

September spotlight

Part Two 2020



**M-SPORT
STAGES**

Greystoke
Saturday 22nd August



*Photo Courtesy of
Chris Ellison*

www.sd34msg.org.uk

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Chairman's Chat

Spotlight for the next month will be back at once per month. I must thank all club members that have sent copy to Maurice. He has done a sterling job with two issues per month since March 2020

I started getting involved in motorsport around 1976-77 and by 1978 I was out on many night rallies and the RAC rally as a marshal. Looking back, I was very lucky with the contacts I made and found out how motorsport worked and attended club nights that had standing room only! Many clubs ran autotests and a rally each year. In Lancashire/Yorkshire area, a night event happened every 3 weeks using different roads so as not to clash due to the six-week rule. Clubs had to attend the regional Association dates meeting to fight for a date the following year for their road rallies. I have to thank Bill Honeywell for his inputs in Spotlight to date, as he was involved in rallying before me. He was one of the top crews of the time, when I was starting. My first rally was the 1981 Twilight Novice Rally, with Les Fragle as the Clerk of the Course. How would some get started now? A great night out finishing second in class and 14th overall from 75 starters in a Mini 998 that had Hydroelastic suspension! Sadly, John Conboy my navigator on that event passed away early this year.

Motorsport events happen due to a large team of volunteers working very hard before during and after the event. I have been grateful to the many numbers of marshals on the events and the spectators on many events can help competitors get to the finish of an event. On page 8 of this issue, is a re-run of an article about a rally I did six years ago. The report that appeared in the local newspaper with set of photographs was from the Lancashire Telegraph. This was a fine example of local coverage of grass root motorsport, these type of report used to be enjoyed in Lancashire when we had friendly reporters at the newspapers! Rolling a rally car has always been an occupational hazard of our sport; I am in good company!

At this time of year clubs are planning the 2021 events. **PLEASE** can all clubs send details of 2021 events to James Swallow by Tuesday 15th September, so that he can have a provisional calendar for 2021.

SD34 MSG will have the next committee meeting by Zoom at 8pm Wednesday 16th September; more events will have taken place by then Bolton's AutoSOLO, Pennine Targa Rally, and two AutoSOLO events at Blackburn Services.

Stay Safe

Steve Johnson,
Chairman ,
SD34MSG



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Rallying Rambles 9

(tales of an obsession with motor sport)

By Bill Honeywell ©

We moved house just after the Cilwendeg, up-market to a two-car garage... with a 3-bed semi-detached joined on. Only just in time too, as very soon afterwards I acquired one of the very last genuine Ford Mk II Mexico / RS2000 bodysells, finished in primer, at the huge cost (in 1983) of £1,150. (I can't remember whether the VAT was included or extra.)

The rally car was left outside while Peter Croft and I got to work on the shell. It didn't really matter that I wasn't any good at welding, because Peter was (and probably still is) a welding artist. Every run is the same size as the last one and a beauty to behold. We had the official Ford Escort rally preparation book and we did the full works. Additional seam welding, gussets, rear damper turrets, fully fitted roll cage... we even removed the standard tunnel and replaced it with the one for the automatic Escort (with a few modifications to the gearbox, this enables the box to be removed without taking the engine out).



New house, (nearly) new car, new navigator...

We spent at least three weeks, every night, working on that shell before it went off to Copy Nook Garage to be painted. Bright red on the outside, black interior, and white inside the bonnet and boot for maximum visibility in the dark. Then back home and just before swapping everything over, I thought I should treat the underside to a Waxoyl finish. I'd only just started spraying when I started feeling high: luckily, Val was at home so I went and found her and asked her to keep an eye on me in case I did some drug-crazed damage. Not having taken any drugs before in my life (apart from alcohol... oh, and nicotine, but I gave up smoking when I was 14) I wasn't sure what might happen next. I survived intact.

After that, it was a case of swapping everything over. Over the previous couple of years, I'd got to know Gordon Birtwistle. Gordon was – and still is, well over a decade after he could have retired – the 'go-to' man for rally car suspensions. We must have hit it off alright because Gordon seemed quite happy to come over frequently to make sure everything was ok. He had a great approach to his job – he would always say "Your brain can only cope with so much at once. If half of its energy is spent on keeping the damn car on the road, then there's only the other half left to sort out all the important stuff – like "where's the road going next?" and "can I push it just a little bit more?" So for goodness sake, get the car handling right. If you're doing 70 mph on the motorway you should be able to take your hands off the steering wheel and let it carry on in a straight line". Gordon had seen cars that needed 80% of brain power just to keep them on the straight and narrow.

That reminds me of something I forgot to mention earlier. I bought the car from Ian Parrington in late 81 or early 82, won at least two rallies and scored a reasonable number of points in the MN championship, mainly in the first nine months of 1983. Between the Bolton Midnight and Mull, I took it up to Copy Nook Garage, the garage at Bolton-by-Bowland that Ian and his father ran. We decided we should completely remove the front suspension and check everything over. Gordon was there when we were doing it. "Hang on a moment chaps," he said, "Let's take another look at those Bilstein struts..." And then he laughed, one of those long, deep, from-the-belly laughs. "How long have you been running this set-up?" he asked. "All the time I've had the car," I replied, "Why?" "Well," said Gordon, "You've got a tarmac spec strut on one side... and a forest strut on the other!" I would never make a test driver!! (We had tarmac struts on both sides after that.)

Back to the re-shell project... I think everything swapped over without too much trouble. I didn't save as much weight as I could have done – I kept the steel doors and proper glass (although bonnet and boot were fibreglass), and I even managed to find a buyer for the old shell. By February or so, the car was finished.

It looked mint. And it drove really well too. I couldn't wait to get back out into the lanes with it.

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Rally Rambles 9

Continued from Page 6

But John couldn't commit to another season's rallying. He was getting more responsibility at work, and had committed to do the Astra Challenge with John Morton, so didn't feel like he could commit to the time required to be really competitive.

Mike Kidd was on the look out for a handy partnership, and we'd chatted a few times, so although he lived near Cambridge, we felt we got on together well enough to make a good team. So in March we did our first event together, if not the first then one of the first MN rounds of '84 – the Agbo. Mike was, of course, not John. The biggest difference was he was never quiet. If the road was straight for one mile then Mike would keep on saying, for the whole mile, "It's straight, it's straight, dead straight, straight, dead straight..." And he knew the Welsh roads pretty well. In fact very well. So well in fact that just after the petrol halt we came on to a straight and Mike said "There are two crests which are flat, then immediately after the third crest the road goes square left." The first crest appeared and Mike shouted "Keep it flat, it's straight!" Over we went, and kept going to the second crest, and again "Keep it flat, this one's straight too!" and over we went... the road went square left, and we sailed into the trees. How we missed them all I've no idea, but when the car stopped both doors were so close to tree trunks that we couldn't open either of them!

Mike was beside himself with remorse. He was feeling so guilty, I was embarrassed. These things happen (and the car was undamaged – amazingly!) But it took us a long time to extricate it, so we effectively retired on the spot. On the way home Mike suggested that we hadn't had time to get used to each other, and perhaps we should do an event on my patch next, as a familiarisation exercise. We chose Springhill Car Club's Ribble Rally in April. The entry list was pretty competitive and much of the route was quite familiar to me.

After Gisburn Forest and a series of tests in North Lancs, we seemed to be just shaving the lead from Ken Skidmore and Kevin Savage, then over Barbondale (quickest) to Dent before the mighty Kingsdale. I love Kingsdale (actually Dentdale and Kingsdale, from Dent to Ingleton). Pace notes were still legal at that time, and on some events – those with long, relatively junction-free sections (many of the Yorkshire Dales roads especially) – you had to have them to stand a chance of winning. I told Mike I'd brought pace notes for this road and was a bit taken aback when he told me he didn't do notes, didn't believe in notes, and every bend would be on the 1:25,000 map that he had. "Oh no it won't" I replied, but he wouldn't be swayed. The notes stayed in the back of the car and as we set off from the selective start, Mike read the road from his map.

Once you get to the summit, there's a cracking section where the car is pitched into the air a few times, but at an angle to the road (not sideways, not pitch – perhaps a sailor would call it yaw, where the right hand side of the car lands first, and vice-versa) but when you get it right, it's awesome. When you get it wrong you crash... and then the section from Kingsdale Head is just sooo fast!

Anyway, we arrived at the finish about sixth or seventh on the road, to find that the marshal is showing everyone's times on a blackboard. We are fastest. Mike turns to me and says "There you are, I told you the map was as good as any pace notes" to which I replied, truthfully, "Mike, I haven't listened to a word you've said since the start!". Mike went on to coach rally crews on the use of pace notes on events like the Mull Rally...

We finished first overall and felt like now we were a team. Two weeks later Mike travelled up from Cambridge again, this time for the next Motoring News round, the Colman Tyres, starting from Ilkley. We had a 'steady' run, finishing a slightly disappointing 11th o/a – but it was a strong field, and only 2 minutes separated the six cars from 5th to 11th. Ron Beecroft and John Millington were the victors, with Pattison, Moran and Gwyndaf Evans in the top five. Ken Skidmore (10th) beat us by one second! We would have to go quicker still.

Onwards to the '84 MN Championship... or so we thought. Fate has a funny way of moving the goalposts quicker than a well-sorted car over Kingsdale though...



Mike Kidd Colman Tyres

Neath Valley Stages

9th August 2014

After what seemed like most of the summer had been and gone the RAC Championship resumed again, with the sixth round in the Neath area, using the popular Welsh GB rally stages such as Rheola and Margam. An easy trip down through the lovely Monmouthshire scenery saw us meeting Mr. Hopkins at his base near Usk where we quickly loaded the Sunbeam up and headed off to scrutineering. Travelling across to Neath, using the Heads of The Valleys road,

Dave gave me a non stop Welsh mining history lesson and I must admit one could see many hints of what was once a great industry, with most communities centered around the local pit. The pace of change has been relatively quick and one can only wonder what the future holds for many of the youngsters...if they haven't already left in search of a different future.

Scrutineering was, as usual, unique in that the scrutineers focused on different things entirely to the previous event... we had a detailed discussion on roll – cage securing bolts this week! Another 98db's reading at a vague 4500 RPM and the team progressed to putting two new tyres on the front, bringing tears to Hopkins's eyes as he had already got two new rears on...the first rally where we have started on new rubber! A trip back along the Valley road saw a pleasant evening with a biryani and Corona or two...the trip back to the start in the early morning sun was slightly breezy...

The first stage was no more than 2 miles from the service park, and I would say that the stories about the quality of the stages proved to be correct, in that they were very smooth, and in the sun looked fabulous with a lot of people out watching. This being Dave's home event he proved to be fired up and I think we started this event in the most consistent manner of the year to date. My helmet (having been back to Bell Europe in Belgium for a no fault found comms. check) at first proved intermittent on sound but after a bit of "dicking about" with the car comms socket it was fine for the remainder of the day and the notes flowed..... and were very nearly in tune with the forest tracks!

A brief service after the first stage was followed by a longish run out to Bryn/Margam for the meat of each leg and the tracks really flowed with slow twisty sections, plus flat in top for 30 seconds bits. Real quality indeed and the very quick on-event results team had the times available as we drove into the main lunchtime service. We had kept on the tail of Graham Thatcher in his Avenger but were way off the times of Robin Shuttleworth (Escort) and the new build Avenger of Barry Jordan. Interestingly we had had a bit of dialogue with Robin pre stage and his is not a mega bucks motor but he admits to being hard on the car and he does have a lot of experience. The Jordan Avenger, on the other hand, does look a million dollars and certainly leaves a stage start, on the loose, somewhat quicker than mine did 35 years ago, on tarmac, over Bollihope Common!!

No problems at service, apart from a mini monsoon (it was Wales after all), and the second half was a carbon copy of the first with no visible signs that this was a second usage with the tracks still in superb condition. The teamwork in the car was good and the only problems proved to be a softish brake pedal on the long Bryn stage and some difficulty in selecting a gear at times. Dave did remark that he felt that the new tyres were noticeably better and I must say that apart from a couple of wild slides on hairpins he drove very well and I enjoyed reading the notes, as much as I ever did driving to be honest. The results were available as we drove into the finish of what had proved to be a superb event all round and it was a pleasant surprise to find that we were the only finisher in D2 but the euphoria subsided when we found that in terms of pots the class had been combined with C3 (!) and all the prizes had gone to the Escort pinto boys.



Continued on Page 8

Neath Valley Stages, Continued from Page 7

So with one event to go, the Trackrod in September, we lead the D2 class which goes to show that a consistent finishing rate is often worth more than sheer pacealthough we would like to slightly quicker, but at the end of the day we are doing it all on a tight budget and so cant be reckless in terms of both car and tyres. Both crew members thought this was the best we have been in the car since the start of the season which is really encouraging for the Friday nighttime mileage on offer in Yorkshire – time to dust the Potti off!

A good 2nd in class finish for Ian/Paul in the charismatic Volvo (I wish I had a fiver for every photo taken of this car!) brought a good day to an end apart from a numbing M6 traffic jam which left plenty of time to ponder upon a little jem from our star spanner man in the service park – Robin. Now Robin has just bought a 1980 spec offshore power boat which has two petrol V8s fitted.... and it looks the dogs bollocks to say the least, but when Robin uttered the words “its cheaper than motorsport” myself and Dave had just looked at each other with dropping jawsit consumes 300 litres per hour of Shells finest! Needless to say I am hoping to receive an invite to the south coast shortly to have a seat fitting.....

Tony Vart ; Clitheroe & DMC

GARETH HALL MEMORIAL RALLY

10th AUGUST 2014

**At The Ranges Motor Sport Centre
Trawsfynydd Ranges**

It's a rollover for Johnson

ROAD safety campaigner Steve Johnson saw his car terrifyingly flip over during the Gareth Hall Memorial Stages – but he remarkably recovered to finish third in class. Steve Johnson, a prominent road safety figure in East Lancashire, had already smashed into a bank earlier in the rally in north Wales when he went off again in wet conditions. His slide into a field was caught on camera as his Nissan Micra rolled over as it went down a hill. Incredibly both Johnson and his regular co-driver Steve Butler avoided injury in the incident, and they were even able to continue the rally after spectators helped to push their car 30 yards back up the hill and on to the road. Things got even better when the withdrawal of two rival cars saw them finish third in their category. “When the car went over I thought, ‘Oh no, here we go again’,” Johnson said. “I have had one or two rolls before, which is not something I’m proud of.

“The last one happened 15 years ago and I had another one on a rally 30 years ago at the time when I was training for the fire service.

“I’d already slid off in the sixth stage in this event, hit a bank and bounced off it. We lost about three-and-a-half seconds and it put the steering out a bit, but we finished the stage and then took both front wheels off to repair it and get the tufts of grass out.

