

# December spotlight 2020



1st O/A Danny Cowell  
Photo Courtesy of Tony North

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

Volume 11 : Issue 12 December 2020 : Maurice Ellison



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## Chairman's Chat

December 2020

Ok my last month's Chairman's Chat went out as the new lockdown started.... 2<sup>nd</sup> December 2020 is the planned end date, will that happen? Most clubs are now looking at 2021 events through a crystal ball, planning to run or not, is for each organising team to work out for themselves.

On a positive note the SD34 Motor Sport Group had the third meeting this year via Zoom, on the 18<sup>th</sup> November 2020. We had 23 attending the meeting, including all the officers and 80% of the clubs out of 25! Many thanks to all those delegates and officers that gave up your time that evening to attend the meeting, I think it was a great achievement. Zoom is a positive way of Motor Clubs keeping in touch, only five SD34 clubs did not attending. At the meeting, we had Ian Berry attending, from Motorsport UK, Head of Sport Promotion. The meeting covered many topics and Ian answer specific questions sent in from clubs, he also put Motorsport UK view across on some items. It was an interesting evening and I hope all benefited from the information discussed at the meeting.

The SD34 Group was founded in 1964 to help promote co-operation between the motorsport clubs of the northwest and took its name from the fact that the founding clubs (Longton, Clitheroe, Caldervale & Mullard 2300) were all based in the area of the SD34 group of Ordnance Survey maps. The four members became six, then ten, then 16 as a maximum for many years. Today there are twenty-five member clubs.

I have always said that 'you only get out of life, what you put in', SD34 MSG is very similar, I thank all the volunteers that help to run the Group and its championships, many have been involved over the years. 2020 has been difficult, 2021-2022 I fear, will be challenging as well!

Some newer member clubs may not have read the SD34 MSG rules. These can be found here:- <http://sd34msg.org.uk/championships/rules-regulations/>

Please can all clubs send your 2021 dates to, Les Fragle [les.fragle@gmail.com](mailto:les.fragle@gmail.com) and James Swallow [jameswallow87@gmail.com](mailto:jameswallow87@gmail.com) ASAP by the 7<sup>th</sup> December 2020 at the latest, if you want your events in the SD34 Championships. The permits need to be applied for; many thanks to those clubs that have submitted them

SD34 MSG 2021 registrations, 77 have been carried forward from 2020 free of charge. To make to as easy as possible to register for 2021 just fill in this form.

<https://form.jotform.com/203073542463349>

ANWCC 2021 Championship events, Clubs need to fill in the online form, if you want your events in the championships.

<https://docs.google.com/forms/d/e/1FAIpQLSdX5ZBWuqGJuBkJ39Yqpmym-SHszFYfe2wr1MGoSY4R5bUA/viewform>

Stay safe

**Steve Johnson, Chairman, SD34MSG**

# **SD34MSG**

## **Zoom Meeting**

### **18th November**

### **Highlights**



- Could delegates please send their **clubs 2021 event dates to James Swallow and Les Fragle** as soon as possible, by 7<sup>th</sup> December 2020 at the latest to allow Tracey to apply for the relevant championship permits.
- Maurice has suggested that each member club could try and bring in just one person each to advertise in the Spotlight Magazine.
- Ian Berry revealed a new plan in progress, called 'Streetcar' which will be a national competition for Auto-SOLO's, for 14 to 17-year olds and adults, with a national final. The details are currently being finalised and will be rolled out in the next few weeks. (A draft Overview of 'StreetCar' can be seen on Pages 31 - 34 of this issue)
- John Harden raised that there is no directory for who to contact at Motorsport UK for particular queries. Ian Berry will feed that back.
- Ian asked what the relationship was between SD34 and the regional associations, and on learning that member clubs of SD34 must be a part of ANWCC, asked what still entices the clubs to become a part of this motorsport group. Club delegates were invited by the chairmen to have their say on why they and their members take part.
- Getting helpers/marshals to run their events.
- SD34 Championship at their clubs event.
- SD34 Championships for their members to enter as well as ANWCC.
- Spotlight Magazine was a benefit to clubs and competitors.
- We (SD34MSG) look to our customers, clubs and competitors.
- Competitors - Chance to gain points in several championships at one event.

#### **Another item that did crop up at the meeting was rule 4 b)**

*Supplementary Regulations and/or "flyer sheets" for an event are supplied to all member clubs at least four (4) weeks prior to the date of that event, via post, email or website. If event documentation is to be held on a website all member clubs must be informed of its existence via post or e-mail.*

*Documentation must be available in hard copy for those without Internet facilities.*

Placing regulations on SD34 and/or ANWCC.co.uk web sites is the easiest way for most motor clubs to comply with the rule.

### **And finally :-**

**Please return SD34 MSG Trophies (see page 20) to**

**Gary Heslop-**

**143 Guildford Grove**

**Middleton**

**Manchester**

**M24 2WT**

Mobile : 07973816965

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## Contacts

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## Comprising the following 11 Clubs



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



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



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



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



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



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



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



**Preston Motorsport Club**  
www.facebook.com/prestonmotorsportclub



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



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



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

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

## ADVERTISING in 'SPOTLIGHT'

**Readership in Excess of 15,000**

**1/4 page (ish - we are very flexible) advert  
for a full 12 issues (1 year) for just £100**

**Sent to all 25 member clubs and then  
forwarded to club members + another 7000+  
on the distribution list**

(29 X 100 + 7000 = 10,000+ readers)

**And sent to all SD34MSG,  
ANWCC and ANCC clubs**

**All advertising revenue helps to fund SD34MSG**  
Contact either Les Fragle, Maurice Ellison  
or Steve Johnson for more details

**Steve Johnson** [steve.amsc@gmail.com](mailto:steve.amsc@gmail.com)

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

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



# SD34MSG

## Member Clubs & Contact Details

### Accrington MSC

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### Longton & DMC

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### Airedale & Pennine MCC

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### Liverpool MC

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### Blackpool South Shore MC

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Website : www.bssmc.com



### Bolton-le-Moors MC

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### Knutsford & DMC

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### Wallasey MC

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### Lightning MSC

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### Lancashire A.C.

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### 2300 Club

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# Rallying Rambles 12

(tales of an obsession with motor sport)

*By Bill Honeywell ©*

## The Circuit of Ireland – Easter 1986

In its day the biggest and best tarmac stage event in the British Isles. Over 600 miles of stages on closed roads, over five days, with an entry list to drool over – the top five were Hannu Mikkola/Arne Hertz, Jimmy McRae/Ian Grindrod, Russell Brooks/Mike Broad, David Llewellyn/Phil Short and, from Cork, Billy Coleman/Ronan Morgan. At 26 were Harry Hockley and John Meadows, whilst we were seeded at 61 in Brian Wiggins's old Group N Vauxhall Astra GTE.

The format was to start in Belfast on Good Friday, tackle several stages in Northern Ireland and return to Belfast; head south on Saturday, into the Republic, and on to Waterford, where the famous 'Sunday Run' was based, so two nights in Waterford before setting off again to head clockwise on Monday and Tuesday, with no halt, to the

finish back in Belfast around late morning on Tuesday. Once again we stayed at the Europa Hotel, where the top crews booked their rooms from Friday to Tuesday; John – being a bit careful with his money – made sure we checked out on Saturday morning and were booked back in on Tuesday night. Remember this...

With us were Pete Croft and Mick Fishlock, our 'Irish Service Crew', and Thursday was taken up with scrutineering, documentation and so on. Rothmans (cigarettes) had a huge presence, sponsoring Jimmy McRae (Metro 6R4), Billy Coleman and Saeed al-Hajri, the latter two in Porsche 911s. John was not only careful with his money, but – how can I put this discreetly – seemed to miss the company of his wife if they were parted for more than an hour or two. And I don't mean in a platonic sense. On learning that Saeed al-Hajri had six wives, I remember him whistling and saying, not without a tinge of jealousy, "Bloody hell. A different wife every night. And all six on Sunday!" (I'm not sure if I'm even allowed to print that now...)

Rothmans had a huge hospitality vehicle, the biggest converted RV you've ever seen. As competitors we received a personal invitation to visit this mobile hospitality suite at all the service areas, and were not a little amused by the fact that at several service areas the 'Rothmans caravan' was leaving at exactly the same time as we were arriving.

The Good Friday section north of the border was pretty straightforward and uneventful. Clearly, things were lulling us into a false sense of security...

Saturday morning was an early start, before 5 am. One or two stages led us to the border south of Newry, where we presented our previously filled in reams of forms detailing what spares we were intending to take over the border, how many we were intending to bring back (all of them?), then a couple more stages before service just to the north of Dublin. There was plenty of time here – enough for Mr Grindrod to come and say hello. "How's it going in the

6R4?" "Well, the service boys have a bit of a problem because we've a warning light showing that we've never seen before. They looked it up and it's a fault on the auxiliary fuel pump. Didn't even know we had one, and the main fuel pump's working fine. They asked me what I wanted them to do about it. I've told 'em to take the bloody bulb out of the warning light." That fixed it...



*Billy Coleman / Ronan Morgan*



*Jimmy McRae / Ian Grindrod*

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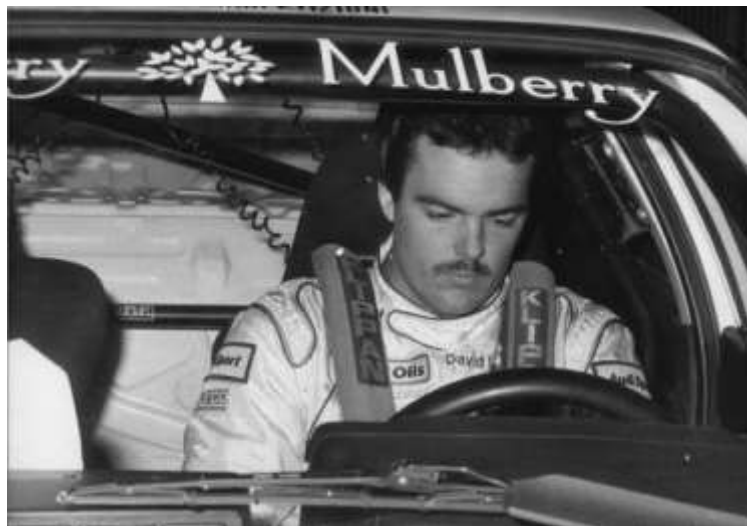


## **Rally Rambles 12**

### **Continued from Page 6**

Then from the service OUT control through the centre of Dublin at 0730 to the start of the next stage on the other side of town. Our instructions were that we were to be 'picked up' by a police motor cyclist and escorted through the city. ... WOW! We were indeed 'picked up' by the next motorcyclist and instructed not to question anything but just to follow - this crazy motorcyclist - through town, 70 mph, through traffic lights on red (he stood up off his saddle on approach to check the way was clear), the works! What an experience!

In Waterford we stayed overnight (two nights) at a hotel called Dooley's Bar. I cycled through the town a couple of years back and it's still there. Service was along the dockside: David Llewellyn overslept on Sunday morning and



roared up the road in his Audi Quattro, probably doing 100+ and deafening everyone at the same time.

On the famous Sunday Run we were amused as at every service halt we would pass the Rothmans motorhome on its way out as we arrived. The local accent is totally unlike Dublin and at times unfathomable. One young man in Clonmel had to ask me the same question about five times, and when I finally cottoned on to what he was saying ("Who are you driving for?") I still didn't understand that he simply wanted to know if we were sponsored, and if so, by whom!

The pacenotes we'd bought were working reasonably well, but in the afternoon we had a not-very-high-speed moment when the car got away from John on an acute left junction and for a moment I thought we were going to have a big accident with a very solid-looking estate wall. At the stage finish John asked me if I'd been worried. "No," I replied. "Why not? I was terrified!" said John, and I said "I'm in a well-prepared car, with a full safety roll cage, extinguisher, external electrics cut-off and full harness belts – basically John, it's as safe as sitting at home watching the TV." He decided I was definitely mad.

On Monday morning the long trek clockwise around Ireland started.

Entering Limerick in the mid-afternoon, the huge numbers of spectators had caused a half-mile queue for some traffic lights, so we straddled the centre white line and – in common with all the other competitors – overtook everyone until we got to the lights, where there was an Irish bobby, on point duty. Confident after our Dublin experience that there'd be no problem, I wound the window down and was about to thank the officer when he shouted at us and gave us a proper telling-off – "What gave us the idea that we had some kind of God-given priority, huh?" I could have said that the last three days could be a clue, but bit my lip, took the verbal beating and we carried on, suitably chastised! (The same as nearly every other competitor.)

Early evening found us in Galway, where crews were provided with a hotel meal; we got to the dining room and Ian Grindrod beckoned us to join himself and Jimmy McRae, Billy Coleman and Ronan Morgan. We were in exclusive company, dining with two of the top five drivers, both in the Rothmans Team (Billy in the gorgeous Porsche 911).

We mentioned the elusive motorhome. Then Billy said to Jim, in his broad Cork accent, "Have you got that bridge in the Partry Mountains stage double-cautioned on the notes?" Jim looked at Ian, who replied "Yep, got that, it's deceptively sharp." Billy replied "It's no good double-cautioned. Jeez, when you get there it's at the bottom of a really steep hill, it's tight, it's narrow – you need to triple-triple-caution it, mark my words!" I quietly took all this in...

When we got to the Partry Mountains stage, after dark by now, we arrived at the bridge (which I double double-cautioned John about); on the bridge were bits of a car, and for the next 100 metres along the road were strewn bits of Rothmans Porsche 911 – Billy Coleman had destroyed his car (and his chances) on the very bridge he was warning us about!

On the next stage our alternator packed in. John was all for giving in on the spot, saying we would never manage the next stage and the road section to the service area. I wasn't so sure



***My last visit to Ireland in 2017***  
***A little more sedate.***

***Pictured at the famous Sally Gap junction.***

***Continued on Page 8***

## ***Rally Rambles 12***

### ***Continued from Page 7***

I told him to switch off everything except the engine; let the next car pass, then set off behind, switch off all lights and keep up to the next stage start. Then start the stage and pull over after 100 metres, switch off lights and wait for the next car, follow it for as long as possible, then wait for the next one, and so on. We would lose time but we could keep going until the lads were able to fit a new alternator.

So that's what we did. John wasn't happy about driving without lights, I had to really push him to keep up at times, and the battery was very nearly flat, but it got us to the end of the next stage, then the road section to service in, where we booked in and were told we had a five minute wait. "I need a fag," said John, and before I could stop him he'd pressed the cigarette lighter. The engine stopped immediately. The only thing you could hear was me shouting and swearing at John! I got out and ran to the service crew, 400 metres along the road, and told them they'd have to come back to me to push the car into service. But it was no good. New alternator fitted, new battery fitted, but nothing would persuade the car even to turn the engine. The car's 'brain' had decided it wasn't going to risk an engine start and that was that.

We were disconsolate. John apologised for not thinking when he pushed the cigarette lighter, but I wasn't in the mood for talking. We put the car on a rope and started to tow it back to Belfast from near Sligo, a journey of over 140 miles, with John in it on his own.

It started to rain. Peter, driving, complained that John must not be used to being towed, and sure enough the rope snapped twice: each time it became shorter as it was re-knotted. The second time, not just the tow-rope but tempers were getting frayed – Pete complaining about John, while John was reminding everyone that with no power he was driving not only without lights but without power steering, wipers or heater. I stepped in – Mr Know-it-all – "John, it's easy. If the van's rear lights are this far apart (I gestured with my hands) all is fine. If they're this far apart (wider) you're too close and the rope's slack. If they're this far apart (narrower) you've snapped the bloody rope again!" "Well if it's that bloody easy, YOU can drive then!" And John went and sat in my seat in the van. There was nothing for it, my big mouth had just bought me a 120-mile drive of nail-biting concentration.

