 mile route, through the night. Nothing unusual there you might think but a good portion of the 50 strong entry were open tourers, only have 6 volt electrics and trip meters are positively forbidden. The entire event is regularity, every inch of it from start to finish, and with only 15 minutes plotting time, there was a good deal of plot & bash involved as well.

A wonderful selection of cars turned up at the start, everything from a tiny 747cc Austin 7 to a mighty 4½ litre Bentley with a whole host of long forgotten makes featuring on the entry list, anyone remember a Graham Paige, a Salmson or a Gwynne..... me neither ! The competitors were an eclectic bunch as well, a lot dressed in period gear and sporting some spectacular facial hair, it was that kind of event !!

The action got underway with a 12 mile section over the army ranges above Catterick, somewhat enlivened by the fact that there were several exercises taking place at the same time. These are brilliant roads, just like forest tracks but much smoother, make you wonder why we pay Forest Enterprise such an exorbitant amount. I had the finish control at the end of this section and, amazingly got all but 2 crews through, they were in exuberant spirits, all very jolly and 90% of them took the trouble to say "Thank You for Marshalling", a nice touch, much appreciated.

The remainder of the route used a host of yellows around Richmond, Bedale and Masham , with no fewer than 60 controls (All of which were manned), roads that will be familiar to anyone who has road rallied in that part of the country. Quite how they all got round I am not sure, although the average speed for the event was set variously between 24 and 28 miles per hour, believe me, in cars that are approaching 80 years old, that takes some doing.

The Measham was won by James and John Potter in an Alvis TG 12-50, they took the decision on a tie break, having had equal penalties with Gareth Frank and Ali Proctor who were in a Lea Francis W Type. To put the relevant performances in perspective, the Potters are old hands at VSCC events and have won the Measham 3 times previously, Ali met his driver for the first time 2 hours before the start and was doing his first ever vintage rally, they are, to say the least, different !!!

The Measham is likely to be based up in the North for at least the next two years so do look out for the date, it is an event well worth going to watch, the cars are a living motor museum the crews are good entertainment, they don't half have a go, it's amazing to see what they do with those old cars, they get 10 out of 10 for trying.

Ed Graham : Hexham & DMC



Kirkby Lonsdale MC **The Devils Own 2014** **Historic & Targa Rally**

Kirkby Lonsdale MC ran the Devils Own Historic & Targa Rally on Sunday the 30th of March (Yes Mothers Day!)

Last years event was the first Historic event that Paul Brereton and I attempted together in his Mk1 RS 2000. It was OK but since then I have undertaken a few of this type of Rally and soon realised that the 2013 event was not one of the best.

2014 and young Ayrton Harrison (just turned 18 & son of Tony from Benthams) asked me if I fancied sitting in with him on his first proper event.

A brilliant ride. Skilfully driven, enjoyable and very quick and in only a 1litre bog standard Micra we managed to get 1st in Class & 7th O/A despite my 20s wrong slot on Waters Farm (& I thought I knew that road well) and hitting a cone on the 2nd run through Old Park forest (nr. Killington). The hit cone could have been my fault too because on the first run I said that we could have taken the chicane flat. On the second run it looked as though the cones had been put a little tighter together and it certainly was not flat through them (thats my excuse)

A total of 12 test had been set up and the improvement over last years event was very, very noticeable
Cracking good event that I would recommend to anyone

Maurice Ellison : Clitheroe & DMC



The Cooper Car Club & Bugatti Owners' Club Prescott Hillclimb

Saturday 30th July 2016

John Cooper founded the Cooper Car Company seventy years ago and to celebrate this small step on the way to Formula One glory a celebration event was held at the historic Prescott Hillclimb on Saturday 30th July.

The Cooper Car Club joined forces with the Bugatti Owners' Club to organise a celebration of Cooper Cars. The event took place almost exactly 70 years to the day when John Cooper and friend Eric Brandon competed with their self built Fiat Topolino based, JAP engined prototype Cooper Mk1, at Prescott's inaugural Post War meeting. Cooper never looked back and within 12 years Cooper were Grand Prix World Champions with Jack Brabham at the wheel, in the process having completely transformed the design of the Grand Prix car in leading the rear engine revolution.

Having cut their teeth with motorcycle based 500cc Formula 3 cars, Cooper went on to dominate in constructing a diverse range of Formula and Sports Cars. At their peak Cooper were the world's largest dedicated manufacturers of racing cars. They dominated in Formula 1 in 1959 and 1960 with two world championship titles. Production included Formula 2, Formula 3 with 500's in the 1950's to Formula Junior and again with 1000cc screamers in the mid 1960's. Racing sports cars ranged from sublime Cooper-Jaguars to compact 1100cc Cooper Bobtails, 2.5 litre Cooper Monaco's and of course not forgetting the iconic Mini Cooper.

The event highlighted a range of Coopers from across the years at Prescott both as static displays and competing on the hill. Entries included John Cooper's son, Michael in his ex Works Jackie Stewart Cooper T72. Guest in the paddock included Paddy Hopkirk, 'Smokin' John Rhodes and Stuart Turner along with both competing cars and display cars from Coopers heyday and the present.

The paddock was filled with Cooper 500's from the 50's and the later Formula 1 and Formula 2 rear engined racing cars and the fabulous Cooper Bob Tail and sports racers. The 500s competed on the hill treating the crowds to their usual sideways antics one taking it a little too far and rolling - fortunately nothing but pride was injured.

A round of the DEWS Mini Championship and Bugatti Owners Club Handicap Championship kept the hill full all day. One individual drove to the meeting from Maldon in Essex and competed in his 5700cc McLaren Can Am car. Yes it's road legal and he drove it home.

In the display area there were over 50 Mini Coopers ranging from the Monte Carlo winning Mini Cooper driven by Paddy who also put on a display run up the hill to their latest BMW Coopers. My RSP Cooper had been invited and proudly took its place in the display area.

All in all a great event and one which will live in the memory for many years to come.

Chris Lee : Lancashire Automobile Club





2018

GREYSTOKE STAGES RALLY

Sponsored by Legendfires

BDA, Forest, Maps and Sun

Greystoke Stages is always a popular event offering crews the opportunity of good quality forest rallying for just a little more money than a circuit based single venue, so it was no surprise that this year's event had reserves within days of entries opening. I had been asked by Craig Cleaver if I'd like to navigate for him in his Mk1 Escort to which I duly agreed. I've sat with Craig twice before and knew that not only was the BDA engined car immaculate but he knows how to drive it as well. The other attraction for me is that the event is on proper OS maps only, no pacenotes, so it gave me chance to crack the Poti out and do some proper navigating. As it's only a couple of hours from home I headed up to Greystoke on the morning of the event, signed on and waited for Craig to arrive. The format was 6 stages all using 90% of the same roads with each pair of stages the same repeated and service between each stage. Luckily the weather was good and we risked sunburn more than a soaking although a damp few days before the rally helped keep the dust down early on.

Stage one was essentially an anti clockwise loop of the forest and despite it being 12 months since Craig last competed he didn't take much getting back into it. This opening test went well with Craig committing to what I was calling without taking any big risks and saw us 14th fastest ahead of most of the 2 litre class with Matthew Robinson and Steve Bannister obviously way out in front but the Mk2 of Ross Brusby was close with several other crews just seconds behind. As stage 2 was a repeat of Stage 1 I knew a couple of places where we could make up time. Calling off a map it's always tricky to pinpoint exactly how far after a crest a corner is so after the first run I was able to tell Craig a couple of places he could keep on it for longer. We did have one slight moment when the car slid further than expected on a 90L and evasive action was required to miss a ditch although it probably cost us less than 5s and we still managed a time 9s quicker than our first run.

After a longer service Stage 3 started with a tricky section through the middle of the forest that hadn't been used yet and ended with the majority of Stage 1/2 in reverse. Mid way through this stage whilst pushing hard on a 90R the car was sideways a bit too long and caught the grass on the outside nearly pulling us into a ditch.



*Photos Courtesy of Graham Wingfield
'Ladythorpe 2'*

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Greystoke Stages Rally Continued from Page 11

Luckily Craig kept his foot in and avoided the ditch on the other side after it shot across the road. Then nearing the end of the stage the road went 500, 5R, 3L, 3R around island however it was tighter in this direction than the other and we caught the bank on the exit putting the car up onto two wheels. Thankfully no damage was done although the wheel marks we left on the bank confused a few of the later crews. Stage 4 was incident free and we were 10s quicker.

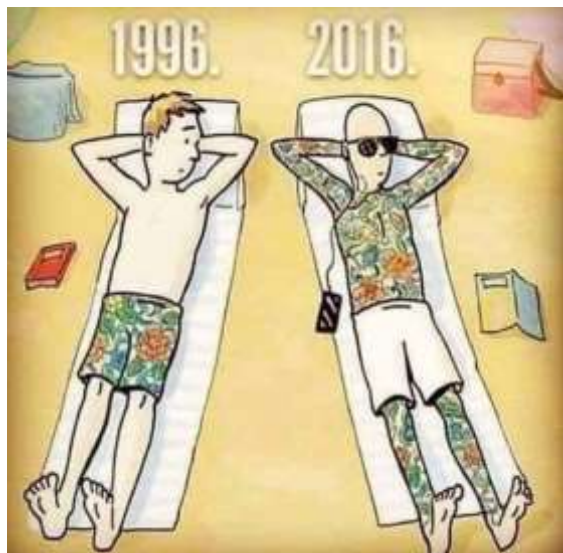
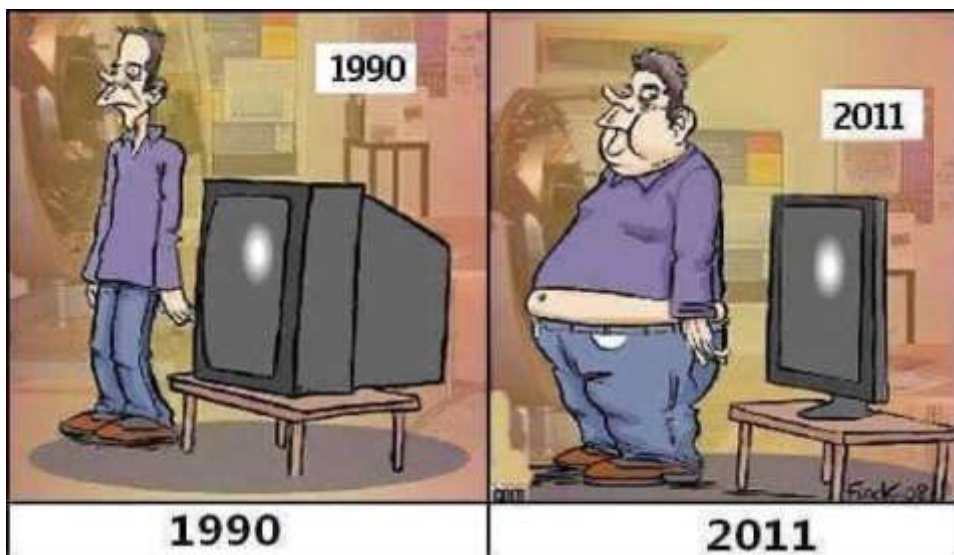
Stage 5 was a reverse of the opening stage and we were now starting to really push as the stages became dustier but quicker. The stage flowed nicely and was probably the best layout of the day. 15th fastest we were now in a close battle with several cars around us. After a bad opening stage Tom Hewick had snuck in front of us so we were now trying to hold on to 5th in class with a charging Andrew Robinson taking precious seconds from us on each stage after we got ahead of him early on. With one stage to go we had just 2 seconds in hand and knew there could be no coasting home for a finish. Craig was on a mission on this final stage seemingly braking later for every corner and at times putting the car fully broadside into corners what felt like 50 yards before we even reached it. We managed a time 9s quicker than Stage 5 and Craig remarked that if Andrew Robinson beat us he deserved it. In fact we had done just enough and finished on identical times but our faster time on Stage 1 gave us 13th overall and 5th in class, a very pleasing result against a very strong field.

Interestingly the top 6 positions in the 2 litre class were all Historic crews with only Ross Brusby's Escort getting amongst them as he took 3rd in class. Is this because Historic rallying is now so popular that more people than ever before are using Historic cars even on events that don't have Historic classes such as Greystoke, or is it that BDA engine cars (of which 4 of this top 6 were) are such a good engine that even against modern engined cars they can still be competitive. I certainly know that not much sounds better from the Navigators seat than a BDA screaming through the forest.

Another interesting point about the event is how quickly it fills. The entry fee is £360 and for that competitors get 32 miles of rallying making it £11.25 per mile. Compared to the latest BTRDA round, the Nicky Grist which was £12.10 per mile. Greystoke is however all multi use as the same 5 miles are used all day, but because of the nature of Greystoke and how well it is looked after I felt the stages were in better condition after over 300 cars had been over them (6 stages, 50-60 cars) than some stages in Wales or Scotland are after only 70 cars have been over them. I do feel this type of event could become more common as traditional multi venue forest events become harder and more expensive to run. With this single stage type event there is less setting up to do which means not only is it quicker but there are fewer set up diagrams required and a simpler safety manual. It is also easier to control spectators as they are on one stage rather than three or four. From a marshals point of view it's a better day as there were only a couple of junctions that didn't see cars on every stage as opposed to a multi venue event where you may see cars only once or twice with a long delay in between. As for competitors it offers a day's forest rallying for a reasonable price albeit with a shorter route than other events.



Sam Spencer : Clitheroe & DMC & Malton MC



Spadeadam Motor Club Countdown Rally

This is not my favourite event. I am not sure if I dislike the 061 Altratech Rally more or less than the Countdown. As far as I am concerned I doubt that I will be doing either of them in 2014. I have better things to do than stay up all night boiling my brain and paying for the privilege. Having said all that - I believe I said the same thing last year, the year before and the year before that and somehow still found myself navigating for my fourth different driver in four years and yet again getting stressed out on an eve do not enjoy.

Matt Kiziuk originally asked me to sit in with him in the BRM. I told him that it wasn't for me and why but he nagged away and eventually I gave in.

A week and a half before the event he popped round for a chat and told me that he had pulled the entry because there was too much work required on the car and not enough time to do it in. Feeling relieved I resigned myself to going and marshalling only to get a phone call the next day from Pete Jagger "See you have not got a ride. Fancy a run". Next thing I hear myself agreeing to give it a go. That's the problem with so many events 'Oop North' that have not run this year - you'll do anything rather than sit at home!

Final Instructions arrive. We are seeded at No.15. Due to two late entries we find that when we get to Noise and Scrutineering we are running at 17.

I have a mare of a start and cock up too many times to mention, but we keep going. After Petrol I seem to find things are starting to come together and we have a good run to the finish. (6 crews out of 20 retired at Petrol)

I do not a clue where we went - somewhere between Carlisle, Brampton, Haltwistle and Kershope forest. 5 pages of NAMs with 8 NAMs on each page and to really screw me up - not in the right order. Somewhere along the route we pass Paul Gray and Sam Spencer broken down in the mini and another crew off the road and through a wall in what looks like a big accident - turns out to be Sasha Herriot - told at the finish that both were OK (ish). Tony Harrison & Paul Taylor retired with gearbox problems. Alex Willan & Ali Procter won (oh to be able to decipher the clues as well as Ali Procter, Cath Woodman or Bob Hargreaves)

At long last I have now managed to finish (last - but a finish) the Countdown - 1st time in 4 attempts - could be back next year !!!!!!! (But doubt it)

Maurice Ellison : Clitheroe & DMC

PS - I never did go back to do the Countdown Rally because it never ran again. The entry over the years that I did the event dropped every year. The reason, in my opinion, the organisers didn't look after the majority of their future customers - they were only concerned with the top 10 or so crews who's navigators could easily do the complex navigation that was thrown at them and they ignored the navigators further down the field who were excluded at Petrol because they went OTL. The majority of these navigators didn't bother coming back and it's hard enough getting a navigator even for a pre-plot event



2013



1st O/A Willan /Procter



Whittaker / Tynan

Photos above Courtesy of Chris Ellison



Pete Jagger / Maurice Ellison



PROMENADE STAGES RALLY

Saturday 7th September 2013



Accident Advice Solicitors Promenade Stages 2013

Sometimes you can't see the wood for the trees, what makes an event so popular? I've often wondered that about Wallasey MC's Promenade Stages, because it's essentially a straight road or two with some man made obstacles, and then throw in a couple of roundabouts. Right?

Then you peel the bark back from the trees and what may seem un-inspiring actually is something so simple and clever it's brilliant. Not many events these days, bar the classics, can boast a continual run of thirty-three years rallying, especially when it comes down to having a local council closing roads. How many events in the UK can claim this? Only a handful.

The other appeal is to showcase the sport to an audience who would generally not get chance, or know where to see such exotic machinery at close range, their only knowledge of rallying is WRC on TV, and they never get to see the grass roots Clubmen who actually keep the sport alive. Speaking of Clubmen, the event is much kinder to their pockets, sure the kerbs do need some respect, but they aren't as "bitey" as say Weeton, nor are the straights that long that the limiter needs to be wound down to stop the engine killing itself. It may just have, looking deeper, the perfect blend of things that appeals to Tarmac Rallying enthusiasts in competitors and spectators alike.

This years event broke records in terms of uptake. In just four days the entry was full, sure that was online bookings, but within two weeks of regulations being released, the event was paid up, 90 entries. Looking at the entries it is apparent that The Red Kite Rally running just a day later took away some of the more exotic machinery normally seen at New Brighton, but the depth of the field is still fantastic. Old Warriors like Lyndon Barton and Johnny Vance (Get the pun?? Keep up...) Mike Gilman and Wil Owen mixing it up as they have done for years. Move down the list and The Cassidy's appear for their annual jaunt over from The Emerald Isle and Local lad Paul Evans in his immaculate Mark 2 Escort all whet the appetite. It was still missing a few more WRC cars and exotica, but hey.. It was still a good entry.

Onto the event and it soon became clear this would be a rally of attrition, within the first couple of stages, well known crews would fall foul of The Prom. Geoff Tremblett/Ron Morgan brought their Darrian from Maesteg only to find New Brighton does have teeth, an accident forcing them out on stage 2, shortly after Lyndon Barton's Escort decided to destroy its own clutch forcing a retirement and a short run home to Wigan.



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Photos Courtesy : Jason Evans

Accident Advice Solicitors
Promenade Stages 2013
Continued from page 14

Wallasey's own Ian and Lynn Rowland were blazing a trail with three fastest times on the first three stages, only to find stage four was a stage too far and the 6R4 couldn't keep up the pace, its engine expiring on stage 4.

This paved the way for a battle royal, The rapid Mk2 of Paul Evans partnered by Lol Powell now took the lead and fought tooth and nail with the 6R4 of Simon Chapman/Michael Calvert, little did either pair know that sneaking up quietly on them were Alan Oldfield/Steve McNulty in a Darian, the last two stages showing a measured output from Oldfield as he saved his push to perfection. It is fair to say though that any of the top three crews could have won it on that last stage.

One of the things about The Prom stages is that every year it throws up some welcome surprises. It allows older machinery to take on the ¼ million pound supercars and play with them on a level field. This year was no exception as stunning drives from Mark Jones in his M3 and Mike Taylor in a wonderful sounding Talbot Sunbeam rounded off the top five.

In the classes, Darren Brown pipped Robert Davies in the F1000 Challenge, up to 1400cc saw Alistair and David Oram pop over from Warrington to dominate the class by three minutes plus. In the middleweights (1401-1600) Mathew Roberts took top honours from Local Graham Muter. The up to two litre class was a close affair with the top three separated by 33 seconds, class winner Martin Hodgson also finding himself in a fine 6th overall, one up on his seeding. The heavyweights all featured in the top five, with less than a minute separating after 10 stages.

This event will be back next year, and after the announcement that sponsorship will continue from Accident Advice Solicitors, the event should be on course for another successful year.

Kev Haworth - Clitheroe & DMC



After meeting Stephen and his Litton Stratos at the Clitheroe stand at Myerscough College open day I agreed to attempt some single stage navigating. First on the agenda was a shakedown using a trackday at Blyton. After getting out of bed at a horrific time in the morning to be there I was grateful for the only sunny day I've ever experienced on that airfield. It looks rather different than when viewed through wind and sideways rain! With the help of an excellent service crew we set about finding some suspension settings that worked and familiarising ourselves with the car. All was going smoothly until I suggested that our resident set-up expert Richard jumped in the passenger seat so he could get an idea of how the car was behaving. However on the out lap one of the lower ball joints made a break for freedom, collapsing a wheel and leaving the car stricken on track, resulting in a stoppage of the session, I don't think we were very popular!

After getting the car back and repairing it, the next outing was at Barkston Heath. I was nervous about this all the night before, worrying about getting my timings right and booking in at the correct time, however I shouldn't have worried as it seemed you could just book in whenever you felt like as long as it was roughly right! Whilst Barkston was useful getting experience of navigating, the broken concrete was too rough for the Stratos, with only two inches of travel in the front suspension it's definitely a tarmac car! We had an issues with the refuelling system in the second stage (someone forgot to put the filler cap back on!) we had to retire, although the organisers allowed us to continue at the back of the field for the rest of the rally, gaining valuable experience.

Next to tackle was New Brighton Promenade for the Promenade Stages. After a rather wet and windy night attempting to sleep in a tent many cups of tea were required before the first stage was tackled. This seemed to be an incredibly well organised rally and the whole day flowed very smoothly. As the day went on our confidence grew and we were able to push a little harder. The only real dramas of the day were being overtaken by an Opel Manta only to find it static and facing in our direction a couple of corners later, and then a mad scramble to fit wet tyres when the rain arrived just before we were due out. Tyre change completed at the last second only for the sun to come out as we were booking in and the stage was bone dry by the time we started. It didn't cost us too badly in terms of time but I think it pretty much destroyed what remained of the wet tyres!

Completing the rally and gaining confidence without making any mistakes was the objective and we were happily able to achieve this and managed to finish 37th overall. Many thanks to Neil and John for doing a pro job servicing and keeping a sense of calm. Now on to the next venue!

Matt Worden - Clitheroe & DMC



Fire Training

As summer ends, my brother Simon and I head across Lancashire to the M65 Services at Darwen / Blackburn for an afternoon of marshal fire training, both theory and practical. The event has been organised by Steve Johnson (Regional Development Officer 'Go Motorsport') and his club team with support from the MSA and sits alongside a Production Car Autotest in the services car park. In previous years the event has been organised as an evening event at Accrington Cricket Club, but the services are an accessible and fine alternative venue.

We sign on just after 1pm and are rewarded with a much appreciated meal voucher to spend on McDonald's finest cuisine, a welcome and warming treat as the rain intermittently pelts it down outside. Our booked class at 1:30 includes a couple of fire 'virgin's' alongside a couple of more experienced marshals including a colleague from Bulldog Recovery who has probably travelled the furthest from mid Wales for this rare opportunity for practical hands on fire training. Before being let loose on the fires we sit down to a short focussed practical session that includes the theory of fire, the use of extinguishers and very importantly personal safety. Interestingly we are all reminded that our primary role is to safely get the crew out of the rally car in the event of a fire and only then in effect see if we can extinguish the fire. No matter how many times you sit down to such training, there is always something fresh or an essential reminder to what you may have learnt before.

Theory over it is then time to done our waterproofs and head outside to meet our practical trainers from Pennine Fire & Safety (John and Harry) who have set up in the service yard at the rear of the main services. Four cut down drums of kerosene and a couple of gas powered fire trays provide the professional training rig. John is instructive in the use of the powder and foam extinguishers and how we should operate in pairs, powder to knock the fire down and then foam to cool and seal the surface of the fire to prevent re-ignition. Quite bizarrely in this age of 'health & safety' John is only allowed very limited use of the AFFF foam extinguishers in case the foam gets in the water course and instead the training foam extinguishers are filled with fairy liquid, so not only does it 'do dishes and is kind to your hands' it helps fire marshal training !. In turn the training rig is lit and in pairs we tackle the fires, with everyone given the opportunity to use both the powder and foam extinguishers. Although we are at the rear of the service station I hate to think what those in the adjacent McDonalds drive thru queue thought as the flaming drums and trays sent flames shooting up into the air, perhaps that's how they grill the burgers here in Lancashire !.