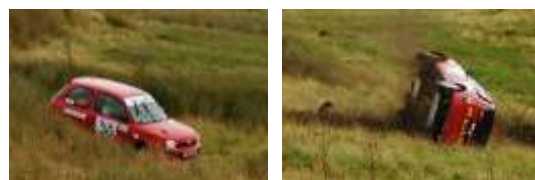
Light rain started which made it very slippery before the eighth stage and I slid off on to the grass. “You could say I ran out of talent!

“The grass took the speed off but then the car dug in. “We rolled over 360 degrees before the car landed back on its wheels.

“It was quite a soft roll, we didn’t hit anything hard. “We were both uninjured and apart from the panelwork the car wasn’t really damaged.

“The cars are very strong, they have a roll bar and they are built to withstand that sort of thing. “More people die in fishing than in motor sport.” Johnson was grateful to the spectators who helped get the car back on the road. “We tried to get going but because the grass was damp we couldn’t get up the hill,” he said. “But half a dozen spectators helped us and we found a route back to the road. “If it wasn’t for their help we wouldn’t have finished the rally. “The last few stages went without incident and I couldn’t believe it when we found out two crews failed to start the last stage and we were elevated from fifth to third in class, and 25th overall.”

Johnson promotes road safety and also works with the Under 17 Motor Club, which gives young people the opportunity to drive in motor sport events.





Rali Cilwenedeg 2014

The Rali Cilwenedeg has been held in high esteem for as long as I can remember. Regardless of the varied route and formats the event has taken over the years it still attracts a full and usually high quality entry, with each competitor either keen to get their name on a prestigious trophy or simply to get around the route and tick the 'completed the cilwenedeg' box. The quality of entrants and the location of the event deep in west wales, heart of road rallying country, therefore attracts large crowds to boot, creating a great atmosphere at the start venue and filling the usually desolate country lanes with a buzz and amass of reflective tabards.

This year saw the event return to it's traditional start location in the mart, Newcastle Emlyn, where moderate weather conditions helped draw in a consistent and bustling crowd around the 75 competing cars. 10:30 soon came and crews started frantically plotting the six pages of grid references in the 75 minutes given, not everyone managing to finish in time.

At 11:45 the first cars headed out into the lanes, this year the club had opted for a more traditional format with no tests. The event got under way with mixed fortunes for many crews, favourites for the win John Davies & Eurig Davies (Mk2 Astra) taking an early lead along with Dyfrig James & Emyr Jones ((Mk2 Escort) both cleaning the first section. Car 2, Gethin Morgan & Steve Herbert (Mk2 Escort) and car 9 Stefan Davies & Justin Davies (Mk2 Escort) were out early with electrical problems. Car 3 of Arwel Hughes-Jones & Dylan John Williams (Mk2 Escort) were also out with an issue at a time control, the same control also costing car 7, Andy Davies & Cadog Davies (Impreza) 30 seconds with a slight mix up. Early pace setters in class 2 were Gareth Thomas & Edwin Venville (Mk2 Escort) with cars 23, Malcolm Jones & Rhys Jones (Satria) and 19, Simon Summers & Rob Leeman (Mk2 Escort) both within 6 seconds. Class 3 saw the pairing of Tomos Lewis & Reian Jones (Mk2 Escort) take control early on, 7 seconds ahead of Paul Jones & Gary Davies (Xsara) and a further 12 seconds in front of Neil Coulson & Colin Griffiths (Persona) who were third quickest in class.

The first half was a mix of classic welsh lanes linked up by a few smooth but slippery whites. Grip was very hard to ascertain with some roads so covered in leaves you could barely distinguish them from the whites! As the crews reached the mid way point of the first half it was clear that the majority of the main selectives would be droppers, making for an interesting rally! At SF2 car 1 of Davies/Davies (Mk2 Astra) held the lead, followed by car 4 James/Jones and car 5, Adrian Jones & Aled Richards (Impreza). At this point car 7, Davies/Davies (Impreza) were on the back foot, struggling with a few early mistakes but now confident in each other and determined to claw back lost time. Class 2 saw car 36, Carwyn Adam & Richard Smith (Mk2 Escort) set a quick time putting them in front.

Jones/Jones were still in second close behind with Summers/Leeman holding onto third. Lewis/Jones were setting a great pace in class 3 now being 27 seconds in front of Jones/Davies. Car 44, Mark Jukes & Dafydd-Sion Lloyd (AE86 Corolla) had moved up to third in class at this point with a total time of 4:09. With 7 selectives to go before the halfway petrol halt It was clear it was going to be all go with only 2 of those selectives being 'slack'.

The crews battled on unfortunately Losing car 8 Rhodri Evans & Dylan John (Mk2 Escort) with a broken driveshaft. The crew had shown a lot of promise early on with some very impressive times. The top 10 crews continued to drop under 40 seconds on each of the remaining controls with impressive times coming in from crews outside the top ten such as car 14 Craig Judd & Matthew Maidment (306 GTi-6), car 17 Steve Knibbs & Gerwyn Barry (Corsa) and car 18 Thomas/Venville. The first half was also to soon claim car 11 and 20 with mechanical issues.



Rali Cilwenedeg **Continued from Page 9**

A quick refuel session with hurried discussions of the quality of the event along with the usual banter between crews saw the cars head out for the 2nd half where there would be 5 major droppers. The first and biggest of which, would be straight from petrol, with relaxed crews on cold brakes/tyres being put straight to the test. Car 1 of Davies/Davies (Mk2 Astra) were quickest, beating Jones/Richards and Davies/Davies (Impreza) by just 1 second! However things were soon to change with a twist of fate as Davies/Davies (Mk2 Astra) suffered mechanical failure and retired, giving Jones/Richards a comfortable lead.

The top 10 crews cleared the next 4 clocks as the rally approached it's 3/4 point. TC16 saw car 4 of James/Jones quickest, followed by car 5 Jones/Richards and car 7 Davies/Davies (Impreza). Thomas/Venville were quickest in class 2 ahead of Knibbs/Barry keeping them in the top 2 spots in class, Jones/Jones having the third fastest time but an earlier fail put them out on contention for the class trophy. Class 3 saw Huw Tagg & Michael Williams (318 Compact) setting the quickest time, dropping 36 seconds. Just a second behind were Guto Ifan Williams & Llion Williams (Mk1 Escort) and another 2 seconds behind them were Jones/Davies who were currently third in class.

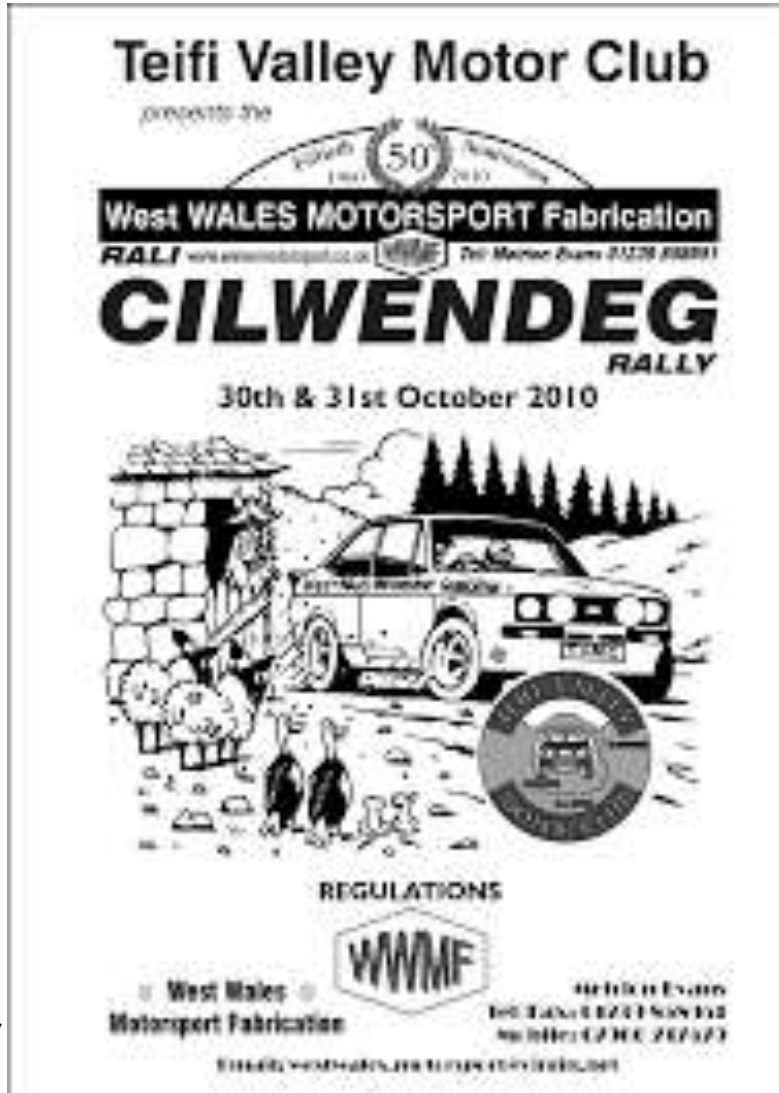
The next dropper selective was a very well put together and entertaining selective using the gravel hairpins of Glogue slate quarry. This selective saw car 18 of Thomas/Venville set an impressive fastest time dropping only 2 seconds, 6 seconds faster than Davies/Davies (Impreza) who were also 9 seconds faster than Jones/Richards. Second in class 2 were Hefin Lewis & Gethin Sollis in the new shape Mini followed by car 29 of Heulyn Phillips & Wyn Mathias (Astra). Lewis/Jones were again out in front in class 3, but only 6 seconds ahead of Adam Pickersgill & Iestyn Pynn (Impreza). Rounding off the quickest top three were Rhydian Morgan & Robert Stephens (205 GTi) who were also up to second in class. TC20 saw Jones/Richards command the fastest time, 3 seconds faster than Davies/Davies (Impreza) and 4 seconds faster than car 4 of James/Jones. At this point the winners seemed decided and crews headed towards the end where the last section of the night was yet another dropper seeing impressive times from car 19 Summers/Leeman and James/Jones.

The crews headed sporadically back for the finish at the rugby club where it emerged some crews had unfortunately fallen foul to the spotlights in neutral rule which was explained at the drivers briefing. This was secondary however to the hustle and bustle of breakfast consumption and anticipated faces every time an official emerged bearing some paperwork! The room was filled with praise for the event and many commenting on the rallies likening to the classic reputation it holds. No one generally had a bad word to say about the rally with the mix of classic roads/droppers/farms and whites that is so hard yet perfect, seemingly hitting the mark with nothing 'rough' at all.

A huge thanks to Teifi Valley motor club for organising such an enjoyable and successful event along with an extended thanks to all Marshall's and everyone behind the scenes including landowners. A quick round up of the top results. Two Subarus had taken the top two spots with Adrian Jones/Aled Richards taking a well deserved and convincing win, followed by Andy Davies/Cadog Davies on their first pairing together in a fantastic 2nd place. Gareth Thomas/ Edwin Venville came in at 3rd making a remarkable comeback in 'John Mk1's' hired RNX after a large break. In a cracking 4th place after a run of bad luck were Nigel Philips & Mark Lloyd followed by Steve Knibbs & Gerwyn Barry in 5th having again pushed their Vauxhall Corsa to its limit! Tomos Lewis & Reian Jones set quick class 3 times all night giving them the win in class by over 2 minutes. The complete and final results can be found here.

A huge congratulations to anyone that finished the rally.

Andy Davies, Driver
Car 7, Subaru Impreza (2nd O/A)



Rally of the Tests 2014

For those of us competing in Historic Road Rallying, the chance to do Hero/CRA's Rally of the Tests is considered by most to be the ultimate challenge. This year's event was going to live up to expectations with three solid days and three evenings, upwards 650 miles 27 Tests, 19 regularities and 3 Time Control sections, this year stretching from Buxton in Derbyshire down through Staffordshire, Shropshire, across into Wales, then finally back across the Severn to Bristol. As usual it attracted a healthy entry of over 90 Cars, ranging from a 1927 Frazer Nash Sports, to an Escort RS1600, via Porsche 911's, Alfa Giulietas, Triumph TR4's... in fact pretty much anything, (when did you ever see an E type with Knobbles on?) this certainly isn't a procession of Escorts (or Proton's for that matter). I was lucky enough to be asked to Navigate for Stephen Owens in his 1971 Mini Cooper S, we were running number 70 (oldest car being Car 1), in class 7 (Saloons 1962 - 1968 type) with 4 Cortina's and 3 other Minis.

The Navigation on the 'Tests' is always tricky and of late with Guy Woodcock and Anthony Preston running it, it has acquired a pretty frightening reputation. The work for us Navigators starts early with about 10 Maps to prepare, then 10 days before the start a mountain of paper work is couriered to your door. Test Diagrams, the full time schedule, the Tulip road book for the link sections (It's wise to plot it on the maps), plus three regularities to plot, it kept me busy.

With so much resting on this Stephen had been worried about the reliability of the Car and had asked me to run it about for the week before to see if I could shake out any problems. I think it was wise I did too as it had a bad misfire when I took it back, fortunately this was cured. But the Car certainly gave us a fright on the Thursday morning when the Battery went totally flat for no apparent reason. A frantic dash to buy and fit a new one meant we were already behind our schedule when we set off. Fortunately things came together Ok and we got to Buxton OK, calibrated the Brantz and got through Scrutineering OK. I then collected yet more paperwork with 5 more regularities, some of the TC sections and more of the Tulip Roadbook. You feel like you have already done an event before you start.

The Rally starts with the prologue, a short evening section of two regularities and a special test, the result from this sets the seeding for the first leg. A ceremonial start at the Winter Gardens (the atmosphere is simply fantastic) had us setting off at 18:20 and away across Buxton to the start of the first section, a Jogularity which we had already guessed would take us up the Goyt Valley, I felt almost on home ground up here having done it on the 2012, 061 Rally, so it went quite well to begin with, well that is until we came out at the south end on to the A537 and Hairpinned right on to the A94 I called the slot left on to the Yellow too late and we overshot, loosing a lot of time as we tried to reverse against traffic. A fun but slippery special Test around the Buxton Raceway was next, then a another regularity, this time done in the descriptive style sometimes used in the 1950's (proceed north east to cross roads then in 100 yards turn right at DP etc etc). The route took us off the tarmac and down a rough Farm track around an impossible Hairpin and through a Farm yard, to an IRTC just before we rejoined the main road. As we came back on to the road, Car 69 the Porsche 911 of Crosby and Fish shot across the front of us... that wasn't right!. I was pretty confident we were right, but I'd decided we were down on time so we set off after the Porsche at a fair old lick down the narrow yellow, screeching into the final control about 10 seconds behind them.



Rally of the Tests 2014 **Continued from Page 11**

I felt pretty comfortable with this, it looked like we had probably beaten those two (Andy Fish used to navigate for me)... I was a bit horrified to find out that in truth we were 50 seconds early and they despite their wrong slot had made up the time and arrived bang on... they were also second overall and we were 57th!! hey ho. Still it was a long event.