But we did get back to Belfast without the rope snapping again. By now it was daylight, in fact just before 9 am. As we arrived at some traffic lights in the city centre they changed to red and Pete braked hard to stop. Without a servo I only just managed to bring the car to a halt about three feet from the back of the van, with the rope on the floor. There must have been something going on as a band was playing on the opposite pavement.

A man in his fifties failed to notice the rope and decided to cross the road between the van and the car... just as the lights turned green. Peter set off, the rope tightened and I dutifully set off. I'll never forget the sight of the whites of that man's eyes as he stared at me as if I was a complete eejit, whilst I gesticulated to impress upon him that I was not in any way in control of the situation!

Two things happened after we got back home. Some time the week after, I bumped into Ian Grindrod – we were crossing Edisford Bridge in opposite directions I think – we stopped for a quick natter about the rally, then Ian asked "How did you enjoy your breakfast before you sailed home?" An odd question I thought, and then I remembered and thought Ian might have heard too... "Well," I replied, "John certainly enjoyed it, because it hadn't made its way on to the bill before he checked out." Ian looked puzzled. Clearly that wasn't what he was angling at. "But what about the breakfast itself – did you enjoy it?" "Well, it was fairly normal," I replied, "What are you getting at?" And then Ian went on to explain that he knew the room we were staying in on the second floor because he'd called around with something on Thursday evening. And he was walking past on his way back from the bar late on Tuesday night and saw, hanging from the door handle, our breakfast order. "So I ticked every bloody box and put it back!" said Ian, now obviously very pleased with himself. "Ah," I said, "You know how careful John is with money? Well we checked out on Friday morning and checked back in on Tuesday. We were on the fourth floor the second time!" Ian's face was a picture. And we never did find out who got the jumbo breakfast!

Fast forward another six weeks: I'm in the office and a call is put through to me, a man with a rich Irish accent who says "Mr Honeywell, it's the Irish Customs Office here, and we're wondering if you're still in the Irish Republic." Struggling to keep a straight face, I said "You've just rung me... in England." "Ah, I thought as much. Well, we've a record of you entering at Newry on Good Friday but no record of you leaving." I told him that we'd been forced to retire from the rally very late on Easter Monday and had entered Northern Ireland at Enniskillen. I didn't go on to say that the border guard was too busy reading a comic to bother with us. "Ah, right ho – that clears that up then. Have a nice day!"





## ***MUD, MUD, GLORIOUS MUD,***

***Nothing quite like it for cooling the blood,  
So follow me follow, down to the hollow,  
And there let us wallow in glorious mud.***

***Flanders & Swan : The Hippopotamus Song***

I was all set to go and marshal on the Devils Own Lock-down Tests part 2 when 2 weeks before the event I received a phone call from Tony Harrison asking me to sit with him in the Peugeot 504. I sent Myles Whitlock (Chief Marshal) an email saying that I couldn't now marshal and started to look for all my bits and bobs of rally navigators paraphernalia (Romers, pencils, rubbers, sharpeners bag, speed tables, stopwatches etc) that had somehow disappeared during the layoff of all things motorsport these last few months. Eventually everything was found and packed into my rally bag only to find out when we received our documentation package that all bar a pencil, a rubber and a clipboard was needed as Martyn Taylor (CoC) had provided a map & test diagram book (*Very similar in style to that provided for the Pennine*). I know it said in the regs that all the maps necessary would be provided but I have heard that from other organisers and found what was supplied to be far less than promised.

We get away from Bentham at 06:30 and a gentle run up the M6 and along the A66 to Cockermouth for documentation and scrutineering. I thought that we had missed the noise test but that was done just after we departed MTC 1 then it was off to Broughton Moor.

Broughton Moor is an old, disused munitions manufacturing site with lots of little roads and tracks and the odd decommissioned railway line covering a large amount of ground. No one competing on this event had ever used any of these tracks on any previous event. We had five and a half mile of Jogularity all at 30mph battling through deep puddles and very slippery muddy tracks. I find it hard to believe that we were only on this regularity for 12 or so minutes it seemed so much longer. Having said that I could have gone back and done the Regularity at Broughton Moor all day long and not bothered with the other tests.

After the Regularity we are in equal 12th O/A on the same time as Matthew Hewlett



***Photos Courtesy of Tony North***

***Continued on Page 10***



## ***Devils Own Tests ; Part two***

### ***Continued from Page 9***

Out of Broughton Moor and off to the first test of the day at the Sweedway track in Workington. (I used to live in Workington and the location of the Speedway track is not as I remember it. This Speedway is down by the docks - I am wondering if it has moved since I left Workington 15 years ago). We arrive at 'Workington Speedway Test 1' and it certainly isn't the old Speedway that I knew. On the test diagram the test looks fairly big. When we come to do the test it is so much smaller than I had thought looking at the diagram (Yes I know it says on the diagram 'Not to Scale') We lumber round without any errors.

Test 2 is at Maryport and is at the same venue used by Wigton MC on their Solway Targa. The test is a little bit Autotesty and we are being caught by Neil Raven in his MX5 as we stop Astride at the end but not to worry I can put up with that because after lunch its back to Broughton Moor and more of the proper stuff.

Back to Cockermouth Auction Mart for Soup and Sandwiches. We recover all our lateness and book out of TC2.

Broughton Moor for Tests 3, 4, 5 & 6. We arrive at the entrance to Broughton Moor behind our minuteman in his Mk 1 RS200 and follow him to the start of Test 3. Tony twitches the steering wheel to avoid an errant cow but the car does not respond to the second 'twitch' and slides gently off the road into a very deep ditch. Despite Tony trying to drive out of the ditch the Pug is not having it and we grind to a halt Tony is out of the car in a flash. Tow rope is out of the boot and fastened to the front tow eye and we await the next car along. We are soon hitched on to the back of Neil Ravens MX5 but we are not coming out. Next along is Phil Griffiths in his Land Rover and after a very long tow along the ditch out pops the Pug. Thanks Phil. We now make our way to the start of Test 3.

Test 3 has a ford to negotiate just after the start (manned by Gareth Adams). Shouldn't be a problem - we flew through this on the Regularity. However, as we exit the ford this time the Pug splutters and then stops and wont restart. The recovery Land Rover (Lake 3) is behind us. We have to wind the Pug backwards in reverse on the starter motor to get the recovery Land Rover in front of us so that he can tow us away. Whilst towing us we get the car going again Time dropped - enormous. We get to the end of the test with the odd cough and splutter but it kept going but we were not taking the puddles with the same verve as on the regularity in the morning.

On to Test 4. There were more cones and slaloms to negotiate on this test compared to test 3 but there wasn't a ford to go through and the Peugeot didn't miss a beat.



***Continued on Page 11***



## ***Devils Own Tests ; Part two***

### ***Continued from Page 10***

Test 5. A few Slaloms at the start and near the finish - other than that fairly straightforward except that after the first lot of cones we go round a 90° left followed by a short straight into a 90° right and a deep puddle. We got through the puddle and then the Pug died again. Tony is very good at getting out of the car and opening the bonnet to spray copious amounts of WD40 all over the engine bay. Well he would be - he has been getting lots of practice today! Eventually it fires up and we are on our way again.

Test 6. No problems other than me who thought the distance from one set of cones to another set was not as map . . . NB Not to Scale!!

Test 7 is Workington Speedway again but a different way round

Test 8 is Maryport again same route

Back to the Auction Mart for Coffee (the due time has been extended at TC3 by 30 mins)

Broughton Moor Tests 9, 10 and 11

Test 9 is a re-run of Test 3. Copious amounts of WD40 applied before we start. No problems this time.

Test 10 is Test 6 run in reverse but with an extra bit at the place where I thought the cones were too far apart on T6 . More WD40 applied and a brief chat with Jon Aston who is on the start clock. No problems again.

Test 11 has had its start moved and the test is shorter. It misses out the bit that we drowned out on the second time and has a different end down a grassy slope to the stop astride line

Test 12 and the last of the day is back to Workington Speedway. This time it is run a different way again and we struggle to handbrake it round the first hairpin.

A nice little run back to the auction Mart and we book into MTC 4.

Despite dropping the pug into a ditch and drowning out twice it was an absolute brilliant day out competing.

Tony was darn good company all day long.

Thanks to Martyn Taylor and his Team and an even bigger thanks to those marshals who stood out all day in atrocious conditions.

Thanks to Neil Raven for trying to pull us out of the ditch and also to Phill Griffiths for succeeding in getting us out in the end.

Thanks to Lake recovery for getting us going after the ford.

The Devils is the first event I have competed on this year. It is also my last event to compete on. We finished 39th O/A out of 44 finishers from 58 Starters and 5th in class - bugger that water. I know I have been saying that I am retiring from competing for the past 7 years (maybe more) but this was definitely my last event and what a cracker to end on







### ***Neil & Clare Raven : Ilkley & DMC***

On Tuesday 27<sup>th</sup> of October Mrs Rave and I took part in a scatter put on by Clitheroe & District motor club who had thought way outside the box and let teams start anywhere on map 103 to ensure actual social distancing! The clue sheet, without plots, was sent in the finals and the actual clues were sent to our phones 2 minutes before the start. We had planned to use the event to test some new tyres I had fitted, make sure they didn't rub and did grip, before we headed up north for the Devils Own Lockdown Tests (part 2) on the Saturday. The tyres worked really well, no rubs or whirring, unfortunately Claire and I performed err...ummm.. well, lets just leave it there, it wouldn't make for pleasant reading!

This left us both deflated and after some fairly poor results on the Pennine and York targas we weren't in the most optimistic of moods approaching the Devils Own event. To help get our heads in gear we made sure we learnt from our mistakes which cost us time previously. How we called the tests wasn't working and confusion ensued, so we changed that format. On the York event we had a puncture and realised the space saver tyre in the boot was never designed to be hurled around a loose surface with a heavy right foot controlling it! So we put two full size wheels in the boot which took a bit of doing but in they went. And finally, we booked a hotel room on the Friday night so we could have some beers and pizza.....I mean have an early night and be fresh for the next day!

The mini break would also give us chance to take some tyres up to Ann Forster and Stephen Dixon which they won on eBay and asked us to collect from us locally in Bradford. This meant fitting the WRC luggage rack to the MX5 to transport them north, securing the black circles to the rack with straps and tie wraps to keep them in place up the M6. The car looked like a poor man's version of a Rally the Globe car with all the spares strapped to it!

The Travelodge in Workington was our overnight stay and was only about 6 months old! It also had a drive through Costa next to it which Ann had seen some free vouchers for as it was opening on the Friday. We woke up fully refreshed after a great nights kip and set off to the rally start at Cocker-mouth auction mart warmed by our free Costa. Storm Aiden was just warming up with a few strong gusts and as we arrived all was dry and relatively calm. After we collected our packs and scanned the NHS app to say we'd arrived we went to get our bacon and egg butties and looked through our road book to prepare for the first section, a Jogularity in an old munitions dump!



***Continued on Page 13***



## ***Devils Own Tests ; Part two***

### ***Continued from Page 12***

As we left the shelter of the building to get to the car it seemed the heavens had opened and Aiden was getting ready for a good lashing of Cumbria, we weren't going to be top down at any time today! We got our time then passed the noise test and headed off to find the regularity which loomed like the clouds around the top of the distant hills. The drive down to the start gave us an indication of the surfaces to follow but what we were far from prepared for was what was waiting for us further in. The horizontal rain seemed to add to the atmosphere and as the start marshal counted us down the windscreen wipers struggled to clear the screen. 3 2 1 GO.... we were off and had to maintain an average speed of 30mph which on a straight road is easy but on tight slippery concrete was hard work.

The controls were scattered throughout the 6 mile route which you had to arrive at on the second but you had no idea where they were. About halfway in we turned off the concrete and on to a muddy track which was full of water. One puddle tested the door and window seals of the MX5 and lit up the dashboard with all manner of warning lights! But it kept going and so did we. We navigated around a stricken Nova then took the only line left to pass a bottomed out Mini. It didn't feel right carrying on past without checking they were ok but if we had stopped, we would have joined them! The car jolted and bucked from side to side, in and out of deep puddles which were hiding all manner of lumps and bumps. We had two iPhones set up, one to give the mileage and one to act as a stopwatch. The mileage one was attached by a substantial windscreen sucker the stopwatch one using an air vent clamp device which lasted about 2 miles then spat the phone on to the floor! By this time the passing of time had become irrelevant and survival was the main objective.

Claire was focused on calling the turns and junctions and we had to match the instructions to the remaining trip meter as we had no land marks to reference, it was a hugely intense start to the day and I don't think I took a single breath for the duration. We finished the regularity with the engine management, brake management and battery warning light on and huge grins. We had made it through!

From there it was a short drive to Workington to the speedway venue for the first test of twelve and, whether the organisers had planned it or not, was very easy to navigate so a welcome recovery from such an intense regularity.

We had fun at the speedway, setting an equal 5<sup>th</sup> fastest time, then on to a slippery concrete test in Maryport which suited the low slung MX5 much better than the flooded Landrover trail, setting an equal 5<sup>th</sup> fastest time again.

From here it was back to the start for lunch, I like this eating and driving lark! The only issue being I was getting indigestion thinking about the next four tests which were back at Broughton Moor where the rough tracks were! As we bumped along the access road, we saw the Peugeot 504 of Tony Harrison and Moz Ellison at a 45 degree angle in a ditch.

This wasn't a competitive part of the test so no loss of grip issues. It turned out Tony had tried to manoeuvre around a cow, that was enjoying some particularly decent grass, and ended up sliding into the ditch. Tony had the tow rope attached and we offered to try and pull him out. We hooked the MX5 up and I proceeded to make a bit of a hash of it to be fair, dragging them along the ditch and then stopping just before they could have probably turned out! Fortunately, Phil Griffiths and Neil Watterson, in their Landrover, approached and they took over the towing duties with a much better outcome.



***Continued on Page 14***

## ***Devils Own Tests ; Part two : Continued from Page 13***

That little bit of excitement went some way to taking my mind off what may lay ahead in terms of the terrain we could encounter but we needn't have worried as the organisers had used some more intact surfaces this time and we had a blast, it was superb! Mrs Rave was calling the directions and keeping me in line. I was trying to go around cones that weren't on our route and Claire told me to listen to her and get on with the driving. She describes me as a dog on an extendable lead that she has to keep reigning in!!

Another visit to the speedway and Maryport tests then it was back to the start for a coffee and very much appreciated cakes! Top notch food and a nice break from the driving. However, as we moved off from the finish line at Maryport there was a distinct lack of willingness from the near side rear wheel to rotate. I thought I had left the handbrake on but that was off so what was wrong. We cleared the test and drove out of the way to investigate and found the rear disc glowing. I rocked the car back and forth to see if that would free but no joy. A more persuasive approach was needed and came in the form of a rock. A couple of whacks to the brake calliper and the car rolled forward. Not very technical but it worked. The tuning rock was stored in the car as I was sure I would, at some point, forget not to use the handbrake!!

After coffee we had just four tests to do and had been moving up the leader board throughout the day so wanted to keep going. It's always a nervous time when you are doing well and want to finish but have more to do. Another three tests at Broughton Moor were followed by a straightforward one at the speedway venue. We completed the three hard tests without any damage but I had brain fade and tried to go round a cone the wrong way resulting in a frustrated 360 spin to get back on track. I also collected a 10 second penalty for hitting a cone as I had to resist using the handbrake but still managed to drive over the orange and white penalty maker! Just the speedway test to do and we were home and dry.