Training over John, generous as ever offers the trainees a free powder extinguisher from surplus equipment that is still charged and perfectly serviceable and would otherwise be disposed of as it comes to the end of it's 'commercial' but not useable life.

With training records signed and certificates issued it's time to head back over to Liverpool. Next its back into Wales and stage rallying at Trawsfynydd and the Gareth Hall Memorial Rally, let's hope I don't just yet need to apply this valuable fire training.

Ian Davies (Gemini 23)



Solway Car Club



Used Car Parts SOLWAY COAST STAGES RALLY

7th August

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.



Sam Spencer : Malton MC

MULL TARGA RALLY

Spirit of 88

Like many other I was devastated when it was announced that the Mull Rally could not run in a closed road format for 2017 but I vowed to support whatever else they organised as an alternative. When a Targa Rally was announced Tom and I planned to enter our Corsa but problems with a new ECU and Tom's wedding meant we simply ran out of time to get the car ready. I therefore had to hunt out another driver and quickly convinced Andrew Johnson to take his Lancia Fulvia. My dad navigated for Andrew between 1979 and 1991 including 6 times on Mull, so I had grown up on stories of Andrew's driving, and in particular their exploits on Mull, so getting the chance to compete with Andrew on Mull was a childhood ambition come true.

Andrew was competing on the Devils Own the week before Mull and thankfully finished with nothing more major than a loose engine mount to sort before heading North to Mull.

The Targa was being held on the Friday of the "Motorsport Weekend" with a gravel time trial on the Saturday followed by awards and an after rally party on Saturday night. Seeding was done rather unusually by class, then previous results. Essentially with the exception of Andy Davies and Max Freeman at car 1 it was Historics first, then modern cars. We started at 4 behind Davies/Freeman, king of the northern Targa's Andy Beaumont/Andy Fish and John Bertram/Bob Hargreaves. From Victoria Street at the top of Tobermory we headed to Test 1 at Tobermory campsite and arrived behind Car 2. Some claim I wrong slotted in Tobermory (a wrong slot on the run out has become my trade mark), but the truth is that knowing where the first test venue was I didn't bother plotting the exact route. This test was a good opener and had drawn a strong crowd. Using the gravel roads of the campsite it was 90R over a bridge, two hairpins round some tree's, through the campsite and over another bridge before another hairpin to finish. Andrew doesn't hang about in the little 1300cc Lancia and made light work of the hairpins thanks to a good handbrake and we set a time just a few seconds slower than Beaumont/Fish. Next it was up to Glengorm Castle for a regularity over the private roads that lead back down to mid way along the Mishnish Lochs. Starting at 25mph and on private land I told Andrew to get his foot down off the line. Despite the roughness Andrew was soon up to speed and matching the 25mph average but I was a little thrown to see Car 1 trundling along ahead of us. I double checked we hadn't missed a loop and decided they must have had a mechanical problem. They let us past and we continued to the first IRTC then over the roughest section of the Reg, through two fords and onto the finish. Total dropped, 11s, not a bad start.

Through Dervaig and on towards Calgary test 2 and 3 were on the Mornish Haul Road, the section of new forest road that would be used for Saturday's time trial. With bogy times over 3 minutes for each test these were clearly going to be proper tests. The drawings didn't give massive detail, only the tighter corners but it was easy to see where the road went and with only a couple of 360's thrown in it was virtually a flat out blast which allowed Andrew to really show his prowess behind the wheel.



Mull Targa Rally Continued from Page 18

We did have one moment towards the end of test 2 when we arrived at a downhill hairpin left a bit too fast and ended up backwards down the road. Luckily we avoided the ditches and were soon on our way. It is fair to say of all the special tests I have done on Targa or Road Rallies these two were the best. From the end of test 3 we crossed the Hill Road into another section of forest for Regularity 2. As it was all on private land in theory the controls could have been any distance apart so quick departures from controls were needed in case controls were placed close together. In reality there were long distances between all controls and straightforward speed changes meant we dropped just 13s over three controls. After a quick wrong slot on the Glen Road (haphazard drawing by me being the culprit, my knowledge of the island meant I soon realised we were heading the wrong way though) it was down to Salen Pier for a test on an old coal yard that had been converted into a caravan site. This test had two reversing manoeuvres but the Fulvia's good rear visibility and lack of roll cage helped as we set 10th fastest time.

Test 5 must have been a unique test amongst Targa rallies as it's the only one I've ever seen on a floating platform. It was a simple enough test, 360 round a cone, loop round a large log pile where Andrew got the FWD Lancia indecently sideways, through a gate, hairpin right then dash back across the platform to the finish. Here we matched John Bertram who was now back in front of us so we were happy the time must be fairly competitive.

Test 6 was the most complicated of them all at Fishnish timber yard but we had no navigational issues and again we matched Bertram. Test 7 was down the old road to Garmony rugby club that is usually used as a regroup and despite it being a bit rough and pot holed Andrew took it flat which made the down hill finish stop astride somewhat interesting. The water filled pot holes didn't do the car any good though as we picked up a misfire but a quick dry off of the plug leads had it firing on all 4 cylinders again.

After Garmony was the lunch halt at Duart Castle where we enjoyed soup and a sandwich at the castle Cafe whilst checking the early results. We were laying 6th with just a handful of seconds separating the top ten but with some quick crews in modern cars running near the back of the field it was likely to change. After swapping stories of the first half and admiring a few battle scars (mostly broken exhausts) we started the second half. Test 8 was in TSL's base at Caignure, a good, open, loose service test with quite a lot of standing water. We set a respectable 10th fastest time but the misfire was back. Before starting Regularity 3 Andrew dried the plug leads again but before long it was struggling on three cylinders again. Reg 3 started just out of Caignure and went almost all the way to the start of the Scridain Stage, 25mph all the way with three IRTC's. Even with a misfire when given anything more than half throttle we dropped just 6s over 3 controls, second best performance beaten only by Ali Procter who dropped just 5s.

Tests 9 was on a section of old road that started at the side of the Caignure-Fionphort road and ended at the start of the Scridain Stage. It was relatively straight but incredibly muddy, potholed and wet. With a couple of codeboards to get we did slacken off slightly but took most of it flat out and set 11th fastest time. Test 10 finished on the opposite side of the road and used another section of old road with a bridge to finish. As we headed round to the start we pulled into a passing place to let a car coming the opposite way past and it just so happened we were opposite the codeboard, no need to slow down this time. Despite not being able to see on a couple of occasions due to the amount of water on the windscreen we set 2nd fastest time, just a single second slower than the Subaru crew of Davies/Freeman.



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Mull Targa Rally Continued from Page 19

Non competitive across Scriain took us to Test 11, Tioran Forest, a section Andrew recalled doing in 1988 on the "private land" Tour of Mull, sadly he couldn't quite remember the forest in detail. This was another very good test with only a few cones to make sure we went wide on corners but it was still a nice flowing test on some proper forest roads. Approaching the finish line we hit either a gully or huge pot hole with a hell of a bang, the centre cap of the steering wheel fell off, the car seemed to fill with dust and dirt and we both exclaimed "blimey what was that" (or slightly less polite words to that effect). Luckily we didn't lose any time but as we moved off the finish line it was clear we had done some damage. It was a short run to the start of the next regularity so we stopped just before the control to see what had happened. The O/S front tyre was flat but other than that it all seemed ok. With the car on an incline and a frankly terrible wind up scissor jack we had a struggle to change the wheel but thanks to some help from spectators and marshals Don King and Mark Standen we were eventually on our way. The picture shows just how badly we'd damaged the almost brand new Minilite wheel.

The final regularity used the link road between Scridain and Gribun and most of the Gribun stage, no maps needed for this one. Early on we caught a TR3 that had set off several minutes ahead of us, I can only assume they'd had a problem as they soon set off at pace to make up lost time. Between IRTC4.1 and 4.2 there were multiple speed changes in quick succession and I assumed a control must be imminent but it was actually located several miles into a 30mph section so there was plenty of time to double check the maths. The final intermediate was all at 30mph and achieved with ease until we saw the final control looming and that great nuisance of the island roads approaching us, a motorhome. Andrew sped up, dived into a passing place then quickly rejoined the road and we pulled into the control about bang on time (I reckoned). Over the three IRTC's we dropped 6s, only beaten this time by Andy Fish who dropped just 4s.

Test 12 was a re run of the Coal Yard at Salen Pier and despite it being rather badly cut up we were just 1s slower than on our first run and 9th fastest. Test 13 was on a gravel track below the main road north of Glen Aros towards Tobermory and although it was less than a minute long it was a good little test, the fact two cones we should have driven round were missing added some confusion but it was the same for everyone. All that was left was a final run round Tobermory Campsite where we shaved 2s off the time set earlier in the day then it down to Ledaig car park under the finish arch and into the pub. The atmosphere was fantastic. Filthy rally cars, competitors, spectators and marshals all swapping stories and the Time Trial crews queuing up for scrutineering in Mackay's garage. The event had been thoroughly enjoyable, picturesque regularities that didn't need a Mensa degree, straight forward, no non-sense tests and a chance to see some parts of the island I've never ventured to before. It certainly wasn't the same as doing the closed road event but it was a worthy substitute in the circumstances. My only criticism was the relaxed enforcement of the regulations with several crews, including 2nd placed Garry Pearson/Richard Crozier using GPS driven Monit trip meters despite them quite clearly being banned in the Blue Book. Our final result was 6th overall, 4th in class and along with John Ruddock/Abi Ruddock and David Ruddock/Dave Boyes we (The Yorkshire A Team) collected the team prize, my first award on Mull in 7 years of trying.

Sam Spencer : Clitheroe & DMC & Malton MC

2300 MC Andy Morte Tour 22nd October 2017



Ron Beecroft/John Millington



Charlie Woodward/Rod Brereton



Terry Martin



Photos Courtesy of Scottish Images



The Cunning Plan Works Out!

By Myke Pocock with Chris Veevers and Baldrick, 171

Baldrick, my Skoda Estelle trials car has blotted his copy-book recently with my last three trials being DNF. Note my pathetic attempt to divert attention away from his owner and mechanic! Head gasket failure, fuel feed issues and a trick clutch friction plate that turned out to be not as promised by the suppliers were the issues so a run out to a classic car show and a couple of auto test runs there settled the concerns that issues still existed.

Final checking on the Thursday revealed an offside side light and nearside tail light not as required so I started to check the wiring until the penny dropped and I checked the fuses. The relevant fuse was AWOL and checking revealed that the competition number light that is wired into the rear light had a fault. Answer, disconnect it.

We set off from Castle Baldrick around 6pm, arriving at the Breakfast and Finish venue some 4 hours later. It was then time to offload and drive to Tamworth, a further 50 miles or so. Time to try and get some rest but it was half hearted as my nerves always get the better of me before a trial. Eventually off at 2:51, the last of 4 Fell Side Auto Club members running together then a bit of a delay at Carsington Water Time Control before we were off to Haven Hill with a further wait then an easy run to the end. It's always good to get the first one under your hat and everything running well.

Off to Cliff Quarry. This year Mark Gregg and his team had introduced some changes on a number of sections and us minions in Class 4 had a different deviation than in previous years and no Restart. There was reasonable traction up hill on the first part then bear right and start to go back down hill, making sure to recognize all the marker tape and arrows for our deviation. Fortunately the marshal was there to point us in the right direction. The last few feet are steep and we just stopped on the lip, Fail. Not enough commitment. Oh dear.

By the time we arrived at the Middleton Moor Observed Test it was light and we were informed by the start line marshal that the previous competitor had done the test incorrectly but "we would be OK". Better do it right then.

Haydale our next section with Nigel Hilling in charge was dispatched easily being a typical Derbyshire stone based track that litter the area.

My history on Calton, another stony track, has been chequered over the passed years. The Restart area is positioned about half way up the section and looks innocent enough. However the stones are nicely polished and resemble permanent marbles. I have failed more than cleaned it. This year Mark Gregg, the CoC, was good to us in Class 4 and it was another nice easy run to the section end.

After the breakfast halt we took a 12 mile run to our next section, Incline. Well that was the plan but we managed to miss what must have been one of the biggest road signs in Buxton and went miles out of our way.

Incline is one of my favorite sections. A long, virtually straight steep track with a muddy, peaty base within a wood. After a short delay due to a previous competitor falling off the access track we were off getting good momentum to our yellow Restart box, stop low then an easy pull away and a clean.

I hadn't done Brand Top before, once again one of those Derbyshire tracks. After a short delay to allow a horse and rider to exit we then had a few minutes to talk Skodas with Simon Robson, the Chief Officer on the hill. My passenger, Chris Veevers, had bought Simons Skoda Estelle, Excalibur, many years ago and it was this that got me into trialing and Skodas. In fact some parts from it are still doing sterling service in Baldrick. Another pleasing clean but on arrival at the Section End the clutch peddle went easily to the bulkhead and I had to pull the gearstick out of gear. Checking the fluid level told us nothing but a check of the peddle revealed that the clutch master cylinder operating rod had fallen of its pin on the peddle.



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A Cunning Plan Continued from Page 21

A circlip had disappeared, not to be found anywhere. Chris buried himself in the footwell with a handful of tie wraps but they proved unsuitable. Eventually, finding we had no suitable wire to form a basic clip, the Raynet guy came to the rescue with a paper clip and it fulfilled the job for the rest of the day. Mind you, recovery of my navigator from the depths of Baldricks foot well required a good tug of his feet until a plaintive cry revealed that certain parts of his anatomy had come into contact with the gearstick and handbrake! Had his voice gone up an octave or so as a result?

Running now about an hour behind our expected time after our unplanned route deviation and slight delays at some previous sections we arrived at Litton Slack with around ten or so waiting for the fun.

What a section! Looking down in to the valley from above looks spectacular enough but dropping down to the start line reveals how awesome it actually is. I have known the start line actually in line with the section but this time it was some yards away at right angles to the section. Baldrick doesn't really do tight right angle turns at any speed. On this years Northern Classic Trial too much welly at a turn saw the demise of the headlight, front wing and indicator courtesy of a nice stout tree so I need to take it with care. I wasn't contemplating getting very far but after gently negotiating the turn we built up speed with unexpected traction finally getting to an area where the tracks from previous runners widened out. We went right and eventually ran out of grip just before the large tree on the left. Cleaned? No. Fun? You bet. What pleasure to be able to use this iconic section. Full marks to those who have done so much delicate negotiating to allow us the use.

Booth Farm was up next and I had heard some stories of difficulties from previous years and possible issues this year. Accessed across grassy farm land, the section start is also on grass at right angles to the main section. As you know now we have to take turns easily and it looked like there was a large rock on the outside of the bend. Gently then, ease it round and then deciding we needed as much momentum as possible I gave it some. The section is rutted and muddy but we got excellent drive and as the section leveled out and turned left we cleaned it with ease. A fun section.

Time now for a welcome break at Hollinsclough Community Hall for a compulsory 20 minute break. It is rumored that this year will be the last time this facility is available which is a shame. The Edinburgh must have put many thousands into the community coffers over the years.

This year there was no Rakes Head which was just up the road so it was off for a seven mile run to another hill that I hadn't done before. An up hill, twisty and muddy section straight off the road side, we watched an X90 set off at a rate of knots so decided that if it was good enough for them then why re-write the script. And so it proved, running in deep bumpy ruts to the end.

Excelsior. I have consistently failed the Restart this year despite cunning plans to the contrary. Once again Marks plans gave us a different Restart so I was already planning a positive note in the Route Book. It all came to naught as I completely read the Restart box wrong, stopping high and although I got traction ground to a halt after some yards on the sharks teeth rocks of the usual Restart box area.

The long access track to our next two sections would make a good section itself. Clough Wood and Clough Mine are close together and to concentrate the mind I was being watched by someone who is planning to build an Estelle for trialing. The first, Wood, is an easy run of a few feet until it turned right up hill then curved round further to the right. I was planning a clean but spun to a halt before it leveled out. The next section I have cleaned and failed in the past, one year failing when I run up against a massive rock that had been dug out in the section by a previous competitor. The first few yards are down hill then through deep rutted mud, bearing slight to the right then steepening up hill on sticky mud. We got to the bottom of the last very steep bit then stopped. Not the best advert for my friends.

I was starting to get to the stage that tiredness was kicking in but we only had one last section and an Observed Test to go. Running up hill and twisting and turning on a soil surface, our class went straight to Dudwood 2. In 2017 we got within a sniff of the end so a possible clean was on the cards. The blueprint didn't however include the ignition lead falling off the coil! The lovely lady on the start line gracefully declined my request to give it another try once the offending item had been re-united with its correct place. All that remained was the second observed test, reminding myself not to stop on the incorrect line as I did once before.

A terrific Edinburgh Trial with some welcome changes. The sections were varied and a nice cross section of challenges. That's why we come back as often as possible.

To Mark Gregg, the Clerk of the Course and all his team and to David Malin, Chief Marshal I am sure all will extend their thanks for all the effort and long hours that are put in to allow us to go out to play.

BARNOLDSWICK shift supervisor Rod Brereton escaped serious injury when his rally car hit a stone gatepost during a recent north country event — on his birthday!

But Rod was still laid-up for three days with leg injuries and the yellow turbocharged Renault 5 is a write-off after the prang at the Cark circuit near Grange-over-Sands.

Rod, who works in the ring of vanes cell at the Lancashire site, was navigating in the race. Driver was college lecturer Alan Shaw, who teaches Rolls-Royce apprentices.

The two have been rallying together for 20 years and the recent crash was Rod's second close escape — he had a collision in 1984 during a night rally which demanded a

complete rebuild of the car.

This time, however, the 205bhp, 1400cc car is a write off after the accident on Rod's 45th birthday.

"We aquaplaned on a right-hand bend and spun off. And that after we had recorded the ninth fastest time on the first stage against Lancias and Cosworth Escorts and Sapphires," said Rod.

Now the two are hoping to be back on the road in a Renault Clio in the Tour of Mull event in October.

Rod is chairman of the Pendle District Motor Club, an amalgamation of the Penine Range Motorcycle Club and Rolls-Royce Barnoldswick Motor Club, which allows both sections to compete in RAC-approved events.

The combined club organises all types of motor sport — including autotest, hill climbs, production car trials,

road rallies and stage rallies — and is on the look-out for new members.

Most existing members work for Rolls-Royce. In addition to Rod, president Ray Duckworth is a shift supervisor in the plastics department; treasurer Les Eltringham is from Fast Response; and others from static compressor module, including module leader Martin Dean who moved to Barnoldswick from Bristol.

Despite a steady fall in membership since 1987, Pendle has won the SD34 MSG club championship for the past five years. Guests of honour who have attended awards evenings include Damon Hill and, this year, Alain Menu, Renault touring car racer.

Among the club's individual successes has been Rod's Class C co-driver championship in the now-defunct Renault 5.

"A further cause for celebration in our 21st year was our team winning a national club quiz challenge against 800 clubs," said Rod.

The team of three was among the final four clubs competing at London's Shell House recently. The trio — Ray Duckworth, Ian Mills and Ian Winstanley — took the top prize of £2,500 worth of much-needed equipment.

Any potential members can contact Ron Brereton at work on 18865 or at home on (01282)



PENDLE clubmen: Firmly in the driving seat



RALLY flying: Rod with driver Alan Shaw before the crunch came



BLUE STREAK TARGA RALLY

As the 2016 WMC/Gates Rally Challenge moved beyond its mid-point, attention turned to the terrain to the north and east of Carlisle for Spadeadam Motor Club's Blue Streak Targa Challenge Rally. Eight historic and six Targa competitors from the WMC/Gates Challenge presented themselves for scrutineering together with numerous other local Targa crews and a number of other NESCR Historic competitors. Ample trailer parking, noise and scrutineering were all located in a small industrial estate just outside Brampton and signing on, the Start, lunch and Finish were all accommodated in the nearby Golden Fleece. Documentation was first class and an abundance of marshals helped the event to run smoothly throughout the day. Maps were not required and navigation for the compact route was all contained in the tulip road book.

The first Section comprised 5 tests with a mixture of smooth tarmac, concrete and gravel surfaces. Test diagrams were excellent and needed to be because of the substantial number of cones on most tests. The highlight of the first Section and perhaps of the day was the closed roads Test in the centre of Brampton which was used 3 times through the day to the delight of both the appreciative crowd and the competitors. After these five tests John Bertram/Andy Fish, Mexico, had stamped their authority on the event and led the Historics with a clean, tidy and quick run totalling 350sec's and Kevin Savage/Phillip Savage, Volvo PV, took a comfortable 2nd with 397s.

WMC/Gates Historic crews followed with John/Marion Sloan, Midget, taking an early lead on 405s, Marsden/Garstang Escort Mk1 on 421s, Graves/Palmer, TR4, 462s, Fenwick/Carmichael, Golf, 475s, David Agnew/Alan Jackson, 911, on 521s (with two disputed WTs), David/Paul Garstang, Fiesta Mk1, (also with a disputed WT) 534s, Ian Dixon/Maurice Millar, MGB GT, 611s and Paul Slingsby/Michael Fox, MGB, on 656s.

Among the WMC/Gates Targa competitors, Andrew Graham/George Edminson started well on 354s followed by Geoff/Maggy Bateman on 453s, Dave Winter/Michael Pears 462s, Joe Harwood/Jai Wall 469s, Angela Jones/Willie Jarman 484s and Chris Hunter/Fiona Tyson having forgettable first Section on 513s.



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Blue Streak Targa Rally

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Excellent tests requiring maximum concentration in the first Section had everybody very focussed as we started out on the tests in the second Section. Three new test layouts and one repeated from Section one continued to challenge the crews. Bertram and Savage continued to lead the Historic field with totals for this Section of 290s and 336s but the WMC/Gates crews were fighting back with Marsden/Garstang on 320s, Agnew/Jackson fully focussed on 331s, Dixon/Millar 334s, Team Sloan 337s and Graves/Palmer 339s. WMC/Gates Targa crews were also going well with Hunter/Tyson staging a fight-back with a stonking 295s, G&M Bateman 332s, while Graham/Edminson suffered a setback with 372s, Jones/Jarman started to pull back time on 384s with Harwood/Wall on 389s - these latter two crews would be locked in battle for the remainder of the event.

A welcome break for a simple and satisfying lunch helped crews wind down and compare notes. Many were the tales of confusion and "debate" as crews adjusted to the intensity of the tests. Many were the sharp intakes of breath as crews realised how punitive the test maximums were if you incurred a WT. But, many were the tales of joy at being able to put on a show in Brampton.

Overall the mid-term report was "Must do better next term" - so we did. My *enthusiastic* chauffer enjoyed Brampton so much (as did the crowd by the noise they made) that by lunchtime I'd almost lost my voice trying to prevent him doing extra half laps that weren't on my test diagrams!!!! Sadly, Roland Proudlock had departed for A&E with serious scalding incurred when investigating an overheating engine

After lunch we lined up for two more Sections and another seven tests. Test 10 was a new layout in Brampton with 11, 12 & 13 reruns of some of the morning's tests - so, an opportunity to improve on the morning's times. Bertram with 291s and Savage on 311s were still in a league of their own but Savage was getting back into his old BTRDA mode with the big PV dropping just 20s to Bertram through these four tests. Agnew/Jackson were "on it" with 318s as were Graves/Palmer 319s, Marsden/Garstang taking a line fault and 329s while Garstang/Garstang had got the little Fiesta wound up after replacing a failing set of plugs with 331s (why did I rebuild that car for them?). Andrew Graham/George Edminson had a sure footed round with 293s, Hunter/Tyson were going well on 296s and the Batemans had 308s. Jones/Jarman had a good Section recording 327s to Joe Harwood's 356s but with another round to go there was time for Joe to fight back.