Friday morning was an early start, Breakfast and then collecting 2 more regularities to plot, away 30 minutes later for the first proper leg.

The next regularity was in Jogularity form, which between us we had finally sorted out, just 4 seconds over three controls, it doesn't get much better. A fairly straight forward regularity on the Lanes above Bakewell (0 seconds at the first TC then 7 second late at the next) and on to Steve Perez's place near Chesterfield for two superb Tests around his grounds and Forest, RotT test penalties are based on class position, first taking 0 penalties, then 3, 5, 6, 7, 8 etc, we collected a respectable 6 and a 5 seconds. Straight into another regularity around the Ecclesbourne Valley. Two good TC's then a 36 seconds, due to a misjudged speed change. Two more Tests at the Darley Dale Race Circuit and Marchington Industrial estate, netting us 4th place on each.

The Shropshire Union Jogularity was next East of Penkridge, (7 early, 23 late, 6 late) and then the excellent Weston Park Test, run twice once before the lunch halt and again after it, 4th and then 6th, Stephen was a bit cautious through the ford second time having early drowned us the first time!. A fairly long link section took us past Coalbrookdale and over the Severn near Iron Bridge. I'd already learned that the link sections on this event are just as tough as the competitive ones, they are generally timed at 30MPH and use every slippery slimy little road you could imagine, with secret checks to ensure you don't cheat. Staying close to your minute is far from easy and a navigational error will quickly escalate into a threat of going OTL.

A Deelarity (descriptive navigation, paying frequent visits to Farmyards and Whites which aren't on the maps) around Shirlett went well for us a Zero then 8 seconds late. On through two cracking Tests in the large old Army and Navy Barracks near Ditton Priors. Things seemed to be going pretty well so far, but it started to unravel a bit on the Long Mynd regularity east of Church Stretton,. Tricky to plot and run in the dark, the first disaster happened when a big bump zero'd the trip, losing my distance, then we fell foul of a Tee left. We could not see any road going left, just a track into a Farm, so carried on half a mile or more off route, before I decided it really was a Tee. Going back through it we did find the road, but it was strange in that it genuinely was two yellow roads stopping each side of a large Farmyard!!. This screwed the whole regularity for us, because it was timed on distance from the start and I had lost that completely so we came out with nearly 4 minutes of penalties. The next one at Quabbs, was just as tricky, the plotting was done from one of Guy's fiddled maps, an old copy of the map with some roads taken out and all the spot heights moved, you have to use only roads on that map, avoiding ones only on yours!. The first slot was incredibly narrow and so filthy, Stephen almost refused to go up it... 'it can't be right!'... it IS ..GO... it was too, but plotting it, finding the roads and staying on time too, were all a bit much and we dropped quite a bit, partly due to being balked. Right at the end there was a bit of a rumpus as a local had taken exception to lost Cars driving up her drive and was remonstrating with the Marshals. The resultant delay cost most of us a maximum (1 minute at any control). A short Coffee break and then it was into the Forest at Sarnau, firstly a quick regularity, timed at 29mph it was cleanable but you had to crack on, we cracked on a bit much and ended up 26 seconds early, then 8 late and dropped more to be 39 seconds down. Next up was the first of the events notorious 'Time Control' sections, for this think of a Road Rally packed into a route about 12 miles long with 18 Time controls and 12 Passage controls, all timed to the minute at 30mph.

Photo : Tony North



Photo : Tony North



Photo : Tony North



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Rally of the Tests 2014 ***Continued from Page 12***

It's a tough test for the Driver, the Car and the Navigator as the route winds backwards and forward around the Forest and out on to the Lanes. It came as something of a shock to Stephen, who has mainly done steady regularity events, to be told just to drive as fast as he could.... on Road Tyres in a forest. He certainly got on with it though and we did pretty well dropping just seven minutes, (each minute is penalised 30 seconds so we actually dropped 3.30).

A twenty minute run down into the Metropole Hotel in Llan-drindod Wells a very welcome visit to the Bar and an excellent meal rounded off a tiring but superb days rallying. Current standing 43rd overall and 4th in class, just inside the top half!.

Caerwent was the next destination, the infamous old Ammunition dump near Newport, famed for its car breaking kerbs and confusing blind alleys around buildings. Two frantic Time Control sections saw us drop seven and half minutes but we got all the controls, the Cortina missed one and I think we edged into third in class... briefly!. On now to Chepstow Racecourse for a fantastic Test around the infield, Lunch and another Test in the car park. the last regularity of the event cost us 35 seconds, but then a killer at the end when I missed another secret check, so frustrating as I had plotted the right route, but relaxed after the last control thinking it was safe to take a slight shortcut on the Transport section. By now the Oil pressure was a nice round Zero and the Transmission was whining quite badly. We had to contend with Caerwent again with four long Tests. We took it fairly steady on the first three got the route right so just one more test to go, would we make it?.... did we make it?.... well I'm saying nothing except to say we are on the results sheet as finishers. 44th and 4th in Class. We did pick up some Silverwear, but only for having the best looking Car... even if it did have no Oil pressure. The evenings celebrations were brilliant and lasted well into the small hours.

So that was Rally of the Tests 2014 all I can say is thank you Stephen it was just fantastic, bring on 2015 Sleafly Hall to Blackpool.



Photos : Tony North



Ian Mitchell Ilkley MC. Car 70 Red Mini



Photos : Tony North

M-SPORT STAGES

Greystoke

Saturday 22nd August 2020



Radio Mutterings Rallying restarts.

*Ian Davies
Gemini 23*

As motorsport restarts after a near five month break, it's time for me to pull out all of the rallying gear and check things over ready for my first post lockdown event.



Oh and I mustn't forget the personal items like waterproofs, hat and gloves, officials licence and of course the food and drink, kitchen sink etc so essential for those long days out on the stage, usually in the middle of nowhere and of course the new PPE needed in these COVID-19 times



Continued on page 15

M-SPORT Return to Rally Stages

Greystoke

22nd August 2020.

It's a very early start, in the wee hours to get out and up the M6 north towards Penrith and the short hop across country to Greystoke and a rather special 'one off' event, to showcase the safe return of stage rallying. The brainchild of Malcom Wilson the M-Sport sponsored event is only open to cars originating from M-Sport so a threesome of Focus or is it 'Foci' in the plural are joined by forty Fiestas of various models, from full fat WRC down to more humble 996cc versions. My brother Simon tags along for the event as I am tasked with stage radio duties at Junction 4 along with acting as Controller for the positive tracking radios through the stage.

The weather is truly horrible driving up with rain of the sort Cumbria excels at and which stays pretty much on and off throughout the day. With signing on conducted online, it's simply a case of driving towards the stage start, having your wheels sprayed with disinfectant (I assume to curb threats to the forest) and advising Tony in Gemini Control of our arrival and then making our way out to Junction 4. At the junction we meet up with the pair of marshals allocated to the Junction and await the radio check at 8am and the inevitable safety convoy. After the Stewards it's time to step out into the showers and display the red flag to the MSUK safety delegate before the Stage Commander, our very own Gemini 26 and then the Spectator Safety car traverse the stage. A rather special Escort MkII operates as 0 car driven by, who else but Malcom himself, making a great sound and spectacle through the stage. On this first run to open SS1 he is perhaps a little to over enthusiastic and overcooks it in front of me and spins to a brief halt.

SS1 opens with Car 1 at 09:07 the first of the Focus WRC cars driven by a certain Matthew Wilson, making a loud entry into the forest. To be honest for this first run the cars on the whole seem to be taking it easy, maybe Malcom wants all of the M-Sport cars to finish, but unfortunately Car 4 hits mechanical woes and comes through the junction sounding like an old tractor, on maybe a couple of cylinders. Stewart, Gemini 13 passes the cars from the start area in batches of five and I repeat the numbers making sure that the tracking crews have all the heard the car numbers. Tracking is more important than ever, as with crews entering their own start times on the time cards, there are no 'previous car numbers' available as a safety back up. It's rather strange seeing so many cars of the same basic model and Fiesta follows Fiesta through the stage, with the couple of Focus entries making their presence felt in between. In the end all 43 starters make it to the stop line.

Les, Gemini 3 on the Start soon alerts us all to the second run of the 0 car and the action quickly resumes just after ten o'clock. After the first 'sighting' run, some of the cars at least begin to speed up, although Car 9 rides the banking on the outside of our junction a little too high and looses a couple of seconds. More dramatically Alan, Swift 39 at Junction 39 reports no sight of Car 33 and I begin a search through the stage and report back to Tony. In the end we manage to locate the car stopped just prior to Junction 17 and Allerton 1 alpha, on scene relays back to me that the crew are safe and the track is clear. Car 41 also seems to be a little sick and proceeds slowly to the stop line, making a total of 42 cars out of the stage.



10 seconds before



And then



Radio Mutterings

Continued from page 15

For the next four stages we reverse stage direction and Junction 4 becomes a couple of turns before the end of the stage. Understandably in the conditions the turnaround takes a little time and the safety convoy enters the stage from about 11:20 and Malcom fires off the start line in 0 at about 11:50. First car, number 1 subsequently enters the stage just before twelve and the action resumes, as the rain begins to pour down again. Reverse direction makes our junction a tight left handover, with a steep drop on the outside so for now at least the crews show some restraint into the junction, although given the very wet conditions the gravel is really beginning to cut up.

Stage 3 is over in a blur, without too much drama although Car 33 who was stopped in the previous stage doesn't run, meaning 42 in and out of this third run. Once the all clear is given from Jay Jay 1 at the stop line, Les announces the 0 car back into the stage. As we listen to the throaty roar of the MkII through the stage, all appears well and then there is silence, Malcolm is off. A safety shout from Maurice, Gemini 59 reveals that he has rolled the Escort at Junction 9 and is reported as being 'well off' but thankfully the crew are reported as out of the car and apparently OK. As Car 1 is already in the stage behind his 'dad', it's not surprising that he is several minutes slower to our location, presumably stopping or slowing to make sure Malcolm is OK.

The action however continues and pretty much throughout the field there appears to be several class and personal battles raging between the various Fiesta crews. In the stormy and wet conditions, I do feel for my marshalling colleagues who are stood out in the rain, whilst the radio car affords warmth and shelter. The remarkable finishing record for the event continues, with another 42 in and 42 out of the fourth stage.

For the final two runs of the day, some further adjustments are made to the stage route and just before quarter past two Stage 5 begins, as the rain really begins to properly tip it down. By now reading the car numbers is a challenge, although the high vis rear quarter numbers do make a difference, although the placing of the numbers on Car 23 does make reading them difficult, although I do remember the strange location, so they sort of work !. As the last cars enter the stage, Car 41 decides to go missing and to begin with there is some confusion as to which junctions they may or may not have passed, forgivable in the conditions. In the end between Tony and I we manage to locate at least the area they are missing in, not far after the start and the Closer Car, Trooper 2 enters the stage and finds them safe and stopped around Junction 19a with transmission woes, clear of the stage.

The final stage of the day starts at a very reasonable 15:09 after a replacement 0 car, announced as a Puma but looking like maybe an S-Max clears the stage. By now my junction is cut up rather badly with a great big gravel mound thrown up in the middle of the stage, creating a beaching risk for some of the lower powered cars. Nevertheless, the crews manage to get round, before there is a safety shout from Hodder 2 at Junction 14 with another car rolled. After a tense short wait the message comes back that it is Car 32 who have rolled but the crew are safely out and the track is clear and passable. With no more drama a total of 40 cars end the event, which means we lost only three competitors or four if you count the 0 car, something I believe of a Greystoke record. After a quick tidy there is time to traverse the short distance to the stop line and then the two hour drive home, on the way passing a car off on it's side at Shap looking like it has vaulted over the fencing at the side of the M6 !.

For me I'm not sure when the next event will be with venues becoming unavailable and pressure back at work in the NHS. I plan as usual to be out on the Neil Howard Stages at Oulton Park later in the year, but if I manage to get out before then 'mutterings' will continue.

Ian Davies : Gemini 23 / motorsport UK Radio Controller



M-SPORT STAGES

Greystoke
Saturday 22nd August
2020



Frank Bird Sensationally Wins **M-Sport** **Stages Rally**



In what has got to be his best performance to date in his fledgling rally career, Penrith-born driver Frank Bird took a remarkable victory on the M-Sport Stages Rally.

Just two days after celebrating his 21st birthday, and on only his second ever rally on gravel after winning the corresponding Greystoke Stages last year, the event saw the welcome return of the sport courtesy of Malcolm Wilson's World Rally Championship Team who fielded a team of competitors in the single-venue event in Greystoke Forest.

Along with Hexham co-driver Jack Morton in the Dom Buckley Motorsport-prepared Ford Focus WRC07, with backing from Vision-Track, Yuasa, Frank Bird Poultry, Hager, Mac Tools, ELAS, Fuchs Silkolene and PBM, the pair were up against a very strong field including such drivers as Matthew Wilson, Rhys Yates and Adrien Formaux, all with World Championship experience, who were using the event as a test.

In difficult damp conditions, Frank set seventh fastest time on SS1 before remarkably stopping the clocks third fastest on SS2. He held fourth overall from then onwards, almost matching the times of the leading drivers for the remaining four stages.

Courtesy of another third fastest time on the final stage, just three seconds behind Wilson in the latest Ford Fiesta WRC, Frank was all set to claim a superb fourth place but prior to crossing the finish ramp, the three crews in front sportingly withdrew leaving Frank and Jack to take a deserved victory.

Frank Bird: *"What a fantastic day overall on the M-Sport Stages. I was a bit nervous going into the event having not driven on gravel for over a year and not been on pacenotes for a while. We took it stage by stage and got back into it quickly setting some really competitive times straight away and I was comfortable in the car. The afternoon was very strong for us, setting top three stage times against factory drivers and top machinery. We managed to get fourth overall and first non-M-Sport entry, but it was a great gesture for the guys in front to allow me the win. I'm really happy with the whole day, Jack was brilliant on the notes as usual and the car was fantastic in all conditions so thanks once again to Dom Buckley Motorsport and of course my dad and our sponsors for making it possible."*

Paul Bird: *"It's been a brilliant day what with my British Superbike riders finishing first and second at Snetterton, but I've been glued to my phone watching the rally results. I'm absolutely astounded by Frank's performance against what are effectively World Championship drivers in the latest cars. It was good of them to concede and allow him to take the overall victory which was amazing considering he'd only competed on gravel once before. His times were competitive all day long and he really has made a lot of people sit up and take note."*



Photos courtesy of Drew Gibson

Hexham & DMC Hadrian's Summer Scatter August 25th 2020

Boris in the Borders

On the 25th August Claire and I enjoyed our first actual car scatter since Covidity struck motorsport! Two of our regular competitors on the Raven Rallying Virtual Scatters, Lynsey and Ali Procter, were organising the Hadrian Summer Scatter up in sunny Northumbria so we thought we'd take the opportunity to have a play and support their event as they did ours. It would be something of a novelty for us as we normally don't venture much further than Skipton for a scatter, let alone 100 miles north, so we would usually know the roads and have good local knowledge. This event ran on maps 87 and 88 so our favourite, 99, was of no use! When we entered Lynsey asked if we were doing it in Boris, our blue Boxster, so of course we had to oblige. It's a pity the weather wasn't as on-side as the organisers! It threw it down until about 5 miles from the start when blue skies started to appear allowing the roof to come down only briefly.

