

# January spotlight



2021



2014 Pennine Trophy Rally - Mark Standen

*Photo Courtesy of Chris Ellison*

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

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# SD34MSG Chairman's Chat : January 2021

At this time of year we normally look back and take stock, with a view to plan for the future.....

I remember attending a MSA meeting around May 2016, where the group that was gathered, looked at future issues that could affect Motorsport over the coming 5 years, A management SWOT analysis! One of the issues identified was the impact of Brexit on motorsport. The unknown for competitors who need to work to afford motorsport, Brexit, could create havoc with employment and the outcomes for motorsport could be a great reduction of disposable incomes for marshals and competitors.....

Well at the end of 2020 Brexit has now been done! But the issue of Covid-19 is likely to remain impacting on motorsport for a long time. Who so that coming in 2020? We did not.....

One major issue for the future is who wants to run motorsport events? The organising teams are all getting older! The new virtual on line folk, do not seem to want to help run motorsport events or any other voluntary work. It is the same for all grass root sport, from Football to Cycling, Charities to Churches, they are all are short of helpers. Most events and even motor clubs are now run by a small number of members that are getting smaller each year. THIS threat to all motor clubs is bigger than Covid-19!

## What can motor clubs do?

Look at running events that your members want and are willing to help put on. Who are you running the event for? Look for helpers within your own club that are willing to learn new skills, who can offer time? Expertise will come with coaching club members for the tasks in hand. This was always the way, 35 years ago a 'willing' volunteer ran the club autotest, If he or she was any good, then became sector marshal on the RAC rally! If a motor club does not evolve, then in 10 years will it still be active? Succession planning is for all volunteering groups, not just business.

SD34 has been around since 1964, over the 35 years I have been involved, it has seen many changes. Indeed, a great deal of change has happened in the last 12 months. The Zoom meetings have worked very well with 80% of member clubs at the last meeting. Let's hope we can have a few face to face meeting in 2021, but please, don't hold your breath.....Plan B is Zoom.

Please help your motor club to evolve and go forward.

I thank all those that are helping SD34 and North West Motorsport Clubs, without you our sport would not happen.

Stay safe.

**Steve Johnson : SD34MSG Chair**

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# Rallying Rambles 13

(tales of an obsession with motor sport)

***By Bill Honeywell ©***

I'd be willing to place a bet that everyone who rallied in the 70s and 80s, whether driver or navigator (or like me, both) aspired to take part in the country's premier event, the RAC Rally of Great Britain, sponsored for many years by Lombard Finance and therefore known as the Lombard RAC Rally.

In more recent times the 'RAC' – or Rally of Great Britain – has fallen in line with the standard format for World Rally Championship (WRC) events – that is to say three days of stages all done in 'office hours', with a night's sleep in between each day. The events are still tough – but for many years, which certainly included the 80s – there were long, gruelling sections where crews had no decent rest for 48 hours or more, and 'Rally of Great Britain' meant England, Scotland and Wales, with some pretty impressive mileages clocked up, from SW Wales to NE Scotland, and just about everywhere in between. One recent WRC 'Rally of Great Britain' was dubbed the 'RAC Rally of a small corner of South Wales...'

The 1986 Event – over 525 km of stages – started from Bath on a November Sunday morning, following the by-now usual tour of England's stately homes, with stages generally described as 'Mickey Mouse' to accentuate the contrast with 'proper' forest roads; less than a full night in bed (Harrogate) was soon over as we drove north early Monday morning, tackling over 85 km of stages in the huge Kielder Forest, then into Scotland with relentless over-night stages (no rest!), before the Lake District on Tuesday afternoon and finally a welcome overnight bed in Liverpool.

Not quite overnight – we were up and away again at 4 am for a full day of forest stages from one end of Wales to the other, finally finishing in the evening back where we started, in the city of Bath. You certainly knew you'd done an endurance event!