The final Section of three tests was just to the south-east of Gretna and it was well worth the trip over there. A long slalom with chicanes along a disused tarmac road put smiles on faces but the final two tests, again on tarmac, wiped away the grins as we had to concentrate hard at the end of a demanding day.

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Bertram/Fish took 248s but Savage/Savage closed the gap to 11s with 259s. Agnew/Jackson were flying with 247s, Graves/Palmer had 280s, Team Sloan were on 286s and Ian Dixon had 292s. Andrew Graham/George Edminson flew through the Section on 224s, Hunter/Tyson continued to improve with 254, the Batemans were on 283 and Joe Harwood got ahead of Angela Jones with 299s to her 334s. Dave Winter/Michael Pears rounded off the WMC/Gates Targa crews with 335s.

John Bertram/Andy Fish took a well deserved overall victory with 1179s, Kevin/Phillip Savage were second Historic on 1303, Marsden/Garstang were mightily relieved to scrape 3rd with 1394s, Team Sloan had 1397s, Graves/Palmer had 1400s but had suffered a punitive test maximum during the day, Agnew/Jackson along with others suffered the dreaded test maximums with 1417s, Dixon/Millar 1594s, Fenwick/Carmichael 1646s, Garstang/Garstang on 1664s and Slingsby/Fox on 1761s.

Andrew Graham/George Edminson took the WMC/Gates Targa Class with 1243s, Hunter/Tyson had a solid 1358s, Geoff/Maggy Bateman 1376s, Harwood/Wall on 1513s got ahead of Jones/Jarman 1529s and Winter/Pears finished on 1735s.

Thanks go to Spadeadam Motor Club's team, their marshals, supporters and sponsors for delivering a distinctive and well organised event. Our next WMC/Gates Round is the Doonhamer on September 18th and I look forward to continuing the battle for 2016 Challenge points

Mike Garstang. Wigton MC



NESCRO

Historic Motorsport In The North of England And Scotland

Historic and Classic motorsport has enjoyed a successful year so far with excellent entries on most events, the numbers swollen by the inclusion of a "Targa" class on most events, indeed the balance is gradually swinging from historic to Targa cars as owners of classic machinery are using them less, no doubt due to their increasing value.

Following the opening round of the season, the Saltire, Berwick Classic produced it's usual excellent event with some exciting new test venues in the Borders, the event again attracting entries from all over the country. By comparison, the Shaw Trophy saw a rather thin entry although, again, the event featured some new test venues, it does, however, require better promotion if it is to gain a reasonable number of entries.

The Lake District Classic never fails to produce the good s and this year saw another excellent event in the Penrith area, well run and with a great variety of tests, it produced, despite an overabundance of dust, an excellent days sport for the large entry.

Next up is Spadeadam & DMC's Blue Streak Rally for which regulations are currently circulating. Looking ahead, we have the Doonhamer taking competitors back over the Border, the Stocktonian which I hear is switching venues and the Solway where again, Wigton Motor Club are promising something new and entirely different.

The ethos of NESCRO events is to produce cost effective motorsport for the clubman with the emphasis on classic machinery and on the evidence of events held so far this year the format certainly seems to be working.

Ed Graham (NESCRO & Hexham & DMC Chairman)



Hear about the fantastic fund-raising efforts of the Utility Warehouse Mini Owners Club



We are an Exclusive Motor Club solely reserved for the Authorised Distributors of the Utility Warehouse Discount Club (www.uw.co.uk), who come from all areas of the UK and who have achieved the status of owning a Company branded MINI.

Our sole objective is to run motoring and social events to raise funds for our annually nominated charity. All operating costs are either voluntarily provided by the Club Officers or borne by the Company. All the proceeds of all the events we run are applied to the nominated charity – in FULL... 100%.

In 2009 an idea was formed by David and Kath Bell, and the decision taken to put over 50 years of Motorsport and Event organisation to the greater good via Telecomplus plc/The Utility Warehouse. In 2010, when The Utility Warehouse had 200+ MINIs on the road, we fulfilled the goal of establishing a fully-fledged RAC/MSA government approved Motor Club to provide an opportunity of getting together in a social atmosphere with the sole object of 'putting something back in!'

Now in 2020 we are celebrating our 10th birthday, with over 1,200 MINI's on the road (accredited by BMW MINI AG as the largest MINI Fleet in the World), and putting on around 8 events each year, with the support and efforts of a lot of Distributors.. We have rallied Coast to Coast Morecambe to Scarborough; London to Brighton; Blackpool Illuminations; Jurassic Coast; Lake District and we have done many official MINI Factory Tours.

Since our first event in 2010 to now, some 10 years later in 2020, as a Club we have raised the magnificent sum of over £250,000 for charities including, Make A Wish Foundation, Prostate Cancer UK, Macmillan Cancer Care, Mind.

Thank you for taking the time to read our story. If you would like to find out more about our Rallies or about Utility Warehouse and its award winning services, or indeed how to become a Distributor and join the fabulous Mini Owners Club, please feel free to call for a chat or visit our websites.

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Ripon MC St Wilfrids Classic Rally

One year on from our solitary HRCR outing in 2015 and we were back at Ripon Market square, 7.30am searching for coffee. The previous year, I'd got lost and dropped 17mins on regularities so it was a bit nerve racking waiting to see if I'd do the same mistakes again!

This year we've had a first ever go at the HRCR clubman's championship with the result being seeded 20th out of 50 cars and first expert despite being in one of the older cars. We feel it's an advantage to set off later since the tests are more "worn" and it's a bit easier for the driver to follow tracks so our seeding was ideal in this regard. With a couple of regularities plotted the night before we got the 1st handout with an hour to go, and a tricky one following hill chevrons which meant not always going the most direct route to the finish nearly 25miles away. Successfully down on map we headed to the first test, after being sent on our way by the town crier, obviously!

What a test too, loose gravel, open corners and over a mile long in a military test zone. We fluffed a turn off the main track requiring some nifty reversing but other than that were safely through. Following test 2 we were into familiar territory in the quarry and had tests 3 – 7 all laid out in the dusty gravel which we safely negotiated save for sending dust in all which ways which inevitably ended up heading for marshals, we are grateful really!

Regularity 1 wound it's way from Lightwater Valley all the way to the bottom of park rash through Coverdale. It was pretty eventful with a mild panic when we couldn't find Caldberg sign for a speed change, instead seeing every combination of Caldbergh and then getting stuck behind tourist traffic. Thankfully we made it past and some nifty driving got us back on track and then Bob Hargreaves jumps out from nowhere for a control, still no sign and the times ended up being scrubbed. The last section was the descent down park rash and it was with some surprise to see car 19 stop mid regularity for a nature stop and then come roaring back past us, now that is confidence!

Reg 2 was pre plotted but was mayhem at the start with the road blocked by traffic so we waited until all was clear and soon found clear road although impatient tourists at the next control got excited about using their horn, because they were delayed 1.5 miliseconds on their Sunday drive. I think some people go out to find something to moan about.

Test 3 went up and over Redmire Moor and then into a sneaky little gated road which was used on the 1000 mile trial. We were unsure of how we were doing at this point, and rolling into a control realising I had been reading the wrong speed didn't help, 9 seconds dropped and feeling like an idiot! We had one final test round Leyburn auction mart which Dad took with full gusto, sideways where possible, spectacular if not the quickest!

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St Wilfreds Classic Rally **Continued from Page 28**

No results as at lunch and we were mid teens up to the first tests so at least that was something for what felt like a scrappy morning. Onto reg 4 and this was handed out with 6 minutes to plot before you had to start, it was mostly fine as it was letters intersecting the road but you had to look closely, I had to look even closer when Clive Baty and Peter Scott appeared towards us about 5 minutes in, questions arose in the car and we decided to keep going on our plot, thankfully they retook us a few minutes later. Brad Piercy and Martin Phaff (Sunbeam Ti) dropped 2s on this entire regularity, the best performance of the day on any one regularity.

We finished with 4 tests at Thornborough, home of grass tracking in Yorkshire. The first test was entertaining, missing a slot right and then nearly collecting a fence post as we jumped towards it exiting some deep ruts at speed, regardless we managed to complete them without fail, including a first, a hand-brake turn in a Volvo pv (wet grass...). John Rud-dock and Roger Burkill were quickest in here taking 12s off everyone and 20s off us.

And then it was the final reg, plot and bash for this one, if it was going wrong it was happening here today. I missplotted the first section and then fortunately corrected myself on review and then the 2nd set of tulips I just couldn't get to work, but had neglected the first tulip being right at the control, thanks to Dad for pointing that one out (it's a team game). This took us just north of Skipton on Swale where I uttered those words, "I hope there is a control along here otherwise we've gone wrong" and thankfully hidden on the GW there was. A final stretch into Topcliffe and we were done with 2nd best time on the overall regularity, quite the opposite of last years mess up.

Overall win went to Matt Warren and Andy Pullan, they just can't stop winning this year, a great team. Simon Mellings and Ryan Pickering in 2nd, Simon said later he'd given everything on the tests. And rounded out by Simon Harris and Cath Woodman in 3rd. We'd managed an excellent 5th and a few demons had been exorcised (until next time). A really well run event by the Ripon club and the marshals really did the club proud standing out in all kinds of windy conditions.

Niall Frost : Malton MC
With Pop driving
(Simon Frost, Kirkby Lonsdale MC)



Photos Courtesy of Tony North





Midnight Sun Rally

(KAK Midnattssolsrallyt)

Vimmerby : Sweden

June 28th - July 1st 2017

For those of you (if any!) who have been reading the sporadic reports about Dave Hopkins and myself competing in the BHRC over the last 4 years, in the now well used Sunbeam, will recognize that this rally isn't in the 2017 Championship...the rally titled "Rally to the Midnight Sun" might be more familiar to mature readers and the modern equivalent is now one of the biggest historic rallies in Scandinavia (and indeed in Europe). So how did two old gits end up doing the Midnight Sun Rally.... after doing the UK based events for circa four seasons and taking all this time to get the Beam to a point where it was sorted we had become slightly bored with the expensive single day format of 40-45 miles in the same old forests and for both of us the fact that we had reached significant age related milestones made us think we should do something from the bucket list...an overseas event with smooth roads over a decent distance...it was never going to be cheap but.....

Now Dave and Ian Beveridge had both been over to Sweden last year to have a look and both thought that it looked amazing...smooth, fast roads and very few Ford Escorts within a massive entry plus Ian, via his Yokohama links knew Pelle Palmqvist (Sweden's Mr. Yoko) who could probably help us out with servicing facilities...the planning started early this year with an entry submitted in March and then a long wait until it was confirmed that we were in! What an entry it was as well.... circa 160 crews in an amazing selection of cars in the main event plus another 40 crews competing in an even more varied selection of cars (over the same route) in a two tiered Regularity event. The UK contingent consisted of 4 crews in total...Matthew Robinson in his Escort (after the Fiat was sidelined yet again), Warren Philiskirk/Garry Green in the faithful Mk 2, Ian Beveridge/Paul Price in the gorgeous Toyota Corolla (Levin) plus ourselves in the trusty 1600 Beam...other names familiar to many no doubt were Stig Blomqvist in a Viking run Mk2 after his Porsche wasn't ready,

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Midnight Sun Rally Continued from Page 30

Lief Asterhag the ex-works Toyota pilot making his first appearance for many years in a 1973 Celica plus Matts Jonsson, the pre-event favourite, driving a full spec Mazda 323....he has won the Swedish Championship many many times now and was in possibly the best car as it was the only one that was 4wd!! The Volvos especially the 240/242 variants were also out in force...they aren't as heavy as they look, produce good torque and power and according to the locals can be built for much less than half of the cost of a full house Escort.... amongst these and the various Porsches was an absolutely stunning Alpine A310...my best looking car of the event award before the start!

With the entries from Team Hopkins/Beveridge accepted thoughts then turned to getting the cars/service van/people there and back...In the end we settled on meeting near Brackley where I would pick up the service van plus trailer whilst Paul Price (Ian's co-driver) picked up the estate car plus trailer...we would then head in convoy to Vimmerby in Sweden via the Harwich ferry overnight to the Hook of Holland, drive through northern Europe to Rostock, catch the overnight ferry to Trelleborg and then drive through southern Sweden to Vimmerby the rally base... 3 days and circa 900 miles one way (from Preston)....the petrol bill alone was going to be painful! Now Paul was being accompanied by his wife Annie whilst I was sharing the van/trailer combo driving with a real character called Tim Tugwell...Annie thought she was going for a holiday(!) whilst Tim thought he might stumble into Agnetha or Anni-Frid from Abba...well he did stumble all right.... but didn't find either of the Abba girls! J

Picking Tim up on the way to Brackley was an experience, as although I had met Tim briefly on this years Red Kite I didn't know much about him. It turns out that Tim has possibly the one of the best selection of Hillman Avenger shells in the UK . He prepares the car he co-drives for Eliot Retallick who I know from experience is quick...we cant get close to them at all and possibly never will! Tim who is a fabricator by trade certainly knows his Avenger stuff and whilst Elliott does the engines (3DMotorsport) Tim does everything else so I realized we had a good man on the spanners for this event...I did however brick it when we had a near death experience with Tuggers at the wheel driving onto the Rostock ferry... I didn't think he was going to stop at the very open edge of the upper deck ...it would have been a heavy landing onto the deck below...he claimed he had it all under control... The only other incident of note on the way out was also with Tuggers at the wheel (!)...he took us on a very unscheduled circuit of Lubecks ring road of toll tunnels... wasn't cheap and I suggested that we seemed to be paying Mrs. Merkels ongoing re-unification debts.... if only Hopkins hadn't bodged the sat-nav feed – it went tits up just at the wrong time! The convoy arrived in Vimmerby in glorious sunshine and passed the time of day waiting for the prima donna drivers plus entourage to arrive



Continued on Page 32

Midnight Sun Rally Continued from Page 31

Dave/Ian along with Pat B and Robin W flew into Gothenburg and drove from there) by sitting in the sun talking to Warren/Garry and their team. It was their first time at this event as well and they were looking have a good run although Garry and I couldn't decide if we would use just the supplied road book tulips to read the stages or use the maps in the lavish programme...in the end the road book was the way to go. Talking to the very helpful Swedish organisers they don't allow notes in any shape or form other than the road book tulips in order to make it a slower and hopefully safer event. The CoC chap we spoke to said that they had only one roll last year...but it was very controlled!! This year was to prove somewhat different.....a series of bends just 150 yards from the rally finish was to prove to be problematic for many!!!!

The format of the event itself was to prove relatively straight forward with a short spectator special (alongside a lake and along a main town road!) on the Wednesday evening after scrutineering with 3 different loops out of Vimmerby on the Thurs to Saturday with overnight service in Vimmerby...all lunchtime food at the outlying town service halts plus the quality evening food (in a huge marquee complete with live music!) was included in the entry fee for the crew. Reseeding took place after the stages on Thursday but the organisers helped us out by allowing us and Ian/Paul to run close together thus allowing Tim/Annie to use the van as the remote service vehicle with Robin/Pat running chase car in the estate...and it's a good job we did!! After setting up in pole position re the service area with the assistance of Pelle and his team we managed to find our accommodation for the next few days...an out of term sixth form type art college which was ideal for B&B and only five mins from the rally HQ.... amazingly when we asked some guys inserting stakes and tying up the universal motorsport red/white taped barriers next to our accommodation block they told us we were staying on SS12...the only tarmac stage and run specifically for the residents of Vimmerby...through the college grounds and up through some housing estate roads to finish on Vimmerbys ring road...just cant envisage this happening in the UK...ever!!!

Having set up in the prime spot in the service area it was a short run out to the outskirts of Vimmerby for scrutineering where it soon became clear that they were being slightly more thorough than here in the UK...slow progress as a long queue formed to drive through a Scania truck repair bay where the car was rolled over an inspection pit whilst the underside of the car was inspected!! The scrutineer did notice a drop of oil from the gearbox but agreed that the fix wasn't practical before the event...he said his did the same...talk about thorough as we had to tape over the seat mount bolts to reduce the risk of the belts rubbing on them...interestingly they insisted on keeping hold of the cars MSA logbook until the end of the event (but they didn't with the Toyota)...not sure why tbh.

Continued on Page 33



Midnight Sun Rally Continued from Page 32

Having got through this hurdle I had some time to talk to Pelle's co-driver, a chap called Håkan Jacobsson...now its fair to say Håkan is very experienced as he revealed that he has rallied a fair few times in the UK as well as across mainland Europe...he has sat in with many pilots both young and old including a season or two with Freddie Ahlin who is leading the BRC currently...Håkan confirmed that he is quick! The car he was sharing with Pelle was a full house Escort Mk2 which looked immaculate and sounded rather well..although in reality it isn't any faster than the Fiesta R2 he shares with Pelles son! Håkan confirmed that I should ignore the maps and just read the road book keeping a close watch on the trip...and enjoy the sometimes-lengthy distances between instructions...I had to trust Hopkins' eyesight!!

The rally started on the Wednesday evening with the aforementioned short spectator special on the lake shore of Hultsfred ...and it was a complete and utter disaster for us as we ended the stage lagging all of the field by circa 12 minutes...no stage maximums here with International timing!! Too embarrassing for all concerned to detail the litany of errors that resulted in Hopkins vaulting a live railway line to retrieve a can of fuel that happened to be mysteriously lying there...thanks Robin. It was a most subdued team back at Vimmerby that night...all that effort and expense and running dead last....however the following morning after a night of solemn contemplation we both agreed that it actually didn't make any difference at all... we were never going to win the UK only class unless the others dropped out and we weren't eligible for the Swedish classes...it was all about enjoyment and after finding that Stack do make decent fuel gauges after all we set off to tackle the best roads that Sweden could offer.... [Ian also had fuel issues just 150 yards from the main out control but switching to the second pump had cured it...Warren / Garry had also suffered fuel issues (which actually lasted most of the event)...upon inspection both cars had major fuel filter blockages...(the filters cleaned out but re-occurred for some reason,)]

Having expected the roads to be superb it came as a shock to experience a short section of track on SS2 that would have done credit to a Derbyshire white with SS4 starting on a section that seemed to have come from Map97 and the Morecambe Rally...now I had no issue with this but the majority of home competitors were furious at the end of leg one making huge representations to the organising team..one lad in a quick Porker was absolutely steaming! To be fair to the organisers they were only short sections and the remainder of the route was on the best tracks we had ever been down...no ruts or large rocks at all and whilst twisty in part they all flowed...and we have never spent so long in top before....simply superb!! No real dramas for Tim and Robin to resolve at the night halt so more of the same for Friday....a fantastic day as the Beam never missed a beat and sounded and felt superb... Hopkins ignoring his failing eyesight to drive really well I thought!

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Midnight Sun Rally Continued from Page 33

The only moments we had were an unscheduled excursion into a field on a square left but we kept moving and got out without dropping any time really, plus a moment sat at a holding control when, with some rain falling Hopkins switched the heated screen on and smoke started to emerge from the end of the dash...I had genuinely literally just said to Dave..”this is the first time that everything on this car is working....”...a quick fix on the connection at service sorted it thankfully. SS12 on the tarmac of Vimmerby was fun with pouring rain making progress on forest tyres entertaining...big slides around the main ring road roundabout were in order although Hopkins showed some restraint due to “I am worried about my diff...well it is a 5.1 you know!”

The final day arrived with better weather and good progress being made by the Beam. Robin had to resolve a minor distributor issue on the Toyota overnight but otherwise we looked good for a team finish...well

the last stage of the event, SS16 nearly did for usa 32km sting in the tail. An amazing stage that is the best single stage that Dave and I have ever been through together...absolutely amazing!! We had started nervously as running directly behind us happened to be Anders Norstedd in a Saab 99...now the name vaguely rang a bell as we chatted to him at the stage arrival - when he said that he had been European Rallycross Champion for three years running in the mid 80's the penny dropped..he was a very useful pilot to say the least although he said his experience was really in driving Saab 900 turbo rallyx projectiles with 500hp and not low powered Saabs on carbs!!! A lovely guy to talk to but surely he would catch us...but he didn't! As the finish of the stage loomed I urged Dave to not do anything daft...and it was a good job we didn't as literally 150 yards from the stage finish a deceptive crest plus off camber bend nearly got us...on the long flat in top approach we noticed a fair few fans stood on top of the crest/hillock and thought...mmm why are they stood there? We just got round but many didn't...just watch the various vids of SS16 on YouTube as car after car came to grief...and no it wasn't mentioned in the road book!!

At the finish back in Vimmerby it was a happy team all round...both cars had finished with Ian/Paul finishing in 70th place with us in the mid eighties...Tuggers and Robin were both superb in looking after the cars and Pat and Annie had sorted out all the essential support a team needs and all done with a smile. A fantastic effort all round really! This just left the post rally banquet and what a doo it was...circa 600 people in the marquee with the organisers making sure the overseas contingent got a table at the front and provided with free wine and beer! Silver service and beautiful food, a professional MC and band provided the background to the prize giving whilst most of the prizewinners seemed to err on the mature side and indeed there was more than one Harry Seacombe lookalike...it made it a real occasion and unlike anything I have witnessed in the UK. The highlights were when “Viking” Phil Mills took his team out as they seemed to be getting very enthusiastic on the free vino..looked like a school teacher taking his class out, the one and only real Stig getting a huge reception and the overall event winner Matts Jonsson get a standing toast from all assembled which was a classy touch I felt. Garry Green said some lovely words on Robbo's behalf who had driven well to finish in eighth...apparently he didn't go to the prizegiving as he only eats KFC! The star turn on the late night dance floor was the one and only Tuggers...a slightly enthusiastic display of dad dancing it must be said, with females scattering everywhere as he went stumbling backwards on his arse after one strange move appeared to fail...and no he didn't meet Agnetha but we all couldn't help noticing one or two strikingly beautiful Swedish ladies around us!! An absolutely fantastic night to bring to a close a superb once in a lifetime event.....

As Ian/Dave/Pat/Robin departed for the airport it was a subdued driving team that made a late start on the return journey home...a tiring three days back to the UK tracing our steps back the way we had come but again no issues apart from petrol costs!

I must express my thanks to Pelle and Håkan plus the Yoko team for their support, the enthusiasm of the organizing team and all we met – you all bent over backwards to ensure we enjoyed ourselves and also to Tuggers who proved to be a most amiable travelling companion...if anyone is considering doing this event don't hesitate...you won't regret it I can assure you...a wonderful experience!

Tony Vart : Co-driver : Car 90 : Clitheroe & District Motor Club



‘Spotlight On’ Tony (Lynchy) Lynch

Name: Tony Lynch (Lynchy)

Born: Wigan 1960

Live in: Westhoughton

Married: 33 years, one daughter, soon to be a granddad.

Earn a Crust: Construction Site Manager for Bloor Homes

Motor Club: Wigan and District Motor Club since 1978

How did you get involved in motorsport: It was my wife's fault, she took me for a day out to a rally to watch a friends boyfriend

1st Car was a Mini 1000

1st Competition Car was a Mini 1275 GT, as a road car and Autotester at the weekend

My Favourite Competition Cars: A few soft spots, you tend to remember the cars you had most success with i.e. Mk 2 1300 Escort, Astra 1300, Nova 1300 all where Championship winners for me. Favourite to drive was a RWD Mk 5 Escort with a Vauxhall Red top and 300bhp. That was a turn on...

First Event: Used to Autotest Wigan closed to club events, eventually started navigating for club members on road rallies, did my first stage rally as a driver at Burtonwood in the late eighties.