The last test! The sun was shining, the wind and rain gone and the MX5 looked poised for action in the setting sun. We were queued at the approach to the huge puddle protecting the speedway entrance like a medieval moat, there was only one thing for it, jump out and take a picture! Camera work done I got back in and looked at the test with Mrs Rave. We would need the handbrake for a very tight right turn so had to decide whether to risk a dragging brake for a quick turn or do a shuffle to get around and be resistance free for the rest of the test. I decided not to decide and leave it until the approach on the test to see what the surface was like. Fortunately, Alba Motorsport Media had a camera on the very corner that required a touch of handbrake so that made my mind up! Showboating probably leads to more incidents than anything else but looking at the footage we were smooth, if a little slow! We exited the corner with the nearside wheel protesting like a stroppy toddler being dragged around a supermarket and had a very sideways car on the big anti clockwise loop! I think it paid off as we were only a few seconds slower than we would expect and a with a slight adjustment using the tuning rock the locked wheel was once again free!

We had done it We completed all the tests, ate all our food and had enjoyed a fantastic day. Before heading to the finish we popped in to Asda at Maryport, as the petrol was so much cheaper there, then made our way back to the Cockermouth auction mart to the final time control. It's all a bit of an anti-climax in these Covid times as there was only the timekeepers and a few other people loading up their trailers but at least we were out competing and able to appreciate the fact that the time keepers were prepared to be there.

We set off on the 2 1/2 hour drive home. The car had survived the tests and the 110 mile trip to Cumbria, we just needed it to get us back, which it did but a ruptured tyre started to show itself as we got closer to home but we made it. We'd had a superb time and all our experience from our recent events helped us improve our performance. We took our £450 MX5 to 19th overall (out of 59 starters) and 4th in class - which had the overall winners in our class, Danny Cowell & Phil Boyle in their impressive Impreza – a very competitive class. Needless to say we were both thrilled to bits with our result and had a great couple of days. On the way home we listened to Boris telling us we will all be in lockdown for the next month so this would potentially be our last event of the year.

A huge thanks to Kirkby Lonsdale Motor Club for taking on the challenge of running an event in these incredibly uncertain times. For making sure we were all safe and for going the extra mile to provide face masks in our packs and hiring out a great venue which allowed plenty of social distancing and, partly thanks to storm Aiden, lots of fresh air flowing through the building! And on top of all this extra work they put on a fantastic targa rally which tested us all on virtually every type of surface you could imagine. All this hard work was backed up by an army of volunteers who seemed to appear from nowhere on the Broughton Moor tests and even in the heaviest of rains all seemed to be smiling or was that a grimace! A massive thanks to you all for standing out in atrocious conditions in the morning then 'blistering' Cumbrian sunshine in the afternoon.

The Pennine, York and Devils Own targa's have been a motorsport lifeline for competitors this year, allowing them to stretch their engines and nerves in this time of restricted playing out. We have enjoyed being part of them all and look forward to 2021 and doing it all again. A big thank you to all the organisers, landowners and marshals for taking on 2020 and all it threw at you to give us some great motorsport memories.

***Mr and Mrs Rave! (AKA Neil & Clare Raven) : Ilkley & DMC***





When the Devils Lockdown Tests, part 2, was announced on social media the decision to enter was instant. The thought of a new venue and so close to home was an offer that could not be refused and an entry was duly made within minutes of entries opening and we managed to get in. We had planned to make it the first event in the MGBGT but decided, at the last minute and wisely as it turned out, that we would try and get in with the 205 despite the priority being given to historians.

The week prior to the event was one of the wetter weeks we've had up here and I was lucky to get the car on to the trailer on the Friday without getting too wet. The weather forecast for the weekend was somewhat grim with yellow weather warnings for both wind and rain and we began to wonder whether or not the event would go ahead or not. However, we arrived at Cockermouth on the Saturday morning to find the Auction Mart buzzing with all the usual signs of pre-event activity so we parked up and I got the car unloaded in the rain as Maggy went off to get the document pack.

A brief look round at the assembled cars persuaded me to change the front wheels to some with a more suitable tread for the anticipated conditions and with that done it was off to find Maggy, bacon rolls and coffee, but not necessarily in that order.

We were aware that the first test was going to be run as a "jogularity" which had caused some concern prior to the event and despite having read about it, Maggy was still not convinced and this situation was not improved when she saw the instructions in the road book. The decision was made to ignore any attempts at time checking etc. as the average speed was set at 30 mph and there were numerous instructions to follow so we were just going to concentrate on getting the navigation correct, not miss any controls and go as hard as I dared in order to try and not drop too much time. The rest of the road book was fairly straightforward with the Broughton Moor tests looking to be fairly long and flowing and the two other test areas at Northside, Workington and Maryport being familiar to us.

With everything pre-event done we eventually moved the car around to the front of the mart to await our start time just in time to watch some temporary fencing get blown over by the wind which was increasing in strength. We left MTC1 and headed off to Broughton Moor where the first thing to be done was the measured mile. This was not quite what we expected and I would guess that a lot of other crews would have found it a bit of a surprise! We have done tests that have been less testing. It turned out our trip was about 15% out but with the weather and the conditions we just decided to work with it as the intermediate distances in the road book were quite short so the error could be dealt with and it was "only" going to be 5.27 miles so what could possibly go wrong?



***Photos Courtesy of Paul Whitelock  
Motorsport Mugs  
[www.motorsportmugs.co.uk](http://www.motorsportmugs.co.uk)***

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## ***Devils Own Tests ; Part two***

### ***Continued from Page 15***

We had a bit of a wait to get to RS1 but from what we could see it looked like a reasonable sealed surface track so off we went from the start trying to guess our speed and just looking forward to finishing it. Our first "moment" was when we came across a group of cows on the track which we managed to avoid despite the greasy road surface, but, as luck would have it, stopping for them allowed us to see the car which had not made the 90 right just in front of the cows and which was now resting on the bank awaiting recovery. We nipped round them and as things turned out they were just the first one of seven that we came across in the 5.27 miles, either off the track or drowned out by water ingress. It was impossible to remember where we had been as we dodged in and out through wooded areas, past buildings or along fence lines but it seemed that the 5.27 miles was more like 15 miles as it just seemed to go on and on. It was with much relief that we got to the end of the section with the car and crew still in one piece despite a few aches from some of the more severe bumps and holes.

It was a relief to get back out on to the road for the transfer to Test 1 at Workington speedway. We went through a very heavy shower going through Seaton but arrived at the test in good time. The approach to the speedway is quite rough but previous visits there meant we were able to avoid the worst of the holes and water. The test was around the circular tarmac track but with a hairpin left to enter and a hairpin left to exit. We have used this before and never had much luck with the hairpins. Today was no exception, with the entry hairpin pushing us wide on to the soft grass and the exit hairpin just not giving me enough room to get round without a diversion into a heap of shale which had been inconveniently placed there. A little reverse was called for to get us out before our skate round the final cone before sliding to an ungainly stop. I thought it would be slippery but didn't realise how much!

A quick run up the coast to Maryport got us to Test 2 and a pretty conventional autosolo type test around the cones at a site we have visited several times in the past. We got round without any mishaps or penalties and made our way back to Cockermouth for the lunch stop. A light lunch of soup and sandwiches was provided which was very nice and very welcome after the morning's exertions which had been greater than previously envisaged. There was some time for a brief check of the car whilst trying to dodge the rain before starting off for the first afternoon series of tests.

We arrived at Broughton where the next 4 tests were located. We had a short hold up at the start of test 3 whilst a car was recovered from the small ford just after the start so when our time came I approached the ford with a little caution and got through with no problem. I had extended the sump guard after problems on the Blue Streak last year and it seemed to do the job. Accelerating up the hill and over the crest we came to the first kick to the right around a cattle grid, it was a bit greasy which was a bit of an indicator of how the day was to go. Through a gate and down to a stop box and out again. A fast run down towards another stop box and we saw a white car stranded on the right, in the mud. I don't know what happened but next thing we had dropped the front nearside wheel into the ditch and I was struggling to get it back out. Luckily it came out but picking up grip we shot right across the track, missing the stationary car by inches and having to fight the steering to prevent us getting bogged down in the mud. The car managed to drag itself out, thanks probably to the grippy front tyres and new Quaife diff, and we managed to slide a bit sideways in to the stop box. Amazingly there were no untoward noises from the left seat but I think this was probably due to the fact she had her eyes closed in expectation of the bang. My unreserved apologies to the stranded crew, we did not do it on purpose! A run out with a hairpin right around a couple of cones saw us to the last stop box and to the finish of the test. It had been a bit of a rude awakening but also, despite the near miss, a cracking test. Test 4 was pretty straightforward, another nice, long and flowing test over alternating surfaces with some interesting grip. We managed to get round without any incident as we did with the next test. The final Broughton test of this session was a little more complicated with a tight 180 and further on a circuit around a block with a stop box incorporated. There was a last two cone slalom past a building just before the finish which caused a little excitement in the cabin but apart from that we had been incident free.

These four tests had been really great fun. They had all been of a good length, nicely flowing but with quite challenging surface combinations and downright rough in places with holes almost big enough to park a car in. We thought it was great despite both having acquired back and neck ache!

A run back over to Workington got us to test 7 back at the speedway but this time with a much better layout for us. Just nice and quick (for us) with no tight turns. Out from the start, a long left on to the circular track, one full lap then off on the second lap and straight out to the final 180 left on the grass, which was getting very cut up and slippery by now. No penalties, a quick underbody car wash on the way out courtesy of the large holes and puddles on the approach road and we were off to Maryport for a second run at the same test as the morning session but now labelled test 8.

***Continued on Page 17***



## ***Devils Own Tests ; Part two***

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

Unfortunately we clipped a cone on test 8 which meant that the 3 seconds we gained over the morning run became a seven second loss which was a little annoying but we returned to Cockermouth for the afternoon tea stop quite happy with our efforts so far and looking forward to the final session. The tea was really nice with a varied collection of sandwiches and cakes which were very well received. Although we arrived back with plenty of time before our due time out the organisers added 20 minutes to the TC3 time as some crews were getting behind. Whilst allowing us a bit more of a relaxed stop, it did mean for those of us running later in the order that it was getting a bit gloomy.

We left TC3 on time and headed back to Broughton for test 9 which was a repeat of test 3 so we knew what to expect. Fortunately this time through there were no delays and no excursions in to the mud and we made up 8 seconds on our previous run. It was getting gloomy due as much to the weather conditions as it was the time of day and we were running with lights. Test 10 used the same tracks as test 6 had done but was run in reverse with a bit more added to the circuit around the block but with the tight 180 removed. We had a good run round in the fading light but unfortunately made an error at the finish and slid through the "stop astride" incurring the 10 second penalty. It was a stupid mistake brought about by a little confusion in the cabin but these things happen and that was it.

The final test at Broughton, test 11, was actually cut short and started at cone F to avoid some of the tracks which had deteriorated quite badly during the day. Part of the test seemed to cover some of the ground used in test 4 but in the reverse direction but the second half of the test took us through an area we didn't recognise. There were quite a few cones to negotiate but it was a good length of test and, like all the other Broughton tests was fun and challenging in equal measure. We were very pleased that we had managed to get through all the tests at Broughton without any problems and surprised that the car had survived the onslaught and still seemed to be going all right.

A final run over to Workington in the fading light and the final run round the speedway was all we had to do. Test 12 saw us once more having to perform tight turns to get on and off the circular track, however, this time we had to bear left to make a tight right hairpin on which meant we avoided the shingle bank which we had landed on earlier in the day. The tight right off just required a run onto the grass (mud) to get a bit more room then it was a straight run out as they had stopped using the last turn on the grass because of the condition of the ground. So it was a fairly short run round and then back out, trying to avoid the worst of the holes on the approach road before heading back down the A66 to Cockermouth to pack up and go home.

Fortunately the rain had eased off and I managed to load up without getting overly wet. It had been a tough day, the toughest event we have done for a long time, not in terms of complexity but certainly the sheer physical effort involved and the pounding our bodies took as we went through "puddles" that turned out to be much deeper and harder than we expected. We were both pretty shattered and decided that we would see if we could get a meal at our local that night. Luckily we got a booking and set off home for a welcome meal and a couple of pints of Loweswater Gold.

All in all it was a cracking event and, as things transpired, a fitting end to a much reduced season which although lacking in quantity has certainly not lacked quality. A big "thank you" must go out to the organising team of Kirkby Lonsdale Motor Club who put this event on despite all the extra work involved, on a super venue which was a true test for the crews and their cars and just showed what could be done given the will and enthusiasm to do it. Great test venue, good facilities at the Auction Mart, splendid catering and an absolutely magnificent army of marshals out on the day despite the challenging weather conditions. Hopefully we will get another opportunity to do this again next year. Thanks for a great day out and congratulations to all the "winners" on the day.



***Photos Courtesy of Paul Whitelock***

***Motorsport Mugs***

***[www.motorsportmugs.co.uk](http://www.motorsportmugs.co.uk)***

***Geoff and Maggy Bateman  
West Cumbria Motorsport Club  
Car 45 – Patch the Pug***

# Morecambe C.C. : MILD AND BITTER RALLY 1961

The Morecambe car clubs 'Mild and Bitter' rally held on Saturday 9<sup>th</sup> December was the last event in this year's Bay championship open to members of Morecambe, Westmorland, KLMC and Furness, and a cracking event it was to. Over 40 cars started the event on a foggy and icy night the winners being Cec Hall/David James in a Herald.

The rally started at 6.30pm from West View garage Carnforth, 89/497713, and cars had a short run to TC1, 513713, just to the east of Carnforth. The timing was far too tight for this time of night with many cars arriving just in time after getting stuck with traffic lights and buses!

From here crews had a six minute section to TC2 at Capernwray Hall and then an 'RAC' type section round the rough loose private road. There followed more short sections in a south easterly direction over into Yorkshire, the white gated road south of Wray being used to get to Botton Mill at 648636. This road was very icy and only the first seven cars were on time here. R.Honeyman/M.Rowe (Mini ) whilst checking in were shunted heavily from behind by Robin Browns Minor. The Minor was able to continue when the leaking radiator was sealed with chewing gum!

After this cars had a six minuter north to TC8 at Tatham, 64866SE. The white road at Knott Hill had to be used, and uphill, and was only just 'on' for a handful, many dropping a minute, with gates as well. Bill Wilicombe/Tony Mason in a Hillman Minx couldn't manage the hairpin and lost eight minutes, unfortunately baulking Pauline Reddy/Horace Beighton who dropped four minutes. They later made up the time but to no avail as a broken fan belt cost them 20 minutes later on.

By now all crews were losing minutes as the rally made its way south of Bentham on to sheet 90, and south again through Gisburn Forest to the end of section one, 749543. Section 2 took cars back north through Wigglesworth, Giggleswick, Austwick, and Clapham to the finish at the Lunesdale Arms at Tunstall. Fog presented difficult conditions in this last half, everyone dropping minutes. At the finish crews and marshals enjoyed an excellent buffet and plenty of mild and bitter, and as the clock struck midnight the results were announced.

1 <sup>st</sup>	HALL/JAMES	HERALD
2 <sup>ND</sup>	HOBRO/DAY	HERALD
3 <sup>RD</sup>	SHARPE/REDHEAD	
4 <sup>TH</sup>	WILICOMBE/MASON	MINX
5 <sup>TH</sup>	PILKINGTON/FLETCHER	SPRITE

*Stephen Entwistle*

# Kirkby Lonsdale M.C. : DEVILS OWN RALLY 1961

The KLMC's first Devils Own rally took place on the 4<sup>th</sup> November and proved to be an excellent event. Thirty two crews eventually took the start, of the 28 finishers the winners where Pauline Reddy/Tony Mason with 11 minutes dropped.