We got the warmest welcome from people we had never met before but had got to know virtually. When you arrange to meet people that you've met online in a layby it's not usually something you write about but on this occasion it was all above board! Lynsey and Ali had generously offered to lend us a couple of maps and we settled down to plot the 27 clues in the car, another new experience for Claire, she's never been hard at it in a lay by with others watching.....

Our start time was 7.15pm and we had 1 ¾ hours to plot 27 clues and visit as many as we could. Each clue was worth 1 point so it was even more vital that the optimum route was found. We took the earliest start as Claire had to be at work for 5am the following morning and it was a 2 hour drive home. The plotting went surprisingly well and a route was beginning to form in Claire's head. I mixed it up a bit by not telling her which clue I was giving her the co ordinates for but we resolved that after just 4 plots. The other little spanner I threw in the works was when I announced we didn't have enough fuel to get us round! A real novice error but I usually only put 20 litres in for a scatter and that should get us to the venue, round then back! I hadn't factored in the 100 miles up the A1 and a thirsty 3.2 litre boxer engine guzzling the fuel in the back of the Boxster.

Off we set into the lanes and I always thought Roman roads were straight? But the amount of warning signs for tight lefts and rights in Northumbria is incredible. And they are all warning of very tight corners, not trying to slow you down for a steady long left but proper on the brakes butt clenching 'I'm in the wrong gear and going too fast' corners. It was after a couple of these signs that the Boxster revealed it's love of going sideways at any given point, be it out of a corner or just accelerating up a straight bit of road. I can confirm that 'good value' tyres on the back of a Boxster in the wet make for a tricky night! One minute life is good and all wheels are playing nicely, the next I'm getting a pen stuck in my leg to tell me to stop messing around and to keep the car straight! It was a tad slippery and my right foot a bit too heavy!



Hadrian's Scatter

Continued from page 18

The five minute fuel stop lost us valuable time and a couple of cars we had seen earlier, a road rally prepped Proton, Peugeot 106 and flying green Corsa passed us and we knew we were behind. A quick blast up the A69 took us up the map and back into the lanes for some more clues. On one clue we came across the Proton and Corsa circling a stretch of lane trying to find a clue which was 'What is the colour of the cross on the piece of litter under the barbed wire?' Fortunately eagle-eyed Mrs Raven saw it nestling on a fence and we pretended not to have found it and slinked off to let the others locate it. We had caught back up with the cars but obviously our time was ticking away ahead of us.

We both started to get into our rhythm and some clear and confident calling from Claire got us to the clues and I was starting to get the feel for the amount of grip available from the back end! We came across some very deep puddles and at the end of a roughish dead end we found the clue and Ali Procter taking pictures of competitors! The amount of energy Lynsey and Ali have is incredible. I'm sure they slept well that evening though.

We reversed back up the dead end away from Ali then a quick 6 point turn (it was narrow) and we were off again. By now the car had plenty of mud on the exhaust and the smell was superb. The flat 6 was howling behind us and at 5500 rpm it seemed to change note and catapult us towards the next warning sign at breakneck speed. Huge amounts of fun and music to my ears. The front tyres seemed to be better value than the rears and were managing the grip levels much better, which was extremely comforting.

We headed back towards the finish location but nav Raven had a last little loop for us to scoop up four much needed clues. We normally work on one minute per grid square when we need an indication of time required to cover the distance and its usually quite accurate, unless of course the roads are so narrow that an average of 30mph is fast! Our estimate had to be doubled and time didn't allow for a final sprint to a clue less than a mile away which would have been handy to get.

We had set off in daylight and were at the last clue with headlights and head torches blazing. Darkness had fallen and we were on wet, unknown roads and had to get back in some lack of minutes. Surprisingly the Boxster's lights are quite good and helped get us through the tight lanes and on to some wider roads to make some good progress back to the finish layby. As we arrived Lynsey was on hand to take a photo of our clue sheet which meant no covid's could be passed on by handling our paper work and the time stamp on the picture gave you a finishing time.

A very well thought out and executed event made all the more fun for not having a clue where we were most of the time. Well, I say we, I actually mean me because Claire knew where we were, I was just trying to make sure the car was pointing in the general direction for the majority of the time! We had a quick chat, thanked the organising team then headed off back down the A1 to bed. By the time we got home the results were in and we were delighted with joint 1st out of 17 crews. However, the tie had to be resolved and it went on engine size and as we had twice as many cc's as Ralph Tatt and Johnathan Webb we slipped into 2nd place, a result we were extremely pleased with.

It was great to be out in the car again and making lots of noise and wonderful smells. A very friendly and relaxed event with the emphasis on having a go at something new and to blow the cobwebs off the romers. Thanks again to Lynsey and Ali for making us feel so welcome and for putting on a great evening. And without the normal gathering in a public house G&T's in the layby at the end of a scatter are perhaps the new normal?

Neil 'Basket Weaver' Raven : Ilkley & DMC



Lockdown blasts motorsports back to its Grass roots

The last few months of 2020 has seen much seen motorsport stop, luckily the U17 motor club were quick off the mark, getting some auto solos and PCA's up and running, great news for youngsters under 17 to continue to compete . Humm?

What can we do assuming most motor sport for youngsters involves 2x people in the car, looking at the blue book I noted a Junior class in autocross, that would be fun! That day the Airedale and Pennine Guiseley – Grass auto popped up we entered and what a great event, we had no idea what to expect what a Jem, 6 great tests all run seamlessly and simultaneously with top marshalling and the venue was great, the cars ranged from Mark Busfield's event winning 60 + year old special which made our mini look modern for once , the event was so popular the police appeared to be keen to join in .

Fast forward 3 weeks we have searched country for an auto cross , it seems it still lives on as sport, mainly way down south in western counties, With our entry accepted we set off for a 2day event organised by the Green Belt Motor club in Essex. After acquiring a bog-standard Seat Arosa 1400 that had been previously used for junior auto cross, we bolted in our new seat and belts from the other car and set off. Result Jess's training at all the U17 PCA's and the grass auto test left her well equipped to enjoy 45Km's of flat out driving, coming away with best newcomer and no dents! "It's just like a very quick auto solo".

Auto cross is beginning a slow revival with talk of events being re started in the north again, we will be entering any we possibly can, classes allow entry for standard cars, rally cars, dedicated buggies and radically modified cars and an under 1400cc Junior class also Pretty good value for any one with the entry being just £45 for juniors for a two-day event. Anybody up for organising one in the Northwest, get those rally cars out for a run., we can literally get back to grass roots sports .

Andy Crawley : Warrington & DMC



Knutsford & DMC

Newhall Farm

Clubmans Car Trial

Monday 24th August 2020

I wish to extend my heartfelt wishes to the Knutsford MC for making me feel so welcome.

It was a great evening. I thoroughly enjoyed myself at my first grass hillclimb.

The four test were very tricky to negotiate and I do not think any one driver managed to get to the top finish line.

The competitors cars look very small from the top of the hill and believe me the hill was quite steep and challenging.

I was given the opportunity to drive Jeff Buchanan's MX5 automatic up and around the hill and though I got to the top I was not following the test layouts.

Thanks Jeff it was a memorable experience, the last time that I did a grass hillclimb was in the 70's in a Bedford RL so it was a real treat.

Brian Wragg : Liverpool MC

Kirkby Lonsdale MC

Lockdown Tests

Rowrah

Monday July 6th

I heard about the plans for an event due to take place at Rowrah kart track from the chatter on Facebook...it does have its uses. Initially I thought it was going to be a rally time trial where full license and helmets would be required but it was actually being run as an autotest. The organisers from Kirkby Lonsdale MC were well known for putting on good events such as The Devils rally so my interest increased. I had been gradually improving (?) a Mk2 More Door escort and this looked an ideal proposition. Due to the Covid pandemic there were to be no navigators, hmmm, I usually rely on Marian shouting directions and other such words of encouragement so this too would be a new experience. The regs were a bit longer than normal due to Covid but there wasn't anything that couldn't be managed like the requirement for hand sanitisers, gloves, face masks ,etc . The entries were due to open on a Monday morning at 9am with a maximum of 50 entrants. Chatter on the interwebby indicated that it may be popular as there had been no motorsport anywhere in the country for three months, so I started my application just after 9am. Luckily the software recognised me from a previous rally entry form and it sort of autocompleted the spaces with my details. Good job I started on the dot as the event was full by 8 mins past 9 and I was entry number 36 or thereabouts.



DEVILS Lockdown Tests



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Devils Lockdown Tests Continued from page 21

The escort had sat for three months without moving or being started but it fired up third turn, still couldn't go anywhere as the mystery of the slowly deflating tyre had struck again. Always a different wheel. As some of the tests were to be run on the loose I decided to use the steel wheels that I had been fettling over the lockdown period. Bought some Vredstein tyres fitted to the steel wheels but now the steel wheels would not fit on the hub as the Minilites that came with the car required longer wheel studs which meant that I would have to change the studs or fit wheel spacers. The latter seemed the simpler and cheaper option, of course I also had to buy open ended steel wheel nuts. By now I was running a little short on time so only managed a couple of runs on the local roads before the event so had no idea of how it would handle or stop on the loose.

All of the test paperwork was sent out in advance including the tests diagrams and signing on sheets. There were to be 18 tests in total run in groups of three tests repeated twice with changes to the layout between each group of three tests. The first test looked like it was on the loose above the quarry pond.....did I just say I had no idea of how it was going to handle on the loose? Just tootle around for the first test and don't make any errors....aye right, when the 5,4,3,countdown starts that goes out the window, as they say over the border. At least having copies of the tests meant you could mark them up at home. There were no tight 360s and no reversing so that was helpful. A few lengths of gaffer tape meant that the clip board holding the test diagrams could be affixed to the dash in case the memory faded at some point.

A couple of days before the event the seeded list came out. There were several entries from afar afield as Wales and Southern England. Many of the entrants were regulars on the national Historic rally scene. There were 21 Historics (pre 1985) entered, three minis in their own class and the remainder moderns. Three entries were listed as Wigton MC members; David Agnew in his Porsche 911, Aiden Gregory in his Ford Ka and me in the Mk2 escort. Several other regular attendees of WMC events had managed to get entries; Andy Beaumont in his Sunbeam Rapier, Brian Bradley in his Golf GTi, David Alexander in his Fiat Uno, Graeme Cornthwaite, Terry Dixon and Tom Hall all in historic Minis, Bob Hargreaves in his BMW compact and Phil Hodgson in his MX5. Of the historics there were three Porsche 911s, 8 Mk2 escorts, a Sunbeam rapier, Volvo Amazon, Triumph 2000, Lancia fulvia and an Alfa Romeo Giulietta Sprint. This may have been the biggest and most expensive collection of cars to enter an 'autotest'.

The event was held on a Monday morning which dawned dry and bright....damn I thought a little rain may even things up a bit....but there again not having a LSD in the escort may have been more of a hindrance. Scrutineering took place with social distancing in mind as the driver stood away from the car while it was scruted.

A small socially distanced group of three (with David Agnew and Graeme Cornthwaite) had a walk around the tests. The first test was indeed above the kart track (and pond) on loose gravel. The route had been carefully designed such that there were no sharp turns likely to lead to a visit to the pond.



Devils Lockdown Tests

Continued from page 14

The organisers had also kindly provided direction arrows to aid the drivers. The second test was interesting in that it started on tarmac but facing down a one in four or five hill...with a hairpin left at the bottom of the hill. Gulp! The remainder of the test followed the kart track. The third test started on the track and went via a series of 90 degree turns through cones around the pit parking area plus a bit of loose to add interest. Changes to the tests involved running different patterns and running them in the opposite direction. The organisers had made best use of the area and laid out good looking tests, now all I needed was for the car to hold up as it was about to take its first real tests...literally.

Historics ran first and I was number 17. Anyone of a certain age who went to watch karting at Rowrah in the 70s will know the significance of this number as it was local ace Terry Edgars karting number. I knew it well as I had followed it around Rowrah from behind many times. The car in front of me was the beautiful Alfa Romeo Giulietta Sprint of Howard Warren from Leyburn. I applied the usual rule of keeping at least two cars distance from the car in front when a rear wheel drive car exits the start line....especially on the loose. But I also thought it's a 1959 car in lovely condition he will treat it with sympathy easing it gently away from the line....ye gods, he gave it the full beans and dropped the clutch so it squatted briefly then shot away leaving two rows in the gravel you could have planted tatoes in. I still find this hard to believe but on the second test (downhill 1 in 4ish on tarmac) he did exactly the same leaving two black marks and still got around the hairpin at the bottom. Apparently the second car away, the 911 of Paul Crosby, also shot off the downhill start line but gravity and speed was too much to prevent a bit of a ding as the Porsche hit the plastic barrier at the bottom. Didn't slow or stop him though.

I managed the first test on the loose with a bit of accelerator and arm twiddling to get me around and managed to stop on the stop astride.....all was going well so far. Test two with the downhill start was a bit more novel and I eased it around the tight hairpins before using the working handbrake to get around the next hairpin left onto the kart track. I drove as quick as I could around the track, it felt a wee bit slow and as you may have guessed when I came to use the handbrake for the next hairpin it was ahead of me...yep it had been on a bit since the last hairpin...doh. The third test started on the track and left it via a 180 hairpin around a cone close to the garage area then through a series of 90 degree turns through sets of three cones. I had some concerns regarding the length of the escort compared to the midget but never hit any....not trying hard enough.

Brian Bradley must have been trying hard enough as he managed to modify the front of his Golf on the exit to the chicane. Phil Hodgson had some gaffer tape (really?) to make good a repair. Phil was going well, lying around 11th overall when his diff and half shafts made a bid for freedom from the torture that he was giving them. At least one other car broke a half shaft, there were a couple of surface changes which may have stressed the units. David Alexander was trying out his new Fiat Uno but it began to misfire badly so he didn't finish the last few tests. I also had a chat with Phil Jobson from Brampton who brought his paddle shift, Millington engined escort. What a machine, what a noise but these tests were probably a bit too tight for it to be let loose.

There was enough time to have a crack, at a social distance, with friends old and new so it worked out very well for a start back into motorsport. I really enjoyed driving the escort and the car survived intact so that was a big plus for me even though I was well down the field in 33rd place (but second in class; historics under 1600cc). David Agnew finished 29th OA and Aiden Gregory was 38th. The event was won by Steve Retchless in an RS2000....he put a new engine in the day before the event. His total time for the 18 tests was 17mins and 45secs....I was two minutes adrift.....more power and skill required.