Most Frightening Moment: Starting on the back row in a 205Gti with Julian Godfrey in a similar car, in the Super Final at Lydden Hill, between us was Pat Doran in a 4WD 550bhp Ford Fiesta As I went for second gear the first two rows of Supercars were going round the first corner,, By the time I was coming down Hairy Hill Pat and Co were coming up the hill for the second time, Not a great feeling that I was going to be swallowed up by these mad men, so I pulled off the circuit to get out of the way. Only problem was, at the finish there was only 4 cars running and I would have scored good points if I had had the bottle to keep going. BUT, in Rallycross you learn very quickly and that never happened again, even to this day I have learned you never give up until that car won't give any more!

Biggest Accident: Rolling the Mk5 Escort on Epynt, Glad we ended up in the ditch, because it looked about 5 miles down the hill.

Best Event: Always enjoyed competing on the Manx, but best moment was my first International Class win on the Ulster Rally

Biggest Hero: Ari Vatanen, always flat out until he had to say those famous words “that's the end of that rally

Funniest Moment: In a car with Ged Gardner on the Circuit of Kerry as a navigator, I issued the direction of “Left alright” he heard “Left OR Right” several attempts by Ged to clarify but with my Wigan accent he never knew the answer. At the end of the stage he told me to start saying “Left OK”.



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Spotlight On Tony Lynch

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Biggest Influence: The Late Walt Jenkins, He was a great friend to many and as part of my service crew he would never let me give up, even if the car was a wreck, he would push me to go out for one more stage. I owe him a lot for teaching me the art of perseverance and for his dry sense of humour. As a team we still miss him after all these years, And still carry a tribute to him on the car.

Biggest Regret: On the Manx International, in the Colway Formula 1300 Championship, the last round, I only had to finish to win the Crown, coming down a long straight the organisers had built a straw bale chicane, the crowds had gathered and I just had to pose a bit. Pulled the handbrake to get around the bales, with a bit of a show for the crowd, I snapped a shaft and looked a total muppet and eventually finished the Championship in third after the retirement.

Most Help From: Tony Rice, my mechanic for 30 years, and the rest of Team Geriatric, Chris Rice and Steven his brother who have been with the team since they were kids, Tony Wylde, Brian Craven, Neil Rodgers. Very important to me is the relationship I have with Alan Bott of Pemberton Tyres who must have seen something in me all those years ago and continues to be an important part of the support we get from his company. Lucas Oil of the USA through their European arm based on Anglesey and Matt Salisbury who handles all my Press Releases both of whom have come on board over the last few seasons of my forays into Rallycross.

If you were starting again what would you do different: I wish I had started to compete as a driver earlier in my career.

Ambitions for the future: To drive one of the Supercars, 600bhp and 4WD has to be a pinnacle, but only as a real contender, I don't have the hundreds of thousands to do that, so realistically I would like to take my current BMW MINI Cooper from the one make class for the MINI and make it a force to be reckoned with in the Hothatch Class

Championships: A few Regional Championships in the 80's and 90's in rallying and in the 2000' a few British Titles in Rallycross.

Advice to Newcomers to the Sport: Always remember you started motorsport for fun, you can compete relatively cheaply, winning usually costs more, so remember don't ever spend what you don't have.

BUT most of ALL ENJOY IT.

Most remembered Comment:

BY Me, "To finish first, first you've got to finish",

TO Me, "Tidy it up!", by Walt Jenkins when I was driving a bit erratically in a rally.

Anything Else: *Would Recommend anyone rallying to Try Rallycross, it's Sociable, Entertaining, Exciting, Family orientated, Cheaper than Rallying, a class for all budgets, from near enough standard cars up to and including Supercars. AND, your service crew will love it as they can watch you make an idiot of yourself.*



Hexham & DMC

THE JOHN ROBSON RALLY

November 2013

“THE NIGHT WAS DARK AND STORMY”

Tony Harrison & Paul Taylor coped admirably with some atrocious conditions to score a comfortable victory on the Hexham & District Motor Club's John Robson Rally, taking everything that their stride on a night when the weather Gods very definitely didn't look kindly on either organisers or competitors.

Harrison / Taylor only dropped time on the rallies opening regularity and were, remarkably, clean for the rest of the night, finishing some 3 minutes ahead of Mick & Josh Davison (Clio) who in turn were a massive 21 minutes in front of the third placed crew.

Some 35 crews turned up at Humshaugh Village hall for the start of the event, which was actually three events, the programme featuring a historic rally and a 12 car, as well as the main event. A very relaxed scrutineering and signing on preceded the start from outside the village hall, with the rain arriving in volumes just as the first car pulled away. The opening regularity saw Retchless/ Banner (Escort MK2) best with 61 seconds penalty, then Merry/ Fletcher (Fiesta) on 75 and the Davisons on 78 The route meandered up the North Tyne Valley and as the wind increased to Gale Force 8, finding the code boards became a major problem



The route used many roads which have been unrallied for a long, long time and were unfamiliar to most crews, a tricky junction just before TC.11 at Greenhaugh catching out all of the field bar Harrison/ Taylor, the Davisons and Bennison/ Edwards (Proton) while the not as map triangle in Km.Square 8391 caught out quite a few, in the driving rain it is a wonder anyone got it !!The Roughead/ Canavan BMW Mini Cooper retired around here when the water pump stopped pumping!

After a short fuel halt in Bellingham, the route headed over the twisty Buteland yellow and down the Eastern side of the North Tyne valley, the faster roads in this area saw fewer penalties , although Merry/ Fletcher spoilt a good run when they dropped 8 minutes at TC.18 while McGough/ Hewitt (BMW 318) sailed straight past TC.21, despite loud yells from the marshals, the reluctant 30 minute penalty seeing them plunge down the leader board, while the Father/Son pairing of David & Dan Lewis (BMW) retired when a series of wrong slots saw them end up down a cul-de-sac in Ridsdale village !.

The finish , back in the village hall was a somewhat muted affair as most crews opted to head straight for home, given the continuing hurricane conditions. With many time cards looking as if they had been used as blotting paper and a question over how many code boards had actually survived the howling wind, the organisers wisely opted for a 7 day results scenario. This didn't detract from the fine performance by Harrison/ Taylor who obviously like the Hexham area as they have won the rally two years running.

Results.

| | | | |
|-----|------------------------------------|-----------------|--------|
| 1. | Tony Harrison/ Paul Taylor | Proton | 1:26 |
| 2. | Mick & Josh Davison | Clio | 4:18 |
| 3. | Andy Whittaker / Charlie Tynan | Proton | 24:31 |
| 4. | Steve Retchless / Charlotte Banner | Ford Escort MK2 | 27:01 |
| 5. | Steve Mitchell/ Ian Mitchell | Peugeot 205 | 34:07 |
| 6. | Harry Merry / Geoff Fletcher | Ford Fiesta | 50:07 |
| 7. | Alan Bennison/ Alan Edwards | Proton | 55:00 |
| 8 . | Pete jJgger/ Andy Pullan | Peugeot 205 | 68:23 |
| 9 | Chris McGough/ Roy Hewitt | BMW 318 | 100:02 |
| 10 | Dave & Peter Whitaker | Honda Civic | 105:30 |

Altratech 061 Road Rally

Having read a few rally reviews I thought I would script my Novice views, which this year have mainly been from the silly seat alongside Bevan Blacker (driving the Ryemoor being the exception).

Possibly against better judgement after a particularly rough Kick Energy Rally of Derbyshire, the suggestion was made to take the trip back south for the Altratech 061, a promise of only 4 miles of whites proving tempting since the poor 106 has seen a few rough battles. It was great to see a high entry list, with lots of the Derbyshire contingent present.

Before sign on I'd managed to wrong slot us through Buxton and ask for the wrong car number at Noise although this was better than the previous rally when I forgot a poti. This being my 3rd night rally, and 3rd plot and bash at that, I was getting nervous about the handouts already, fortunately two times round the private test took my mind off the challenge and we had a pretty decent 2nd run through at 36s, Bevan pedalling the 106 smoothly, if not in the spectacular style of Mr Hawkins. We'd got our first handout just before we started but it wasn't until after our 2nd test I got down to plotting. Fortunately I recognised this bit of road and knew the first NAM junction in the Goyt valley, which helped massively settle the nerves.

On we went with me head down plotting out the section until I managed to wrong slot us into someone's drive outside Dove Head, forgetting we needed a 90 right before our slot. By this time both of us were a bit distracted, as the car had decided that dampers were overrated and front suspension was provided by springs only. Not a good recipe for road holding, or car confidence from either side! Sadly, this distraction I now partly blame on me clocking in a minute early at the next control, rookie error!

Handout 2 gave us some herrigbones and we took in some cracking narrow roads on our way past Reaps Moor and onto Butterton Moor although with plenty of manned and unmanned passage controls, there was plenty to catch out the unwary. Indeed a half spin on a tight slot slowed us, even worse it was in front of a photographer! Not having seen many cars out on the roads we were unsure of how we were doing, but encouraging conversations with the marshal's meant we continued to feel quite positive that we were up on our seeding as 7th Novice.

Onto Handout 3 and nerves gone, a string of out of order tulips took us through some really tricky plotting round Wetton and on up to the fast roads round Ecton, I was making less mistakes now and we had time at the next recovery section to take stock, with both of us questioning the rationale for continuing given the car maladies. Tight Yorkshire driver and Scottish navigator, we'd paid and we would continue.

From studying the 2013 route I had an inkling from one of the NAM diagrams we would be heading for Longstone Moor which would be the first real test of the un-damped front end on the whites. A short section down Bole Hill white following a Proton (one of many) and a Clio, did not instil confidence in what was to come. Since we'd clocked in on the same minute as a car 16 numbers ahead of us, our problems seemed trivial as we appeared to be in the mix. Driving into Petrol and apart from some unwanted attention from the local Chavs, our motivation had once again waned.

The 2nd half proved to be where the whites came to get us. We set off and soon caught our minute car, on an easy set of London rally style navigation, before a long transport section up to the Longstone Moor, where I don't think it unkind to say we plodded round. Too much car sympathy and a drive back to North Yorkshire meant neither of us wanted to press on. We got to the last handout at Foolow and pressed on knowing that it was nearly over. A massive miss on a slot meant we were fumbling for what seemed like ages looking for a white in the wrong place. I'd had head down and plotting and we perhaps needed more communication, lessons to learn! This served to put the dampers back on and we got round to the finish with no more drama, the car taking a rump of punishment down the whites once again although latter inspection showed the sump guard took most of the pain.

At breakfast the debrief started, over a cup of tea. It was a great rally (despite our de-motivation) and the clues were well laid out and possible for even the novice navigator (which is the same as the John Robson and the Kick Energy). It occurred to both of us that we'd lost as much time in navigation errors as we had car issues, sadly only one can be fixed with a call to Mr Bilstein. Arguably my pencil lines will be straighter for that particular upgrade though.

Thanks to all the marshals who had great banter all night on what was another cold shift (is there any other on a road rally?) and the roads were terrific once again in Derbyshire. We'll just make sure the car is up to it next time we venture south, the navigator will be ready with lessons, hopefully, learned.



Kirkby Lonsdale MC DEVILS Lockdown Tests

Monday the 6th July 2020

at Rowrah Kart Circuit,

We have all been starved of our regular dose of motorsport for the past four months. Events have been dropping like flies and our adrenalin fix has been severely curtailed.

As restrictions are gradually eased at the beginning of June a knight in shining armour emerges from the depths of Ha-verigg and organizes the Devils Lockdown Tests for Kirkby Lonsdale MC at Rowrah Kart Racing Circuit.

Following an agonizing and long troll of the rules for organizing a motorsport event in the wake of the Corvid 19 virus a set of Regs emerged full of procedures that must be adhered to by both competitors and marshals.

These Regs were eventually published (Martyn sent me a set and I, not having read his notes about the Regs publication properly, published these regs a day early - a phone call to tell me off was soon received).

The entry list opened and the event was full in 8 minutes flat. Marshals places were also at a premium.

Martyn Taylor then published the seeded entry list and this was followed with Kev Haworths thoughts on the runners and riders :-

Devils Own Lockdown Tests 2020 – Preview

We've had an unprecedented response to the Devils Own Lockdown Tests, so much so that just three days before the event, we haven't had an entry withdraw. That is something none of the organising team could envisage and we thank you for that. Could we please ask that if you have any issues or think you can't make the start that you let us know as soon as possible? This is a unique event in many ways, the Covid-19 issue is the main reason, obviously, but the fact that the event was sold out in such short time and the standard of entry across the board is quite humbling, thank you from all the KLMC Team. As well as the entry, the response of Marshals has been overwhelming. Thank you to each and every one of you who volunteered. We're hoping to keep you informed throughout the day with up to the second results and news as the event progresses, due to the rural nature of the venue though we won't be able to bring you live coverage, something we'd loved to have done.

Rowrah Kart Circuit is technical, this is something the competitors are going to have to keep in mind, Martyn Taylor and Kevin Savage have designed the tests around this and it will be interesting to see which style of driving will prevail. Will it be flamboyance, or will accuracy and cleanliness be the fastest way around the tests?

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



motorsport UK

Sat 4th July

Thinking of everyone today as our first weekend of motorsport has arrived.

For those who have missed it - your wait is over.

For those not out this weekend there are so many events starting to come through, it won't be long.

From my side, and for those who know me well, you will understand the significance of this, I have never worked so hard for so long so continuously in my life. I can honestly say that my colleagues at Motorsport UK have all gone above and beyond to get the guidance, the webinars, the COVID-19 safety considerations and a myriad of other behind the scenes actions complete for today.

I have always been incredibly proud to be a marshal and an official alongside wonderful friends. I now know that I am also extremely proud to be a member of the incredible team that are Motorsport UK. Let's all respect the basics, follow the guidelines and have an amazing motorsport weekend in our usual fun and professional way.

See you out there.

Send me pictures please.

Sue Sanders

Devils Lockdown Tests Continued from page 39

We've looked over a few of the entrants to pass some thoughts on about them.

Guy Woodcock – Car 1. Triple Winner of The Devils Own Rally. How do you introduce a 'Guy' that has seen and done it all? In PHF, an ex-Merseyside Police RS2000 that has morphed between stage and road rallies, Guy has won many events. A formidable competitor on both sides of the car, will his flat-out style be too much - will he have to adopt a cleaner more clinical style to win the Lockdown Tests?

Paul Crosby – Car 2. Competitive? Paul Crosby? Never. You could put Paul on a balance bike and he'd still try to win a race on it. A truly brilliant engineer that has been around the higher echelons of motorsport in the past, Paul formed a hugely successful composites company that went from strength to strength, supplying many F1 teams and building high-end carbon composite parts.

Richard Hunter- Car 3. Lightning in the lanes and sure to be tussling with **Steve Head and Steve Retchless**. Between the three of them there must be a horrifically high number of years' experience in the woods and lanes. That's the top three mentioned, it's not all about them though!

Darren Everitt – Car 11. The big car battle will be one to watch between **Darren and Paul Dyas** at car 9. Dyas, (founder of the ultra-successful Mr. Tyre) in his Amazon, has been around motorsport for ever, will Darren be able to hold him off in his Triumph 2000?

Cars 15 and 16 see two totally different cars but with drivers that have equal skill and tenacity. **Geoff Hall** brings his immaculate Nova to the event whilst Leyburn's **Paul Wignall** displays his incredibly pretty Alfa Romeo, a car that has taken him to multiple Rally of The Tests wins. Geoff is more known for his feisty blue Mini, a vehicle that looks angry, even at standstill.. Cars 19 and 21.

Clare Grove and Rod Hanson, Clare navigates for Rod and they have had their fair share of success over the years, this time we see Clare out as a pilot, and it will be very interesting to see how she fares. Rod is quick, always committed and his Escort is regularly seen on HRCR events.

The Minis, 22 and 23. **Graeme Cornthwaite and Tot Dixon**. Both of these drivers are potential showstoppers and it may well be that the diminutive Mini is the vehicle to be in on the tight and demanding test the circuit promises.

Car 29 and 31. **Kris Coombes vs Tony Shields**. Kris is rallying through and through. His Nissan Micra 'WRC' is legendary and since he could walk he has been around and involved in rallying, a one to watch for sure.

Tony Shields is another competitor that has done more stage and event miles than we could mention, blindingly quick in either front or rear-wheel drive, his experience from the Motoring News Championship days could help him push a few noses out of joint.



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Devils Lockdown Tests Continued from page 40

There are many more competitors we could mention, but one definitely to look out for is Ulverston's **Bob Hargreaves** at car 38. His BMW 318i was purchased by Bob several years ago and has been used on Targa events with some success, again, a competitor equally at home on both sides of the car, Bob may have to tone down his sideways style to get a good result.

Oh how good it was to be out again at a motorsport event. The weather behaved itself and there was only an odd spot of rain at the start of the event followed by 'changeable' weather fluctuating between nice and sunny and overcast but it remained dry all day.

Guy Woodcock (Car 1) and Paul Crosby (Car 2) entertained all day long with flamboyant displays of driving (they were not on their own) but they did suffer from nudging quite a lot of cones and consequently finished further down the results than they normally do.

Richard Hunter (Car 3) was also entertaining and not doing too badly on the Cone front until Test 13 when he had a wrong test and disappeared south on the leader board.

Clare Grove (Car 19) couldn't get the idea of Stop Astride and had incurred a whole raft of Penalties for this fault.

Steve Retchless kept it neat with 2 cone penalties but was still quick and came home with a convincing win 13 seconds faster than Andrew Roughead (Car 27) who had no cone Penalties.

Drive of the day, for me, was Preston Motorsport Clubs Kris Coombes in the Micra who despite nudging 2 cones came home 3rd O/A just 9 seconds in arrears of Andrew Roughead and without seeming to be spectacularly fast - just goes to show that smooth and tidy in an underpowered car worked well on the day

A very big thankyou to Martyn Taylor and the Team at Kirkby Lonsdale Motor Club for pulling this event out of the bag - Same again next year?

Maurice Ellison (Grumpy) : Clitheroe & DMC
Photos Courtesy of Tony North



**Airedale & Pennine MCC
and
Clitheroe & DMC**



Pennine Trophy

Targa & Classic Rally
Sunday September 6th 2020

MARSHALS WANTED

Email or telephone Maurice

sd34news@gmail.com

07788 723721

More Details on Page 75

Kirkby Lonsdale MC

DEVILS Lockdown Tests

Monday the 6th July 2020

at Rowrah Kart Circuit,

After 112 days of inactivity since mull, I was finally able to get behind the the wheel of the Mazda for an actual motor-sport event. The devils lockdown test were being held a Rowrah kart track on Monday the 6th of July and I was one of the lucky few that managed to beat the rush and get an entry.

A capacity entry was achieved 8 minutes after opening. They where even turning people away there where offering to marshal. That just shows the appetite for people to get there motorsport fix.

There was a real eclectic mix of cars entered ranging from the beautiful 911 of Paul Crosby to the immaculately presented Nova of Tony Sheilds there was even an all singing all dancing clicky box mk2 escort.

I was starting to feel like I had brought a spoon to a gun fight. The event consisted of 3 tests run in 6 loops of 3. There was a gravel test that looped round the heli pad, a test round the paddock area and a test using the kart circuit it's self.

With almost 3 different surfaces tyre choice was going to be important so I went with black and round ones. After 12 tests I was 15th overall and 3rd in class.

However on the next 2 tests I picked up 20 seconds of cone penalties with some possibly over exuberant driving. This unfortunately dropped me down to 26th overall and 5th in class.

The whole field was very tightly packed any mistake was costing people's dearly. Over the final 3 test I managed to move up 2 places and finish 24th and 5th In class. Still not a bad result but could have been so much better."

The event seems to have been a roaring success, well done to all involved.

Liam Charlton : Hexham & DMC



Kirkby Lonsdale MC

DEVILS Lockdown Tests

Monday the 6th July 2020

What's started as a mad cap idea 5 weeks ago quickly grew arms and legs to become the event which took place yesterday. I'm sure a few people groaned when they took my initial phone calls.....

An unprecedented response from drivers and marshals followed with a few disappointed they couldn't come on the day. MSUK didn't make life easy for us with last minute changes to the guidelines last week, but they were kind enough to send an observer to the event. So thank you to all the team who came together to make it all happen. You all know who you are and have my thanks, including Motorsport Mugs for their continued support.

I think the Devils Lockdown Tests has set a precedent that it is possible to run something in this new age post COVID-19 and anybody who is thinking about running something is more than welcome to all my event paperwork to aid planning their own events.

Congratulations to Steve Retchless on winning and we might have to run a sequel at some point in the future. Thank you all again.

Martyn Taylor : Kirkby Lonsdale MC



Inside the Industry

2014

with Paul Gilligan

2013 Final Scores Announced

In early January the final UK 2013 car registration figures were released. At 2.26 million units registered this was the best result since pre- credit crunch 2007. Big news was that even though BMW had a storming December to be 4th best seller behind Vauxhall, Ford, and VW, Audi beat them for the full year for the first time ever, and by a convincing 6500 units. Audi were 15% up on 2012, BM only 6% up, but Mercedes over 19% up. In 2012 Merc were 29% behind BMW, in 2013 19% behind. They are spookily on plan to overtake their fellow Germans by 2015.

Electric cars achieved just over 4000 sales of the 2.26 million, hardly a big impact yet. I may have more to say on the whole alternative fuel subject soon as I'm discussing doing some consultancy work for an outfit involved in hydrogen vehicles. The technology is all fine, the only problem is the lack of refuelling points, there are only 3 in the UK currently. However hydrogen can work well in specialist applications. One is a London bus where the fuel is carried in big cylinders on the roof and the vehicle is refuelled every night, it's working fine and no reason every single deck London bus and all the taxis shouldn't go hydrogen.

There's good news on UK car manufacturing too. In 2013 over 1.5 million cars were built in this country, over 50% up on the low of 2009. The record number is 1.92 million built here in 1972, but forecasts say this could well be beaten by 2017.

Targets Set For 2014

With the books closed on 2013 manufacturers turn their attention to the New Year. Most forecasts are that total sales will be about the same as 2013, perhaps 1% up. Of course every manufacturer is forecasting they will take a larger share of the available volume. I was chatting to a friend the other day who heads up a motor group with a total of 7 franchises. All 7 manufacturers he represents have given him increased sales, the lowest a 10% increase, the highest over 50% up! The average is over 20%, in a market set to remain about static, maybe 1% up. Achieving these targets mean dealers get big financial bonuses, so as they strive to get to the numbers there will again be lots of bargains to be had.

US Sales Boom Also

Whilst the UK celebrates just over 2 million sales, in the US last year cars and trucks sold totalled 15.5 million, 1.1 million higher than 2012, and 50% up on the crisis years of 2008/09. Hopes are for over 16 million sales this year. Manufacturers are investing again in both new models and new technology, with Ford planning 23 new model launches this year and Chrysler investing a billion dollars to build their new 200 family saloon.

Land Rover Go For The Cream

One of the great UK success stories of recent years is Land Rover. Every new model introduced has proved a great success and there are still long waiting lists for Range Rover and Range Rover Sport (although I have to say I did manage immediate delivery on a Sport for one of our footballer friends this week). It wasn't for him but for his unemployed brother!

The two Range Rover models and the Discovery are all made on the same production line in Solihull. Even working flat out on 3 shifts they can't keep up with the demand. To maximise profits LR have quietly dropped the cheapest versions. The Sport range starts at £51000, only that model's not being made any more, so Sports now start with the HSE at £60k. The Discovery has just been facelifted for 2014. There used to be a "Commercial" version with rear side windows blanked out and only two seats, beloved of the construction industry. Price was a bargain £30000. It's not listed for 2014. So the Disco starts at £39000 for the GS model. However although production of the 2014 models started in September of last year they haven't made a GS yet. Neither will they until at least April/May. In fact my pet LR dealer told me the other day that they might not build GS at all for the foreseeable future except for military and police, so start point is £46000 for the XS model. Only a very confident manufacturer can behave like this, although they can of course re-introduce the cheaper models in the future if demand drops a little

Continued on Page 44

Go East Young Car

Top end cars that are around £100k in this country can cost several times that in certain Far East markets, Singapore, Malaysia, Hong Kong etc. Part of this is import duty but part is simply pricing. Therefore a niche industry has built up exporting UK cars to these countries. The margins are reportedly “huge”, and the impatience of the wealthy customers such that large cars such as Mercedes S Class are being AIR-FREIGHTED to the East.