With the final instructions competitors received the route cards showing 35 controls, 20 of which had the map reference given. When these were plotted it was seen by the generous time allowances between them that the actual route was anyone's guess.

From the start at Devils bridge 89/614783 cars had a fairly easy seven mile run to TC1 541722 near Capernwray Hall. As cars left the start navigators were handed a list of spot heights through which they must pass to TC2, and this procedure continued for most of the first half. The route from TC1 led through various lanes east of Nether Kellet, through Halton Park to TC2 519651. After this cars crossed the Lune and passed southeast through Littledale and back to TC3 at Quernmore.

There then followed more spot height chasing round Abbeystead ,Wyresdale , part of the flat lands west of Garstang and back inland in the direction of Longridge Fell. At TC12, 644391, spot heights were listed in the reverse order that they should be visited. From here some tight sections round Longridge Fell, through Bowland Low, a nasty loose surfaced dash down the fell to Whitewell, north to Dunsop Bridge and TC15 , 700528, right on the eastern edge of sheet 94. Here crews were directed through Slaidburn and then north over Tatham fells to sheet 89 and TC 19 at 670659.

Crews then had a special 30mph regularity section round past Lowgill Inn and the Knott Hill road, gated and its nasty hairpin by the house to a passage check. Navigation for the last part of the first half was by ball and arrow diagrams (Tulips, a new thing then. ). The first half finished at Whitfield's Garage, Kirkby, 598789. By the time cars arrived here they had been motoring for over five hours and everyone was in need of fuel, both car and crew!

After the rest halt, cars departed down the much used white road round Barbon Fell to Gawthrop village and through the farm yard south of the Rver Dee. At TC24 in this valley, 659899, crews were handed a Herringbone route card, this took crews in many tight circles round Middleton Bridge and Killington. Here navigators were handed another form of route presentation, 'A degree Route Card at a 30mph average'. Competitors were told to drive straight on until a time shown, eg. 4 minutes and 30 seconds by which time they would have travelled 2 ¼ miles and should turn in the direction, and degrees, shown on the route card. The whole of the second half took place in an area bounded by Kendal, Sedbergh and Kirkby Lonsdale. From the end of the road section crews made their way to Kirby Lonsdale station yard for some driving tests then breakfast.

1 <sup>st</sup>	Reddy/ Mason	Sprite
2 <sup>nd</sup>	Ambrose/Phelan	Anglia
3 <sup>rd</sup>	Sharpe/Day	Anglia
4 <sup>th</sup>	Cooke/Rogers	MGA
5 <sup>TH</sup>	Crossley/James	Mini Cooper

*Stephen Entwistle*



# **NORTHUMBRIAN NOVEMBER NOSTALGIA**

**Northumberland M.C.**

## **Guy Fawkes Rally**

*Ed Graham : Hexham & DMC*

A feature event of the once thriving North East road rally scene was, certainly in the 1960's, the now defunct Northumbrian Motor Club's Guy Fawkes Rally which, appropriately, always ran in early November. The Guy Fawkes was typical of road events of that era being extremely long and extremely tough with a huge number of "Whites", the organisers vying to see who could include the highest number of unsurfaced roads into their event. While, if these were gated, that was an added bonus !.

I recently unearthed the route instructions and time card for the 1964 Guy Fawkes, evidently this was the 12<sup>th</sup> running of the rally so it was already a well established event which attracted a large entry of all the top crews from the area.... And us !! Us on this occasion was Ray Cook and myself, out to do battle in Ray's road going MGB, perhaps on reflection, not the most appropriate vehicle bearing in mind the aforesaid comments about the organisers preference for rough roads.

The event, well over 200 miles in length with two petrol halts and featuring no fewer than 95 time controls, started from the long demolished Hamsterley Mill Garage and an early indication of what was in store came just a couple of miles up the road with a blast along the track through Chopwell Woods, ( 88/ Km.Sq.1358 ) complete with hump back bridge, this was followed by a string of 3 and 4 minute sections which took the event West to the well known Broomley white ( 87/ Km.Sq. 0460) then on to the then as now extremely rough white ( 87/ Km.Sq. 9955) which now runs through the middle of the upmarket Slaley Hall Golf complex. As the route headed into the well known roads of Hexhamshire we suffered the first catastrophe of the evening, sliding into a wall on the muddy little white in Km.Sq. 87/ 9657, losing several minutes when it was necessary to remove the front bumper which had become semi detached in the fracas, it was deposited behind said wall to be retrieved later !

Heading into the 'shire, the rally featured what was described in the instructions as a "Special Stage" although it was, in fact, a public road running through the fast flowing Low Ardley ford ( Km. Sq. 87/ 9058 ), it had a bogey time of 35 seconds !!! This was followed by a 2 minute section through the now unusable Dipton Mill white ( Km.Sq. 87/ 9360 ) before the rally headed East via a string of 2 and 4 minute sections crossing back on to map 88 and heading up to yet another muddy white through Leager House, ( Km.Sq 88/0968 ), then another string of 4 minutes until the event reached the infamous Ogle white ( Km. Sq. 88/ 1277 & 1378 ) a track then, as now, only fit for John Deere tractors. It proved to be too much of a challenge for the low slung MGB which bottomed out in the glutinous mud and became firmly wedged, effectively blocking the way for those behind which was unfortunate for them but fortuitous for us inasmuch as we got a push to the end of the white but, with the resultant time loss, decided to call it a night.

The rally, however, had hardly got going, we had only reached TC.24, so the field carried on to a petrol stop at Stanington before heading North onto map 81 which was to provide the meat of the evening with no fewer than 50 time controls, at least 10 One minute sections and a plethora of whites, long forgotten tracks which really took their toll on the cars, including a virtually unmarked and unfollowable track across an open cast coal site in Km.Sq. 81/ 1793 which was immediately followed by the white through Whitely Burn, another of the organisers 1 minutes as was the scramble through the Cockshot white in 81/1199 !!

As the night wore on, the pace was unrelenting, particularly as the Guy Fawkes organisers took delight in combining their use of numerous whites with a dash of one minute sections such as used at Overgrass ( Km. Sq. 81/ 1403 ), Learchild ( Km. Sq. 81/ 1019 ) and Shield Dykes ( 81/ 1506 ). The long track through Southside ( 81/ 2106 ) saw several navigators out pushing while the wide and fast ford near Warkworth (KmSq 81/ 2304 ) left a number of cars running on less than four cylinders as they made a watery exit. Their troubles weren't over, however, they still had the long and extremely muddy white running from 81/ 233032 to 204008 to negotiate before heading back to the second petrol halt at Stanington, 72 controls done and still another 23 to come, it was some night !!!

*Continued on Page 20*

The final third of the night's action headed West with the format remaining the same, strings of controls with the inevitable whites, most of which featured the almost impossible 1 minute sections such as Coldside ( Km.Sq. 81/ 1583 ) and Rothley ( Km.Sq. 81/ 0487 ) so the long ( ! ) 12 minute section over Sweethope came almost as a relief. It was short lived however, with the next section back to 1 minutes, from Chesterhope to Buteland via the (Now impassable ) ford at 878838.

Heading back down onto map 87, the organisers had reserved a sting in the tail, if indeed one was required, with a series of short sections through a selection of yet more whites, the very cobbly Frankham ( 87/ 8868, the fast Fell House with it's two tight hairpins ( 81/ Km.Sq. 8567 ) and a very boggy little track through Km.Sq. 87/ 8963 to round off what had been an incredibly tough night.

While an extremely hard, tough and incredibly long event, the Guy Fawkes was not untypical of night road rallies of that era and there were many more which would feature the same format and which, incredibly, were eagerly looked forward to by competitors of the day with most events featuring large entries, indeed, it was not unusual for the top events to well oversubscribed long before they were due to run with the MSA's limit of 120 entries being regularly exceeded. It would be an extremely brave organiser who would attempt to run anything similar in this day and age so it looks very much like the "Golden Era" of road rallying will remain just a memory for those who were fortunate enough to experience it, great days, sadly gone forever but boy, were they fun.

Postscript :- After retiring from the 1964 Guy Fawkes, we headed back to the start venue where I retrieved my car and, while Ray sensibly headed home to bed, I went off spectating for the remainder of the night, even turning up at the finish for the rather lukewarm breakfast. Arriving home, I crashed out for a kip and was blissfully snoring away when, some hours later, my Mother banged on the bedroom door, "There's a phone call", it was Ray, "Can you remember where we left the bumper ?". Evidently he and his girlfriend had spent several hours combing Hexhamshire for the abandoned bumper, without any evident success. I promised to seek it and arranged to meet up at a country inn that night then headed back to bed to catch up on my beauty sleep. Later in the afternoon I headed over to the 'Shire and located said bumper, still nestling behind the wall where we had deposited it, the damage was minimal and when it was returned to it's owner it went back on the car with only a minimum of reluctance, so at least one positive result from an otherwise fraught night.

**Ed Graham : Hexham & DMC**

# **SD34MSG**

## **Awards 2019**

***The recipients of the SD34MSG Annual Trophies Listed below need to return them ASAP***

### **Non Race / Rally**

James Robinson

### **Sprint & Hill Climb**

Keith Calder

### **Road Rally Driver**

Kris Coombes

### **Road Rally Navigator**

Gary Evans

### **Stage Rally Driver**

Adam Williams

### **Stage Rally Co-Driver**

Rachael Atherton

### **Junior Championship**

Jessica Crawley &  
James Robinson

### **Marshals**

Tim Millington

### **Individual**

Jessica Crawley

### **Interclub League**

1st O/A Clitheroe & DMC  
Div. A Bolton-le-Moors CC  
Div. B Garstang & Preston MC  
Div. C Knutsford & DMC

### **Paul Coombes Award**

Hexham & DMC

### **Brian Molyneux Award**

Ann McCormack

### **Please return Trophies to**

**Gary Heslop-**

**143 Guildford Grove**

**Middleton**

**Manchester**

**M24 2WT**

Mobile : 07973816965

Email : gizzard.accts@btinternet.com



# 52

## Pennine Trophy Classic & Targa Rally

6th September 2020

Josh & Nick Townley  
Kirkby Lonsdale MC

### ***Better Late Than Never***

We were in lockdown number 1 when Moz Ellison contacted me saying CDMC and Airedale and Pennine were hoping to run a Targa Rally in September and did I know of any test venues in the Ingleton/Bentham area. I said if they managed to overcome all the Covid restrictions they could use our yard and there was potentially a good test venue across the road at Robert Lishmans – Moz said he knew Robert from his quarry managing days and he would call in and see him.

Josh has never done a Targa rally before and to be honest I was not sure if the format would be his cup of tea - quite different from pushing on through the lanes in the dark, but when we found that the event was to go ahead and with Tests literally on our doorstep we made sure we were quick off the mark to get an entry in. The little 106 had been prepared ready for the Covid-fated Primrose and hadn't really been used since so the only real job to do was to swap the gravel tyres for some Endurance rally spec. Sportway remoulds – they came with the car and had reinforced sidewalls, other than that they were a bit of an unknown entity.

We arrived at the Gisburn Auction Mart start venue - knowing where to park to be scrutineered in starting order involved a fair bit of guess work - we managed to get scrutineered, signed on and grab a bit of breakfast, but with not a lot of time to spare. The first two tests were at the auction mart, the first test diagram showed a grid - you had to cross all the grid-lines but not more than once. I thought we should drive up through the middle and then come back down crossing the grid from one side to the other, the turns would be tight but there would be fewer of them. As we queued it was evident that most people were slaloming up one side and back down the other, what should we do? Josh thought that looked boring so we stuck to plan A and with plenty of handbrake and lots of wheel spin, he attacked the test with gusto – when we reached the finish the marshal said “you looked like you enjoyed that”, it certainly wasn't the quickest way but it may have been the most fun. The second test, which went without drama, was around the perimeter of the auction and was vaguely familiar from the odd times I had sold lambs at the mart.

A transport section took us to Paythorne and Moss Farm. As the name implies it was a farm track test, which involved basically two laps round the track leading to the farm and through the farmyard (and muck midden – so Josh said).

***Continued on Page 22***





## ***Better Late Than Never*** ***Continued from Page 21***

We were running car 52, so basically there had been around 100 car passes before we went through – needless to say it was very muddy and quite rough. Part of the test was a 360 round a big bale, which had become extremely cut-up, Josh tried the hand brake but we weren't carry enough speed so the car just baulked, under-steered off the hard(?)standing and with no LSD, the car just sat and spun. The second lap was attacked with more speed and this time the handbrake was more effective but I don't know whether the car suffered fuel surge but the car momentarily died, again losing momentum, again we sat and spun. Moss Farm had the potential to be a very good test, but running 90 cars through 2 loops was bound to cause problems.

A run through Slaidburn and onto the infamous Lythe Fell road, took us to the best test of the day at Dunnaw (Thompsons) place. It was basically a mini, gravel forest stage with hairpins and a nice flowing section of downhill bends. I enjoyed it from the passenger seat and judging by the grin on his face, Josh certainly did.

Continuing over Lythe Fell to Bentham, it was onto Tony Harrison's premises, a well-used autotest venue, familiar to some. As is often the case when people you know are watching (Josh's old boss), we made a cock-up. Firstly, on the first 180 round a cone, Josh pulled the lever which operates the parking brake rather than the hydraulic handbrake, which had zero or very little effect, resulting in having to do a 3-point turn. Then whether I called it wrong or we went the wrong side of a cone by mistake, I am not really sure, but when the results were published, we were awarded a wrong test and a costly test maximum.

Next up it was onto Mewith, where test 6 at Stubb's place was deemed too boggy, due to the recent wet weather. So, it was onto Giggleswick quarry via Keasden cross-roads and Eldroth. This was another cracking test, with a watersplash that caused problems for some crews – it caught me by surprise and I was trying to frantically wind up my window when we hit it – I wasn't quick enough and got soaked.

It was back along the A65 to Ingleton and familiar territory. Test 8, Lishmans was across the road from me and is a haulage and plant hire yard. Up until the weekend of the test, the yard was full of lorries and diggers and Moz was concerned that they may have to design a test layout on the morning of the event. But all credit to the owners, when the crews arrived all machinery had been moved to the sides and the test was able to run as Moz had planned. It was quite short and tight but on gravel, so was good fun and we were awarded with equal 5<sup>th</sup> fastest time.

Now, for us the pressure test – the one in our own backyard. It was a tight, nadgery, short little test, mostly on very grippy concrete, though there was a loop into the field on grass-covered hardcore – probably most peoples least favourite test of the day. There was also the added pressure of my daughter and Josh's girlfriend sitting watching their first rally, literally yards from the test. I can honestly say, hand on heart, that we had not practiced the test other than the loop into the field to make sure we had the big bales placed right. However, we did have the advantage of knowing what was round the corner from the blind start, which seemed to catch out a number of crews. We set off, things seemed to be going ok, bemoaned the lack of LSD on the grass but nailed the handbrake turns on the grippy concrete. However, on the penultimate cone the car cut out, within touching distance of our own mini fan club. Josh tried starting the car on the button – dead, then he looked down and realised he had knocked off the ignition key with his knee – the laughter was very much within earshot.



***Continued on Page 23***



## **Better Late Than Never** **Continued from Page 22**

It was then on to the excellent lunch venue at Wray tea-rooms, where a most welcome soup and roll awaited. John Wright, organiser of the classic-car meets there, had built a ceremonial style ramp which was a nice touch and provided a good photo opportunity for all surviving crews – the only problem was that we had been delayed on test 7 because a car needed to be towed out and so we were still eating our lunch while mounting the ramp, to get back on schedule.