Motorsport mugs sponsored the event and there are pictures of all of the cars on their web site. Results were processed by Rally Roots and were available live on the day for those seeking inspiration.

John Sloan : Wigton MC



Lynch set to kick-start busy 2020 with Retro Rallycross opener

Wigan racer Tony Lynch will kick-start a busy 2020 season this weekend when the new Retro Rallycross campaign gets underway at Lydden Hill.

Westhoughton-based Tony will make the long trip to the spiritual home of Rallycross for the Bank Holiday meeting, which will see the multiple title winner and his Team Geriatric outfit competing alongside the Motorsport UK British Rallycross Championship 5 Nations Trophy Presented by Cooper Tires.

Tony's Retro Rallycross programme - which will run alongside a programme in the BTRDA Clubmans Rallycross Championship - will see him at the wheel of the Toyota MR2 that he debuted on track last season.

Originally built for stage rallying, Tony and the team worked hard last season to turn the Toyota into a front-running rallycross machine and were rewarded with Retro class wins at both Pembrey and Croft towards the end of the year.

Having used 2019 as a development season, the focus for the season ahead is to now challenge for championship honours, with Tony ready and raring to go ahead of what promises to be a frenetic season of competition.

"Normally when we get to the end of August, we're getting down to the business end of the season rather than getting ready for the start," he said. "It's been a very bizarre year for everyone because of the COVID-19 pandemic and for a while, it looked like we wouldn't be racing because of it. With that in mind, I can't wait to get to Lydden Hill and actually get out on track again, as it seems like an age since the 2019 season came to an end.

"We knew that last year was all about developing the Toyota and I think we ended 2019 in a stronger position than we expected to. Even though we haven't been racing this year, we have worked hard to make more improvements to the car, although the work we had planned has been impacted by coronavirus and the restrictions that has put on us all in recent months.

"Despite that, we head into round one of the Retro Rallycross season in confident mood and I have my eyes firmly on trying to challenge at the front. It won't be easy by any means as the field looks very competitive but I know we have a good package and that it will only get stronger as the season goes on.

"Ahead of round one, I'd like to thank all of the loyal sponsors who have stood by us in difficult times as well as our supporters, family and friends. Hopefully we can push for some silverware to reward everyone during the weekend ahead."



SURVEYING THE RALLYING SCENE

They have been part of the scene since rallying began, and for a considerable time before that, they appear at every event be it a humble motor club 12 car, a stage event, classic tour or even a WRC event such as Wales Rally GB. They are an essential piece of equipment that no navigator or co-driver would consider string without, even in an age of modern high tech equipment. What are theythe ubiquitous *Ordnance Survey* maps, so familiar to everyone who has competed, be it in the lanes, the forests or any other rallying venue, an item very much taken for granted but without which much of rallying simply could not function.

We are extremely fortunate to have, in Great Britain, maps of such clarity and high standard, giving as they do such a multitude of information and all with a great degree of clarity, certainly when compared to what is available in other countries, as those who have struggled with offerings from Michelin or IGN will testify, and it has always been a source of some wonderment as to how the Ordnance Survey manage to cram so much information onto a sheet of paper, particularly the current editions which, thanks to modern printing methods, are extremely clear and easy to read.

Of course, it was all very different when the first mapping exercises were carried out, not for the benefit of rally enthusiasts of course but, as the title Ordnance Survey suggests, for the military. The year was 1745 and, following that years Jacobite rebellion which had created quite a stir North of the Border, the military men realised that they didn't possess, in any shape or form, a comprehensive map of the country. The worried generals down in London decided this definitely wouldn't do and despatched Lt. Colonel David Watson and a team to survey the hills and glens and produce something which could be used to guide troops quickly North when the need arose. This was duly completed, with the team lugging their unwieldy big theodolites up hill and down dale, probably found a fair few new "Whites" in the process.

No sooner had the Scots situation been sorted out than a small Frenchman started making a nuisance of himself and, fearful of the Napoleonic wars reaching English shores, the authorities decided that mapping the whole of England and Wales should also be a priority. This was to be done using the principle of triangulation with the original starting point on Hownslow Heath and the first mapped out line running across what is now part of Heathrow Airport. Progress was slow and the finished version, a 1" to 1000 yards scale map didn't appear until 1840. Subsequently, over the years, different editions have appeared, with the maps being constantly updated as new features appear although now, rather than lugging their theodolites about, modern digital technology is employed.

My own interest in Ordnance Survey maps started long before my involvement in rallying when, as a keen young boy scout, I was required to undertake a "Map and Compass" exercise if I was to qualify for my "1st Class" stripes, this provoked a lifelong interest in maps to the extent that I still spend hours poring over them some 65 years later, although I might add, I am no longer in the Boy Scouts !!. Roaming across the hills and moors of Northumberland with an old 6th Series map, they were made with a linen backing and were quite difficult to fold and at 1" to the mile, the detail was much harder to spot than the current versions, was, however, superb training for a move into rally navigating while little did I realise that many of the lanes and tracks I hiked along in my youth would one day be traversed at much higher speed in a wildly bouncing rally car.



Surveying the Rally Scene Continued from Page 25

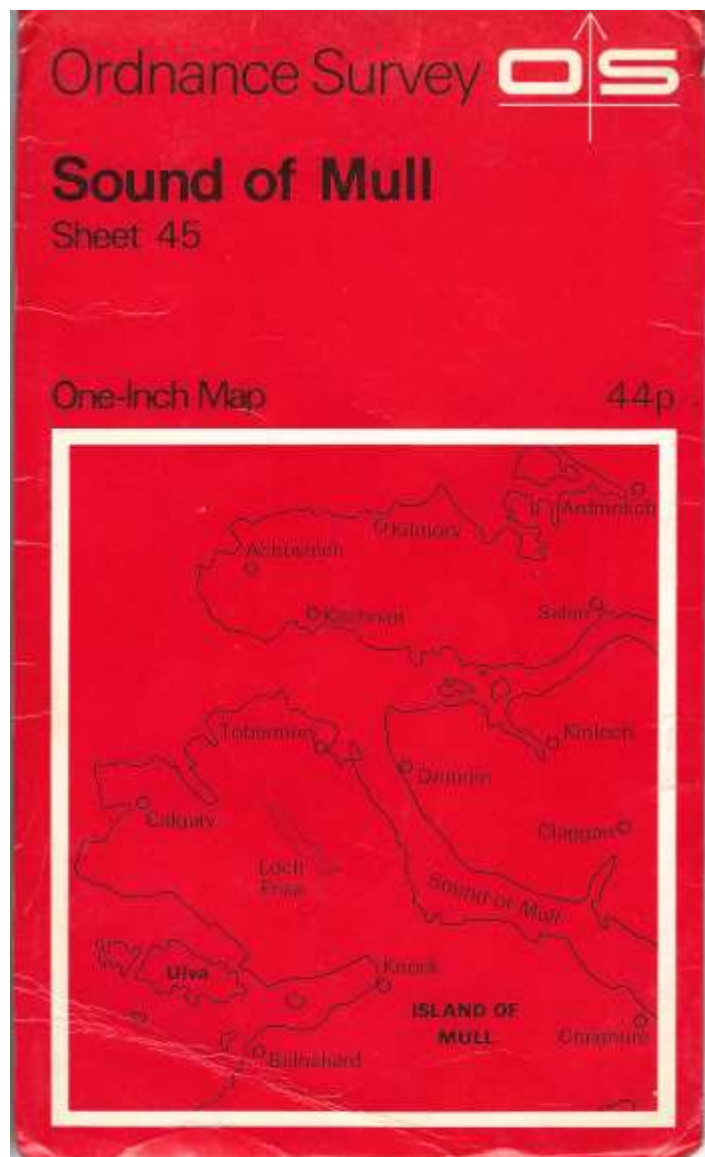
For many years the standard map of choice for rally people was the O.S. 7th Series which, with numerous "Revisions" lasted for many years. Some of these maps became legends in their own right such as the famous number 117 which covered an area of Wales that was littered with "Not As Map" junctions, a profusion of whites which were either "Goers" or "Non Goers", junctions with impossible hairpins or which could only be approached from one direction. It was all very confusing to the uninitiated and led to the practice of "Marked Maps" some of which were marketed by well known navigators of the day while others spent many weekends exploring the countryside in an effort to gain an advantage. A feature of the older maps was that gates were shown, in past day many roads featured multiple gates and really keen navigators would mark their maps with the direction in which the gate opened, thus saving precious seconds if they were forced to leap from their vehicle in the middle of a particularly tight section. Other hazards to be noted included "Sunken" cattle grids, numerous "Yumps" and one section of road on the Cumbrian coast which had the notation "Check for high tide".

A major change to the Ordnance Survey maps came in 1974 with the introduction of the Landranger series which featured the new metric 1:50,000 scale, bigger, better and much easier to read, these maps, in their purple covers, are well known, and well used, by rally navigators everywhere. Despite the advance of new technology such as sat-nav or GRP, they continue to be the preferred choice of almost all competitors and, although paper maps now account for only 5% of Ordnance Survey's business, there are no plans to discontinue them. Even though rallying has been forced to take a sabbatical during the current Covid 19 crisis, the maps have still seen lots of use as numerous clubs have run on line table top rallies which have had folk head scratching at the kitchen table as they pored over the latest conundrum sent out to keep them entertained during lockdown.

There are currently 204 maps in the Landranger Series with No.1 covering the Shetland Islands of Yell, Unst and Fetlar down to No.204, Truro, Falmouth and the Roseland Peninsula. Some maps, by virtue of the local terrain, are much more well used than those which cover the more urban areas, or maybe they just don't possess any interesting roads. Curiously, those folk making their annual trip to Mull will require 3 maps (47, 48 & 49 - why do I have a map 45 then?) while those heading over the Irish Sea for the Manx will require just one (95). Some of the long distance classic events, such as Le Jog or the Flying Scotsman, require a whole collection of them which in this day and age must come quite expensive. It is a sobering thought that the oldest map I still possess, 77 Hexham, cost the princely sum of One Shilling and Ninepence, the current retail price for Landranger Series is £8.99 although some quite good discounts are available online.

Maps have been around for a long, long time, they will, unquestionably be around for some time yet, a great help to countless navigators, a source of frustration to the uninitiated, an absorbing interest to anoraks like myself. Hopefully, many enthusiasts will continue to enjoy them when rallying gets back into the swing again and the lanes resound to the sound of high revving engines and the occasional cry of "It's not as map".

Ed Graham : Hexham & DMC



1st of November

Now that the world is starting to move forward once again, the Devils Own team will be promoting a new event with Wigton Motor Club.

More information will be released soon, but in the meantime put the 1st of November in your diaries. We're looking to run this (Covid regulations allowing) with Driver and Navigator in the vehicle together.

At the end of last year I decided that this had been my last year competing. The trouble with that statement was that I have been saying the very same thing for the past 5 years and have still carried on but the eyesight is now getting worse, the broken hip hurts all the time and I have early signs of suffering from vertigo - this old age thing is a bugger.

I will still get out to marshal. I was out at my usual junction on the M-Sport Stages Rally where a certain Car 0 managed to slide a little wide on the exit of the corner, drop his wheel into a 'pothole' and then roll. I think the car will need a little bit more than T-Cut to get it back to its former Glory.

He was overheard to say 'That's one for the record books - I have now crashed on All the Stages in the Lake District', even with the humorous quip one could sense that he was not a very happy bunny

Running at Car 1 was Matthew Wilson. I know that he probably knows his way round Greystoke better than most and therefor has something of an advantage but he was a class

Sunday the 29th and I have an early start to get over to Melbourne for the Melbourne Time Trials. Away at 04:15 and at my post by 06:30. I try to get an hour or two of a sleep but every time another radio crew turns up they decide to do a 'Radio Check' with control

Melbourne is a rough old place. The organizer has decided to run 5 Stages in one direction and then turn them round and run another 5. After 10 stages a third if the entry have retired.

The time doing nothing other than recover the odd errant crew and car is dragged out and by the turnaround we are running close to an hour behind schedule. The retirements come to the rescue and time is pulled back in the afternoon and we are only 5 minutes behind the plan.

Next up is the Pennine Targa & Classic Rally next weekend

The response to my plea for marshals has been outstanding and I finished up with over 120 marshals

Having that many marshals to allocate has caused me the odd headache. The Covid 19 hoops that we have all had to jump through have added to the difficulty. Every one has to sign on remotely - a lot easier said than done. At least I only had to worry about the marshals - our safety officer and Covid 19 officers have spent days and days cobbling all the stuff together and whilst there are risk assessments that can be pinched from the MSUK website they all need to be gone through and tailored to the particular event.

Steve Johnson has already mentioned in Chairmans Chat that this is the last of the 2 part editions - back to one a month from now on. Not that I have run out of material but even I get fed up reading about old stuff All the time. I still have 10 episodes of 'Rallying Rambles' by Bill Honeywell for you, but that's New Old Stuff. And will take us through to July 2021.

Hopefully by the time I run out of Bills stuff we will be back to something nearer normal. It better had be because I have been going nuts with severe withdrawal symptoms this past 6 months (I doubt that I have been on my own)

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



M-SPORT STAGES

**Greystoke
Saturday
22nd August**



**The Clubman Motorsport
Melbourne Time Trials**
Promoted by Trackrod Motor Club
29th August 2020



Inside the Industry

September 2020

with Paul Gilligan

Mitsubishi Bombshell

No doubt the biggest news this month was Mitsubishi's shock announcement that they are to withdraw from selling vehicles in Europe including the UK. Last year they sold around 150,000 vehicles in Europe giving them just under a 1% share of the European market. As part of the Renault/Nissan/Mitsubishi Alliance they will now concentrate on South-East Asia where they have market shares in individual countries of between 6% and 11%. Although Mitsubishi's will continue to be sold in Europe for some time new models will not be developed to meet European regulations so we'll miss out on the new Outlander including PHEV and Electric and the new L200 pick up PHEV. Other models will continue to be sold until they no longer meet European regulations and it's expected that sales will continue until the end of next year and possibly into 2022, but the number of models available will gradually reduce.

Some Mitsubishi dealers are less optimistic. One at least has gone on the record (anonymously) saying that he believes the stock available to UK specification will be sold by next March with the exception of the L200 pick up and the Mirage. Imports of Outlanders and ASX models have already ceased so the only stock available is that at Bristol docks which this dealer says he believes to be "not a lot".

Many dealers are already looking for other franchises to fill the gap created, although at least some will continue to provide warranty, service, and parts for the foreseeable future. The importer is privately owned rather than being part of Mitsubishi and they currently employ 210 staff. They too are urgently looking for other manufacturers not currently represented in the UK. The opportunity could be attractive to some of those companies as it offers an established importer and a ready made dealer network.