Of course the manufacturers don't like this as it upsets their overseas pricing structures, and their local importers and dealers, but it's a hard thing to stop. BMW are apparently employing people to “spot” exports at ports and airports, and those customers caught are blacklisted from future purchases. However it's a game of cat and mouse, and motor traders are pretty resourceful particularly when “huge” margins are on offer.

Manufacturer News

- The ownership changes at Peugeot are close to approval. The main shareholders will now be the Peugeot family, the Chinese state-owned Dongfeng Motor Co, and the French Government. Peugeot lost a whopping 5 Billion Euros in 2012 so drastic action is needed. With 3 drivers in the seat seems doomed to failure, watch this space.
- The best selling car in the US is in fact a truck, the Ford F 150. Not exactly small, or light, or fuel-efficient. However now the new F 150 will be made largely from aluminium, and the entire Ford US product range will be aluminium in time. Or perhaps more accurately “aloominum”? Given that all Fords are to be World cars we'll see alloy Fords here before too long. Of course Jaguar developed their aluminium body technology whilst under Ford ownership, so the Blue Oval has the knowledge to make this work.
- Fiat are poised to take full ownership of Chrysler and become the 7th largest vehicle manufacturer in the World.
- Whilst Mercedes are determined to overhaul both BMW and Audi, VW Group have just announced they will invest over \$30 billion (that's a lot!) to overhaul BMW who still lead their German rivals Worldwide. This money will be spent between now and 2018 on new models and expanded production facilities to drive Audi volume to over 2 million cars a year.
- Audi's \$30 billion may seem a lot, but it's only part of the budget of \$115 billion that VW have set aside to overtake Toyota and GM and become the World's largest vehicle manufacturer. Of course the German's do have a history of aiming for world domination?

In the UK Vauxhall have a new Managing Director (again!). The last one promised to walk away from chasing volume via cheap fleet deals, then reversed the policy a year later. Vauxhall remain in second place in the UK, about 50000 sales behind Ford last year. Vauxhall's new boy has promised to overtake Ford by 2015 or 2016. Ford have been UK No 1 for 40 years now since they overtook British Leyland (remember them?). No way will they give this position up easily, should be a good fight to watch

Paul Gilligan



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Airedale & Pennine MCC

HAW PIKE TRIAL

Sunday 15th July 2017

The entry of twenty drivers of widely varied experience was a good reward for the hardwork put in by our organising team. Dave and Rupert laid out the course whilst Helen was in charge of entries and food production. Marshals, John, Russ and Ellie were supplemented by Amy who marshalled as well as driving and passengering. They got off lightly as nobody brought a sweeping brush.

The non-existent award for the best turned out car could only go to the Trident of Mark Busfield whilst at the other end of the scale, Brian was heard to remark that his idea of car maintenance for the Dutton was to check in the garden to make sure it was still there. So much moss was growing in the carpeted cockpit that it must have been hard to spot it in the long grass. At least this time the diff held together. It broke on it's last event whilst in a clear overall winning position.

We had guests from Trackrod MC, Huddersfield MC, Ilkley DMC, and SD34 so the advertising worked. Thank goodness for Facebook, I rely on it, on Spotlight and our website to get the word around.

Notable failures included Dave's Saxo which bust a drive shaft whilst he was leading his class and double-driving daughter Amy was in third place. Also John Spencer's Clan (I remember that car years ago when it was shiny) bust a rubber drive coupling whilst he had three clear rounds and otherwise was going well. The new doughnut will double the value of that car but it does climb grassy hills very effectively.

All comments were very favourable with promises to come again and bring more folk with them. It is so satisfying for organisers to hear such things and especially when they come true.

Fortunately the brand new comfort suite, (a double size toilet tent) was also very welcome. Not exactly an F1 motor home but a big improvement on our previous facility.

Depending on the reception we get from a couple of land-owner prospects we may just do it all again in September. We are also pencilled in for a session of PCA's and a production car trial to compliment the hillclimb at Harewood in August and our previous efforts have been successful in gaining new members so I think we will be OK for entries.

John Rhodes : A&PMMC

UAE Desert Challenge 2004

Marlboro



Kankukunen



Kankukunen



Masuoka (Above & Below)



more on Page 47





Peterehansel (Above & Below)



Mark Powell / Tim Ansell

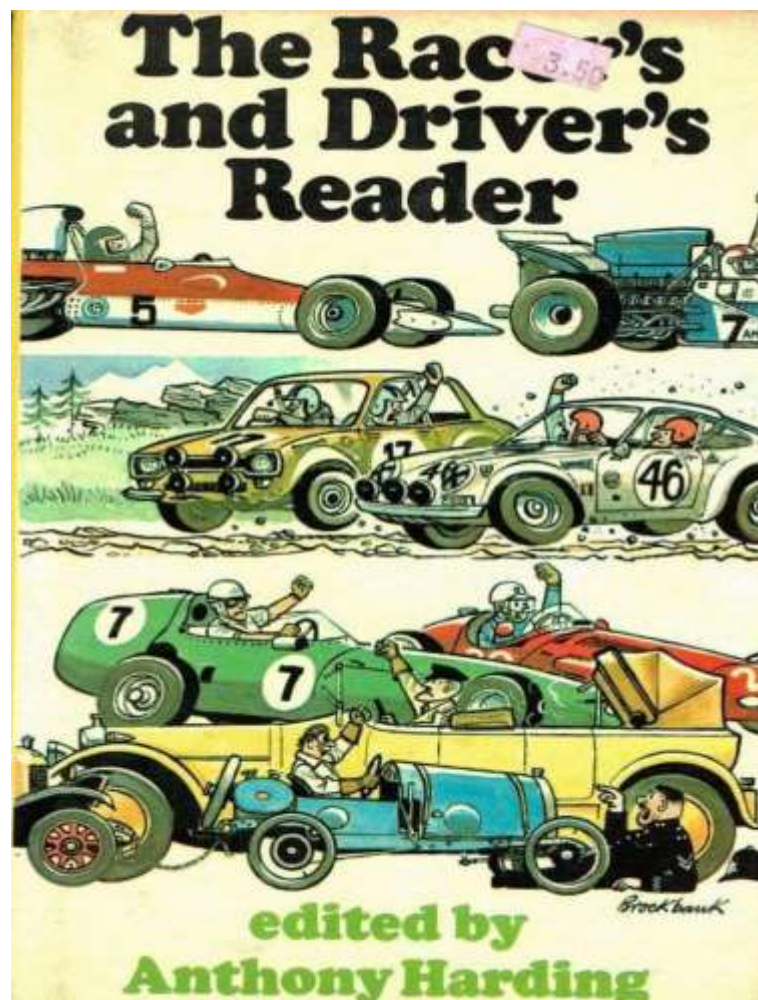
Photos Courtesy of Tony North

A young couple drove several miles down a country road in total silence after a heated argument.

Neither wanted to concede their ground. As they passed a farmyard full of pigs, the husband broke the silence with the question "Are they relatives of yours?"

"Yes" replied the wife "I married into the family"

My neighbours car wouldn't start so he sent for the AA .
After a quick look the AA man said your batteries flat.
My neighbour said' What shape should it be?'



Motorsport UK gives green light to Rallying

Thursday 09 July 2020

Motorsport UK has today (Thursday 9 July) announced that the discipline of Rallying will now restart in the UK following the distribution of the governing body's latest sporting guidance.

Motorsport resumed across the British Isles on Saturday 4 July with 12 events signalling the resumption of motorsport after a 110-day sabbatical, due to the coronavirus outbreak. There are a further 160 events set to be held throughout July, across eight different motorsport disciplines with British championships also resuming in August.

Following the successful restart of motorsport last weekend, Rallying will now follow suit, as Motorsport UK moves into the next phase of getting the sport back on track.

Single and multi-venue, closed road, navigational and road rallies can now begin to resume under the latest guidance. Several events are set to be staged later this season, with the OMC Rally Time Trial in Northern Ireland, Abingdon CAR-nival Stages in Oxfordshire and Harold Palin Stages Rally in Lincolnshire ready to welcome competitive action. The organisers of the Jersey Rally have also committed to the planning and running of a closed-road asphalt event in October.

Motorsport UK is acutely aware that different devolved territories of the UK may be moving at a different pace in easing restrictions and any application for an event permit will be subject to approval based on the prevailing local government advice.

Speed Hillclimb News

CHATEAU IMPNEY

9/10th July

Chateau Impney have announced all the cars and drivers for this year's event on 9/10 July. The line up is stunning with lots of really famous cars and equally famous drivers competing, some of them for the first time.

One car that won't be there up to press is my Buckler which, although disappointing as it is for me, it's quite understandable. It's an invitation only event and applications far exceeded the available places. Never mind, hopefully next year

One unusual car/driver combination is Barry Whizzo Williams in an ERA. Barry of course is best known not just as a great after dinner speaker and a former karting champion but a fantastic saloon car driver.

Driving an ERA will be very different but Barry of course will be well up to it, he is as versatile as an egg as the advert used to say.

There is a full list of cars and drivers on the Chateau Impney website.

BARBON Hill Climb

11th JUNE

This event, run by Liverpool MC but assisted greatly by the stalwarts of Kirby Lonsdale MC, was a superb event. Weather was mixed, dry for much of the day but every now and then a big downpour just when you thought the clouds were disappearing rather spoiled it for spectators and made conditions very tricky for drivers.

Mal MacKay had a very hairy adventure in his Silva Riot; it aquaplaned off to the left of the track just before the Armco on the hairpin where the field drops away steeply. It spun and bounced several times threatening to overturn at every change of direction according to spectators. Somehow it stayed upright, just missed a great number of big rocks and the trees. This was heart stopping for everyone at the time.

Superb rescue unit soon picked up the relatively undamaged car and returned it to the paddock with Malcolm still grinning broadly I have to say.

Next car up had an equally action packed few seconds but was unfortunate enough to hit the Armco barrier and remove the suspension in a rather nasty unorthodox way. Fortunately this driver too suffered only injury to his wallet, a big sigh of relief all round.

I hope someone writes a comprehensive report of the event elsewhere as I spent so much time talking to the other drivers in my class I never got around the paddock to see what everyone else was doing. Our class had no less than 15 cars in it and some cars I had never even seen before.

It was a varied class to say the least, Classic and Racing cars manufactured before 1968 was a really unusual cut off date for some reason.

Usual dates are up to 1946, the next class up to 1960 then 1960 and above. It was really close fought class and I have never ever seen such narrow margins between the cars.



Napier with 6220cc Engine



Chris Spencer Formula Vee

Continued on Page 49

Easy winner was a beautiful works replica Healey 3000, a fantastic car that my wife was really desperate to take home driven by Julian Hindle with a time of 33.07. 2nd was the rapid pre war Alvis 12/70 of David Smith who managed a brilliant 37.71 in this car dating from the early 1930s. A wonderful Lotus 20/22 exactly like Jim Clark used to drive and in Team Lotus colours driven by Barbon resident Peter Anstiss did a 38.50 and was 3rd in class. I did a 38.59 in the Buckler, nine hundredths of a second slower than the Lotus yet when I looked I was back in 6th in class!

George Cooper, the 82 year old driver from Glasgow who competes in some fantastic ex Stirling Moss's cars which he own and races all over Europe, beat me by just one hundredth of a second in the ex works prototype Cooper MG doing a 38.58 and was 5th in class. Jon Mellor beat George with a 38.53 and took 4th. Mike Garstang in the 1293 Cooper S was just behind me with a 38.88 so was 7th in class. I have never seen such a close competition in any class of dissimilar cars..

I really regretted having that pie for lunch after I saw those times I can tell you.

This would be a great class for which a handicap system would be ideal. At Prescott the system works like this. Your fastest ever time in that car at that venue would be your handicap time, first time competitors get their fastest practice time. If you beat your practice time by more than 5% your time is discounted to stop deliberate sand bagging.

The winner is the one who beats their fastest time by the biggest margin.

Ours as I said was a really varied and by far the biggest class this year. It was brilliant to see the differences in engineering over a wide span of time. A 1920 Napier which was probably taller than me had a 6220cc engine, looks like a vintage Bentley and in fact many parts are from the Bentley stable. This lovely monster had no front brakes at all, the brave guy piloting the beast was Maurice Gleeson from Accrington. Its discovery & history of the restoration as told to me was every bit as interesting as the car looked.

Jane Corner, well known VSCC driver from York had her lovely Talbot 65 special, Geoff Purnells fantastic supercharged Singer looks very similar to an ERA with a big blower on the front apron. Unfortunately Geoff broke a halfshaft, this sidelined him which was a great shame. John Hunter was in the gleaming Riley TT special and VSCC purveyor of vintage parts Stuart Cook was in a highly polished Morris Keen special.

An Anglia 105E, the one with the reverse slope rear window, had a 1700cc motor, an MG Magna from the 1930s had a 1087cc supercharged unit and a Riley 9 had 1087cc without a blower adding to the great variety of vehicles in class 6A



Phil Hallingtons Umbrella shows there is a chance of rain



Barbon Top Paddock



Geoff Purnells Singer Special with massive supercharger at the front

Hill Climb News

Barbon

Continued from Page 49

The Austin 7 class for those entered in the Bert Hadley challenge comp had a fantastic 11 entries with cars from as far away as Bristol. Some of these cars sound more like the motor bike engine cars rather than what one imagines an Austin 7 will sound like. Someone once told me “revs cost money”. I am sure this is very true bearing in mind how sophisticated those race engines are.

Angela Jones again co drove Willie Jarman's car and frightened the nomex under pants off Willie by posting a quicker time, but on the last run he pipped her by 1 sec so he will probably loan her the car again for the next event !

We missed Willies banter this year as we were parked in different areas, there being so many cars entered. No doubt other drivers will have had great enjoyment and a little bit of drumming in their ears during the day having the privilege to be parked near to Willie's circus where entertainment is guaranteed. The Jarmans Tracspotter covered trailer would have been very nice in those showers I bet.

Chris Spencer the man who has almost every model of VW Beetle, combi, camper, Karman Ghia etc ever produced now has a motorhome also on a VW Chassis along with a 2.5 TDI motor of course. He was competing in the VW based Formula Vee Scarab. Chris was telling me he taught Willie Jarman how to drive but I haven't ascertained as yet from Willie if that's true !

Star performer in class 6B was Peter Garforth in his Skoda Estelle, he was quickest beating a Jag D type replica, the rapid MG TC of Keith Beningfield, Lotus Elan and other cars. Great drive Peter, his long hours in the garage and even more hours on the phone to the Warsaw or wherever it was in Czechoslovakia obtaining parts for the Skoda paid off eventually but it took a long time and much perseverance to get the correct parts. His time of 34.18 shows the car & driver combination was really quick especially as the track was wet.

Barbon once again is a “must do” event, Liverpool motor club and Kirby Lonsdale of course deserve all the accolades heaped on them by competitors and spectators alike. Phil Gough and his team did a great job.

Special mention must go to commentator Bob Milloy whose wit and knowledge keeps everyone entertained and informed. He even apologised for the rain as if it was his responsibility to organise a dry day.

Great event, thanks to all concerned especially the hardworking marshals, and don't forget the next event is very soon being on July 2nd which is Barbon's British Championship event

Keith Thomas.



***Works Replica Healey 3000
Followed by a mean 1700cc Anglia***



***Dave Smiths Alvis
Followed By Mike Garstangs Cooper S***



NESCRO

South of Scotland Car Club

Doonhamer Classic & Targa Rally



The current "Form" team of Andy Beaumont / Andrew Fish and their rapid Sunbeam Rapier H120 took victory on the South of Scotland Car Club's Doonhamer Classic rally, a somewhat chaotic event which was dogged by a series of problems caused mainly by a lack of manpower and an impossible to maintain time schedule, the scheduled number of tests having to be cut in an attempt to get the event finished in time.

Based at the Lockerbie Truckstop, which also hosted five of the event's tests, the Doonhamer attracted a very healthy 47 entries, this included a number of cars entered in the Targa category which ran behind the main event as is now becoming the norm on NESCRO events. The organisers had provided a "Truckers" breakfast for all crews so it was an extremely well fed entry that lines up for the opening tests on the wide expanse of concrete where the large articulated lorries normally park. These opening tests proved to be quite difficult, the Garstangs MK1 Fiesta, Terry & Maureen Dixon (Mini) and Kieron Brown's well decaled Rover 2000 collecting a maximum while quickest was the MG Midget of Cochrane/ McCollum closely followed by the MK1 Escort of John Bertram / Louise Whitelaw.

A run up Annandale took crews to the ever popular test through Fingland Forest, dry and dusty this year it saw Bertram/ Whitelaw headed Beaumont / Fish by a mere second . Back to the Truckstop for two more tests, both of these were taken by Beaumont / Fish although they were chased hard by Dave Short / Roy Heath (MK2 Escort) and the rapid Mini of the Dixons. Several cars were already suffering problems, the Short/ Heath Escort with a wiring problem which meant an inoperative starter motor, eventually fixed they ran for the rest of the day without ever switching off the engine ! Peter Metcalfe's very original Mini had a loose wheel bearing due to a missing split pin, the problem was solved by removing a piece of wire from a clothes peg and manufacturing an emergency replacement . Charles Stansfield had lost a bolt from his TR3A's brake calliper, he scoured the test site and, amazingly, located it but was forced to miss out the following two tests while replacing the errant part, they were, however, able to continue. A return visit to Fingland Forest saw Beaumont/ Fish quickest from the TR7 of Ray & Ben Jude while Robin Murray retired his Cooper S with driveshaft failure.

Moving down to the Solway Coast, the event arrived for two runs at the Eastriggs MOD depot, complete with its many hard concrete kerbs, Cochrane/ McCollum were quickest on both although they were chased hard by the Dixon's rapid Mini. The mornings action concluded with a run round the car park at the Cochrane Boiler Works which went to Beaumont/ Fish by a whisker from Bertram/ Whitelaw.

Fortified by a lunch time snack of hot dogs and coffee, the afternoon session resumed with another blast round the Cochranes car park which saw Beaumont/Fish, Bertram/ Whitelaw, the Dixons and David Agnew/ Alec Jackson (Porsche 911) all in a very tight bunch. The route then headed towards Dumfries and the unique little test at Collin where the "bollards" are huge lumps of monumental masonry, the same suspects headed the leaderboard here, Beaumont just shading Bertram and the Dixons. The first of two visits to the large factory complex came next and Cochrane / McCollum were quickest on this very fast test with Beaumont and Bertram posting identical times just behind them. The TR7V8 of Donachie/ Aitken and the Garstang's MK1 Fiesta both collected a maximum when they erred off the correct route.



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Continued from Page 51

With the rally running well behind schedule, the decision was taken to scrub the next two intended tests so the action moved on to a test on the Heathall Industrial Estate, round part of the former wartime air base. Cochrane was quickest here from Beaumont, Bertram and Short while the Dixons retired their Mini with mechanical problems. The following two tests were return visits to Colin and Oakbank where the leading protagonists continued to swap times, then another run at Heathall saw Cochrane heading Short's Escort. Sadly, the Bertram/Whitelaw retired from a leading position when the Escort's diff cried enough.

Despite cutting out the couple of stages, the rally had slipped further behind schedule and there were some worried expressions back at the final test at the Truckstop when, an hour after they were scheduled, so there were some mighty relieved faces when the Beaumont / fish Sunbeam finally appeared, the rest of the field trickling in at very irregular intervals. The final blast round the Truckstop went to Cochrane from Beaumont and the escort MK1 of Dave Marsden/ Mike Garstang to conclude what had been a very trying day for both Competitors and officials alike.

The organisers troubles weren't over however their computer crashed and the results were so long in appearing that most folk had long gone before they eventually were announced. All in all this year's Doonhamer had a n awful lot of rough edges and the organising club desperately need get more manpower if they are to get the event running efficiently.

RESULTS :-

| | | |
|------------------------------------|---------------------|-------|
| 1. Andy Beaumont / Andrew Fish | Sunbeam Rapier H120 | 25:43 |
| 2. Dave Short / Roy Heath | Ford Escort MK2 | 26:48 |
| 3. Dave Marsden / Mike Garstang | Ford Escort MK1 | 27:17 |
| 4. James McWhirr/ Kyle Maitland | Ford Escort MK1 | 28:27 |
| 5. Ray Jude / Ben Jude | Triumph TR7V8 | 28:57 |
| 6. David Agnew / Alec Jackson | Porsche 911 | 29:00 |
| 7. Charles Graves / Ron Palmer | Triumph TR4 | 29:17 |
| 8. Dave McCausland/ Kier Dillon | Ford Escort MK1 | 29:59 |
| 9. Brian Bradley/ Michael Marsland | Mini | 30:26 |
| 10. Peter Metcalfe / D.Masdon | Mini | 31:18 |

Classes :

H1. Metclfe / Masdon,
H2. Agnew / Jackson,
H4. Marsden / Garstang, C5. Short/ Heath.

Targa Class :

1. Hunter/ Tyson (Mazda MX5,
2. Cochrane/ McCollum (MG Midget)

Ed Graham
Hexham & DMC
NESCRO Chairman



Photos Courtesy of Tony North

Broughton-Bretton Motor Club ***Rali Bryniau Clwyd***

6/7th February

Never too old to learn!

I've been navigating on road rallies since 1990, but mostly in the East Midlands region. So, my first event on maps 116 & 117 was the 2015 Bryniau sat alongside Rich Hunter, we started and finished 9th. What a great event that was, a superb route and very well organised. So, when picking my 2016 events it was a no brainer that I return to Mold for the 2016 Rali Bryniau Clwyd. This time with Jim Brown following an impromptu outing with him on the JJ Brown a month earlier, when I stepped in for Ashley Owen in the left seat.

The weekend before the event I had a call from Jim, he said his car wouldn't be ready. On the JJ Brown we suffered from a front suspension problem and this would not be rebuilt in time for the Bryniau. Before I could think about how I might get a drive on the Bruce Robinson Rally (running the same weekend as the Bryniau) he said "don't worry, I've bought another car. It's not a certainty for the Bryniau, I'll let you know by Tuesday". So, Tuesday came and Jim confirmed we were "on", his new car was Dan Willan's Proton. The seeded entry list was published and we were at car 18, reflecting a much stronger entry than the previous year.

I was accompanied by fellow Matlock MC navigator Ashley Owen on my drive to Mold, it poured down most of the way from Derbyshire. This was Ashley's first event in Wales and with a new driver Ken Cawsey. Pre-event formalities were quickly done and we set off to fill up with petrol and check that the trip meter was reading accurately with Jim's tyres. No adjustment was necessary to the trip so we were soon back at the Rugby Club and exchanging news with fellow competitors not seen since the last events of 2015. A notable absentee on the night was navigator Rob Lloyd who had to pull out on the day of the rally with a sore throat/dose of tonsillitis. Surprisingly, at the competitors briefing, Brynmor announced this would be his last event as CoC, having organised the Bryniau for the previous 4 years. I hope that someone else from Broughton-Bretton MC can step in and organise the 2017 event as this is an event that would be sorely missed.

The plotting was 5 pages of map references and there was ample time to get this down and go and see Ashely Owen (local nav in car 16) to go through a couple of sections of route. Soon we were off on a neutral section to TC1, about 6 miles south east of Mold. The marshal there told us was a DSO at the next junction and not to use the handbrake at the hairpin left and off we set! First thing that was obvious was the difference in torque of this 1600cc Mivec engine compared the

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Photos Courtesy of Jez Turner

Rali Bryniau Clwyd **Continued from Page 53**

Off-cam this car had little torque and, combined with a paddle clutch, required a different driving style compared to Jim's old car. It was to take most of the first half for Jim to adjust to this and the dog box crunching into gears, especially on the downshift.