But before I go any further, I need to tell you another true story from the 1986 Circuit of Ireland that Pete Croft reminded me of, after reading the last episode. Chocolate (my driver, John Morley) had one of those 'Agency Cards' – for those of you who aren't familiar, someone in business could set up an account with Shell, BP etc, and get an Agency Card, charging their fuel to the card at each fill-up and then paying by monthly account. Each time he filled up with petrol, John would get BP and charge it to the card, but he thought it only operated in the UK and assumed he couldn't use it in the Republic of Ireland. Somewhere near Waterford, everything was almost empty – the service van, the rally car, and several jerry cans – so we stopped at a BP filling station. John gave Pete the card, saying he didn't think they would accept it and he'd probably have to pay cash. Once everything was filled up, Pete went to pay and presented the agency card saying "Will you accept this?" The attendant looked at it and said "Oh yessir, Oy've seen these before, yessir, dat'll be perfectly alroyt!" and put it through the system. That fill-up never appeared on John's bill. As I remember it was about £85, and with petrol in 1986 costing about £0.37p per litre, you can imagine how much that would have been today! (I still feel a little guilty but in my defence I was an innocent bystander...)



***A fairly new innovation I think  
the book of stage maps and diagrams***

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## **Rally Rambles 13**

### **Continued from Page 5**

...back to the 1986 RAC Rally... as usual the entry list was a 'Who's Who' of the 1980s rally scene, with the top three cars being Timo Salonen, Stig Blomqvist and Markku Alén and quality entries filling the list. Russell Brookes was at 16 and Pentti Airikkala only just made the top 30. But looking through the entry list today, I'm amazed at how many people took part in that event who I still know – Morton, P Sandham, I Holt, K Skidmore, C Woodward, J Meadows, D Forrester, J Cressey, K Savage...

Pete and Mick weren't available to service so we fell back on John's earlier crew (Steve Hargreaves and John Griggs I think - thanks to Jim for the reminder) After the usual scrutineering and other formalities we were able to enjoy (to a limited extent only) a night on the town in Bath, where we bumped into Ian Grindrod and Dave Metcalfe and everything went downhill from there!

The excitement built as we finally got to set off on 'the world's best rally' and headed for the Mickey Mouse Sunday stages. We reached Harrogate without incident and were ready for a fresh start on Monday morning, where we tackled Harewood Hill (in the grounds of the Hall) and Hamsterley before arriving at the huge Kielder Forest complex in England's top right-hand corner. Kielder is a seriously frightening place, especially when well over a hundred cars have preceded you and pulled out rocks – nay, boulders, on to the road. It was a serious disadvantage to the later runners, and even with the quickest driver in the world, you wouldn't be able to run that far down the field and be competitive. But it was a challenge...

Then into Scotland after dark, with a stage at Ingliston racing circuit before heading south through even more forests to Kershope, just south of the border, and then the Lake District, using forest roads I've come to know quite well since... but with walking boots on. Wythop has a spectacular 'fresh air drop' on one side of the car – luckily the driver's this time – I remember looking out and seeing only Bassenthwaite Lake, with apparently nothing in between; and finally two long stages in Grizedale.

It was raining now, and we had a long run to another Mickey Mouse stage at Haigh Hall, near Wigan, before a 20 minute service at the Albert Dock in Liverpool, then the cars were placed in parc fermé until the morning. It was vital that we didn't waste a second in service if we were to check everything. We only had CB radio still, and all the way from Grizedale to Haigh Hall I tried to contact the service crew, without success. We came out of the stage and I kept trying, and trying. It wasn't until we reached the back of a six-car (= 6 minutes) queue to enter service that I finally made contact.

Thank God for that! "Where are you?" I shouted, meaning "tell me exactly where you are parked in the service area so we don't waste time looking for you." Short pause. "Er, we've got a bit lost..." "Are you in the Albert Dock service?" – I must have sounded a bit desperate – "Er, no, we're about to go through the Mersey Tunnel." Jesus! "NO!! Whatever you do, DO NOT go through the Mersey Tunnel!" "You don't understand..." came the reply. "Yes I do, and if you go through the tunnel you won't get back here in time. DO NOT GO THROUGH THE TUNNEL! Make a 'U'-turn if you have to!" "No, you don't understand – we're in Birkenhead, we're on the way back!!"

They never got to the Albert Dock in time. I will be forever in the debt of Steve Lewis from Clitheroe & District Motor Club, who with his crew had just finished servicing the car they were with, and set about doing a full check on ours.