Why? Why not keep importing Mitsubishi's? Cost is the answer. European regulations particularly on emissions are very demanding and becoming more so, it costs fortunes to develop products that meet them. It surprises me that the Alliance didn't decide to use Renault/Nissan technology to enable Mitsubishi products to comply but I suppose there would still be costs involved. Of course they could have like VW and Mercedes at least simply cheated.....

What does seem certain is that Mitsubishi won't be the last manufacturer to withdraw from European sales. Subaru who have only sold 366 cars in the UK so far this year must be at risk?

July New Car Sales Bounce Back

To the enormous relief of dealers and manufacturers alike new car sales in July were actually 11.3% up on last July. That still leaves the industry almost 42% down for the year to date over 598,000 sales behind last year. Private buyers provided almost all of the increase with big fleets being pretty static (few rental company sales of course) and small/medium businesses well down. My own experience is that where smaller businesses are investing in a new vehicle (perhaps using a Government loan) it's likely to be a commercial not a car. Diesels only took 16.5% of sales (it was 25% last July) but the lower fleet and business sales affect that share.

Manufacturers are fairly uniformly down by between 35% and 55% although there are some interesting exceptions. Porsche are only 16% down and Bentley 29% while MG are 30% UP!

All eyes are now on September with the introduction of the new (70 this time) registration plate. Dealers I talk to have encouraging order books already but traditionally only around 50% of a plate month sales are ordered in advance so a long way to go. I'd personally expect September to be down on last year because of shortage of new vehicles, reduced rental company sales and lower pre registrations at the end of the month but I'd be delighted to be proved wrong!

Used Car Sales Not As Far Down

Compared to a 42% drop in new car sales for the year so far a 29% drop in used transactions looks like good news. Given that showrooms were closed for on average 40% of the year that looks encouraging to me. It's yet to be seen if the strong used sales since lockdown was eased are the result of pent up demand and will soon tail off or something that will continue. If demand remains strong the shortage of stock which is already a massive problem will become even worse.

Continued on Page 29

Strong September new car sales will bring a welcome volume of part exchanges into the franchised dealers and if the rental companies defleet more than they have been doing this will help greatly. Certainly used prices are still rising strongly and the rental companies who feared big losses on cars and vans they were selling have seen quite the reverse. One of our van hire suppliers increased the prices of the 2300 vehicles on their disposal list by an average of £500 per van last week, another with a mix of over 1000 cars and vans went up by between £350 and £1500 per vehicle.

One niche market going particularly well is motorhomes. It's very difficult to buy a used motorhome just now and almost impossible to hire one. One dealer I know who rents them has increased his fleet from 4 to 6 and is desperately trying to find two more but can't. He's 99% booked up to end October and already full for Christmas and New Year.

What Happens Next?

As ever this sort of discussion has to begin with "If there's no second wave...." And that seems a big if currently with infections increasing rapidly as restrictions are eased. If we are fortunate to avoid the dreaded No 2 industry senior executives at a recent virtual conference were surprisingly optimistic.

VW's Head of Group Sales said that China was just about back to normal and Europe already running at 70-75% of normal levels. VW expect making up the remaining 25-30% in Europe will be a long job with sales volumes gradually improving through 2021 and 2022. Others were less positive expecting it would take longer to get to VW's 75% and longer still so be close to normal. UK executives seem to have just about given up on a car scrappage scheme. It seems the Government has decided that as 90% of the new cars sold in this country are imported the money would benefit overseas manufacturers and economies, not ours.

However there were positive noises from our Minister For Business & Industry about incentives to move motorists to pure electric or hydrogen cars, with him asking the UK industry executives what packages of support would be needed to achieve the ban on the sale of petrol and diesel cars by 2035 or earlier. All cited the situation in Norway where pure electric cars now represent 70% of sales, and all also stressed the need for massive infrastructure spending to provide the necessary recharging network and power generating capacity.

Electric Car News

It's thought that the UK has now reached the peak of sales of petrol and diesel for cars as motorists switch to hybrids and pure electric cars. In July over 25% of new cars sold were electric, hybrid, or mild hybrid. Last July it was 10.8%. It's thought that the improvement in air quality during lockdown has got a lot of people thinking and a survey has shown that over 50% of British motorists will give an electric car serious consideration when they're next in the market. However for these intentions to be turned into reality it's vital that the cost of electric cars be reduced to the same level as petrols and diesels. Tesla have recognised this and are talking about a hatchback version of their Model 3 with smaller battery capacity. This means shorter range of course but significantly lower cost as the batteries represent around 75% of the cost of an electric car.

As both my regular readers know I remain unconvinced by electric. Shortage of the minerals to make the batteries, the significant energy required to manufacture them, the difficulty of disposing of them at end of life, the charging network needed and the production of the amount of electricity required are all, to me, still unsolved problems. And need I mention that the major source of the batteries and the rare minerals needed to produce them is..... China. So I remain an advocate of hydrogen fuel cell powered vehicles. I was therefore delighted to learn that Jaguar Land Rover (JLR) has launched a major project aimed at developing this power source for their larger cars. Target is to launch hydrogen power in the next Evoque due in about 5 years' time and expand it across the JLR range after that. JLR admit that in their larger cars like Range Rover the weight of the batteries required to provide current performance and range is a major problem "as you use a lot of energy just to cart the batteries about". For a Range Rover you need to add 800kgs of batteries to the car! The Government is backing the project financially and JLR has already recruited a specialist senior engineer to head to project up and is seeking more hydrogen engineers currently. Even better news is that BMW are working along similar lines and intend to launch a hydrogen powered X5 as early as 2022.

Of course the production of the hydrogen and distribution via refuelling points aren't entirely straightforward. Currently much hydrogen is produced by extracting it from natural gas, which can't be regarded as "zero carbon" because it uses a fossil fuel. However hydrogen can also be produced by using renewable (e.g. wind farm) electricity to separate seawater into hydrogen and oxygen via electrolysis.

This so called “green hydrogen” is currently more expensive to produce but costs have fallen by 50% in the last 5 years and increased scale of production could see another 30% drop by 2025 which will make the fuel very price competitive. The EU have realised at last that this is the way forward and are supporting research and development with a target of green hydrogen supplying 24% of world energy demand by 2050. And of course hydrogen can be used to power trucks, trains and ships where battery power can't.

There are still storage problems to be solved, but it appears progress on this is rapid. Just consider these numbers: The hydrogen powered Toyota Mirai requires 3 hydrogen tanks that weigh 87kg plus 5kg of hydrogen to cover 312 miles. The Tesla Model S requires batteries that weigh 540kg to do the same job! I think I rest my case.

Meanwhile it seems hardly a week passes without one manufacturer or another launching a new hybrid or electric car. Recent announcements have included the EQE electric SUV from Mercedes, Enyaq electric from Skoda, electric Ariya from Nissan to replace Leaf, Ghibli hybrid from Maserati, a wider E Tron range from Audi and so it goes on. If hydrogen fuel cells are the right answer I shudder to think about how many trillions the industry has wasted developing electric.

Meanwhile Tesla's share price continues to defy logic. They are now trading at \$1500 per share valuing the company at ten times as much as Ford, four times as much as VW and a third more than Toyota. In the first half of this year Tesla sold 179,000 cars, about the same as Jaguar Land Rover. JLR's parent Tata Motors is valued on the Bombay Stock Exchange at 2% of Tesla's value. This defies all logic valuing Tesla at 170 times this year's forecast profit and 100 times the 2021 projection when 10 times is normally considered high. What happens to Tesla if hydrogen does come out on top is anyone's guess, but a lot of investors could lose a lot of money.

Finally Ford have been forced to suspend sales of their plug in hybrid Kuga after four vehicles caught fire with overheating batteries suspected as the cause. Owners have been advised to keep their cars in petrol powered mode for the moment and 26000 cars are being recalled globally. We received two orders for Kuga PHEVs from a corporate client the other day. Predictably we received two cancellations today.

Aston Martin DBX SUV Gets Thumbs Up

At long last the long awaited DBX has been released for road test by journalists in final production form. And I'm delighted to say the reactions so far are 100% positive. Very much so. So hopefully Aston can build to the right quality and deliver on time to refill their depleted cash coffers. Previous boss Andy Palmer may have been invited to depart recently but this was undoubtedly HIS car, and so he's left behind the car that will save Aston. I hope they gave him one as part of his severance package!

Ford Get £500m Government Loan

Ford of Britain have been approved for a £500 million Export Development Guarantee Loan intended to support a company's export commitments in return for a pledge to invest in technology and people in Britain. What pledge Ford have given is confidential. Ford currently employ 1800 people at their engine plant in Dagenham, 700 at a transmission plant in Liverpool and 3500 at their research and development centre in Essex.

Limit Free Autobahns To End?

The survival of speed limit free autobahns in Germany seems to depend on the outcome of their elections next year. The German Green Party say that if elected their first action will be to impose a blanket 130kph (81mph) limit on all autobahns. They claim this will save lives, smooth traffic flows and cut carbon emissions by 5%. Current Chancellor Angela Merkel is in favour of retaining the limit free roads pointing out that there is no discernible difference in casualty rates between limited motorways and unlimited. If Germany does impose limits there will be no unlimited roads in any major country. For a long time the US State of Montana was limit free in daylight which delighted the highly paid Microsoft engineers in nearby Seattle giving them an opportunity to exercise their Ferraris and Porsches, but a 75mph daylight limit has been in force for a long time now. However enforcement is said to be “light”, so it might still be the place to go.



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Paul Gilligan

PIRELLI

Tour of Cumbria

No.	Driver	Co-Driver	Car	Reg. No.
1	Russell Brookes	Mike Broad	Sunbeam Lotus	EVC666T
2	Andy Dawson	Kevin Gormley	Escort	
3	John Buffum	T.B.A.	TR7 V8	
4	Malcolm Patrick	Brian Rainbow	Ascona 400	GG-CJ-640
5	Ian Cathcart		Escort RS	BIL6316
6	George Hill	Ron Varley	Chevette	BBU100T
7	Bill Dobie	Roger Jones	Escort	HA0482V
8	Francis Tuthill	John Brown	Escort	HED V
9	Jeff Churchill	Roger Evans	Escort	825LJ
10	Reg Mullenger	Lyn Jenkins	Escort	BEV782G
11	Chris Lord	Rice Smith	Sunbeam Lotus	EVG536T
12	Rene Livingstone	Jim Leighton	Escort	RWC458K



13	Ian Tilke	Stuart Dytham	Escort	XDW4T
14	Kevin Stones	Neil Wilson	Sunbeam Lotus	EVC444T
15	Bruce McKenzie	T.B.A.	Escort	KD1850
16	Malcolm Stewart	Doug Parkhill	Escort	IM6800
17	Clew Hughes	Roy Wilcox	Escort	KHC807P
18	Andy Miers	John Walker	Escort	LNF287V
19	Ian Hughes	Hugh McNeill	Avenger	TNX365R
20	Terry Pankhurst	Roger Freeman	Escort	HEK184V
21	Kevin Curran	Trevor Wheatley	Escort	OON553R
22	Paul Murray	Dave West	Escort	LIA810
23	Ralph Lockey	George Tindall	Sunbeam Lotus	XCJ215T
24	Brian Stanners	Chris Pringle	Escort	BS3840
25	John Brown	Dave Nicholson	Escort	GJN126T
26	Kenny Stewart	John Stewart	Escort	VFV713V
27	Robin Farrington	David Oldfield	Escort	YUF974T



28	George Marshall	Phil Sandham	Chevette	WSH55V
29	Darryl Weidner	Brian Sherwen	Escort	LRM518W
30	Graham Walker	Ken Wilson	Escort	BHH804T
31	Mike Arnold	Neil Howells	Sunbeam	VJA421S
32	Steve Arnold	David Cozens	Sunbeam TI	UWO869S
33	Steve Smith	Bob Parrot	Sunbeam TI	UKH892W
34	Steve King	Dave Taylor	Sunbeam TI	ACA552W
35	Stewart Robinson	Lawrence Clark	Sunbeam TI	WSW474V
36	Clifford Spencer	David James	Escort	RRH140R
37	Geoff Stewart	Peter Murray	Mazda RX7	
38	Russel Close	John Parker	Kadett GTE	2ALX
39	Gerald Braithwaite	John Taylor	Chevette	NAO684W

At the top of the tree

THE highest entry on any national championship forest rally this year...

That is the proud boast of the Pirelli Tour of Cumbria organisers.

No fewer than 109 entries were received for the main event.

And 60 people applied to take the 30 places on the Cumbria Clubman's Rally which take place in the afternoon.

Entries have come from as far afield as New Zealand, and all over the British Isles.

All levels of experience from top international to raw novice are represented amongst the list.

"It is very gratifying," said secretary of the meeting Paul Gilligan.

"We have worked hard to make this the best round in the Castrol Autosport Championship.

"There were representatives of the organisers at all the previous rounds to try to attract entries.

"We offer some of the best forest stages in Britain and it is a great chance for drivers to practice for the Lombard RAC Rally.

"A big factor is that this is the only event which allows competitors into the Lake District at an ice-free time of year.

"But basically, I think it is a good event and people enjoy taking part."

The back room boys

CHAIRMAN, Vic Horsley: Vic is the power behind the rally — one of the event's founders back in 1974. He is a power station engineer at Calder Hall and part-time photographer by profession. He has seen the event grow from an opportunity for local drivers to have a bash in the local forests to the present National Championship status. He lives in Beckermeth.

SECRETARY of the meeting, Paul Gilligan: As joint managing director of the County Garage Group in Carlisle, Paul is used to cutting through red tape. That qualifies him for the main administrative job on the rally. This year he has needed extra-sharp scissors! For several years he has been a successful local competitor as has brother Mike who is entered on the event.

CLERK of the Course, Rob Grant: It is Rob's job to organise the rally route, which involves liaising with the Forestry Commission and other landowners and eventually producing the road book. Rob is a BMW "sales executive" in Carlisle.

ASSISTANT CLERK of the Course, Brian Kinghorn: A newcomer to the Tour of Cumbria, Brian is also a car salesman in Dumfries. He is Rob's assistant on route planning.

ENTRIES SECRETARY, Jim Stairs: Genial Jim is the hustler responsible for putting together the magnificent record-breaking entry — in his spare time, he is truck sales manager at County Garage in Carlisle!

RAC TIMEKEEPER,

Dickie Milne: Dickie is a demon with electronic timepieces and he also keeps Carlisle Airport ticking as its manager. He has been involved in motor sport for donkeys years and wife Joan is on strict orders to delay birth of second child until Tour of Cumbria is over!

CHIEF MARSHALS, Ed Graham and John Chalmers: Ed is the epitome of a Geordie, whatever that means — but is one of the best-known characters in Northern motor sport. Apart from being a chief marshal, man responsible for the Kielder Forest sections, he acts as the event's press officer. John Chalmers, on the other hand, doubles as treasurer, which is rather appropriate as he is number two in Midland Bank, Brampton.