Meanwhile, in the left seat, I was very comfortable with my office provision, and settled in well to the event, the first 2 sections being timed to the second, followed by a neutral and 3 more sections timed to the second.

We were clean on the first but dropped time on next section where I fell foul of the same deceptive slot left between farm buildings in GS2059 as last year. As soon as we turned back to check we hadn't entered someone's private drive it all came back to me and I saw the right road but this had cost us valuable time. I won't forget this for next year!

Now on map 116 we headed south and onto a section which passed through a superb farm complex at Pentrcelyn that just seemed to go on forever. We were instructed to follow the arrows and these were positioned perfectly to navigate around buildings and obstacles, we dropped 4 minutes on this section, quite a bit off the pace and having got bogged down off-cam a few times. The route ran pretty much due south for a short section on map 125 (8 gridsquares) where a wrong slot from me cost us more time before we rejoined map 116 and headed north on a tricky section with several NAMs. One of these NAMs was on a double hairpin bend and involved scrambling up a muddy bank to h/pin right back onto the road, here we somehow got ourselves stuck with the rear wheels in a deep rut. Fortunately, there were several spectators and marshals on hand to get us out, but only after the following 2 cars had passed by unable to attempt the NAM which we had blocked. So another load of time dropped and I think this NAM was closed following that as other cars ahead of us had also been momentarily stuck there.

Soon we were back on map 117 for a couple of sections heading us towards petrol at Mold. Here we were in 21st position having dropped 11:07, a good 5 minutes off a top ten place. By now Jim was getting the hang of the new car, and we decided we were just going to enjoy ourselves in the second half. We soon got into a groove setting better times, in particular at TC18 where we got the hard to find slot right on a white just after some fence posts in GS1968. Last year we had gone sailing past this junction, which is hidden by the posts and fencing. Feeling chuffed we steamed on and enjoyed the sections which ran either side of the A55 towards Rhualt, but then came TC23. Adding the 12 mins section time to my previous time we wanted 03:35, we got 03:35:09. Thinking we had dropped 9 seconds we pushed on to the finish with a great last section with twisty whites and the final (18th) NAM.



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Rali Bryniau Clwyd Continued from Page 54

Over breakfast we wondered if we had done well enough to climb into the top ten. Then came the shock, we had been given a fail for booking in early at TC23. My first in 25 years! TC23 was the 3rd of 5 consecutive sections timed to the second. After the inevitable query and discussion, I was told I should have carried forward the seconds dropped at TC22 and by not doing this, I had booked in ahead of due time. Until then, I had always dropped the seconds when working out the following due time but this is not how it's interpreted in North Wales at least. I am still puzzled at why this hasn't happened to me before having done around 10 events in Wales, maybe have never been early on section timed to the second in Wales before?

Anyway, we finished 20th with 1 fail 21:43 and it was a small consolation that we were not alone booking in early at that control. Without that fail we would have been 10th so a very costly mistake. In future I will always check on whether seconds can be dropped or must be carried forward when there are consecutive sections timed to the second – ***you're never too old to learn.***

My mate Ashley Young (car 52 nav) finished 23rd with 1 fail 33:49, having booked in early like me. This was his first event in Wales and Ken's first drive on a road rally for several years. A great result for them, and Ashley was rewarded by picking up the 2nd Novice award.

Gary Evans : Matlock Motor Club



THE silver spoils of another successful year were handed over to members of Clitheroe and District Motor Club at the annual presentation evening at the Hodder Bridge Hotel.

The trophies, shields and plaques were presented by chairman Bill Honeywell and committee members Peter O'Neil

and Peter Croft.

Major prizewinners included Mick Fishlock, of Mitton, the club's Road Rally Champion Driver. Champion navigator was Steve Frost, stage champion was Steve Lewis and autotest champion was David Whitfield, of Grindleton.

Winner of the club's "Literary" award — for

the person thought to have submitted the best story to the motor club magazine "Wrongsplot" during 1984 — was president Mr Roy Honeywell, for his vivid account of the social side of the "Tour of Mull" Rally.

After the ceremony there was a disco, provided by Chipping's Glen Miller.

CAREERING ROUND WITH A CARAVAN

Ed Graham : Hexham & DMC



In the many years I have been involved in the sport I have done every conceivable type of rally ranging from 12 Cars and treasure hunts up to full blown international events both modern and historic but one of the strangest events I ever competed on was the British Caravan Road Rally, an event promoted by the Caravan Club which ran for over 20 years from 1954 until 1976 and which, in it's heyday, used to attract over 200 entries including a number of "Works" teams.

The genesis of the idea was the *Caravan Club's* desire to demonstrate the much improved handling capabilities of modern (?) caravans which, at that time, were restricted to 30 miles per hour when towing on the public road. This caught the imagination, not only of caravan enthusiasts but also numerous manufacturers and component suppliers, all of whom supported the rally and entered teams in the event, as did the numerous *Caravan Club "Centres"*. The format was not unlike today's *HRCR Clubmans Championship* with a road section and a series of tests on private ground, normally at a racing circuit. Bear in mind, however, that all this was carried out with a caravan hitched on the back !.

The first sign that this wasn't going to be like a normal event came when a crew presented themselves for scrutineering. Forget checking lights, roll cages or hydraulic handbrakes, on this event they were more interested in the caravan, was it fit to go out on the road and had you the necessary essential equipment. One requirement was to have a levelling device so you could park with the caravan level, this was normally a "Cheese" shaped block of wood and you incurred penalties if you didn't have one. Another point seized on by the Scrutineers was the necessity to be able to cook a meal, should you become stranded, and we dutifully produced for their inspection a pan, a tin of soup and a loaf of bread, never seen that one in the Blue Book.

After scrutineering, the outfits were all lined up on the race circuit ready for the night road run, this could be anywhere between 250 – 300 miles and consisted of a navigation type of event run to total regularity rules with a large number of time controls, all manned by *Caravan Club* members, and numerous route checks which consisted of rather small metal squares, difficult to see as a) they were black and b) they were positioned sideways on to the road so you normally only glanced them as you were speeding past, cue a screeching stop and the navigator legging it back up the road, some times if you were lucky you would see the crew in front doing this exercise which at least saved the effort of extracting yourself from the car.

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Caravan Rallying

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Trying to maintain the time schedule while lugging a caravan round tight twisty yellows is an interesting exercise and you have to remember that there is damned thing hanging on behind you. Of the three events in which I competed, two were based at Mallory Park and used roads in the Liecestershire/ Northamptonshire area, the other was based at Snetterton and ran round the wilds of Norfolk. This produced an interesting route inasmuch as it seemed to consist of lots of fast straights and even more tight 90 degree bends, a lot of which had a deep ditch or drainage channel on the outside, as the night progressed there was much evidence of drivers outbraking themselves and coming to a watery end.

The two main problems of the night run were wrong slotting and baulking, obviously with a caravan in tow, it was no easy manner to turn around so any wrong slot was going to be costly time wise. Having regained the correct route you then, inevitably, came across another crew, either lost or slower than yourselves and, given the width of a caravan, and the lack of width of the roads, overtaking was not an option.....cue a lot of swearing !!!.

Having survived the night section and all it could throw at you, there was a brief halt for breakfast before the driving tests took place, these featured a number of tests that were all about manouverability such as parking, reversing and driving between two poles and some which had a timed element, slaloms and the like. The tests ended off with the traditional high speed round part of whichever race circuit was hosting the event, this could get quite fast and furious, sometimes *extremely* furious and quite a few caravans ended up on their sides or wrapped round the cars tow bar, I recall seeing a brand new Bessacar caravan written off at Snetterton when a well known rally driver got out of line with dire results.

The end of the competitive sections wasn't quite the end of the competition for after having thrashed round the country lanes all night and careered round a circuit all morning, many crews then had to clean up the outfits and prepare them for the climax of the competition, the Concours D'Elegance which for a lot of people, especially the manufacturers, was as important as the rally. Great lengths were gone to get the machinery sparkling clean and immaculately presented, washed, polished, chrome burnished until it shone like a guardsman's buttons, even the chassis was scraped clean of the previous night's detritus while inside the interior was cleaned and dusted, a bowl of fruit went on the dining table and a vase of gladioli in a prominent position, it really was a serious business.

All this hard work paid off for myself and my driver, Ray Cook, when on the 1971 event we lifted the Brighton Trophy as overall winners of the Concours D'Elegance, the outfit was an Austin Maxi HL and an Elddis Whirlwind caravan and it was a unique occasion being the first time a mass produced van had ever won that prestigious award, it normally went to the very expensive, hand made models. It was a remarkable result also, given that we had done several club road rallies in the car which was remarkably quick and handled well, bit like a slightly larger Mini.

In all my years of rallying, no result has ever attracted as much attention, as soon as it was announced we were besieged by photographers and the caravan trade media seeking a quote plus a huge number of caravan enthusiasts all wanting to view the winning van and I recall being in it, getting changed ready to attend the prize giving when the door was flung open and a lady marched in demanding to view the interior, I gave her a guided tour clad only in vest and underpants which didn't seem to phase her one bit !!!.

Winning the award did the Elddis caravan company no harm at all, the outfit was featured on the front cover of both *Practical Caravan* and *Caravan* magazines, both had big circulation in their day and done extensive write ups. The various component manufacturers also got in on the act and we featured in the house magazines of the upholstery and suspension manufacturers while Dunlop who supplied both the wheel rims and tyres also took a keen interest.

My three Caravan Road rallies were 1969, 70 and 71 and after that the event started to get really serious, many manufacturers engaged top rally drivers with Tony Pond, Pat Moss Carlsson and Vic Elford all taking part, and the organisers also took the decision to include special stages. This proved to be a very unwise decision for the average caravan enthusiast didn't really want to take his weekend holiday home through a Welsh forest. The entry subsequently dwindled dramatically and after 1976 the rally was discontinued and consigned to history. It did leave one legacy however, when it started, the permitted towing speed for caravans was just 30 miles per hour, the rally demonstrated that much higher speeds were possible in complete safety and parliament a successfully lobbied to have it raised, it's now 60 so something positive came out of it all. It was certainly fun while it lasted, totally different to normal rallying but an experience I wouldn't have missed, in fact, I wouldn't mind doing it again if it ever returns.

Double duty for Tony Lynch with expanded rallycross programme

Wigan racer Tony Lynch can today confirm plans to run an expanded programme for the 2020 season, with entries into both the Retro Rallycross Championship and the BTRDA Clubmans Rallycross Championship presented by Cooper Tires.

Having competed in Retro Rallycross last season with a Toyota MR2, Westhoughton-based Tony had originally planned to switch back to the BTRDA series this season with the same Supermodified Ford KA that he used to secure the class title in 2018.

That plan was as a result of the Retro Rallycross schedule featuring a number of unavoidable clashes with family commitments; rendering a return to the series for a second successive campaign impossible.

However, the delays to the 2020 season caused by the ongoing COVID-19 pandemic have now opened the door for Tony to continue with the development programme on the Toyota and return to the Retro Rallycross scene for a second season.

Tony's own Team Geriatric outfit will continue to prepare and run the car across the shortened five round campaign, which gets underway at Lydden Hill in late August before two rounds at Knockhill and two at Pembrey alongside the Motorsport UK British Rallycross Championship 5 Nations Trophy Presented by Cooper Tires.

As well the Retro Rallycross programme, Tony will still go ahead with the planned entry into the BTRDA series, with the ultimate goal of trying to secure the overall championship title; something he came agonisingly close to achieving back in 2018.

The BTRDA campaign will however see Tony's KA being run by Paul Waldron Motorsport; the same outfit that originally built the car before it was bought by Tony ahead of the 2016 season. The deal to run with Paul was agreed when the coronavirus pandemic made it appear unlikely that Team Geriatric would be able to compete together in its usual form this season.

The five round BTRDA campaign will start at Pembrey in early August with a double-header event before further meetings at Lydden Hill, Blyton and Knockhill.

"We were all set to confirm our plans for 2020 when the Prime Minister announced the lockdown measures back in March and since then, it's been a case of waiting to see how the situation developed and what would be possible in terms of competition this year," Tony said.

"Racing has quite rightly taken a back seat in recent months as we have all come to terms with the situation we have found ourselves in, and like many others, we as a family have had to deal with the devastating impact that coronavirus has had.

"Deciding whether to race or not this season has been a tough decision to make and it originally looked like we wouldn't be able to compete as a team because of the fact that Team Geriatric by its very nature has many older members.

"With that in mind, I managed to agree a deal with Paul to run the KA on my behalf when we didn't think us racing as a team would be possible. Paul is someone who I know will do a great job running the car as he has helped us out in the past, and he is one of the few people who I know my chief engineer Tony will trust to run it on my behalf.

"Whilst Paul will still help running the KA for me, it's great that we are now in a position where Team Geriatric is able compete with the Toyota. Things are going to be a bit different in terms of how things are run because of coronavirus but, one thing that won't change is our desire to fight as hard as possible for results on track.

"I have to say thank you to those sponsors who have stood by us in these difficult times and also to the family and friends who continue to support us, and I'll be looking to repay that support in the months ahead."



M-SPORT RETURN TO RALLY STAGES

Saturday 22 August 2020

M-Sport are delighted to announce the **M-Sport Return to Rally Stages** – a one-off event taking place in Greystoke Forest on Saturday 22 August 2020. Celebrating all things M-Sport, the entry will be limited to any M-Sport manufactured Focus or Fiesta, while the event itself will act as an example of how the UK can return to rallying.

Back in March, Greystoke and the Malcolm Wilson Rally marked the last UK gravel event before COVID-19 brought the industry to a standstill. Five months later, and the Cumbrian forest is set to host the return of competition whilst showcasing how club rallying can return safely and responsibly.

Plans came about after M-Sport reached out to Motorsport UK to see how they could help get the industry back up and running as quickly as possible. After a number of brainstorming sessions, a day in Greystoke was organised to produce a series of short films explaining the necessary safety measures and advising event organisers how to best combat the effects of COVID-19.

The M-Sport Stages will showcase these new practices in operation – including the electronic management of information and documentation, socially distanced time controls and the safe recovery of vehicles and crews.

Organised in conjunction with the West Cumbria and Eden Valley Motor Clubs, the event will run six timed stages across 38 competitive miles – all within the confines of Greystoke forest. The service park will also be situated within the forest complex and, although spectators will unfortunately not be permitted, work is afoot to deliver the best of the action to the public.

For the first time in the history of all Greystoke-based events, there will be a recce convoy on Friday evening – reminiscent of the legendary Mille Pistes of the early 1980s – and pacenotes will be available to purchase from former M-Sport co-driver and Greystoke regular Craig Parry.

The event will also be a special one for M-Sport as the entry is limited to 45 M-Sport manufactured cars only. This could include everything from the Ford Focus and Ford Fiesta World Rally Cars to the Ford Fiesta ST, S2000, RRC, R1, R2 and R5 as well as the latest Ford Fiesta Rally4 and Ford Fiesta R5 MkII. It will be a showcase of what M-Sport has achieved over the past 20 years – creating an effective 'Ladder of Opportunity' with competitive cars across all levels of rallying.

Further information, regulations and special announcements will be issued on the M-Sport website and fans will be able to follow the action and preparations on the company's social media platforms.

M-Sport Managing Director, Malcolm Wilson OBE, said:

"It's so important for the industry to get back rallying. Of course this has to be done in a safe way, and I hope this event reassures organisers and motor clubs that we can go rallying responsibly. Thanks to the West Cumbria and Eden Valley Motor Clubs for the organisation. They deliver quality events time after time with a dedicated group of volunteer marshals, and I'm proud to see them leading the way as the UK returns to rallying. I'm also looking forward to seeing so many M-Sport cars together on the same event. It's something we've not done before, and it will be a fantastic opportunity to celebrate our success whilst catching up with all of the crews and teams."

M-Sport Ford Team Principal, Richard Millener, said:

"It's been good to work with Motorsport UK over the past few weeks. We all want to see rallying get going again, and this event aims to show how that can be done safely and responsibly. It will be great to see some competition, but also to see our community of customers together at one event. When you think back to the cars we've produced over the past 20 years there are some fairly impressive machines on the list, and I'm looking forward to seeing as many of them as possible next month. The more I think about what this event could showcase, the more exciting it becomes."

Motorsport UK CEO, Hugh Chambers, said:

"We are excited to see Malcolm Wilson and the M-Sport operation get behind the restart of rallying in the UK. We had to patiently wait a little longer to get the sport back up and running again, but since our announcement we have been met with unprecedented support from our community. The August event organised by M-Sport, West Cumbria and Eden Valley Motor Clubs, will be one of our eagerly anticipated first events for this exciting discipline since it resumed and will provide a popular test for some of our competitors. I would also like to personally thank Malcolm and everyone at M-Sport for the use of the facilities in Cumbria and the use of the latest World Rally Car to help us produce the training videos which will be vital to help give our clubs and events confidence to run rallies in the current climate."



In the last edition of Spotlight I published the front cover of a German Magazine that tried to explain to the German Motor Enthusiast the Noble Art of British Trialling. On page 38 I have attached scanned pages from the magazine. I doubted that they would be of much interest to the majority of people reading spotlight, however, Myke has now sent a literal translation of the article : See below.

Maurice Ellison

Northern Trial 2018

No, this is not reportage from the scrap yard at the end of the world.

On the contrary, the here shown cars enjoy excellent health, why are used for a special type of Motorsport: the trialling.

here's such thing only in England. We stood at the edge of the worst mud pillow and Marvel today

About four o'clock in the afternoon, Bill Bennett drives his MG through this special test called sandal. 364 days in the year, this is a harmless dirt road in a small village on the edge of the Lake District. Not today. Today sandal is trial of horror at the end of the Northern: two treacherous mud tracks, deeply buried between a cushion of grass, moderately steep but full of small kinks and curves, framed by spiny shrubs and grinning spectators. The last hundred meters are the worst, because it is still steep and nasty hook hits the track. Earlier, a motorcyclist is driven as a hook straight and tilted in the bushes of the machine. Thud. The boys are at the end of their tether.

The first cars are also through, now comes Bill. It has threaded that clever, this trial is why he now in the worst place a dozen fans for him always a family reunion, has. "They're coming!" You know the compressor whine that lifts in the Valley. You can see nothing, too much undergrowth, but this Yelp is unmistakable: WÄoo WÄoo ODANGKIA rumpelberst... here they come! Bill works in sinister determination at the wheel, his wife Liz equally eager, ready, wildly on the seat up and down to pop - WÄÄÄÄÄoo, who is noble MG (a 1933er J2) a green boar, which cuts up through the muddy pool turned into a wild beast, WÄÄÄÄ spratz Saher and high count small signs the route down the mountain on the side of the road: 3 - the MG comes a bit in swimming, oha, that will hopefully work - 2 is done, but somehow he loses traction, just a piece yet, just a bit WAITE ÄÄÄÄöoooo - Äöoooo... on the right rear wheel dampfts - final. The MG's stuck, a short vehicle length of 1 and "End of section".

Bravo! The audience applauds. Well done! Just failed is more exciting as unspectacular mastered. Because really only five metres up to the safe road, the rescue team this time out not the all-wheel drive Nissan, but tackle and wuppt the MG by hand freely. Bill and Liz are shaken by a bit, but the English sportsmanship is not to get: "shame about this fail. But fun!" Are you not tired? Nope, not really: "sheer adrenaline. Keeps you flying!"says Liz. Bill sets up the aisle, roars the compressor and off hisses team 46 in towards the finish. From the bottom the next cars, a few screaming Suzuki, Peugeot 205, come two VW beetles, Riley Nine and various Austin seven. They all look as if they came fresh from the jungle camp for Klondike veterans, the mud of 15 completed tests has completely penetrated it, open cars he came, at closed he has conquered the seats and interior trim from the foot room , why now all inmates are just a geschlammt, whether in the unheated Vorkriegstourer or in the twelve-year-old Suzuki.

Dirt is one of the trial. Who is mud-shy, not even to go as a spectator, because mud at a trial developed new, unexplored States: solid, liquid, gaseous, puddles lurking, sailing in wide arcs, through all cracks creeping like a Gothic monster from the Imagination of Stephen King.



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Northern Trial German Report Continued from page 60

Trialling is a fight against pretty much everything other sports offer only one: against nature and the technology against the physics and the exhaustion, against Reinlichkeitsinstikte and ice cold feet. Trialling needs strategic as tactical skill, feeling for the car, a very good team. And here the probably most important aspect: one is from 1000 euro.

So true. Which is why we do not understand why nobody operates this kind of motor sport on the continent. In England, this sport is about as old as the Motorsport itself: during the reign of Edwards VII (1901-1910) trials were the only way for ordinary citizens to move their vehicles without getting arrested. England was at that time still very skeptical about the car, about the enthusiasm of the Regent for Daimler cars changed little. Nationwide was a speed limit of 20 mph, what were the motorcycles and cars of the time in the second round. 1908 opened the race and test circuit of Brooklands, was reserved - but a small circle and so less illustrious riders met on weekends somewhere in the English wilderness, to test who comes this or that path up the fastest. Note: Roads are not part of the public transport network, thus not with speed limit. For this, they tear the axles out one...

The latter is still today, a large part of the fun is to prevent it. The vehicles need a few changes, so that it does not get stuck on the first meters. What changes are that, comes down to: you want to go on victory or only arrive? How much potential does with the car? In which class will you go? To roll the car on axis to the event or re-charged? And how do you get TUV? Because long passages on public roads are between the tests, the vehicles must be so approved. Even if one has answered all of this, there is always something to do. A trial vehicle is usually located in a permanent process of change, because last time, the carburetor tuning has brought down out not enough steam, and the tire pressure system is also not quite mature - by the way, is there's no winter break in the cozy in the workshop can pitteln. The trial calendar fills the whole year.

Trialling is a social thing, "a friendly sport", as one of the organizers said. The socializing not least stems from the pause before a test, because you must always wait a bit before it is your turn, can get out, stretch your legs and chat with the other. The Northern is called so because there are no trials further north in England trial - the Scottish border is 20 kilometers from the start. One of the attractions of this trials is located in the countryside, because good halfway leads through forest trails of the Northern Lake District, and repeatedly opens up breathtaking views over lakes and back the winter Lake country. Yep, it's mid-February. The appointment grew out of necessity, because the fur side car club came up with recently on the idea of establishing a trial, and all dates lovely weather had long ago forgiven. ("Recently" translates as "about 25 years ago" by the way.)

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Dirty DANCING

Nein, das ist keine Reportage vom Schweißtag am Ende des Profs. Im Gegenteil, die hier gezeigten Oldtimer nehmen sich ihrer Gesundheit, denn sie sind für eine ganz besondere Art des Motorsports prädestiniert worden: das Trialing. Wie werden sie hier auf dem schneebedeckten Boden in der Nähe von Chesham, Titel- und staunen nach fünf



10. November 2010



Das schickigste Apple: Ab 2008 Euro (et man abholt)

10. November 2010



Wie man ein Apple Apple

10. November 2010



5 Star für Apple von R. Bennett

10. November 2010

Northern Trial German Report

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As a young event in a remote corner of the Kingdom, it was initially not easy to fill the field. After all, some of the participants from the Midlands arrive, 500 kilometers and departure are nothing special. The sounds of English on this 17th of February are however mainly North.

The day began at 7: 00 in a place called Wigton on the premises of a Community Center. Inside there were coffee and travel documents, outside rain and a morning dawn, which had no right desire, to be the day. The Starter field consisted half of motorcycles, what impressed us very, because the boys about 10 hours in the saddle on without lunch break, about 16 regular and two special stages. Most arrive with a trailer, and surprisingly many cars look as if they were more than 80 years old. The impression is deceptive, because some trials specials by Sun and Dutton are, they're ethnic, Fiberglass bodies and pretty angry engines have but.