After lunch, there was a long transport section (37miles) taking in some of the best night rally roads in Lancashire – Haylots, Littleddale, the Trough and Lythe Fell – back to everyone's favourite test Dunnow. This time it was run more or less in reverse to the morning test, so the hairpins and fast flowing bends were run uphill. Did I mention, we didn't have an LSD? We were struggling for traction out of the hairpins, but that was to become the least of our problems. Pulling up the last uphill section the throttle cable became detached from throttle pedal and we coasted to where we were sort of out of the way of the following cars, until with the help of a couple marshals, we could push it completely off the track. On investigation, the cable had disappeared up its sleeve but we couldn't budge the throttle manually to get enough cable to reattach it. When the cable let go, the throttle butterfly must have slammed shut and got jammed, so we had to remove the induction kit to unjam it with a screw driver. It took us about 15 minutes to get it going again, incurring a test maximum on the longest test of the rally – ouch.

Travelling a little quicker over Lythe Fell than we had in the morning and making maximum use of time recovery, we weren't too far behind our scheduled time for a second run through Tony's place. This time with no mistakes, we posted a decent time, though having since seen coverage on YouTube of one of the Welsh crews in an Escort, we were still a little off the pace of the top guys.

On the way to the second run through Giiggleswick Quarry, the heavens opened and by the time we started the test the car was misting up badly, which wasn't helped by the watersplash, making visibility difficult. Josh was convinced we went round a 360 cone one too many times – I wasn't so sure – either way we didn't post a very competitive time.

The final two tests were back at Gisburn Auction, the penultimate a reversal of the morning test. Josh had a moment of brain fade and decided to aim for the wrong side of a cone, sure enough friends of ours were watching and could have heard me shout "left, LEFT". The last test was a repeat of the first, this time we decided to take the more conventional approach and with judicious use of the handbrake managed to keep it tight to the cones and post a top ten time – interestingly only 2 seconds quicker than the lairy first run – wonder what it would have been like with a LSD?

Clitheroe DMC and Airedale and Pennine Motor Club should be congratulated for putting on a very enjoyable event in such difficult circumstances – the remote timing seemed to work well, the marshals were spot on, the road book was of a high standard, Gisburn Auction was a great base and the post event meal was excellent. If I have slight criticism it was the long road section after lunch, but it did give crews from outside the area a chance to see some of Lancashire's best night rally roads in day light and I know the organisers did try, unsuccessfully, to secure 2 more test venues after lunch. I hope the Pennine Trophy becomes an annual fixture in the Targa calendar - may be a move more into the Craven area would give more scope to secure more of the longer farm track tests.



**Josh & Nick Townley**  
**Kirkby Lonsdale MC**

# A Championship Year

**Liam Whiteley : Manx A.S.**

Well I don't really know how to sum up this year other than strange, very strange; prepping for events only for them to be cancelled kind of became the normality and had a domino effect resulting in rallying and motorsport as a whole grounding to a halt.

I was heading into 2020 on the back of my career best finish with 7<sup>th</sup> overall at the Grizedale Stages, just missing out on a class award by a couple of seconds. Over 40 miles of forest rallying to miss out by seconds, but nevertheless I was over the moon with the top 10 finish. Even before the rallying started for me in 2020, I had a really positive email, confirming I had been successful in gaining a place on the Motorsport UK Co-drivers Academy; for which I am very grateful and luckily, we will be back next year due to the corona virus cancelling most of this year's programme.

Anyway, the rallying started for me at a very cold and windy Croft circuit for the Jack Frost Stages. Another first for me and a highlight for 2020 and my career so far, I was competing in a Ford Fiesta R5 and what a piece of kit they are. This rally was very enjoyable and resulted in a 6<sup>th</sup> overall and 2<sup>nd</sup> in class, which eclipsed my career best finish from the rally before. Talk about London buses - from no top 10 finishes to having two back to back, I was really looking forward to what was in store for the rest of the year.

It was then a busy couple of weeks for me, heading back to the Isle of Man for the Ormco stages in a Volkswagen Golf which involved a second stage half spin, eventually recovering and turning into a decent result with a 2<sup>nd</sup> in class award. I then jetted back to the UK for the Questmead stages to compete in a Ford Sierra and again talk about London buses we had a second stage spin which resulted in a stage max, as we got stuck on the soft grass on the inside of the circuit due to the recent heavy rain. After being filmed live on Facebook live by Special Stage they came and caught up with me in the break to have a general chat. Still determined as ever we were pressing on and trying to make up for lost time and get to the finish; which we did successfully and got to the end.

Again, the trip back to the Isle of Man for a two-week break before the Malcolm Wilson Stages in a Mitsubishi Evo 9, however as we were all too aware the corona virus was on the rise. The unwelcome news of the cancellation of the North West Stages came and I thought that could be it for the Wilson, however I still pressed on with the preparation and studied the notes. Luckily the rally went ahead and again another enjoyable run round but it wasn't without its moments. We had a little scare in the second stage when we ran slightly wide on some loose mud with an enormous drop and then towards the end of stage 4, we lost the turbo. There was a main service straight after and we found the turbo pipe had come loose so we re-attached and re-fuelled and away we went for the last few stages; a steady run through Grizedale then Greystoke and we came home in 26<sup>th</sup> overall.

Then the inevitable came with the arrival of lockdown and constant cancellations.

The first action post lockdown was the Return to Rallying M – Sport stages and credit to the organisers, volunteers and marshals to put the event on in such challenging times. I myself have been out since the lockdown and it was for the Manx Auto Sport stages here on the Isle of Man, in the Volkswagen Golf. We came 19<sup>th</sup> overall using the new electronic way of time keeping. I must admit it worked a treat and was nice and straight forward, it remains to be seen how smooth it will go when you get to a multi-venue event and have a stoppage but will just have to wait and see.

I had just been preparing for a run around Oulton Park in a Ford Escort MK2 but again the disappointing but inevitable news came of the cancellation, which had to be done for the safety of others and the country during these testing times. So that concluded my stage rallying for 2020 and with that I had won the ANWCC Stage, Junior and Novice Championship which was very pleasing. I am set to go out for a run round in a night rally over here in the Isle of Man towards the end of this month but that will be it for me then and all attention turns to 2021!

I would normally be planning for next year already but with how fluid the whole situation is with the corona virus all we can do is wait and see how the next few months pan out and hope that we can get back out on the stages in the not too distant future.

I would just like to thank all the organisers, volunteers, marshals, motor-clubs and Motorsport UK for all the work that has been going on behind the scenes to get us back up and running but in the meantime; I hope everyone is ok and staying safe, have a wonderful Christmas and new year and hopefully see you all next year at a stage rally. All the best.

**Liam Whiteley : Manx A.S.**



*Photo Courtesy of Martyn's Fotos*



*Photo Courtesy of Carl Leavold*



# Lancashire AC



During both world wars the public supported the armed forces in many ways be it the 'county' and 'town Spitfires of the Second World War or motorised ambulances in the First World War.

Lancashire Automobile Club also did its bit and the story below tells of the ambulances the club purchased in the First World War. First World War Ambulance Many young men from Lancashire enlisted for battle in World War 1 and many of them, and their parents were members of the Lancashire Automobile Club.

It is not known how many perished, or were injured, but the club took the decision to raise funds to provide several ambulances. This particular vehicle was based on a chain driven Daimler Car Chassis, but we have not been able to date it or indeed the date of presentation, which was thought to be at Calderstones Hospital, which in those days was a military hospital.

The club has no records of the two young soldiers by the ambulance are, or what happened to them, however, it appears that the club donated four ambulances in total, although no other photographs exist, but some press reports of the time refer to this (see copy of press report below).

*Two ambulances went to London and were presented to the King at Buckingham Palace. There is a film of a parade of ambulances at the palace which appears to confirm this. The newspaper reports of March 20, 1915, told that the Lancashire Automobile Club inspected two new motor-ambulances which it had presented to the War Office for home service. The story said: "The vehicles were drawn up outside the headquarters in New Market Street, Blackburn and were admired by a large crowd. The club has also selected drivers – the Humber will be driven by Mr R C Hardman of Haslingden and the Daimler by Mr Dobson of Accrington.*

*The club also presented a 16hp Sunbeam ambulance, for service at the Front, which was supplied through Messrs J Walsh and Co of Blackburn, "The driver is Mr A Hodgkinson, formerly manager of West End Garage, and he is accompanied by Mr C Pilling, a former employee of Walsh and Co.*



Lancashire Motorists' Gift.



**Photo of LAC Ambulance with two soldiers  
copyright Greater Manchester County Record  
Office (with Manchester Archives)**

## All about Timing : Right place at the right time



# Gemini Communications

## RALLYING

# R.I.P. Graham Cookson Gemini 02

Graham Cookson (aka Gemini 2) who was one of the C-System Radio Controllers on Wales Rally GB for many years, it is with great sadness that we learned that he had passed away in the middle of November .

A very sad day for Motorsport.

## 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 07	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



Graham was a bit shy and didn't like his photo being taken, but above is the last time I saw him in happier times, at the meal following the last day of the last WRGB rally. *Bill Wilmer*

Sat with Tony Jones, Chris and Heidi Woodcock





# Here we go Again . . .

In November I was going to go Marshalling on the Devils Own Lockdown Tests part 2. *(it was really the 31st of October but for the sake of a day - I am not counting)*

I was also going to go Marshalling at Oulton Park for the Neil Howard.

Then I was going to go marshalling at Anglesey for two days on the Glyn Memorial Stages.

The following weekend I was going to go marshalling at Cadwell on the Cirrus Research Stages.

To finish off the month I was going to Three Sisters to Marshal on the Knutsford Targa.

Then along comes the Second Lockdown and everything goes to pot and events have their permits withdrawn and are cancelled other than the Devils Own (which managed to scrape by before Boris's Lockdown announcement) and even then I wasn't marshalling but sat in with Tony Harrison keeping him on the correct side of the cones, shame I couldn't keep him out of the ditch or the water. *(see report Pages 9 to 11)*

Mid month it was announced that there was now a vaccine that promised to be 90% effective in preventing Covid-19. So there is a possible light at the end of the Covid Tunnel.

With a bit of luck we might get a bit more motorsport in 2021 than we did in 2020 *(we couldn't get much less)*

The Stock Market certainly thinks this vaccine is good news judging by the steep rise in share prices on the Stock Market. With a little bit of luck we could be out of the current Lockdown restrictions on the 2nd of December. If we are then Tony Vart and I will be running the Scatter that was supposed to run in November. The new date is 8th of December. Entries to Tony Vart who is going to set up the WhatsApp for this event Maps 102 & 103 required (seeing as I cocked up the last lot of clues by trying to use SMS - They didn't send and it took me 30 mins before I got them out using WhatsApp - too busy answering phone calls and text messages from competitors)

Tuesday the 17th of November and we (Clitheroe & DMC) had **Mark Standen** as our guest at CDMC Outside Broadcasting. Mark and I have not always seen eye to eye but I have to admit to really enjoying this night with Mark. (Alan Barnes is busy writing up some of the stories for me and I will publish this along with a few photos next month & maybe a brief write up of some of CDMCs guests at our Zoom 'Clubnight interviews in the January issue of Spotlight)

Wednesday the 18th and more zoom but this time it's the SD34MSG bi-monthly meeting. We had the pleasure of Ian Berry (MSUK) as our guest which resulted in a longer meeting than usual as Ian fielded questions from the meetings attendees.

**Dave V. Thomas** has been busy recently updating the ANWCC Website. Still all the same detailed and valuable information as before but the appearance of the website has been updated. [www.anwcc.co.uk](http://www.anwcc.co.uk)

Oh how I wish other Associations could find a Dave Thomas to do everything that Dave Thomas does

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



### MARSHAL REGISTRATION AND OFFICIAL LICENCE RENEWALS

Just a reminder that there will be no renewal of your Motorsport UK Marshal Registration or Official Licence for 2021, your 2020 registration/licence will remain valid for 2021. 2020 Officials' Licences/ID cards will not be replaced for 2021 and Officials should retain their 2020 card until 31st December 2021.

This applies to all Officials' grades excluding ARDS, ARKS, AHAS and BARS instructors.



## Re-Arranged Dates

Neil Howard Stages  
Oulton Park  
6<sup>th</sup> February 2021

Cirrus Research Stages  
Cadwell Park  
4<sup>th</sup> April 2021

# ***Inside the Industry***

## ***December 2020***

*with Paul Gilligan*

### **Internal Combustion To Be Banned by 2030?**

Nothing has been confirmed as I type on the 15<sup>th</sup> but it seems pretty certain that BoJo will soon announce that the sale of petrol and diesel cars will be banned in the UK from 2030. Rumours say hybrids will be allowed until 2035 but whether that includes mild hybrids isn't known, probably not I would think. Not so long ago this ban was planned to come in in 2040 then it was 2035, so this is a dramatic change and will be very testing for both manufacturers and those responsible for upgrading the charging network. Over 500 new charging points are required EVERY DAY. So far this year less than 5000 have been installed.....

There is no certainty that it will be possible to produce the number of batteries required, already delivery of new electric cars and vans is being delayed by battery shortages and that is when pure electric cars are taking 5% of sales, so we need 20 times as many batteries.....

Meanwhile arguments continue to rage over whether electric cars are actually as clean as claimed. Surveys continue to show that motorists won't warm to electric until the cars have greater range. 50% say they will seriously consider an electric car if the range is 200 miles, but that figure increases to 90% if the range is 300 miles. This isn't entirely logical. The average car journey in this country is 8.4 miles taking 22 minutes but it's clear that buyers want their electric car to cover their occasional (for many) long journey. Problem is that this means bigger batteries, and these offset the environmental benefits as well as increasing the price of the car. Adding more batteries increases the weight of the car reducing efficiency and more important perhaps more batteries increase the CO2 used to manufacture the car. Of course we have 10 years for scientists and engineers to advance the technology required so we can expect smaller and lighter batteries to appear in the coming years. Certainly they're needed.

One thing I'm absolutely sure about is there will be very strong demand for petrol engines as 2030 approaches. There will be many who simply won't want to go electric and sports car owners in particular may well feel that way. If you like sports cars AND electric you can now have electric power conversions carried out on MGBs, Austin Healey 3000s, Jaguar E Types and even original Minis.

It looks like the Government will also soon address the minor problem of the risk of losing a large proportion of the £40 billion a year they currently get from taxes on petrol and diesel. That sort of potential loss of revenue is just what they don't need given the state of the national bank balance currently! Some form of national road pricing seems inevitable so people pay for the miles they drive, just as they do currently with fuel taxes. Data will be gathered from GPS devices fitted to every vehicle so the downside is big brother will know where you are, where you've been and how fast you're going.

### **Bentley All Electric Early**

Ahead of the Government announcement Bentley had already said they will produce only Plug In Hybrids or Pure Electric cars by 2026 and drop the Hybrids by 2030. Two new Hybrids will be launched next year to join the existing Bentayga PHEV and the first pure electric will arrive in 2025. Meanwhile Honda have now dropped diesel cars from their UK lineup and will cease to sell pure petrol cars in only two years time, so from late 2022 offer only hybrids and pure electrics.

### **Mercedes Increase Their Stake In Aston Martin**

Last month I reported that Mercedes had denied they had any intention of increasing their shareholding in Aston Martin. Now I can report that it's been agreed they will raise it from around 2.5% to 20% over the next few years! And it won't cost them a single Euro.