COMPETITOR Liaison Officer, Ron Palmer: Ron is the famous one on the committee because he used to be Malcolm Wilson's co-driver and many more besides. It is his job to see the event from the competitors' point of view. Yet another County Garage employee, his title is retail car sales manager.

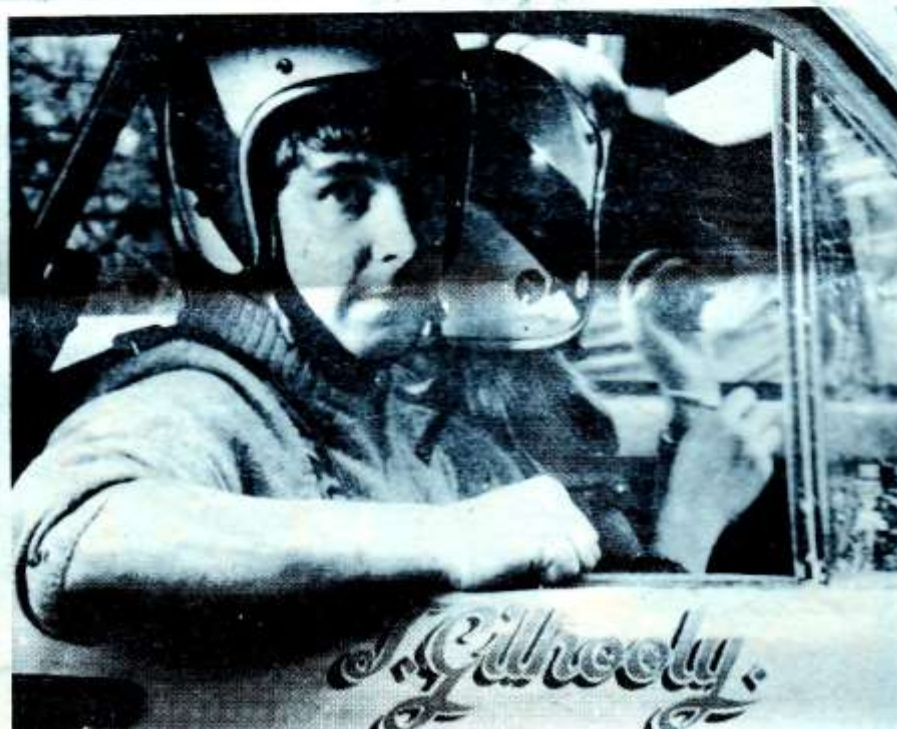
START CONTROL and Accommodation, Peter Oddie: Last but not least comes Insurance broker Pete, who is responsible for the entire rally start at the Crest Hotel and also for finding all the entrants suitable hotel beds.

There are undoubtedly many other people without whom the Pirelli Tour of Cumbria would not exist and I have undoubtedly made enemies of them all for failing to mention them!



Committee meeting . . . with plans almost finalised.

Gerry is the pacemaker but Tom's on his heels



PIRELLI TOUR OF CUMBRIA

Special Viewing Stage of Rally at Lowther Wildlife Park on Saturday, 26th September, from 10 a.m. to 2 p.m., the admission to the Wildlife Park will be £1.50 per vehicle irrespective of number of occupants. After 2 p.m. normal park admission prices. The first rally car is expected at about 1.30 p.m.

Bring the Whole Family for an entertaining afternoon.

KIDDIE RIDES ★ GIFT SHOP ★ CAFE ★ ANIMALS

★ ALL OPEN ★



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LOWTHER

Open till 1st Nov.

WILDLIFE ADVENTURE PARK

Enjoy a full day out with the family at Lowther Wildlife Adventure Park. Over a hundred acres of unspoilt English parkland with the dramatic beauty of the Lakeland fells as a backdrop.

See a rich variety of wildlife from wolves to wildcats to flamingoes. Take the children to one of Europe's finest adventure playgrounds with assault course, mini race cars, amusements etc. etc.

Dine out in the licensed cafeteria, have a drink in our licensed bar. Gift shop for souvenirs - Lowther truly has everything for the family day out.

4 miles south of Penrith on A6. Leave M6 at exits 39 or 40.



Lada lets you rally around for around £1760*

Lada is the name getting around more and more rally courses this year, giving high class performance for a very low price. In fact, you'll not find a better new car to get into competition with. Of course Lada gives you a lot to compete with right from the start, with some standard specifications that make ideal rally features!

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- ☐ Reinforced rear axle chassis, suspension and exhaust system
- ☐ Heavy duty starter and battery

You'll find the Lada perfectly suited to any other modifications you need to make to get it ready for racing and rallying.



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The Rally Sensational Car at the really sensible price.

*All prices (from March 1988) are inclusive of Car Tax V.M. On-line Road Fund Licence (Private Vehicle Licence only). Front Seat Belts, De-luxing and standard safety belts. See Dealer for full details. Prices correct at time of going to press.

Where is This September Question.



Answer

**Robert Ellis and Cath Woodman
2011 Flying Scotsman Rally
Arley Hall, Cheshire.
O/S Map GS 67 80**

NORTH WEST FORMULA FORD 1600 TAKES A HOLIDAY

Drivers in the Avon Tyres Northern Formula Ford 1600 Championship had their annual holiday to the Midlands with two rounds of their series being held at the Donington Park GP Circuit where they joined the National contenders.

In the Pre90 Class Jamie Jardine's mechanic, Dave Hart, was relieved to report he had finally got the Reynard 84FF chassis that he built up for the 2014 multi-championship winner over the Winter working the way he wanted it to. This was proven when Jardine qualified on pole for the opening encounter of the weekend.

Jaap Blijleven was only a couple of tenths away from setting the fastest time but was thwarted on his best lap when he encountered traffic at the Fogarty Esses. His UCLAN Racing team mate, Andrew Thomas, would start race 1 from third on the grid.

When the red lights went out, Jardine had problems with his gearchange and had fallen to sixth by the time the field reached the first corner. He was soon up to third and gaining on the leaders, Blijleven and Thomas, who were having a ding-dong battle between themselves.

Matters came to a head at the Melbourne Hairpin on the second lap. Having demoted Thomas, Jardine took Blijleven here. The Dutchman swept wide looking for the cutback on the run up to Goddards but Thomas thought he saw a gap... and the UCLAN cars collided. Jardine instantly found himself with an unassailable advantage as mayhem broke out behind. Matthew Cowley was the first to get through the log-jam that developed as Blijleven and Thomas untangled themselves but a spin later in the race handed the runner-up spot to the veteran Class E car of Colin Williams. Cowley recovered to take third after a thrilling last lap duel with Ben Tinkler.

Blijleven's car was so badly damaged that he immediately retired to the pit-lane but Thomas continued with de-ranged bodywork which became completely detached a few laps before the finish. He retired to the pits only to find he had been excluded from the results.

With the grid for race 2 decided by the finishing positions of the first contest, the UCLAN duo had to start from the back. Even though a mid-race Safety Car period allowed Blijleven and Thomas to get within range of Jardine, the Frodsham driver had too much pace and pulled away a few meters each lap to take his second win of the weekend.

While Josh Fisher kept the McArthur brothers, David and Tom, on their toes at the opening two rounds of the Northern Post89 Championship in April, he is focussing solely on the Champion of Oulton and so was absent from Donington Park.

Things got off to a bad start for the McArthur boys as heavy traffic delayed their arrival for the test session on Friday evening. Worse was to follow when David crashed heavily at the Craner Curves on only his third lap of the night. This caused some engine damage and put him on the back foot all weekend. Against a top class field that were competing for points in the National Championship and Triple Crown, he recorded a tenth placed finish in race 1 followed by a retirement when his power unit finally let go in race 2. Tom fared better with a fifth and a sixth in each race. The latter result was upgraded to second when the first four cars were penalised for track limit infringements. National contender, Chris Middlehurst, was declared the winner. The St Helens driver started from the rear of the grid after a plug lead problem interrupted his first race which was won by Canadian, Patrick Dussault.



STEVE POOLE BOUNCES BACK

As the three XR Challenge races at Anglesey on 9/10th May were cancelled due to matters unrelated to the series, the Ford Hot-Hatch drivers were raring to go at Oulton Park when the venue staged 2 rounds of their championship on 23rd May. Guests from the Scottish Fiesta series raced alongside them.

The Caledonian visitors meant there was no less than 31 cars on the International Circuit during qualifying. Of the XR Challenge contenders, it was Steve Poole who was fastest, three tenths ahead of Ralph Fernihough who in turn was a whisker ahead of Craig Brookfield.

It was Brookfield who had the pace in the early stages of race 1 and he was able to take the lead from Poole at Old Hall as lap 2 got underway. Poole was demoted further by Fernihough a couple of circuits later but then Fernihough ran wide at Lodge and inadvertently tagged Poole as he tried to bring things back under control. During the chaos, the latter's driveshaft was pulled out of its housing causing a small fire to develop when oil poured onto the hot exhaust system. Following a brief Safety Car period to enable the marshals to attend to this problem, Brookfield went on to win from Mark Buxton and Michael Heath. Fernihough continued after the excitement at Lodge to be classified sixth.

With these results deciding the grid for race 2, Poole started at the back of the XR Challenge runners. He stormed up the order and was into third after just 3 laps. At the start, Brookfield had been able to make a break when Fernihough and Buxton had a coming together at the first corner. Fernihough was able to move into second place as Buxton spun onto the grass.

Once into third, it took Poole a few laps to reel in Fernihough. When this had been accomplished, he took a wide line into Cascades looking to sling-shot down the Lakeside Straight but his rival had the move covered. Poole tried the same manoeuvre the next time through and, as Fernihough ran a little wide on the exit of the corner, he was able to get ahead when the duo reached Island. By this time, however, Brookfield was out of reach.

All the front-runners were in the XR2 class. Lee Bowron held off Adam Burgess to take the XR3i spoils in the first encounter but Burgess took maximum points later in the day when Bowron spun off at Cascades when a hose became detached from his radiator and covered his wheels with coolant. Mark Noble was the only Si runner but still had a thrilling time, especially when he gyrated at the first corner of the opening encounter.

Dave Williams





Photo : Jonathan Elsey Motorsport Photography

BRSCC Fiesta Championship Racing with MRF Tyres

A newcomer to the Fiesta Championship this season with established team 20Ten Racing is Luke Pinder, but don't let the newcomer status fool you, with plenty of experience in circuit racing and a strong Rallying background, Luke was determined to impress.

"We had a great weekend at Cadwell, our first visit to the circuit and a new car to us was always going to be challenging but I really enjoyed it. To get a win on the first race was awesome."

Swapping dirt and gravel for slicks and tarmac is a bigger jump than you may think, so what's the appeal of the Fiesta Championship?

"I was rallying for years and just fancied a change, tested a car at Donington and was hooked. Nothing really beats door to door racing."

"I love one make series where the cars are the same as its down to the driver and team, Simon at 20ten gave me an opportunity I couldn't miss, so here we are."

We hoped to see Luke join us for the rest of the season, but like most in these times, budget and time away from work is tight at the moment. Fingers crossed he will be able to join us again this season, no doubt he'll be aiming for another race win!



Motorsport UK are doing an excellent job of sending out lots of information on all sorts of areas to clubs and competitors.

If you or any of your members wish to receive these communications please visit the link below, where you will be able to select the publications you wish to receive.

<https://www.motorsportuk.org/contact-us/keep-in-touch/>

Regulations for consultation
The latest regulation changes

www.motorsportuk.org/The-Sport/Regulations/Proposed-Changes-for-Consultation



Dear Marshals,

We hope you are keeping well in these uncertain times.

Under current guidance if we are able to run the Lake-land trial we need to work under these parameters:

Signing-on for all officials must be digitally before the event.

Signing-on for all entrants and car occupants with RS clubman licence details must be digitally before the event.

Scrutineering will be self-certification digitally before the event.

We are not allowed to let anybody sign-on on the day and there will be no exceptions to this, no completed pre event paperwork lodged no entry.

Car occupants would all be required to wear masks.

Due to the requirement that Marshals are not allowed to touch cars, the hills would be of a drive through nature with probably one or two as tie breakers, the numbers of hills and entries would be reduced to make sure we can deliver a safe event.

Scores would be taken from Hill check sheets and therefore it will not be possible to do Provisional Results on the day.

All of these points means that any trial would be different to our normal trials and if they are to go ahead will require all participants to play their part in following the rules, so as not to endanger the VSCC's or the wider Motorsport's world ability to put on events and to help stop the spread of Covid19

We would be very grateful if you could let us know if under these parameters you would be prepared to Marshal by completing the survey.

Please visit

http://office.vsc.co.uk:8888/survey/survey_108.php to enter you reply online,



R.I.P.

Cal Withers

1935 - 2020



Cal was born in Harrogate in 1935

He moved to a farm at Thwaite Moss (in the Lake District) in 1940 aged 6.

In 1956 he had to give up farming and he failed his Army Medical and went to live in Morecambe.

He lodged first at 88 Regents Road then moved to a flat in Royds Ave. He drove for Walker Bros of Heysham for 5 yrs then became transport manager.

He married Joe Walkers Daughter (who he met at the Central Pier) on 08/09/1962 at Heysham. He then drove Oil Tankers for John Ancliffe based in Morecambe

In 1963 he and his wife moved to Winsford to open a depot for Walker Bros to carry Rock Salt.

This closed after one year and he started to buy scrap cars which, due to his interest in rallying later developed into Withers Of Winsford.

During the 1960's and 70's (and even into the 80's) Withers of Winsford was the place to get anything Rally related (mainly Ford). Even the Ford Works team got some of their spares from Cal. Cal Withers was a very influential part of the 70s rally scene.