And six Austin seven! For continental terms is a seven (resp. in Germany DIXI) synonymous with fragile and asthmatics. English see that somehow different, how it looks, and not only recently. The January edition of the venerable magazine 1963 "motor sport" called the results a short message of the former Northern trial. There are: overall winner - B.N Clarke on Austin seven. Best in second grade: R.G. Winder (Austin seven). Best in third-class: J. A. R. Grice (Austin seven). The starter list for 2018 shows that the seven this year not in the tourist rating with chugging, but quite seriously challenge for the victory.

The start of trials is distinctly unspectacular. At the assigned start time one leaves - why not also, the nasties come only during the tests. One of them is the black hole, a self-explanatory name: who stands before the entrance, looks into the dark void. The trail leads into a forest so dark to believe Gandalf behind the next tree. And the way it looks like he is going vertically upwards. Indeed, it is hardly more than 20% incline, but free of any traction, so that wag back and forth drive axis and upward swims the vehicle rather than drives.

15 seconds for 300 metres - and here the small Austin show what's in them. First course, full throttle and spring sponging hop the slope the small boxes when they were called Bambi. By due to fragile or asthmatics. And here is why open cars are better for trials: the passenger grabs the window frames and hop obsessively on his seat, because with each bounce, the traction is reinforced for a quarter of a second. Narrow tires, 16-inch wheels for high ground clearance, short wheelbase, flyweight - that's 80 years the winning formula for trials. Yes, there were outages - but not on pre war cars...

Where - Bill said afterwards that he has destroyed hole a differential in the black a few years ago. This is one of the main causes of failures, why the Bennetts have always a reserve diff here, in addition to all sorts of other trinkets like quick-release axles, ignition coils. At that time, Bill the diff in the forest has changed and moved the event to end. This is one of the advantages of old cars: they are easy to set up. Bill has purchased his MG J2 since 1985, then as a scrap heap and completely rebuilt - regardless as Trialler. However, the regulations makes strict demands for pre war cars, it may not change much, anyway, if you want to place themselves. A supercharged engine from a J3 is but allowed. One of the Austin seven, however, comes with a motor of the BMC A-series under the hood and fights bravely, but out of competition.

So anarchic the mudslinging to the black hole that seems, it follows strict rules. All cars need a number of safety features, including large fire extinguishers, a double carburetor return spring, a finely metered parking brake. Other things are absolutely prohibited: all-wheel drive is so taboo as locking differentials, tires with winter or terrain tread are prohibited. The joke of all trials is yet to reach the actually impossible, namely without traction aid to make finding feed that you would not enter on foot with knee-high rubber boots.

So are many Trialler tinkerers, always on the lookout for a clever solution within a strict regulations at the same time, play with carburetors and manifolds, looking for thermal stability for high rotating engines, which get no wind in the cooler, lay whole assemblies or plate with Aluschiden (so not on anything stick and tear down), experiment with springs and dampers to set your car higher two finger widths.

Like any sport, it is reliant on young and offers therefore targeted low-threshold beginners. 15-20 years old front-wheel drive boxes are ideal, which is to buy it for less money and with little effort to the Trialler to upgrade. These cars, class 1, lit is currently a hot discussion in the trial clubs: we should allow but locking differentials for these cars? The occasion is an above-average differential dying, what has its reason in the nature of a test. Steep sections shifting the weight on the rear axle, which is undesirable for maneuverability. A Sperrdiff would help. A counter-argument: Class 1 for beginners, is that buy for £400 a Peugeot or Citroën, but a matching diff, incorporating this may for again £ 200 must allow for 600 pounds. This is the joke of a low-cost entry-level in the devil. Nevertheless, for a trial period until the end of 2021, locking differentials are currently allowed. Second counter-argument: follow the spirit of the trialling and learn to deal with the limitations of your vehicle without destroying it.

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Northern Trial German Report

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Offers an alternative class 4, cars with rear engine/rear-wheel drive and maximum 1300 CC – there is always a Skoda, which has also the advantage of large wheels and can be a respectable Trialler. English candidates would be the Hillman IMP-derived, however, their prices are not as low as 15 years ago.

February has short days, and the 17th was particularly short - or rather entertaining this year. As the participants fairly exhausted spin up in Wigton, it dawns again, and passed the short solar hour about sandal in driving rain. Participants submit their papers and spooning soup, loaded their vehicles. Liz

Bennett is completely frozen, also is not really clear how it is with the placement of this time. There was the 'fail' in sandals, and in a special examination in the morning Bill did it, to put the MG, and such, that all wheels in the air hung on a mound of dirt next to the track. How did he do that than just? asked a Marshal post. Another: "for something you 25 years need experience..."

It is found. The results are announced more until a week later - and turns out the Bennetts have although is best in the class, but the overall title went to - na? What do you think? An Austin seven. Ranked two and three were VW by the way beetles.

Trialling is a very strange sport, and a very English: underdogs have best chances. And anyone who believes so a seven is far too fragile, so on Sunday afternoon the steeple to rotate around a Ründchen, which has completely misunderstood his car.

Where there are trials and how to make with

Anywhere in England, there are vertical mud trays, which boots up someone with a Ford Popular. For a selection of some video watching is interesting, there are lots of clips from various events on the usual video portals. There certainly something interesting is found. In the next step, to contact the organising Club, via the Association of classic trials clubs (www.actc.org.uk). Our recommendation is of course especially the fur side car club (www.fellsideac.co.uk), organizer of the northern trial.

Membership in a Club is a prerequisite for participation in legal and technical reasons. There, you can get also the drivers license required. In the next step, we decided for a class that you want to participate in the. A list is available on the Web (www.actc.org.uk/info/eligible-cars/). Some trials offer a class zero, that leaves out the toughest tests - for beginners or if you fear to his car, but outside the competition. Motorcycle riders are of course equally represented, for cast iron two cyclists there's all the info on the same portal.

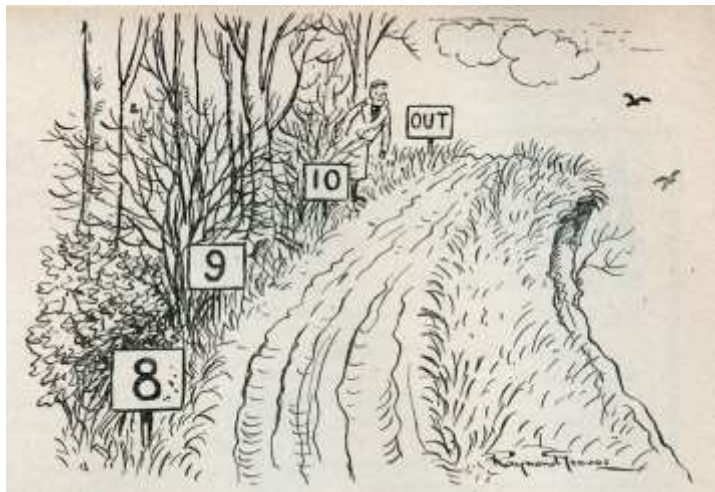
In German-speaking countries, trials oddly enough especially for trucks and bikes are known - and if for cars, then consistently for all cyclists. This is but just the joke of English trials: summer tyres, a driven axle. So who is coming to the English variant, must to England - what should be possible but despite Brexit.

How to build a car

First decision: which class will I start? Class 1 (front wheel drive) is recommended for beginners, so lightweight sub-compact of Opel Corsa B category or VW because suitable cars are still plenty available Polo III. Who's English, has a narrower choice unfortunately, mainly because the British car industry took their departure now 20 years ago. With a little luck, you can find a Rover 200 or - in England - a Metro or Rover 100 class 4 (rear engine 1300 CC) is worth considering, beetle VW are among the most successful Triallern. The last rear-engined Skodas are also very potent. Class 3 are suitable for the usual rally fighters of the caliber of a dog bone-escort; a very hot tip DAF are currently 55 and 66, the Variomatic works like a differential lock and that may go with anyway.

Optical beauty is no criterion for the trial ride - the mud covers everything anyway. They can be patched, but they must be stable. Then is a series of modifications, some are mandatory, others are desirable. The latter determine the competitiveness of a car: chassis laid up, underbody protection, shortened fenders, disassembled car bumpers - all this will make sure that the car does not catch on stones, roots, pieces of all kinds. More Horsepower are permitted within certain technical parameters, a reliable cooling system is strongly recommended. Many Trialler play with oils for their gear.

Ultimately, the placement on the skill of the driver arrives. Newcomers should not too high scale their ambitions, even if they are experienced in other sports - English trials are a world apart, one must conquer. And this is not yet the greatest thing you can do?



Thanks to Myke Pocock : Fellside Auto Club

Bucklering Down

Many of you won't have encountered any other Bucklers apart from my MK5 which is not surprising as the firm only made a total of 276 cars in total and of these just 123 are known to exist worldwide, some on the road, the rest either under restoration or stored.

MK5s like mine are the commonest chassis with 48 still known to exist but bodies mostly home-made vary greatly so cars are not instantly recognisable as most cars are. There are a few craftsman built ones which are works of art, then reasonable ones then ghastly, but don't forget these were built in the late 1940s early 50s when materials for cars were scarce.

Other models such as the 90 (because it was guaranteed to do 90mph with the standard engine due to superior aerodynamics) have 19 still existing. DDs with De Dion suspension are slightly more common with 23 left and the MKs15/16 have only 10. These later models could have either alloy or fibreglass bodies but most were bodied by products from well-known fibreglass body manufacturers of the day.

Bucklers never had a MK1,2 3 etc it was a marketing ploy to make it look as if many had been produced and developed, their engineering was first class, among other firms they supplied tuning parts to was Lotus, these could be specified with new cars and were listed in the Lotus brochures of the day notably for their Lotus 6 models. Dickie & Mark Milne have a Lotus 6)

Bucklers even built some chassis for Cooper as well as the first couple of chassis for Jack Brabham and his designer Ron Tauranac before they had facilities to build their own chassis.

Engines could be 1172 cc Ford sidevalve, Coventry Climax, MG 1500, Daimler V8 or any others that customers specified and all brackets gearbox mountings to suit were fitted at no extra cost. It is said because of Derek Bucklers ethos of supplying affordable cars for the clubman he died a nice man although in his 50s far too early. Colin Chapman on the other hand was ruthless in his drive to make money but it made him a multi-millionaire although badly liked by many people, this seems to be quite common with very successful business people.

Some very famous people have raced Bucklers over the years and in fact Richard Brown and his late brother Creighton Brown (who was joint director along with Ron Dennis at McLaren) raced Bucklers in the 60s as well as many other cars.

Richard held the hill record at Shelsley for an incredible 9 years from 1991 until 2000 in a Pilbeam-DFR-MP58 with its 3.5V8, he has competed in many other events, won the London to Peking rally outright in his vintage Bentley with his wife Elizabeth but enjoyed his Bucklers so much the family still have three Bucklers in their stable of race cars at home even today.

Read on and learn a bit about Bucklers who also made go-karts when they first came out, several Buckler employees went on to produce karts in their own right and became very successful at it too, Bev Bond and Jack Barlow were two I remember from years ago.



The Journal of the
Buckler Car Register



Buckler Sports Cars
& Karts 1947 - 1965

JUNE 2020

BUCKLERS LEAD ...
OTHERS FOLLOW



New discoveries still appear. The upper photo is of a very unusual Mk6/4 has just been sent to us from the Morgan three wheel club. They had been sent it as the grille is from a Morgan. We are still trying to establish the details and hopefully we will have something for the next issue.

Lower; a trip down memory lane, Buckler Register Meetings at Long Lawford.



Keith Thomas

THE OLD GREY MATTER TEST 3

ANSWERS

1. The Cabbage Patch is the nickname of which sporting venue
Twickenham
2. Adding hot water to a shot of espresso makes what type of coffee
Americano
3. Badgers live in Burrows known as what
Setts
4. Which Country was the first to use Plastic banknotes
Australia
5. In Netball only 2 attacking players are allowed in the Goal Circle name them
Goal Attack & Goal Shooter
6. What is the main spirit in a 'Cuba Libre' Cocktail
Rum
7. Which weapon was used by the British Army to win the Battle of Crecy
Longbow
8. The HAHNENKAMM is a race in which sport
Skiing
9. Eddie Braben wrote for which Comedy Duo
Morecambe & Wise
10. Fanagusta is a port on which Island
Cyprus
11. What does the 'RICO' mean in the country of Puerto Rico'
Rich
12. What HAT is Charlie Chaplin famous for Wearing
Bowler
13. Which Actor was in the group 'SUPER FURRY ANIMALS'
Rhys Ifan
14. Brontophobia is a fear of what
Thunder
15. Where would you find the 'Back 9'
Golf Course

**Answers to the
'Old Grey Matter Test 2'
(Groups)
On Page 76**

1960 Rochdale Olympic

I purchased my 1960 Rochdale Olympic sight unseen almost 12 months ago, after it had been in poor/damp storage for 40 years!! .

It had been altered by Lenham Motors in Kent after a small shunt from the rear pushing into the car in front. This rear end mod took the form of a flat cut off tail similar to their Sebring Sprite confection. Good or bad this turned it into a one of a kind Olympic! Fortunately I was looking for a challenge and this car fitted the bill, Amazingly I am still smiling. Although I have always intended to recreate the 70s look of the car the main club officials also suggested that would be the best route. Attached are a few photos one or two staged ie front axle and bling! others during the last 11 months, how time flies when we are enjoying it. The last 3 months have been "interesting" I have been keeping a very low profile even less than my normal....5'2". However the engine/gearbox is out, front sub frame removed and all found to be unusable, engine is seized solid even the distributor will not free, g/box internals are poor, sub frame rusted beyond economic and safe repair. All challenges however eventually get solved, a good friend, donated an engine of similar vintage that is now very near to being ready to assemble. This has had the crank reground new shells new cam and followers, timing chain and electronic distributor etc etc. Alan and I visited Keith Hamer in Ellesmere port who has been restoring both Rochdales and other specials and purchased a new phase 2 sub frame from him, now loosely assembled with lots more new parts! Spent quite a lot of time with dashboard layouts and MGB seats to sort out the seating position for me. Seats so far are excellent fit in the body although will require raising by about 4" and retrim to loose those deckchair covers. Much more dismantling of rusted parts is still to do, and my attention is being directed to the rear axle. It is of Riley 1.5 type with Girling brake components, new parts as required..... drums, shoes, return springs, cylinder repair kits etc. I have also got most of the handbrake mechanism sorted including rebushing the hand lever making new rods, cross head, and adjusting nuts etc.

The intention is still to return the car to it's Lenham configuration, (early 70s) using as many original or period parts as possible. One item that comes to mind is the rear tail/stop lamps both badly corroded one I eventually managed to restore the other had a cracked lens and deemed unserviceable! These lamps were used on Fiat 500 sports and some Ferrari's, none seemed available in the UK a couple in Italy. Even these were made by various makers and didn't match the ones fitted made by STAR, had to wait a long time before the right one came along! in Italy by the way. The Lenham body shape will stay although at the rear a lot of fiberglass repairs are required underneath, the front has also been slightly altered and the indicator lamps lowered to below the bumper line and also point down and sideways. I am still wrestling with their position and type hovering whether to leave them in position and correct the direction or go back to the original Rochdale design or fit orange bulbs in the headlight units.....or even move the lamps to a position just above the bumper. I would like to maintain the spirit of the front with rectangular lamps of some design. Decisions Decisions?

Once the detritus is all removed I will have to hone my non existent GRP skills, a lot of drilled holes will need to be sorted various cracks and crazing ground out along with doors and bonnet alignment etc. The rest should be straightforward.....Ha.

Last thought, one photo shows the red/black carpet that was trapped under the accelerator pedal bracket, I feel sure that this would be the original. So far I have not been able to find a supplier. Any suggestions?





Where is This July Part 2 Question.



Answer,
Leighton Reservoir,
North Yorkshire
O/S Map 99 GS 15 78

Where is This August Part 1 Question.



Jersey Rally update 9th & 10th October

Following a meeting of the Jersey Rally Organising Committee it has been decided to proceed with all plans for 2020's rally on the 9th & 10th October. The government here in Jersey has opened the borders to travel, with the proviso that people either test upon entry for Covid-19 (the government target is 12 hour results by August) or isolate for 14 days or prior to departure to Jersey present approved documentary evidence of a negative Polymerase Chain Reaction (PCR) Covid-19 test conducted within 72 hours of arriving in Jersey. If tested upon arrival, you are advised to mix with as few people as possible prior to receiving your test results, but you do not have to quarantine. This enables overseas crews and officials to enter Jersey for the rally, but we always advise everybody to check the latest government advice on the [\[gov.je\]](http://gov.je/) (<http://gov.je/>) website.

Accordingly, entries will be opening on Friday 24th July, and we have given ourselves up to Friday 21st August to make a decision if we need to cancel the rally due to unforeseen circumstances, like a second spike in infections.

If the event is cancelled entries fees will be refunded in full. Jersey Rally Committee "

Knutsford and District Motor Club The Knutsford Targa Rally Sunday the 29th November

Knutsford and District Motor Club are pleased to announce the third running of The Knutsford Targa Rally. For 2020, the event will run on a dual Motorsport UK permit (Interclub and Clubmans) and will be based at 3 Sisters Circuit in Wigan .

The special tests will use a mixture of the race circuit tracks and the paddock area to provide a full day's motorsport. Given the time of year, the final tests will be run in the dark to provide a further challenge to all competitors.

Follow the event on Facebook for more updates throughout the year, and visit the website nearer the time to find the event regulations and online entry system. Knutsford and District Motor Club are pleased to be raising money for the North West Air Ambulance charity with various activities on the event to encourage donations.



While lockdown restrictions are gradually easing, I am sure many of you are still facing the same challenges – home schooling, different working hours, long meetings on Zoom, home exercising, not exercising and in some cases, loneliness and grieving. And as we move towards the restart of Motorsport this different way of working and living will continue for some time yet.

It's all going to be a bit strange – alien even – new rules for signing on, managing equipment and WhatsApp groups for reporting! We are going to be learning new ways of working and it will be a joint effort between clubs, venues, events and officials. So things might go wrong or not be as you imagined. Please discuss with clubs, Chief Marshals, COVID19 Officer, your local Committee or me!

Please don't take to Social Media – remember EVERYONE reads this.

We want to show the U.K. public we can bring back Motorsport in a safe and controlled way otherwise we will be back in lockdown again without any sport taking place.

POINTS TO NOTE

1. The Motorsport UK guidelines have been written for clubs and venues to implement. The clubs will determine how they implement and communicate to officials.
2. Venues will endeavour to prepare and maintain enhanced hygiene standards before, during and after events. Please assist by following signage / instructions and leaving places as you wish to find them (e.g. toilets, litter bins etc.)
3. Where necessary stay in your vehicles, maintain social distancing, reduce car sharing with people from other households and wash your hands regularly!
4. Volunteering – manning levels at venues have been determined by venues with Motorsport UK agreement. It is two per post but these may be a combination of PC, Flag or incident depending on venue. Clubs will select accordingly. I don't envy the selectors – tough job! Their selection decisions to reduce numbers will lead to some disappointment I am sure. Post allocation process will be advised by the Chief marshal – so ensure you understand the exact location to stand as this ensures social distancing measures maintained. **As government restrictions lift we expect the guidelines to change as well.**
5. Declaration – this will be electronic before each event and can be found on Motorsport UK website (<https://www.motorsportuk.org/wp-content/uploads/2020/06/Officials-Pre-event-declaration-WEB-V8.pdf>) [each club will advise their own process for you to complete]

On the day

1. Incidents – a thumbs up is required from a driver to indicate all is well.
2. Do not touch or enter a vehicle unless you have the correct PPE
3. Do attend to fires, direct drivers and only assist pushing where practicable and PPE is used.
4. Equipment – follow directions from the organisers reference equipment provided, sanitisation, use during the day and returning when task completed.
5. 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)
6. 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
7. And remember maintain social distance (2m is still the rule – 1m plus where this isn't possible) and wash hands regularly (did I say that again?!)
7. 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.

We have had a new delivery of snoods arrive – black and orange available from our National Regalia Officer. Please contact Eric Ridler directly.

We are awaiting the arrival of BMMC branded face masks – we have ordered a limited quantity to gauge interest but we can re-order. These will cost **£6.15 + p&p** each and are washable for re-use. These are not medical grade but meet guidelines for when social distancing can not be maintained. We hope you find these useful additions to the Teamwear catalogue – due in stock next week. Watch the website.

The Club is mindful that members have paid full subscriptions for 2020 and yet the opportunity to participate will only commence from 4th July and with restricted numbers at events many will perhaps feel short changed. This would be particularly understandable for new members joining this year, trainees and rally marshals. I want to assure you all that Council will be looking to address this later in the year when our financial position can be more accurately determined.

Finally, our priority remains to keep you safe and well and so please make sure you stay vigilant, follow the required Covid-19 protocols and help prevent the spread of the virus.

Nadine Lewis : BMMC Chair

The Sapphire Solutions Motorsport Event Management and Results Solution

Today's Situation

We have all been using fundamentally the same entry system for years with the only major recent changes being the use of email instead of the Post, plus some on-line systems put together by individual Clubs.

Most of today's Entry and Results Systems require a great deal of manual effort to enable them to work. Many of us have just accepted this situation, but we are in the 21st Century and technology can deliver a great deal of automation, remove significant manual effort and deliver accurate results rapidly – significant improvements in all areas.

Social Distancing due to COVID 19 has also meant that we need to consider how to reduce (or ideally eliminate) any sharing of physical items and avoid grouping people together. Technology can assist significantly in achieving these objectives.

Current entry systems are still generally based around a paper process, but with PDF forms and email replacing paper entry forms and the Post. The process is generally:

- Regulations and Entry Forms are mainly distributed via email and social media.
- Motorsport UK PDF Entry Forms are filled in by Competitors and mailed to Entry Secretaries.
- Entry Secretaries receive the forms, acknowledge entry and start compiling spread sheets and email distribution lists.
- Payment can be made via BACS, PayPal, cheque or cash, requiring the Entry Secretary to associate various payments with entries.
- Entry lists are published somewhere, but usually not automatically and requiring manual effort to update spreadsheets and other documents.
- At an Event, a manual process is required for Signing On and Scrutiny, again normally paper and proximity based.
- A similar Signing On process is required for Marshals and Event Officials, utilising paper and gathering in one place.
- Timing and Results for true Grass Roots disciplines normally require capture on stopwatches, manual entry on to time cards, then manual entry in to Results systems (normally spreadsheets). This is time consuming and errors can be made in recording times and transcribing to the Results system.
- Competitors check their times on pieces of paper stuck on notice boards, creating close proximity between Competitors.
- Results for Class and other Awards are worked out manually, taking a great deal of time and often generating errors.
- All of this manual activity consumes a great deal of time, keeping Competitors at the Event to wait for Results and often removing resources which could be used to clear the venue.

Some Clubs may have more automated systems using the likes of Google Forms and electronic timing, but there is still a great deal of manual effort required and scope for errors to be made.

Today we have a great deal of relevant technology available to us. Using this technology, there are better ways to manage events:

- Ensuring "paperwork" is completed,
- Vehicles checked,
- Competition times captured, calculated and results delivered in an efficient and rapid fashion,
- Manual effort reduced,
- Accuracy improved,
- Time required reduced,
- Distancing delivered.
- This all adds up to making running an event easier and safer for Organisers, Marshals and Competitors.



Sapphire Solutions Entry and Timing Solution

The Sapphire Solutions Event Management Solution is intended to make running Events easier, requires less manual effort, improves accuracy and reduces the amount of time consumed for “admin” at events. These are all major benefits, but with restrictions being applied due to Covid-19, the Event Management Solution can aid in many areas, keeping everything safe.

Event Creation:

The Event dashboard enables the creation of Events. The definition of an event includes:

- Type of event – Autosolo, Autotest, PCA, Targa Rally (12 Cars/Road Rallies plus Trials being developed).
- Status of Event(s)
- Classes
- Categories such as “Young Driver”, Teams, etc
- Number of awards
- Cost
- Payment methods
- Free text area for posting your Regs and Permit details
- Penalties for wrong Tests, by Class.