*Continued on Page 29*



Aston will get access to Mercedes technology including hybrid and electric powertrains. These are things they had no hope of being able to afford to develop themselves so they simply had to partner with someone who can. In return Mercedes will be gifted an extra 17.5% of the company and the technology will be supplied “on commercial terms”. So a vital deal for AM and a great one for Mercedes. Lawrence Stroll who leads the consortium that bought AM earlier this year describes the deal as “transformational” and “truly game changing”. He denied that Astons would ever be produced in Mercedes factories. The plan now is to sell around 10000 cars a year by 2025 and to do so at a profit by keeping supply “one car behind demand”. Last year Aston sold just under 6000 cars and lost a lot of money doing it because they were making more cars than the market wanted to buy so heavy discounting resulted. It looks like they will be more SUVs to join the recently launched DBX and by 2024 around 25% of the cars they sell will be hybrids with the first pure electric arriving in 2025.

## **Ssangyong Lifeline For Mitsubishi Dealers**

The company that imports Mitsubishi vehicles into the UK isn't owned by Mitsubishi but is a British company who have an agreement into the UK. As it so happens is the company that imports Ssangyongs here. Colt Car Company who import the Mitsubishis were therefore left facing a bleak future when Mitsubishi announce two months ago that they would gradually withdraw from the European market. One thing Colt have built up over the years is a strong and effective dealer network, something attractive to Ssangyong who have like most new entrants have struggles to create as fast as they would like. Therefore the two are now in discussion with a view to the Ssangyong importer taking Colt over early next year. Then they would distribute Mitsubishis to the dealers for as long as they continue to be supplied but they will also offer the Ssangyong franchise to all those dealers thereby gaining overnight a vastly superior dealer network to the one they currently have. And as Mitsubishis gradually become unavailable those dealers will be offering their customers Ssangyongs instead.

Like the Aston Martin/Mercedes deal seems to make sense all round?

## **What's Lockdown 2 Doing To The Industry?**

In short nothing like as much damage as Lockdown 1. First the factories both here and elsewhere are still at work producing cars and vans. Second both the dealers and the customers learnt a lot during the previous lockdown about how to continue to do business whilst respecting the rules. There is much concern that garden centres are allowed to remain open because most of their goods are displayed outside with customers only having to enter the buildings to complete the transaction, car dealers where the stock is on display in the open air and customers only go into the showroom to proceed with the deal are not. So showrooms have to be closed, seems rather unfair. Dealers service and parts departments can remain open however.

However as I say people have learnt new ways of operating. Customers can buy a car and click and collect or have it home delivered in a safely sanitised way. The car can be presented to them in a video, all paperwork including finance agreements can be handled remotely. And of course hopefully this time it's for 4 weeks only (hopefully!). Many dealers, nervous of the impact and desperate to save costs have furloughed sales staff again which makes it very difficult for customers to obtain the information and support they need. Demand continues to be strong so while understanding the motivation I think many dealers are losing business as a result.

## **What's Demand Like?**

Used car demand remains strong although it has cooled a little, so the mad fight for stock has calmed down and buyers are being a touch more selective. Quality stock properly prepared is still making strong money. 95% of used buyers are still “in market” according to a survey by Parkers Guide. 47% said the restrictions hadn't affected their intent to buy a car “as soon as possible”, while a further 48% said they would continue to do their research and buy as soon as restrictions were lifted. 30% said they would be happy to buy a car without leaving home and another 24% would definitely consider doing that. And there is still pent up demand. Used car transactions are 17.5% down so far this year against same period 2019, that's over a million sales that haven't happened.

New car registrations in October were 1.6% down on last October. Given there are far less pre registrations and rental company sales I'd say the “real” sales are in fact up. And that's in spite of there still being serious stock shortages and delivery delays.

The van side of the market continues very strongly both new and used. October registration of new vans and pickups were over 13% up in October on the previous year in spite of severe stock shortages. It's just about impossible to buy a new van in the UK currently because there are virtually none available for immediate delivery. Courier giant Yodel have told all their customers they can't take on any more work between now and January. They can get extra drivers no problem, sadly there are many people looking for work, but they can't either buy or rent any more vans. On some commercial vehicles we're now quoting May delivery. The top selling van in the UK is Ford's Transit Custom with over 34000 registered to end October. It is in fact the 4<sup>th</sup> best selling motor vehicle, only 3 cars, Ford Fiesta, Vauxhall Corsa, and VW Golf sell more.

With the rental companies able to hire anything they have mainly to the courier companies they aren't selling more than a very few therefore starving the used van market of stock and forcing prices up to amazing levels. With internet shopping very much here to stay van business is set to stay strong for a long time to come.

*Just an early warning so you can save up. In January I posted that I was pleased to have walked just over 1250 miles in 2019, best ever.*

*I said I was wondering what target to set for 2020. Quick as a flash someone I regarded as an old friend responded "only one target for 2020 is 2020 miles Paul".*

*Thanks Jonathan Ashman!*

*Because I had a bit of time during Lockdown 1 I'm actually just about on target. 270 miles to go. I'm not looking for £33M quid or a knighthood but if I make it I will be asking for donations to Eden Valley Hospice so just to warn you all.*

*Paul Gilligan*



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## **More All about Timing : Right place at the right time**







# 2021 STREETCAR CUP

A new grass roots motorsport initiative supporting clubs to grow participation and engage new audiences in our sport

## Overview

- **AutoSOLOs** are a simple and cost-effective route into grass roots motorsport; in 2019, there were over **100 AutoSOLO events**, attracting **2700 entries**
- Through raising awareness of the discipline and supporting clubs to deliver a modern experience for participants, the StreetCar Cup aims to attract new audiences to our sport and **increase Auto-SOLO participation**.
- The StreetCar Cup will consist of up to **11 regional series** across the UK, with the top regional points scorers progressing onto a **National Shoot-Out** in September, organised by Motorsport UK

*Continued on Page 32*



# Classes & Entry Criteria

All participants must hold a minimum of an **RS Clubman licence** to take part in any of the following 3 classes:

## Junior

- For **14-17-year olds**. Participants must be under 17 at time of registration but can continue as a Junior if they turn 18 during the year.

## Newcomer

- Hold a full DVLA car licence & **have not competed** in an Autotest/AutoSOLO before (self declaration)



## Allcomers

- Hold a full DVLA car licence and **have competed** in an AutoSOLO or Autotest before.

*The classes do not differentiate on vehicle performance factors; the fastest drivers overall win their StreetCar class.*

*Upon registration, drivers will be allocated a class specific StreetCar Cup number for use in entry portals*

## Regional Series

- The regional StreetCar series events will take place within existing or new regional AutoSOLO championship events, running between **March and August 2021**.
- Participants' **top 4/5 results** (tbc) will count towards their overall regional points score
- The events will run to the **standard AutoSOLO regulations** and the relevant supplementary regulations for each regional championship, with StreetCar running as an invited championship within the supplementary regulations.
- Participating clubs will be required to **reserve a minimum of 10 places** for Junior and Newcomer participants at all events.

Places for Allcomer entries will not be required to be Reserved



# National Shoot-Out

- In September 2021, the **top 2\* competitors** per class from each region will come together for the National Shoot-Out in a central UK location
- Run in a **Head-to-Head format**, with cars setting off at the same time to compete on two mirrored courses
- A series of heats during the day, with the top 2 drivers in each class progressing to the finals to determine the inaugural **StreetCar Cup Champions**.
- There will be **commentary, live streaming, banners** and general pizzazz to make this a special experience for participants and an **aspirational** target for future years

*\*The final number of qualifying drivers will depend on how many regions participate*

## Motorsport UK Event Support

- **Event collateral** (feather flags / signage) will be sent to all participating regions to dress the events
- Each participating region will be given a budget of **£100 per event** and required to appoint a **regional StreetCar coordinator** to assist with the activations:
- Delivery of branding collateral to each event
- Support organising clubs with queries
- Provide Motorsport UK with updated points after each event, event report and images
- Participating clubs will be encouraged to use a low-cost **online entry system**. Motorsport UK will suggest recommended providers
- Regions will be encouraged to invest in a low-cost (circa £1,200) **timing system** which their participating clubs can use

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## StreetCar Cup : FAQ's

We have listed some frequently asked questions to help clarify any queries that clubs or regions may have on the StreetCar Cup:

### Why “StreetCar” Cup?

StreetCar is the name of the competition and is not intended to be a rebrand of AutoSOLO. “StreetCar” has been chosen to portray the concept of competition in your road car and because it is felt to be more contemporary and relevant than “AutoSOLO Cup”, for example.

### Is there a registration fee for StreetCar participants?

No, Motorsport UK will not charge any registration fee to the participants for this initiative. Participants will have to register for the StreetCar Cup and their relevant class via the StreetCar Cup website.

### How will participants enter the regional events?

The StreetCar Cup website will list all regional calendars and will include links to all participating clubs' websites to enable the competitors to enter with the clubs directly. Participating clubs will need to include “check boxes” for the StreetCar classes within their entry form to enable the competitors to enter their correct class.

## **What do we need to include in our regulations to run StreetCar?**

The supplementary regulations for your AutoSOLO championship events simply need to state that the “StreetCar Cup is an invited Championship”.

## **Do StreetCar participants need to join a club to compete?**

No, participants who are solely taking part in the StreetCar Cup do not need to be a club member. If they wish to take part in the Regional Championship or additional events, then they will clearly need to comply with the relevant regulations relating to the championship or events. Clubs are encouraged to have collateral to promote their club membership and activities, to hand out to StreetCar competitors at events.

## **We have an existing class structure within our Regional Championship; how do the StreetCar classes fit in with this?**

The StreetCar classes run over and above any existing class structures and do not take account of any vehicle classes – the highest scoring driver in each StreetCar class wins the class, regardless of any existing class structures.

## **Our regional AutoSOLO calendar runs beyond September 2021; can we still be part of the StreetCar initiative?**

Yes, however, the StreetCar Cup counters will only take place within the events that run between March and August.

## **Do participating regional events need to reserve entries for StreetCar Cup?**

Yes, all participating events will be required to reserve 10 spaces for the Junior and Newcomer drivers to help ensure these participants have a positive introduction to the sport. Drivers in the Allcomers class should be more familiar with entry procedures and should therefore be less likely to miss out on opportunities to enter particularly popular events. It is proposed that clubs set the StreetCar entry deadline a couple of days prior to the main event entry deadline; this will mean that if the 10 StreetCar entry slots are not filled, the places can be released to clubs other regular participants.

## **Do clubs need to provide trophies for the StreetCar winners?**

It is not mandatory to provide physical awards for StreetCar class winners but it would obviously be a nice touch to do so. We do ask that clubs acknowledge the StreetCar class winners/top finishers within the prize givings at their events.

## **Who is responsible for the regional points tables?**

The points scoring system is outlined in the StreetCar Cup regulations. Participating events will be expected to publish StreetCar classes in their event results. From there, the regional coordinator for StreetCar will be required to share the results with Motorsport UK promptly after each event and Motorsport UK will then update and manage the regional points tables on the StreetCar website.

## **How does the regional coordinator role and Motorsport UK support work?**

Each participating region will given a budget of £100/event and will be encouraged to appoint a StreetCar coordinator (s) to help with the delivery of the series on the ground. It does not have to be the same person for all events, but for consistency it would clearly be best if the coordinator role is limited to a maximum of 2 people. How the £100 funding is allocated is at the discretion of each participating Regional Association.

The purpose of the coordinator role is to help with practical matters such as the delivery of the event collateral to each event, helping organising clubs with queries and generally helping to ensure a consistent experience for competitors at each event. The regional coordinators will have responsibility for providing Motorsport UK with updated championship points promptly after each event, a brief event report and some pictures (Smart phone quality is adequate) so the central website can be updated.

## **How will Motorsport UK attract new participants to these events?**

We have a marketing plan which outlines the target audiences for all 3 classes and a promotions strategy to reach these audiences. For the Junior and Newcomer classes, we will predominantly market to these audiences via a social media advertising campaign, utilising 2 promotional videos (one for each class) to convey the excitement and accessibility of the StreetCar Cup. We will also contact relevant influencers and digital publications to help promote the initiative to new audiences. By contrast, the Allcomers class, will predominantly be promoted via internal mailing lists and communications, to reflect the fact that the class is aimed at existing and experienced competitors.

## **Who will run the Shoot-out event in September?**

Motorsport UK will organise and finance the shoot-out and a suitably experienced partner will be appointed to deliver the event on the day. We will announce details on this process in the new year.



# Carlube Triple R Racing with Mac Tools

Ciceley Motorsport have made the shock announcement that they are to move to BMW power for their assault on the 2021 British Touring Car Championship.

The Lancashire based Carlube Triple R backed team have contested their own NGTC Mercedes A-Class with considerable success since 2014, but now feel it's time for a change, after considering many other models and configurations, the engineering team feel the rear wheel drive BMW 3 series is the best option to secure future both Team and Driver Championship victory.

Russell Morgan Team Principle "These are very exciting times for us all at Ciceley Motorsport, this has been an incredibly hard decision, made even more difficult by the fantastic job our lead engineer Steve Farrell and Adam have done with the Mercedes this year. Our Merc's have been constantly improved and fastidiously maintained throughout their lifetime, they are still eligible to run in the BTCC until 2023".

Morgan continued "We have to look to the future, the hybrid era of BTCC will be upon us before we know it, we must, as a team, be ready for the next challenge. Although our philosophy as a team is to enjoy our racing, we definitely enjoy it more when we're winning! Next season will be yet another massive learning curve for us all, but we are still hungry for success and determined to succeed. We now need to secure the services of a teammate who is able to compliment the team and secure the drivers and teams BTCC title

The teams title Sponsors Carlube Triple R and associate team partners Mac Tools are also excited by this new and exciting chapter.

Peter Schofield, Tetrosyl Chairman, added "It's fantastic to be part of this historical moment for Ciceley Motorsport as they move to the BMW 3-Series. We have enjoyed great success with the Mercedes this season which has been a difficult year for us all. For Tetrosyl and Carlube Triple R this exciting change mirrors our aspirations and the level of quality we demand as a company and a brand. We wish everyone in our team the very best both on and off the track in 2021."

Dick Bennet's WSR Team Principle "We're very pleased that Ciceley Motorsport have become our first customer for the BMW 330i M Sport and will run two cars in 2021. They are a professional team with a strong engineering mindset, so the WSR-designed-and-built cars should give them everything they need to become title challengers.

"Since the 3 Series first turned a wheel in late March last year, we've won five titles out of a possible six and scored 48 podiums from 57 races, which shows the quality of the base machinery."

Norman Burgess Commercial Director finished by adding "Russell has made his mind up, we're going for it! He has listened to both Steve Farrell and Adam and they have all decided together that the BMW is the best way forward even though we will be sad to see the Merc's go. Carlube Triple R and Mac Tools have supported and stood by us through these unprecedented times and it's imperative that we are in the best possible position to deliver them results and repay Carlube Triple R for their unwavering belief in the Ciceley Motorsport team"



## R.I.P. Bob Redhead

It's very sad to report that Bob Redhead passed away on Monday 23rd November.

While Bob was a formidable and highly successful navigator and rally organiser in the 1960s and 1970s - especially on his 'home patch' of the Lake District - he is probably best known to many through his role as Chief Marshal on the Rally of the Tests and the Flying Scotsman.

Bob was a member of the original organising team for both events and was in charge of the marshals for the first ten RoTT (from 2001 to 2010) and the first five Flying Scotsman (from 2009 to 2013). His attention to detail, meticulous planning and the respect in which the rallying world held for him, meant that there was never a single control unmanned in all those years. Many of our current travelling marshalling teams started their involvement with HERO-ERA as one of 'Bob's teams.'