In 2006 he returned to live back in the Rusland Valley in the Lakes. Cal was diagnosed with Cancer in 2002 but got through that, however it returned in 2018

SD34MSG Calendar Remaining for 2020

Date	Discipline	Club	Title	Venue - Notes	Champ
05-Sep	Sprint	Liverpool MC	Aintree Autumn Sprint	Aintree	
06-Sep	Targa	CDMC + A&PMCC	Pennine Classic & Targa	Gisburn	
12-Sep	PCA	Under 17 MC NW	U17MC PCA 4	Blackburn Services, M65 Jt 4	Non R/R
12-Sep	Autosolo	Under 17 MC NW	U17MC Autosolo 4	Blackburn Services, M65 Jt 4	Non R/R
13-Sep	PCA	Under 17 MC NW	U17MC PCA 5	Blackburn Services, M65 Jt 4	Non R/R
13-Sep	Autosolo	Under 17 MC NW	U17MC Autosolo 5	Blackburn Services, M65 Jt 4	Non R/R
13-Sep	Autotest	Under 17 MC NW	U17MC Autotest 2	Blackburn Services, M65 Jt 4	Non R/R
13-Sep	PCA	Airedale & Pennine MCC	A&PMCC PCA 9	Guisely	Non R/R
27-Sep	Autotest	Knutsford & District MC	Tim Sargeant Autotest		Non R/R
03-Oct	Sprint	Longton & Dist MC	Sprint 8	Anglesey Circuit	
04-Oct	Sprint	Longton & Dist MC	Sprint 9	Anglesey Circuit	
11-Oct	Stage Rally	Warrington & Dist MC	Adgespeed & JRT Motorsport Stages	3 Sisters, Wigan	
11-Oct	PCA	Airedale & Pennine MCC	A&PMCC PCA 10	Guisely	Non R/R
25-Oct	AutoSOLO	Knutsford & DMC	Booths Hall AutoSOLO	Booths Hall	Non RR
07-Nov	Stage Rally	Bolton-le-Moors CC	Neil Howard Stages 2019	Oulton Park	
08-Nov	PCA	Airedale & Pennine MCC	A&PMCC PCA 11	Guisely	Non R/R
05-Dec	Autosolo	Under 17 MC NW	U17MC Autosolo 7	Blackburn Services, M65 Jt 4	Non R/R
05-Dec	PCA	Under 17 MC NW	U17MC PCA 7	Blackburn Services, M65 Jt 4	Non R/R
06-Dec	Autosolo	Accrington MSC	AMSC Autosolo 2	Blackburn Services, M65 Jt 4	Non R/R
06-Dec	Autotest	Accrington MSC	AMSC Autotest 2	Blackburn Services, M65 Jt 4	Non R/R
06-Dec	PCA	Accrington MSC	AMSC PCA 2	Blackburn Services, M65 Jt 4	Non R/R
13-Dec	PCA	Airedale & Pennine MCC	A&PMCC PCA 12	Guisely	Non R/R

Non Race/Rally Championship

O/A	Class	Score	Club
1	Andy Williams	51.25	U17MC
2	Scott MacMahon	50.42	U17MC
3	James Williams	49.83	U17MC
4	Lauren Crook	48.75	U17MC
5	Phil Clegg	39.55	Accrington
6	Chris MacMahon	38.83	U17MC
7	Stephen Holmes	38.57	Clitheroe
8	Jessica Crawley	37.52	Warrington
9	James Robinson	31.41	U17MC
10	Steve Johnson	31.24	Boundless
11	Andrew Robinson	30.92	U17MC
12	Andy Crawley	30.19	Warrington
13	Gary Sherriff	30.07	Bolton
14	Chris Livesley	18.90	U17MC
15	Dave Graves	18.87	Bolton
16	Matthew Nichols	17.56	Bolton
17	Ian Swallow	10.00	Bolton
18	Warren Nicholls	9.57	Bolton
19	John Jones	9.38	Accrington

U 18 Championship

O/A		Score	Club
1	Jessica Crawley	39	Warrington
2	James Robinson	30	U17MC
3	Daniel Millward-Jackson	19	U17MC
= 4	Matthew Nicholls	17	Bolton
= 4	Milo Unwin	17	Accrington

Marshals Championship

O/A		Score	Club
1	Brian Wragg	84	Liverpool
2	Tracey Smith	57	Accrington
3	Steve Smith	37	Accrington
4	Maurice Ellison	34	Clitheroe
= 5	Alex Brown	20	Bolton
= 5	Ian Mather	20	Stockport
= 5	Jack Mather	20	Bolton
= 5	Lindsey Mather	20	Bolton

Only showing Marshals that have Qualified

Gemini Communications

RALLYING

Golden Microphone Trophy 2020

O/A	Call Sign	Operator	Score
1	G 13	Stuart Dickenson	47 points
2	G 59	Maurice Ellison	39 points
3	G 25	Chris Woodcock	33 points
4	G 23	Ian Davies	29 points
..	G 03	Les Fragle	29 points
..	G 38	Sean Robertson	29 points
..	G 65	Brian Eaton	29 points
8	G 17	Robin Mortiboys	28 points
9	G 99	Tim Foster	27 points
10	G 16	Bill & Robbie O'Brien	20 points
..	G 64	Bryan Wragg	20 points
12	G 7	Tony & Avril Lee	19 points
..	G 20	Peter Donnellan	19 points
..	G 42	Roger Whittaker	19 points
15	G 28	Andrew Taylor	15 points
16	G 26	Mark Dickenson	14 points
17	G 01	Bill Wilmer	10 points
..	G 02	Graham Cookson	10 points
..	G 11	Mark Wilkinson	10 points
..	G 20	Peter Donnellan	10 points
..	G 37	Jermaine Jackson	10 points
..	G 41	Jerry Lucas	10 points
..	G 48	Peter Langtree	10 points
..	G 50	David Peaker	10 points
..	G 52	Steve Lewis	10 points
..	G 53	Tom & Vicky Mercer	10 points
..	G 55	Steve Broadbent	10 points
..	G 56	Tony Jones	10 points
..	G 70	David Mainprice	10 points
..	G 33	John Ellis	10 points
..	G 51	Gerry Morris	10 points
..	G 62	Colin Evans	10 points
33	G 40	Ian Smith	9 points
..	G 58	Geoff Ingram	9 points

Following the Covid-19 outbreak we still have achieved seven rounds of qualifying events to date. Below are the up-to-date Championship Points after the Greystoke M-Sport stages yesterday listed and are attached. I note there are some 33 Gemini Crews listed with points, thank you to all for your support: - If I have missed any-one just let me know and I'll add your points in.

The **M-Sport Stages Rally** - Saturday the 22 August some 10 Gemini names getting points for the Championship, I'm sure you must have seen Ian's G 23 report I sent you recently. (If you have see Pages 14-16)

Next Gemini Events-

The **Neil Howard Stages**, at Oulton Park - 07th November, already full for radio crews:

The two day **Glyn Stages** on Anglesey - 14th & 15th November, radio crews wanted for both days. However a message from the CofC says 'they hope to run both days, but may finish only running one day'.

The **Manchester to Blackpool Bike Ride** is still attempting to get approval to run on the 13th September. However amongst other problems, the event may have to finish in Southport this year.

I have a date for the **2021 Cambrian Rally** being the 20th February. Saying that at this time all forests in the UK and Wales have rallying banned, we have no idea how long this will last.



WALES RALLY GB

A WORLD APART



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123  **COMPETITORS**

27  **COMPETITOR NATIONALITIES**

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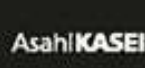
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Ruskin's red berry is a unique blend of four red berry flavours. The fruit really is the star in this gin giving an amazing berry burst sensation in the mouth. A super summer gin, drink with a premium tonic over ice or just sip over ice. Yummy.

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**Pendle District Motor Club
along with
Garstang and Preston Motor Club**

Rally Time Trial Weeton Barracks

Sunday 25th October 2020

Pendle District Motor Club along with Garstang and Preston Motor Club are planning to run a Rally Time Trial on Sunday 25th October 2020 at Weeton Barracks.

This of course is dependent on all the correct authorisations and COVID restrictions at the time being able to be adhered to.

Legend Fires North West Stages 20th March 2021

LFNWS organisers confirm plans for 2021 event. The organisers of the Legend Fires North West Stages Rally are pleased to confirm that we are planning to run the 2021 event on 20th March.

Once again it will be based in and around the market town of Garstang, with Myerscough College providing Rally Headquarters and the central service area.

We understand that some people may question why we would be starting to plan the return of the event at such an early stage in the country's recovery from the Covid-19 pandemic. The simple fact is that in order to satisfy the legal timescales in our application to run closed public road special stages in March 2021, we have to start the process now.

Whilst we recognise that it would be impractical to run the event with the restrictions that are currently in place, our planning is based on the assumption that the recovery will continue over the coming months.

However, it must be stressed that the organisers will be following all guidance, restrictions and safe practices issued by Central and Local Government and by Motorsport UK and, as we did in 2020 will make the health and safety of the local community, competitors and volunteers our priority.

We are extremely grateful to all residents, councils and local businesses for their support, and also sincerely thank all the 2020 event sponsors who have generously confirmed their continued commitment for 2021.

We look forward to seeing you all in Lancashire next March.

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**CIRCUIT RALLY
CHAMPIONSHIP**
IN ASSOCIATION WITH MSVR

We need your help!

**For the first time in our 6 years,
we have an Official Charity!**

As for the 2020-21 season we will be supporting the Wigan & Leigh Hospice!

While it might be a local charity, it has huge importance for our Deputy Championship Co-Ordinator, Andy Long, having supported both himself and his family during his late-wife's battle with cancer.

The Hospice offers palliative and end of life care to people with incurable, progressive illnesses, providing care and care and support for those people important to their patients.

Competitors will be given the chance to donate to the charity on their entry form, while links to the Hospice's website and fundraising activities will be found on our website.

There will also be fundraising boxes situated in the Championship HQ and signing-on areas at every round. Let's do this

**For more information on the announcement,
the link to our website is below**

www.msnrallychamp.co.uk



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SOON
Adgespeed & JRT Motorsport Stages
11th October 2020
Warrington DMC

@ 3 Sisters Circuit Wigan



More information soon
on our Fb page

The logo for Rally Trackdays, featuring the word "rally" in a large, stylized font with "TRACKDAYS" in a smaller font below it.

The logo for Anglesey Circuit, featuring a stylized "O" shape above the text "anglesey circuit" and "traction" below it.

JUST £140
FOR THE DAY

PRICE PER TEAM OF DRIVER AND CO-DRIVER

Two rally cars, a red Ford Fiesta and a red Citroën C3, are shown on a track with yellow and black checkered patterns. The cars are angled towards the left, suggesting they are in motion.

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.

UPCOMING EVENTS

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

BOOK ONLINE AT RALLYTRACKDAYS.COM

OR CALL THE CIRCUIT OFFICE ON 01407 811400

Breaking news in the Lake District!

A judge has handed down his judgement on the Green Lanes Environmental Action Movement (GLEAM) vs the Lake District National Park Authority Tilberthwaite and High Oxen Fell Lanes judicial review case.

The High Court decided that the judicial review brought by Mrs Pat Stubbs on behalf of GLEAM should be dismissed. GLEAM had raised money by crowd funding to challenge the National Park Authority's decision not to TRO the routes.

The judge thoroughly supported the NPA's approach to the Sandford principle, its approaches to the survey & consultation, and the way that the matter was presented to committee and a decision reached.

Thanks to the High Court's clear thinking the Park Authority's decision stands, and motorists remain entitled to use the route without any restrictive TRO.

This is a very important case as it has implications going forward in regards to how national parks make decisions on matters where there is alleged conflict between recreational activities and environmental interests.

An explanation of the of full situation will be forthcoming and published as an extra article in the next GLASS 'Laning Life' column in the September issue of The Mud Life magazine (out 1st September) along with some hints and tips for those new to laning

In the meantime if you wish to read the full assessment report and outcome of the judicial review all documents can be found here: https://www.lakedistrict.gov.uk/visiting/things-to-do/green_roads/future-management-of-tilberthwaite-and-oxen-fell-roads



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2300 Club Andy Mort Tour October 17th 2020

THE 2300 Club of Blackburn is pleased to announce that the 2020 Andy Mort Tour will take place on Saturday, October 17. The event will comply with all current Covid-19 restrictions and guidelines issued by the Government and Motorsport UK. The organising team, led by Walter Bateson, have devised a 125-mile route which promises to be both picturesque and enjoyable, utilising some of the best driving roads in the North West. "We are looking forward to seeing friends old and new in October," said Cliff Simmons, assistant clerk of the course. "The current Covid restrictions means that this year's event will be very different from previous years, to ensure the safety of everyone taking part." The start and finish venue has been moved from West Bradford village hall to the Hanson Cement car park in Clitheroe, which will allow cars and crews to meet up safely. As well as portable toilets, there will be a catering van in attendance serving breakfast. "We are very grateful to Gary Young and Hanson Cement for their generosity in allowing us to use their facilities," added Cliff. The 2300 Club will also be adopting an online entry system only, with crews printing their own roadbook and time card to ensure there is no physical contact with officials at the start venue. Owners will also have to self-scrutineer their vehicles using a supplied form. As a Touring Assembly, there is no competition element to the Andy Mort Tour, although crews will be required to follow the tulip road book and visit the codeboard checkpoints – some of which will be marshalled – to ensure the correct route is adhered to. The entire route takes place on sealed roads and can be safely driven in a standard road car, there is no need for special modifications. A lunch halt has been arranged at the Bridge House Tea Rooms at Wray, where refreshments will be served, again in strict accordance with Covid-19 regulations. There will be no fun driving test at the finish, a signature of recent Tours, and no guest speaker to round off the day. As in previous years, the entry limit has been set at 50 cars. Said Cliff: "It will not be the same Andy Mort Tour as people know it, but we hope that it will still be an interesting, enjoyable and safe day out for everyone. The 2300 Club are working very hard to ensure that this goes ahead and we hope everyone will support it. "A mailshot has been sent to previous entrants, and the response has been overwhelmingly positive, so we're expecting a high demand for places." *Entry fee for the 2020 Andy Mort Tour is £50 per car, with breakfast and lunch included. There will be a full refund if the organisers are forced to cancel at late notice. The regulations and online entry form will be available from early September at www.2300club.org.



***The choice
of the
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Jean Denton, Q20-50 enthusiast and this year's winner of the Embassy Trophy.

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Promoted by Airedale and Pennine Motor Club



Rally Car Test Day 9th September Plus Navigator/Co-Driver Training with Craig Parry at 3 Sisters Only 15 places



We work closely with our local Forestry Commission staff, so we have known this for some time. However, this is the first time it has officially been made public.

The situation we find ourselves in reminds me of the time Marcus Gronholm debated with a policeman on Rally GB about driving to service on 3 wheels;

<https://www.facebook.com/watch/?v=10153817815335678> "You can't drive that" "But I can drive it!!" "No" "You say it, but I CAN drive" And that's how it feels.

- We CAN run an event which keeps everyone safe.
- We CAN limit and distance spectators.
- We CAN avoid contact between competitors and marshals.
- We CAN use online systems to replace traditional signing-on, scrutineering and prize-giving.
- But, unfortunately, the Forestry Commission has taken a national decision that they are not prepared to host events as their staff need to deal with the selfish and anti-social behaviour of some people.

We utterly condemn these people and whilst we are frustrated that we are not able to run Grizedale Stages in 2020, we do sympathise with the Forestry Commission and accept the decision.

We won't drive to service on 3 wheels. Grizedale Stages Rally 2020 is therefore officially cancelled. But we will return in 2021 with the format we have been working on for the last 25 years which we had intended running this year.

If you want a clue, check out what happened in 1995 and in case we have not mentioned it:

Grizedale Stages Rally 2021: 4th December 2021

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
Adrian Lloyd	Dave Thomas
John Goff	Geoff & Maggy Bateman
Paul Gilligan	Andy & Jess Crawley

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

Wednesday September 16th via Zoom

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 every month 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 October Edition is
Sunday the 27th of September
which is due out on
Wednesday the 30th
of September

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