All of these areas can be changed after the creation of the Event to suit the numbers of awards per class based on entries.

Events

Create Events (competitions) with multiple event types.

Event: -- any -- Search

Results: 1 - 2 of 2 Pages: 1 << 1 >> Page size: 25

| | + Add New | ID | Event Name | Active | Event Date | Cone Penalty Seconds | Wrong Test Penalty Seconds | Tests | Runs | Drop Worst | Timing Precision | Entry Fee | Currency | Paypal Email | View | Delete |
|--------------------------|-----------|----|---------------------|-------------------------------------|------------|----------------------|----------------------------|-------|------|-------------------------------------|--------------------|-----------|----------|---------------------|---------|--------|
| <input type="checkbox"/> | Edit | 35 | Test Autotest | <input checked="" type="checkbox"/> | 2020-03-22 | 5 | 30 | 3 | 3 | <input checked="" type="checkbox"/> | Tenths of a Second | £0.00 | Pounds | | Details | |
| <input type="checkbox"/> | Edit | 34 | Brooklands AutoSolo | <input checked="" type="checkbox"/> | 2020-03-15 | 5 | 30 | 3 | 3 | <input checked="" type="checkbox"/> | Tenths of a Second | £40.00 | Pounds | paypal@clubname.com | Details | |

Check All / Uncheck All With selected:

Entry Management:

The Regulations and URL to access entries for the Event is distributed to potential Competitors via email, Social Media or other electronic forms.

Competitors submit their entries via the browser page. The latest Motorsport UK Sign-On and declaration form can be viewed and downloaded. (See Registration / Entry on Page 70)

A list of Entrants is available for all to see through the browser.

If PayPal payment is enabled, entrants can just click on the PayPal icon in the list to pay for any entry. Payments can be associated to individual entries.

Payment can be made via PayPal or externally through BACS. Payment identifiers can be associated with individual Competitors to track payment.

MOT and Tax can be checked automatically via a link to DVLA records.

The entry list can be used to generate email distribution lists to communicate with entrants with Finals, Results and other communications.

Personal details for the Event are hidden from those with insufficient privilege to ensure adherence with GDPR.

Paper entries are still supported for those who require more traditional means of communication, but inevitably this will require more manual effort for the Entry Secretary.



Registration
Register your entry

Event: Event Type:

Driver's Name:
 Gender: Male ☒ Female ☐
 Motor Club:
 Email Address:
 Postal Address and Postcode:
 Next of Kin's Name:
 Competition Licence Number:
 Age Group: Adult ☒ Junior ☐
 Championship:
 Contact Number:
 Next of Kin's Contact Number:

Navigator/Passenger:
 Gender: Male ☒ Female ☐
 Motor Club:
 Email Address:
 Postal Address and Postcode:
 Next of Kin's Name:
 Competition Licence Number:
 Age Group: Adult ☒ Junior ☐
 Championship:
 Contact Number:
 Next of Kin's Contact Number:

Car Make and Model:
 Engine Capacity:
 Class Entered:
 Car Colour:
 Vehicle Registration Number:
 Skill Level:

I confirm that I am happy for the information I provide to be used within the administration of the Live Autotest/Autosolo System. ☐

Download, Print, Sign and bring along the Pre-Event Declaration Form - [Click Here](#)

Please note that your entry will only be accepted after your entry fee has been received.

Register Entry

Please enter all data required.

Event Entries



Event: Event Type: Driver: Class: Skill:

Search

Results: 1 - 8 of 8

Pages: 1 << 1 >>

Page size: 50

| Event | Event Type | Driver | Navigator | Payment | Pay by Paypal | Club | Champs | Car | Colour | Capacity | Class | Skill Level |
|---------------------|------------|----------------|-----------|--------------|------------------------|------------------|-----------------------|--------------------|--------|----------|-------|-------------|
| Demonstration Event | PCA | Peter Smith | | Not Paid Yet | Paypal | Boundless | Champion of Champions | Mazda MX5 | Silver | 1800 | E | Expert |
| Demonstration Event | PCA | Linda Smith | | Not Paid Yet | Paypal | Oxford Car Club | Champion of Champions | Mazda MX5 | Silver | 1800 | E | Beginner |
| Demonstration Event | PCA | David Jones | | Not Paid Yet | Paypal | Loughborough | Champion of Champions | Suzuki Swift Sport | Black | 1600 | B | Expert |
| Demonstration Event | PCA | Graham Roberts | | Not Paid Yet | Paypal | Boundless | | Ford Fiesta | Red | 1300 | A | Novice |
| Demonstration Event | PCA | Paul Johnston | | Not Paid Yet | Paypal | Bedford Car Club | | Vauxhall Corsa | Silver | 1300 | E | Expert |
| Demonstration Event | PCA | Helen Smith | | Not Paid Yet | Paypal | Bedford Car Club | Champion of Champions | Mazda MX5 | Red | 1800 | E | Beginner |
| Demonstration Event | PCA | Larry Green | | Not Paid Yet | Paypal | Bedford Car Club | | Suzuki Swift Sport | Grey | 1600 | B | Beginner |
| Demonstration Event | PCA | Harry Barker | | Not Paid Yet | Paypal | Boundless | Champion of Champions | Nissan Micra | Yellow | 1300 | A | Expert |

Marshal Management:

Marshals can also Register for the Event, ensuring that they have appropriate credentials (where appropriate) and that the information can be used to update their experience records.

Pre Event:

Organisers can allocate numbers to entrants and sort the entry.

The sorted entry list is available for all to see via a web browser.

Final instructions can be sent out using a list obtained from the Organiser's view of the entry list.

Competition numbers can be allocated to entrants and can be placed into groups for the normal Autosolo drive/marshal/rest cycles.

Classes can be amalgamated if there are insufficient entries per class.

| Classes | | | | |
|---|-----------|-----|---------|--------|
| <div><div>Name: any</div><div>Search</div></div> | | | | |
| <div>Results: 1 - 7 of 7</div> <div>Pages: 1 << 1 >></div> <div>Page size: 25</div> | | | | |
| | + Add New | id | Name | Delete |
| <input type="checkbox"/> | Edit | 41 | A | |
| <input type="checkbox"/> | Edit | 228 | A and B | |
| <input type="checkbox"/> | Edit | 42 | B | |
| <input type="checkbox"/> | Edit | 43 | C | |
| <input type="checkbox"/> | Edit | 44 | D | |
| <input type="checkbox"/> | Edit | 45 | E | |
| <input type="checkbox"/> | Edit | 46 | F | |
| <div><div>Check All / Uncheck All</div><div>With selected: </div></div> | | | | |

On Event:

Entrants, Marshals and Officials can Sign On using the browser. This can be done away from a central point.

Changes can be accommodated to car/class/payment and other areas.

Whatever form of Scrutiny is used (self-certification or a manual check), the status can be recorded by Officials in the system.

Those not Signed On, Scrutineered, no payment, etc can be seen within the event dashboard.

Results:

The Results element of the solution is driven by mobile phones acting as handheld timing devices, with times being uploaded to the Results Solution in the Cloud.

Android or IOS phones can be used for timing. Timing is started and ended by using volume keys, a soft button on the screen, or a physical button attached to the headphone jack.

When an entrant approaches a Test start, the Marshal uses the competition number to verify the driver and car as shown on the driver list. The system displays how many runs have been completed by the entrant on that Test.

One Timekeeper can time a whole run. Alternatively, a remote Start and Finish with different Timekeepers can be used, with Start and Finish times being allocated to a car number.

The Timekeeper at the Start identifies the car number and then starts timing on the phone. Entrants can run in any order.

The Timekeeper at the Finish stops timing on the phone at the end of the run, they then enter any cone penalties, a wrong Test, or whether clean. The car number is also entered with a remote Finish. The times are then uploaded to the Results Solution. This process is the same with remote Start/Finish and also when the Timekeeper Starts and Finishes timing for the Test.

Electronic timing systems can be used with the Results Solution. Times can be manually entered into the Results Solution.

Motorsport Event Management Continued from Page 72

Times are used to calculate Overall, Class and Special Results. These results are always available to everyone via the Solution's Leaderboard screen in the application, or a web browser.

Organisers can print Results as necessary during the day to be posted on any official Notice Board.

If required, times can be manually amended by the organisers.

When the last Competitor has finished the last Test, Results will have been calculated automatically and a list of Award Winners produced. These can be printed as necessary and declared Provisional immediately. No manual adding up or working out who has won what Award is required, everything is available instantly.

Post Event Communication:

Email distribution lists can be extracted from the Entry list to distribute Results, Updates and News to Competitors and Marshals.

Solution Requirements:

Mobile phones must have a reliable signal to upload times. Times can be stored on phones for later upload, but these uploads are a basic requirement of the Timing Solution and should be uploaded as soon as possible. If a mobile signal cannot be obtained, then phones can be tethered to another device for uploading.

A display and printing environment, such as a PC/Mac with an attached printer and good network access directly or via tethering. This is used by the Organisers to monitor the running of the event, check times and results, and apply any changes required.

A Power supply is required to keep phones charged during the day (recharge during Lunch) and also to power display devices/laptops and printers.

Considerations:

Networking/mobile signal is key to the function of the overall solution. Thought must be applied as to how the phones will upload times and how to connect Organiser devices. Central tethering could be used with sufficient bandwidth and data limits.

Size of the data transmitted is kept to a minimum so even a good 2G or 3G signal will work effectively.

The location of key devices should be considered to enable the strongest possible signal.

Some phones may have insufficient battery storage to keep functioning all day. Back-ups should be considered for all phones and a facility to recharge during any Lunch or other break.

Training:

Despite the Solution being easy to use, inevitably any system requires Training to function at its best, especially when being used for the first time. Officials, Timekeepers and Competitors can download the timing application from the Google or Apple Store before the Event. Tuition in using the Solution can be obtained from Youtube to ensure that all are prepared for the Event.

One "Expert" with knowledge of the Solution should be defined as a point of contact for any issues. Further assistance can be obtained from Sapphire Solutions, but adequate training should be completed prior to the Event to ensure overall smooth running of the Solution.

Pricing:

The system is currently being provided free of charge to assist Clubs with running events during these challenging times. Any contributions to support future additional functionality would be appreciated, or free entries to events would be accepted :-)

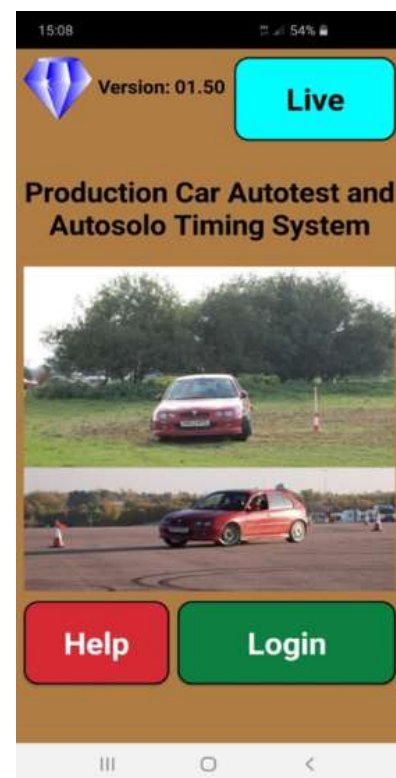
Longer term, the system may adopt a cost per entrant charge, but the Developers are true Competitors wishing to support Motorsport, so costs can always be discussed.

Access:

You Motor Club can be added simply on request. You will get a new code to test the functionality from:

sales@sapphire-solutions.co.uk

The "Autotest" application can be found in the Google Play Store and as "Production Car Autotest" in the Apple Store.



| Class | Entry | Driver | Car | Time | Class | Overall |
|----------|-------|-------------------|-------------------|-------|-------|---------|
| Autosolo | | | | | | |
| A | 5 | Bob Milligan | Austin Mini | 334.1 | 1 | 2 |
| A | 41 | Peter Manning | Austin Mini | 359.7 | 2 | 4 |
| A | 42 | Brian Sharpe | Nissan Micra | 361 | 3 | 5 |
| A | 22 | Patrick Hurlocks | Fiat Cinquecento | 368.9 | 4 | 8 |
| A | 44 | Ian O'Connor | Vauxhall Chevette | 371.7 | 5 | 11 |
| A | 21 | Jack Hepworth | Toyota Yaris | 398.9 | 6 | 25 |
| A | 3 | Matt Coe | Toyota Corolla | 405.4 | 7 | 27 |
| A | 29 | Aaron Medford | Ford Fiesta | 412.2 | 8 | 29 |
| A | 1 | Douglas Mancini | Austin Mini | 417.1 | 9 | 30 |
| A | 23 | Danielle Styles | Toyota Corolla | 425.4 | 10 | 33 |
| A | 2 | Harry Bush | Renault Clio | 427.6 | 11 | 35 |
| A | 43 | Lorraine O'Connor | Daihatsu Sirion | 443.8 | 12 | 39 |
| A | 4 | Jamie Yapp | Vauxhall Nova | 446.7 | 13 | 41 |
| A | 25 | Lloyd Major | Toyota Corolla | 455.2 | 14 | 45 |
| A | 24 | Rich Yapp | Vauxhall Nova | 458.7 | 15 | 46 |
| A | 45 | Christine Styles | Toyota Corolla | 466.7 | 16 | 48 |
| B | 7 | Toby Groves | Renault Clio | 375 | 1 | 15 |

John Clavey

HAWKSHEAD GIN AND SPIRIT CO

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

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

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

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

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

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

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

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

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

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

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

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

We deliver to local trade outlets on a weekly basis.

For all trade enquires please contact Mark on 07951454330

hawksgin@mail.com

<https://hawksheadginandspirit.com/>



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**Airedale & Pennine MCC
and
Clitheroe & DMC**



Pennine Trophy

Targa & Classic Rally

Sunday September 6th 2020

The Clitheroe and Airedale and Pennine Motor Clubs have combined to bring you a new Targa Rally, based at the Gisburn Auction Mart, aimed firmly at beginners and experienced competitors alike.

The Historic & Targa Rallies are open to members of Clitheroe & District Motor Club or Airedale & Pennine Motor Car Club. Competitors must produce a club membership card and a valid Motorsport UK Competition Licence (minimum RS Clubman) and a club membership card at signing-on.

Drivers briefing will be via Zoom Call on Saturday evening at 6pm 1 member of each crew must attend.

Car 0 will leave MTC 0 at 08:30. Following cars at 1 minute intervals.

The route will comprise of a total of approximately 120, with a route based on the Ordnance Survey 1:50,000 Landranger maps 97, 98, 102 and 103. These maps are useful to have but not essential as the route is by road book. There will be passage checks and or code boards on the road and tests. These must be visited and recorded and are subject to penalty.

The competitive part of the event will consist of the test sections on private land only.

Every competitor will be provided with a detailed map showing full route instructions. A test book and time cards plus a time schedule will give full details of the event. All documentation will be available after scrutiny and at least ½ an hour before individual start times. Cars should start each test in on there schedule time which will mean in numerical order wherever possible at one minute intervals. Walking the tests is not permitted – penalty exclusion.

The entry list opens on 26th July 2020 at 10am and closes finally on 31st August 2020. (Late entries may be accepted subject to space) The entry fee is £125.00 and this will include tea/coffee and bacon sandwiches at the start, two light snacks at lunch time and two meals at the finish. Entries may only be submitted online at following the link on www.clitheroedmc.co.uk. Entries will not be accepted until full payment of the entry fee is received. Your best way to ensure payment is to pay by card immediately you submit your entry.

Payment may be made by card, or bank transfer. Cheques or cash will not be accepted for any entries

Regs available at

www.clitheroedmc.co.uk

Entries via www.rallies.info.co.uk

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!



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April 20th 2020

May 18th 2020

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CLITHERONIAN UPDATE



I'm sure it will come as no surprise to anyone. But I regretfully have to announce that the

Clitheronian Rally 2020 will not run this year.

With the September date, we were initially hopeful that we might be able to put the event on, although the logistics of doing so is proving difficult with venues such as the start/finish understandably they are unable to commit to us. It's becoming increasingly clear that everything would be a last minute rush which we are not prepared to do, as we feel it would reflect on the reputation of the event.

Fear not, as we will be back next year fully refreshed and raring to go with the possibility of an extra event to run in June.

I would like to take the opportunity to thank all who have supported the event over the last 13

years myself and Steve have been running the Clitheronian. A year off is probably due anyway.

Stay safe and hope to see you all next year.

Regards

Paul Buckel, Steve Butler.

Pendle & DMC

THE OLD GREY MATTER TEST 2

NAME THE GROUPS

Can you remember the names of their backing groups?

ANSWERS

1. Emile Ford and
The Checkmates
2. Jet Harris and
The Jet Blacks
3. Gerry and
The Pacemakers
4. Freddie and
The Dreamers
5. Johnny Kidd and
The Pirates
6. Billy J. Kramer and
The Dakotas
7. Brian Poole and
The Tremaloos
8. Marty Wild and
The Wildcats
9. Long John Baldry and
The Houchie Coughy Men
10. Georgie Flame and
The Blue Flames

Just a note re 2 above – Jet Harris was bass guitarist for the Shadows, Cliff Richards backing group. Jet had his own backing group for a short while – maybe only did one gig.

Pro-Rally.co.uk

1



Motorsports Photography and Journalism

Classic Rallying | Historic Rallying | Road Rallies
Stage Rally | Targa Rally | Vintage Car Rallies
Sprints & Hillclimbs | Stock Cars | Off Road

Phil James

Motorsports Photographer & Journalist

07771 76 86 59 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto

Pro-Rally.co.uk **1**

www.pro-rally.co.uk

2020 NW Training dates **FIRE TRAINING**

**NEW Date
Now 12th Sept**

5th Dec 2020

Blackburn Services

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(Beginners/Refresher)

Maximum of only 16 places each day.



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**Airedale & Pennine MCC
and
Clitheroe & DMC**



Pennine Trophy

Targa & Classic Rally

Sunday September 6th 2020



MARSHALS WANTED

Email or telephone Maurice

sd34news@gmail.com

07788 723721

The Spring activities of motorists, like our car production, must necessarily give place to the wider issues and more insistent demands of the National Effort. Meanwhile, we await with confidence the happy day when the activities, both of Motorist and Car Manufacturer, can again be resumed.

SINGER

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of Automobiles
for nearly
Half a Century



GRIZEDALE STAGES RALLY

**Saturday
5th December 2020**



**More Information
Coming Soon**



Harlech & DMC Rally Time Trial August 1st 2020

CANCELLED
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

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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

Wallasey Motor Club Promenade Stages

The various Government and Motorsport UK restrictions in place at the current time preclude the running of the Promenade Stages 2020, but Wallasey Motor Club has been monitoring the ever-changing situation with the intention of running the event if various restrictions were to be lifted in the coming weeks.

However, last week we received confirmation from Wirral Council that, as a direct result of Covid 19 issues, they have made the decision that they will not be granting Wallasey Motor Club permission to run the event at any time during 2020.

This year would have been the 40th running of the event, and so whilst the organisers are understandably disappointed that the event will not take place, we respect the Council's decision and look forward to welcoming competitors back to New Brighton in 2021.

Wallasey Motor Club wishes all competitors, their supporters, motorsport suppliers and traders, marshals, officials and spectators their very best wishes for a safe and healthy future and we hope to see you all at the Promenade Stages next year.

Trackrod Rally Yorkshire

Trackrod Motor Club regret to announce that the 2020 Trackrod Rally Yorkshire, scheduled for 25-26 September, will not go ahead due to continued uncertainties surrounding the Covid-19 pandemic.

We have closely monitored the advice from Government and Motorsport UK and we are sure that all the implications are well understood without the need to detail them here.

Uppermost in our minds is the safety of all concerned in running a complex event involving many people and outside agencies. Whilst we had several "Plan B" scenarios, time has overtaken us and it is now the appropriate time to make a decision.

The whole team are extremely disappointed but take this opportunity to express our thanks to the Championships and everyone who had committed to the event including the many officials and volunteers who support us.

September 24/25 2021
will soon be with us and we look forward to welcoming everyone back.



JUST £140 FOR THE DAY
PRICE PER TEAM OF DRIVER AND CO-DRIVER

anglesey circuit tracmon

UPCOMING EVENTS

| FEB 17 th | MAR 15 th | APR 13 th | JUN 29 th |
|----------------------|----------------------|----------------------|----------------------|
| SUNDAY | FRIDAY | SATURDAY | 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.

The Beatson's Building Supplies Mull Rally

planned for October 8-11 has been cancelled.

Clerk of the Course Andy Jardine admitted the decision was dictated by ongoing uncertainty surrounding the COVID-19 pandemic. While preparations for the iconic Scottish island rally had been moving forward, with the team behind the sell-out event closely monitoring the Scottish Government's 'route out of lockdown,' the organisers are unwilling to proceed given the possible risk of spreading the virus.

Jardine said: "It was looking good for a while. October seemed so far off and things were opening up again, but now the end of July is looming and we just can't commit to running the rally not knowing how the situation will develop. It's tough for the team as we put a lot of effort into developing different ways to work with the coronavirus restrictions, but it isn't practical to cover all the eventualities and keep everybody safe.

"This year's been unprecedented in the way we've seen our sport simply stopped in its tracks by this pandemic. But we have to remember that an awful lot of people have been – and continue to be – affected in the most tragic way by coronavirus."

Mull Car Club Chairman, Fred Maclean added: "While some of the island is preparing for some sort of tourist season in the weeks ahead, there remains uncertainty and many places are not opening. Mull has remained apparently COVID-free throughout the lockdown period and there is a nervousness about what might happen when visitors return.

"This is the right decision for Mull and to ensure the rally is welcomed back in, hopefully, happier times in 2021."

Demand for Beatson's Building Supplies Mull Rally remains exceptional, with competitors from across the world keeping in regular contact with the organisers in the hope of securing a place, were the 2020 event to run. Jardine's keen, however, this enforced break is used to take a look at ways to make a great rally even better.

Jardine said: "After the event missed a couple of years due to the insurance issue, we got the overwhelming message that the Mull Rally was still a competitors' favourite when we broke the internet as entries opened in 2019.

"This has energised the team to use this break to take a step back and think about a review of the format of the event and we'll be getting our heads together in the next couple of months to see what can be done to freshen it up a bit.

"It goes without saying, none of our Octobers will be the same this year. We'll all spend a bit longer watching Peter Taylor's run through Gribun on YouTube! But the key thing – the only thing – is to stay healthy, keep the island healthy and be back, bigger and better next time."

Liverpool Motor Club Aintree Sprint



- 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

5th September

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

Father O'Malley rose from his bed one morning. It was a fine spring day in his new parish in rural United States . He walked to the window of his bedroom to get a deep breath of the beautiful day outside and promptly noticed that there was a donkey lying dead in the middle of his front lawn.

He called the local police station. The conversation went like this:

"Good morning. This is Sergeant Jones. How might I help you?"

"And the best of the day te yerself. This is Father O'Malley at St. Ann 's Catholic Church. There's a donkey lying dead in me front lawn and would ye be so kind as to send a couple o'yer lads to take care of the matter?"

Sergeant Jones, considering himself to be quite a wit, thought he would have a little fun with the new priest.

Putting on his best Irish accent he said, *"Well now Father, it was always my impression that you people took care of the last rites!"*

There was dead silence on the line for a moment . . .

Father O'Malley then replied, *"Aye, ' tis certainly true; but we are also obliged to notify the next of kin first, which is the reason for me call."*

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
Next Meeting
Either Zoom or a REAL
Wednesday
16th September at 8pm

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 August is

Wednesday the 29th of July

which is due out on

Friday the 31st of July

for the September edition is

Saturday the 29th of August

(I am hoping we could be back to 'normal')

which is due out on

Monday the 31st of August

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