Sadly another member of the famous ECF (Ecurie Cod Fillet ) has left us. Our sincere condolences go out to his wife (Anne) and daughters

# Championship Standings

**In Brief : Updated 5/11/20**  
 go to <http://anwcc.co.uk>

## Stage Rally :

O/A	Driver	Club	Points
1	John Stone	Blackpool SS	125
2	Rob Hughes	C&A	124
=3	Chris Berry	C&A	113
=3	James Swallow	Bolton	113
5	Adam Williams	Warrington	112
O/A	Co-Driver	Club	Points
1	Liam Whiteley (Junior)	Manx AS	159
=2	Rob Fag	Manx AS	125
=2	Alex Stone (Junior)	Blackpool SS	125
4	Sion Cunliffe	C&A	124
5	Daniel Petrie (Junior)	Ludlow	113

## Inter-Club Championship

O/A	Club	Points
1	Knutsford & DMC	181
2	Under 17 MC	176
3	Bolton-le-Moors CC	132
4	Warrington & DMC	78
5	North Wales CC	64
6	Rhyl & DMC	57
7	Ilkley & DMC	52
8	Bala & DMC	50
9	C&A	46
10	Longton & DMC	40

## Marshals Championship

O/A	Marshal	Club	Points
1	Brian Wragg	Liverpool	114
2	Tracey Smith	Accrington	45
3	Maurice Ellison	Clitheroe	41
=4	Steven Smith	Accrington	29
=4	Ian Mather	Stockport	29
=4	Lidsay Mather	Stockport	29
7	Steve Johnson	U17MC	18
=8	Paul Henry	Gemini	16
=8	Rob Jos	C&A	16
=8	Robert O'Brien	Liverpool	16
=8	William O'Brien	Liverpool	16

## Autotest :

O/A	Driver	Club	Points
1	Colin Moreton	Knutsford	111
2	Paul Fobister	Knutsford	110
3	Steve Johnson	U17MC	82
4	David Goodlad	Knutsford	75
5	Dave Evans	Knutsford	59

## PCA

O/A	Driver	Club	Points
1	James Robinson	U 17MC	117
2	Andrew Robinson	U 17 MC	89
3	Jessica Crawley	Warrington	85
4	Milo Unwin	U17 MC	81
5	Lauren Crook	U 17 MC	55

## AutoSOLO :

O/A	Driver	Club	Points
1	Neil Jones	Bala	147
2	Howard Morris	Rhyl & DMC	140
3	Phil Clegg	Accrington	134
4	Scott MacMahon	U17MC	133
5	Andy Williams	U17MC	130

## Allrounders Championship

O/A	O/A Driver	Club	Points
1	James Williams	U17MC	99
2	Andy Williams	U17MC	96
3	Lauren Crook	U17MC	88
4	Jess Crawley	Warrington	57
5	James Swallow	Bolton	31

O/A	Junior (U25) Driver	Club	Points
1	James Williams	U17 MC	99
2	Scott MacMahon	U17MC	69
3	James Robinson	U17MC	58
4	Jess Crawley	Warrington	51
5	Milo Unwin	U17MC	36

O/A	Driver - 1000cc	Club	Points
1	Andy Williams	U17MC	96
2	James Williams	U17MC	87
3	Andrew Crawley	Warrington	60
4	Jess Crawley	Warrington	57
5	Chris Liversey	U17MC	25

*Continued on Page 37*



# SD34MSG CHAMPIONSHIPS 2020

## Non Race/Rally Championship

O/A	Class	Score	Club
1	Andy Crawley	80.95	Warrington
2	Andy Williams	72.17	U17MC
3	James Williams	71.54	U17MC
4	Lauren Crook	67.63	U17MC
5	Jessica Crawley	67.30	Warrington
6	Steve Johnson	61.70	Boundless
7	Stephen Holmes	57.64	Clitheroe
8	Andrew Robinson	51.52	U17MC
9	James Robinson	51.36	U17MC
10	Scott MacMahon	50.42	U17MC
11	Phil Clegg	49.59	Accrington
12	Gary Sherriff	39.90	Bolton
13	Chris MacMahon	38.83	U17MC
DNQ	Joe Mallinson	30.12	A&PMCC
DNQ	Chris Livesley	30.04	U17MC
DNQ	Dave Graves	28.87	Bolton
DNQ	Matthew Nichols	17.56	Bolton
DNQ	Ian Swallow	10.00	Bolton
DNQ	Warren Nicholls	9.57	Bolton
DNQ	John Jones	9.38	Accrington
DNQ	David Goodlad	9.18	Bolton

## U 18 Championship

O/A		Score	Club
1	Jessica Crawley	69	Warrington
2	James Robinson	50	U17MC
3	Milo Unwin	34	Accrington
4	Daniel Millward-Jackson	28	U17MC
5	Matthew Nicholls	17	Bolton

## Marshals Championship

O/A		Score	Club
1	Brian Wragg	124	Liverpool
2	Tracey Smith	67	Accrington
3	Steve Johnson	50	U17MC
4	Steve Smith	47	Accrington
5	Maurice Ellison	44	Clitheroe
= 6	Jack Mather	40	Bolton
= 6	Eileen Lamb	20	Pendle
= 6	Barry Wilkinson	20	Pendle
= 6	Alex Brown	20	Bolton
= 6	Ian Mather	20	Stockport
= 6	Lindsey Mather	20	Bolton

Only showing Marshals that have Qualified

## Ladies Rally Championship

O/A	Driver	Club	Points
1	Ashleigh Morris	Bolton	77.27
2	Jade Paveley	NWCC	68.18
3	Cathy Stewart	BWRDC	66.67
4	Ealish Baxter	Manx AS	41.18
5	Lauren Groves	Clwyd Vale	22.73
O/A	Co-Driver	Club	Points
1	Rachael Atherton	Warrington	84.09
2	Victoria Swallow	Bolton	77.27
3	Christine Pearson	B&BMC	52.27
4	Elizabeth Wakefield	C&A	26.32

## Sprint Championship

O/A	Driver	Club	Points
1	John Stone	BSSMC	217.84
2	Nigel Trundle	G&PMC	205.89
3	David Goodlad	Knutsford	202.74
4	Nigel Fox	Clitheroe	198.47
5	John Wadsworth	NWCC	196.09



& **SD34MSG**



**2020**  
**AWARDS NIGHT**  
**30th January 2021**



**2020 Championship**  
**Report on Page 39**  
**Plus**  
**Details of the**  
**2021 Championships**



# ANWCC

## Association of North Western Car Clubs

Now that our competitive events are effectively over for this year, it is time to congratulate all of our championship award winners for not only their success, but also on their determination to continue competing in their chosen disciplines during such trying times for so many people. As you be able to read in Dave Thomas's Championship Notes, we have been able to conclude many of this year's championships with the considerable help and ingenuity of so many of our organising clubs. We are all very grateful for what you have achieved for motorsport this year. We are pleased to be able to offer all of our 2020 member clubs free ANWCC registration for 2021. Not only that but we are also offering free 2021 championship registration for the more than 50% of the 2020 registered championship contenders who were unable to continue or complete their championship aspirations this year for various reasons.

Dave Thomas has also been an absolute star this year, constantly updating and correcting our events calendar and keeping us all aware via the website. Dave is already formulating a rapidly expanding 2021 calendar, so please let Dave know of any relevant events you have planned, no matter how optimistic that request might appear right now.

It was disappointing to learn recently, that ANECCC will not be promoting their long established S G Petch Stage Rally Championship in 2021, perhaps anticipating that many of their established championship events may not run. We are presently a bit more optimistic in this regard and would certainly welcome any potential ANECCC contenders to register for our forest and stage rally championships, both of which should include some previous ANECCC events. Details of these and all of our 2021 events are on the ANWCC website, which will be regularly updated of course.

Talking of our website, don't forget that by adding or correcting a link to [www.anwcc.co.uk](http://www.anwcc.co.uk) on your own website, will help your own club members have a direct access to all that's on offer from us. The proposal to offer two clubs with the correct link, free registration, has of course now been superseded by free 2021 registration for all of you.

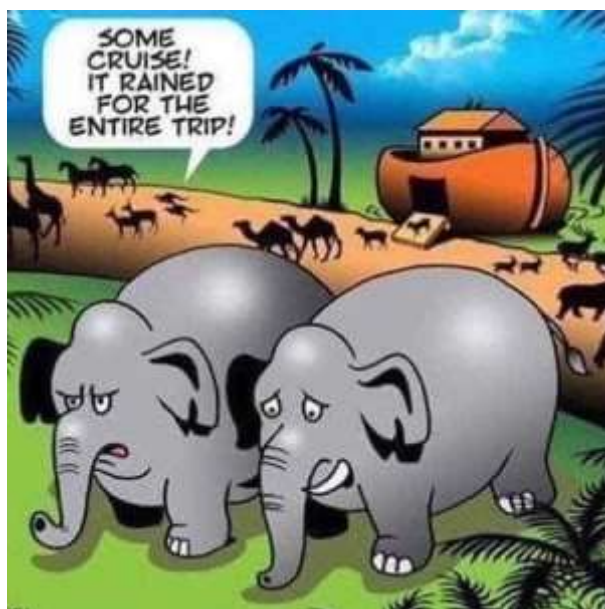
We should all to be grateful to Moz Ellison for continuing to produce a bumper edition of Spotlight each month, full of interesting articles, useful information and a few suspect jokes. eg —————→

MSUK have continued to provide the motorsport community with Covid-19 related information and guidance and how we can all benefit from the knowledge and experience MSUK can offer. Covid-19 aside, a series of monthly club marketing webinars started this month and I hope clubs are taking advantage of these sessions. Details are on the MSUK website, or you can refer to Mark Wilkinson's recent email message.

I will be able to bring more MSUK news following an additional, third Regional Committee Zoom meeting held on 18 November. Ahead of that, I was very pleased to learn that Board member Helen Bashford-Malkie, has been asked to chair one of the new MSUK working groups and that Helen has already invited Tracey Smith to join her as a member.

Finally, I want to endorse Dave's pleas for you to promptly register your club officials' details in full, preferably via the website link, so that we can provide the correct information to the correct people, to register all of your appropriate 2021 events for our championships, even if we may not be your primary Regional Association and for you to promote next year's ANWCC championships through your own club's social media.

**Bob Milloy – ANWCC Chairman**





# ANWCC CHAMPIONSHIP REPORT - 17<sup>th</sup> November 2020

Due to the latest Covid-19 restrictions, with England in lockdown for the whole of this month and all events cancelled, we have reached the end of our 2020 Championships. Huge thanks to all the organisers and competitors who persisted with the events, with all the extra work and hassle that was necessary for safe events.

We have, perhaps, been a bit more fortunate than some other Associations, as we have managed to get a final result and some award winners in about half of our championships.

The Autosolo, Production Car Autotest and Autotest series managed a reasonable number of qualifying events, thanks largely to the members of the Under 17, Accrington and CSMA clubs.

Our Sprint Championship must go down as the shortest ever, three events in two weekends gave us the minimum number required per our championship regulations, and a surprise winner!

Our Allrounders and Inter-Club championships managed over 30 events so winners have been declared, whilst our Marshals Championship is currently still open for claims.

Rallies were worst hit. Our Stage Rally Championship had seen three events before lockdown, and should have had a few more this month but the restrictions put paid to that, despite the events having full entries. We had two forest events early in the year then all sorts of restrictions were placed on the use of the forests – it seems English forests will not be available until at least end of April 2021, whilst Welsh forests are available following the signing of the contract, but the Welsh Assembly decree no more than 30 people. It also seems that the authorities do not realise how much preparatory work needs to be carried out months before an event of this nature.

Road Rallies in Wales came to a complete stop, we only managed one early event at our most northerly location for championship events. Historic Rallies also only managed two events, and the new Targa Championship never started. It is noticeable that there are some member clubs running Historic and Targa events that were not registered for our championship so hopefully they will consider requesting championship status for 2021.

Our Trials championship had two false starts, first due to floods then a month later when Covid hit us, but we did manage two events in October, unfortunately not enough for the championship to be declared viable. There have been some non-ANWCC events run successfully and fully compliant so hopefully we can see more next year.

All the championship charts are up-to-date on our website, we have compiled a list of award winners – 37 competitors amassing a total of 61 awards. Our Awards Night is booked for Saturday 30<sup>th</sup> January 2021 but, as things stand now, cannot happen. A decision will be taken mid-December as to the possibility of running the event. We have already agreed to have a joint presentation with the SD34 Group, and we do have a Plan B for most of the awards. Full details will be issued in due course!

For 2020 the number of championship contenders did increase a little from 2019, we reached the exact total of 200. Had some of the events in March and April been held then I would have expected that figure to have been at least 250. Most of our registered championship contenders have been offered free registration for 2021, and submissions are coming in steadily.

So ... 2020 ... a title given to perfect vision, certainly not a perfect year by a long stretch of the imagination. This was my 39<sup>th</sup> year running the ANWCC Championships, and has definitely not been one of the best. Hopefully we can draw a line under it, and carry on.

**The forms for competitors to register for the 2021 championships can be found on [www.anwcc.co.uk](http://www.anwcc.co.uk), and we already have some registrations!**

The Championship Calendar 2021 can be found on our website and is constantly being updated and added to. The draft regulations can also be found on our website.

We have applied for championship permits with virtually no changes to our championship regulations, but have left the calendar blank on our applications! There will certainly be calendar changes and our championship regulations accommodate that scenario.

**We ask for ALL clubs to complete the form to tell us of their planned events for 2021, indicate which are to be ANWCC championship qualifiers. Also include all your Clubman events as per Blue Book regulations – the submission goes straight to our database.**

**The ANWCC committee has agreed that all 2020 member clubs will have their membership carried forward to cover 2021, but we do ask for ALL clubs to complete the form to update our Club Officials database – it is important that your correct details are on it, as this is our mailing list to you.**

Clubs are also asked to ensure that their website includes a link to ours ... [www.anwcc.co.uk](http://www.anwcc.co.uk) ... there are still many clubs without the link, and many linked to our old site (.org) so please ensure your site is updated.

**The link to the online forms can be found on [www.anwcc.co.uk](http://www.anwcc.co.uk) home page, menu on left side.**

We would also appreciate as much promotion as possible of the ANWCC Championships 2021 ...we should have something for everyone!

**Dave V Thomas**  
**Championships Co-Ordinator - Association of North-Western Car Clubs**



## Rally NI Could Happen Next Summer

The World Rally Championship could be coming to Belfast next August. Rally Northern Ireland has been provisionally listed as the United Kingdom's contribution to a twelve-round 2021 WRC calendar.. but it can only happen IF full funding is forthcoming.

One thing is certain, Wales will NOT be hosting a WRC event next year. Somewhat ironic then given the fact that a Welsh driver is poised to become 2020 World Champion next month! (more of that later). It would seem then it's Rally NI or nothing for this part of the world in 2021! What happens after that is anyone's guess!

An August date would be brilliant for Northern Ireland, the country's classic closed-road tarmac stages are at their very best in summer time. The last time a WRC round visited Ulster was back in 2009 when Rally Ireland used several tests north of the border. That was in January and the roads were muddy and very wet, in fact two stages were cancelled due to flooding. If Rally NI doesn't happen then one of five reserve events will be drafted in. Strangely, to date there has been no comment from Bobby Willis, who's initial idea of bringing the WRC to Belfast has surely been instrumental in the latest announcement. Backing for the new rally has come from North Antrim MP Ian Paisley and Minister of State for Northern Ireland at Westminster, Robin Walker MP.

Back in April a funding request for the rally was turned down by Tourism Northern Ireland. Apparently now though the Northern Ireland Executive and the UK Government are supportive of events that showcase Northern Ireland to the world. Apart from the issue of funding, the other major factor that could scupper WRC Rally NI August 2021 would be the state of a certain on-going global pandemic!

From a personal point of view, I for one will not miss a dark, dismal and pissing wet Wales Rally GB. Having marshalled on the winter event for some 16 years since 1990 (see Looking Back), lately I was a paying spectator. Although I enjoyed my visits to the gravel classics including Sweet Lamb, Myherin and Dovey, I would much prefer to be closer to home on the "best tarmac stages in the world" according to Craig Breen. Names like Torr Head, Sloughan Glen and Hamiltons Folly will challenge the worlds best rally drivers. In fact why not visit neighbouring Donegal for one day and take in Knockalla, High Glen and Atlantic Drive?

Ok, it might rain in NI but definitely NOT on the scale of a Welsh November. Another plus, Rally Northern Ireland will be totally FREE to spectators. Wales Rally GB lately had become very expensive as spectators had to pay to see all stages.

On the down side, there are only 12 World Rally Cars competing in WRC 1 at the moment (none from Northern Ireland) plus a further handful in WRC 2, WRC 3 and JWRC. I would hope that a "National Ulster Rally" will tag on behind the WRC competitors. This would give the British and Irish Championship runners a chance to run over the same stages as the world stars and at the same time boost the overall entry list. Interestingly there were only 36 entries overall for Rally Ireland 2009, the last time the WRC visited Ireland.

# IAN HUMPHREY

## 1943 – 2020

It is with much sadness that one of local motor-sport's great characters passed away last month – Ian (The Humph) Humphrey.

Ian loved his rallying, I first met him in 1971, he and Christine had moved to Sheffield a year or two earlier and Ian had already installed himself as a lynch pin at the 111 Motor Club. Always a Navigator, Ian spent the early '70's with Graham Denton in the Beighton Motor Companies Mazda achieving a number of local wins, including 3 Jackson Trophies (1973, 75 and 77) and the Rally of the Dams.

The mid '70s saw him team up with Graham Beardmore in the Bentley Bros Firenza twice taking on the Circuit of Donegal. Sticking with the Graham theme he then teamed up with Graham Calton in various Escort Twin Cams finishing 2nd on 6 occasions. Further outings with Phil Hale in his magnificent Cologne RS Capri led Ian away from the lanes and into the forests.

First co-driving Pete Wells in a G3 Escort their highlight being a 5th overall in the '89 Dukeries, then with Andy Johnson in a Nova and finally in '96 with David Bell in a Sierra RS Cosworth 4x4 which included a 17th on the Rallye International Charlemagne. Like many, Ian got tired of inactivity so in 2015 at the ripe old age of 72 he went out and bought an ex-works Puma and started competing in the MotorSport News Circuit Championship with Mark Annison, their last event being in March this year.

Ian known affectionately as "Father" was a huge character with many wonderful stories to tell. He'll be greatly missed and our sympathies go out to his wife Christine, daughter Rebecca, son Nick and the whole family.

**Martin Phaff**







ASSOCIATION OF  
NORTH EAST & CUMBRIA  
CAR CLUBS

## Stage Rally Championship

Hi to you all, hope everyone is well and keeping safe at these very difficult times,

What a year this has been, this was my first year as the championship co-ordinator for the championship and was very excited to be running the championship as I was told by Colin, you are moving up from division 4 to division 1 which is a big jump but I was looking forward to the challenge.

We started the season off at Croft with the Jack Frost with another 10 events over this year then we had the storm later on in February which cancelled the Riponion. So the next outing for everyone was the Malcolm Wilson. We all know what happened next (BANG) covid-19.

I was hoping that after the lockdown we would get back to some normality and get some of the later events running but this ended up not being the case. What a year it's been.

On a personal note I would like to thank everyone that has supported the championship this year, Steve Petch for sponsoring the championship and to all the class sponsors for their support and to all the clubs that put the events on for us to have a calendar. Also without help from companies and people like this it would be even harder to run the championship THANK YOU SO MUCH Graham this is properly the news that you didn't want to hear.

I myself was hoping not to have to write this to everyone but have spoken via email to Steve Petch and to Ian & Colin who I took over from as co-ordinator and they totally agree with the decision that I am making.

It is with regret that the 2021 A.N.E.C.C. SG Petch Stage Rally Championship will be suspended until 2022.

The uncertainty of events running is a massive blow to everyone in rallying from clubs, organisers and sponsors etc. and with no guaranty of events running in 2021 due to the virus and restriction in place at this time and possibly into 2021 a championship calendar is not possible to compile for 2021.

I want to be able to put a full championship calendar together for you all hope you can understand my hard decision I have had to make

**Graham, Championship Coordinator**



## Revised Championship Calendar

- Round 1 – Donington Park 6<sup>th</sup> December
- Round 2 – Brands Hatch 16<sup>th</sup> January
- Round 3 – Cadwell Park (Alan Healy) 31<sup>st</sup> January
- Round 4 – Oulton Park (rescheduled) 06<sup>th</sup> February
- Round 5 – Snetterton 20<sup>th</sup> February
- Round 6 – Anglesey 07<sup>th</sup> March
- Round 7 – Donington Park 21<sup>st</sup> March
- Round 8 – Cadwell Park (Cirrus Stages re-scheduled) 4<sup>th</sup> April
- Reserve Event – Anglesey (SMC Stages) 18<sup>th</sup> April

## Legend Fires North West Stages 20th March 2021

### Announcement on behalf of the Legend Fires North West Stages Rally organising team.

Due to the ongoing Corona virus pandemic/ the organisers of the Legend Fires North West Stages Rally have made the difficult decision to postpone the event for another year until March 18/19th 2022.

As responsible organisers and rally enthusiasts the team is unanimous that we have a duty to protect the future of closed road rallying in the North West, Whilst the recently announced vaccines provide positive outlook, the current restrictions and impending proposals preclude the team from carrying out the necessary PR work, Council consultations and other essential preparatory work.

Going forward, the Corona Virus will not have gone away by March 2021 and the team does not want to jeopardise the good relationships we have built with the local authorities and communities. Running the event would actively encourage travel and gatherings and is likely to be seen as irresponsible and would doubtless threaten events in the years ahead. In particular we have to protect the Legend Fires North West Stages Rally.

As organisers we could have continued with the event organisation in the vague hope that all restrictions would be lifted by March. The cancellation of the 2020 event generated significant financial losses to the club and were that to happen again then the club would not survive, and the Legend Fires North West Stages would be no more.

The organisers do understand that many will be disappointed, none more so than the team itself, but at this point in time this is the only sensible and responsible decision that could be made. The organisers and sponsors look forward to welcoming you to Lancashire for the 2022 Legend Fires North West Stages.

# **Motorsport UK signs agreement for rallying to continue in Wales until 2023**

**Wednesday 23 September 2020**

Motorsport UK and Natural Resources Wales (NRW) have signed a new access agreement which will allow competitive four-wheeled rallying on NRW-managed land for the next three years until 2023.

For decades, NRW's forests have played host to a range of motorsport, working effectively with Motorsport UK to stage events at every level of the sport, from grassroots to the iconic Wales Rally GB – Britain's round of the FIA World Rally Championship.

## **Motorsport UK CEO, Hugh Chambers, said:**

"We are delighted to announce a new agreement with Natural Resources Wales which will allow rallying to take place in the Welsh forests for at least the next three years. Rallying is an important discipline for Motorsport UK, and Wales offers the perfect environment for our events, held on some of the most revered stages in the world of rallying.

"Not only is it important for competitors, but these events are vital contributors to the infrastructure around them, including local hospitality sectors, as well as subsidiary businesses related to the sport who rely heavily on forestry rallying. We will be working with NRW to optimise the number of events, working effectively with our local communities to ensure affordability to our competitors through a sustainable strategy. Through this, we can preserve the sport and forests for generations to come."

## **Dominic Driver, Natural Resources Wales' Head of Land Stewardship, said:**

"The forests NRW manages in Wales are the heartlands of rallying in the UK and present a unique challenge to drivers.

"Rallying makes an important contribution to our rural economy and many community benefits derive from these events. The impact of COVID-19 has seen more and more people returning to visit our nation's forests and has placed a greater focus on the need to respect our natural environment.

"In reaching this agreement, NRW is considering fully the impact of everything we do on the places people love. This includes the commitment to working with Motorsport UK on the journey towards becoming a greener, more sustainable sport in the future.

"This ambition will remain at the heart of our discussions as we work with the rally event organisers on the programme of events for 2021 and beyond."

**It should be noted that Motorsport UK is no longer associated with the Royal Automobile Club, and the new legal entity is known as Motorsport UK Association Ltd.**

**Clubs should ensure that no reference is made to The Royal Automobile Club or RAC in regulations or other published matter; Merely referring to the governing body as Motorsport UK is perfectly adequate.**

*(Extracted from MSUK AGM minutes in September)*

## **Chelmsford M.C.**

### **The 42nd Preston Rally 12/13th December 2020**

Good News the date Change has been agreed : The 42nd Preston Rally in aid of the East Anglian Air Ambulance will now take place on the 12/13th December 2020.

This will of course be subject to Motorsport UK being able to issue a new permit if the relaxation of the current Covid 19 lockdown rules allow.

I am thankful to the Preston family and Chelmsford Motor club committee agreeing to support the Preston Rally , All the organisers and officials, Landowners, RLOs, Police, Motorsport UK, marshals and competitors who have been flexible enough to change to the new date.

I have not had confirmation from one of the major sporting estates that we can still use their land , (we should hear this week) but as all the others have said yes and assisted with offers of more tracks we have a plan B should the estate say no.

The entries are still rolling in with another very interesting entry from Jamie Jukes and Ross Whittock.

So get those cars ready....

Preston Organisers



# HAWKSHEAD GIN AND SPIRIT CO

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

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

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

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

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

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

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

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

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## 061 Targa Rally 2<sup>nd</sup> May 2021 Weeton

## NESCRO Challenge 2020 November update

Saltire Rally Club cancelled the Saltire Rally a few weeks ago and I've recently been in contact with Solway Car Club who have informed me as the Solway Coast Targa has been cancelled, then this week we have had the second Lockdown from our Government and MotorsportUK have cancelled all rally permits until early December.

NESCRO is unable to have their usual AGM later this month/early December, but there are other means.

When we have some dates for events for 2021 I'll email you all again with a list (whenever that may be).

Take care, keep safe and enjoy what you can at Christmas.

Thanks

*Bob Hargreaves*

01229 587777

07742 313602



### 2021 Provisional Calendar

1	27/28 Mar	North Yorkshire Classic	York MC
2	9 May	White Rose Classic	Malton MC
3	29 May	Hughes Historic	Blackpalfrey MC
4	19 Jun	East Anglian Classic	Chelmsford MC
5	1 Aug	Cotswold Classic	Tavern MC
6	8 Aug	St.Wilfreds Classic	Ripon MC
7	12 Sep	Ilkley Jubilee	Ilkley & DMC
8	25 Sep	Tour of Cheshire	Knutsford DMC
9	9 Oct	Dansport Historic	Matlock MC
10	23 Oct	Devils Own	Kirkby Lonsdale MC

Jane and Arlene are outside their retirement home, having a drink and a smoke, when it starts to rain. Jane pulls out a condom, cuts off the end, puts it over her cigarette, and continues smoking.

Arlene: What in the hell is that?

Jane: A condom. This way my cigarette doesn't get wet.

Arlene: Where did you get it?

Jane: You can get them at any pharmacy.

The next day, Arlene hobbles herself into the local pharmacy and announces to the pharmacist that she wants a box of condoms.

The pharmacist, obviously embarrassed, looks at her kind of strangely (she is, after all, over 80 years of age), but very delicately asks what size, texture, brand of condom she prefers.

Doesn't matter Sonny, as long as it fits on a Camel.'

The pharmacist fainted.



**Wigan & DMC will NOT be running their Stage Rally at Three Sisters in March in 2021**

**Any clubs wishing to use that date please contact Three Sisters Circuit**





# Dates for your 2021 Diary



## **Hexham & DMC**

### **Hexham Historic & John Robson Rallies**

**27/28<sup>th</sup> February 2021**

**Voted by competitors as the best  
SD34 Road Rally Round in 2019**

**Regs out early January**

## **Clitheroe & DMC**

### **Primrose Trophy Rally**

**27/28<sup>th</sup> March 2021**

**NEW All Pre-Plot Format**

**Maps 97, 98, 102 & 103**

**Start & Finish at Truckhaven J 35**

## **Malton MC**

### **Ryemoor Trophy Rally**

**24/25<sup>th</sup> April 2021**

**Starts at Stillington Sports Club**

**Clerks of Course**

**Dan Robinson**

**Assisted by Sam Collis**

# Beatson's Building Supplies **Mull Rally**

**7 OCT - 11 OCT 2021**

**Provisional Date**

## **HEXHAM & DISTRICT MOTOR CLUB THE 2021 JOHN ROBSON & HEXHAM HISTORIC RALLIES 27/28<sup>th</sup> February 2021**

Planning is well advanced for the 2021 John Robson & Hexham Historic Rallies which will run, subject to the lifting of the current Covid restrictions, in late February and will feature an exciting new route featuring a lot of classic roads which have been unused for road rallies for many a long year, they will be new to most competitors although probably well remembered by the older hands.

The current plan is to again base the event at the well known Brocksbushes Farm Shop on the A69 near Corbridge although this may change due to planned building work on the site. After an easy run out to allow crews to get acclimatised, the event will feature a series of competitive sections, almost all of which are 100% asphalt, on Map 86 & 87's best roads before a fuel halt on the A69 West of Haltwhistle. Further competitive sections will follow before the finish back at Brockbushes where the usual after rally meal will be available.

Regulations will be published well in advance of the event meanwhile further information can be obtained from the Hexham club's website

[www.hexhammotorclub.co.uk](http://www.hexhammotorclub.co.uk) or from their Facebook page.

# **2021**

## **Event Dates**

**Please Send  
YOUR CLUBS  
DATES to**

## **SD34MSG**

## **James Swallow**

**jamesswallow87@gmail.com**



# Pro-Rally.co.uk

# 1



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MOTOR CLUB**

## Rally Car Test Days

### At Three Sisters

**19th and 20th December**

**Contact Steve Ellison**

[rallyescort@hotmail.co.uk](mailto:rallyescort@hotmail.co.uk)

**MOTORSPORT NEWS** **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](http://www.msnrallychamp.co.uk)



**TRACK DAYS EVERY MONTH at Three Sisters**



**Last Car Track  
Day of 2020**

14th December

**MERRY CHRISTMAS  
EVERYONE!**

  
**three sisters**  
CIRCUIT

# Manx Auto Sport

# PokerStars

## 1st & 2nd October 2021



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



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**

<b>FEB 17<sup>th</sup></b> SUNDAY	<b>MAR 15<sup>th</sup></b> FRIDAY	<b>APR 13<sup>th</sup></b> SATURDAY	<b>JUN 29<sup>th</sup></b> SATURDAY
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**BOOK ONLINE AT [RALLYTRACKDAYS.COM](http://RALLYTRACKDAYS.COM)**  
OR CALL THE CIRCUIT OFFICE ON 01407 811400



# 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)

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*Jokes, Photographs, Information, reports etc*

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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 & AGM

**Wednesday January 20<sup>th</sup>  
via Zoom**

# ANCC



**Next Meeting**

**Monday January 11<sup>th</sup>  
via Zoom**  
[www.ancc.co.uk](http://www.ancc.co.uk)



# ANWCC

Association of North Western Car Clubs

**Next Meeting, hopefully**  
**Monday February 9<sup>th</sup>**  
<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 January Edition is**  
**Monday the 28<sup>th</sup> of December**  
**which is due out on**  
**Thursday the 31<sup>st</sup> of December**

**PLEASE Email Reports etc. ASAP**  
**to Maurice Ellison at :**  
**[sd34news@gmail.com](mailto:sd34news@gmail.com)**

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