***Timo Salonen / Seppo Harjanne***



***Stig Blomqvist / Bruno Berglund***

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## ***Rally Rambles 13***

### ***Continued from Page 6***

Wednesday's early start took us to North Wales and famous stage names like Clocaenog (four stages), Penmachno (two) and Coed-y-Brenin. By afternoon we had a longish road section to another service halt at Rhayader; John needed sleep and asked me to drive. All was fine, with John fast asleep, until we were approaching the town. The volume of spectators' cars was so great, the queue started a mile out of town and seemed to be going nowhere fast. Nothing for it. I pulled out and started driving past all the queuing cars, straddling the double white line. It wasn't a wide road, but the oncoming traffic could see what was happening (all the competitors had to do the same thing) and slowed down accordingly. Then John woke up. I suppose it would come as a bit of a shock if you wake up and the first thing that enters your mind is that the person driving your car, with you in it, has suddenly had a death-wish. "B-b-bloody hell, what's going on?!?!" What could I say? – "Nothing John, just go back to sleep!"

We finished the rally – still in one piece – late on Wednesday evening, and after a good night's sleep attended the closing formalities and presentation of awards (including to the overall winners, Timo Salonen and Seppo Harjanne) by HRH Prince Michael of Kent. Sean Lockyear and Graham Horgan won our class, but we were second, and accordingly were presented with our award by His Royal Highness. For those of you who haven't read Episode 4, here's what I said...

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

That was the last event I did with Chocolate. I'd bought another car and was keen to start driving on road events again. I'll tell you more about that next time...



***Markku Alen / Ilkka Kivimaki***



***Finishers medal***

***Probably still got 'his' fingerprints on it!***

***By Bill Honeywell ©***

---

A Swiss man, looking for directions, pulls up at a bus stop where two Englishmen are waiting.

"Entschuldigung, koennen Sie Deutsch sprechen?" he says.

The two Englishmen just stare at him.

"Excusez-moi, parlez vous Francais?" The two continue to stare.

"Parlare Italiano?" No response.

"Hablan ustedes Espanol?" Still nothing.

The Swiss guy drives off, extremely disgusted.

The first Englishman turns to the second and says, "Maybe we should learn a foreign language...."

"Why?" says the other, "That bloke knew four languages, and it didn't do him any good."

# Lancashire A.C.

## Blackpool Motor Meeting 27/28/29 July 1905



So Earp has made another record - which is the time equal to the world's best and the good people of Blackpool are in ecstasies, chuckling to themselves over the fact that after all their beloved town has wrested away the honour which Earp but a few days ago conferred on Brighton by establishing a new British record on that track.

His exploit was a thing to be proud of, for the track is not as perfect as some have thought it. In the middle is a slight bend made worse by the crosswise slope occasioned by the approach to the pier, this being clearly seen in our photograph of the course from the Blackpool Tower.

So much did this affect the chances of the competitors that it was very generally thought no new records would be established on that track. Earp, however, is a Britisher, and therefore not to be beaten. In the class racing, his speeds, though the best, were not phenomenal, and it was after these events that he essayed his great task, first making a trial run the other way of the track, then a first attempt in which his time was  $21 \frac{3}{5}$  secs., and then a last try in which he bettered that time by  $\frac{1}{5}$  of a second and equalled the Baras world's record established at Ostend. Earp's average speed was 104.5 miles per hour.

On the first day Cissac improved upon his Brighton performance and also made a new world's motor-cycle record by covering the flying kilometre in 25 1 secs., which is equivalent to a mean speed of 87.38 miles per hour.

*Daisy Hampson (left) in a 60hp Mercedes and Mr Instone (right) in a 35HP Daimler*



*Electronic timing gear*



## Early Motorsport Meetings at Blackpool Continued from Page 8

Such a tremendous crowd (largely of women and children) as has, during the two days' racing, attended at the Blackpool track, has never before been equalled in size at any British motor meeting, but whether they were rewarded for their interest is entirely a personal opinion; possibly the "giants of the track" which, as an enterprising reporter has it, "flash along like torpedoes of the road" did not appeal to everyone as satisfying their best ideals of sport. Except for the racing cars proper, all the other "giants of the track" were merely touring cars in disguise, and it was, perhaps, hardly the fault of the club if several of them did not turn up, but it was undoubtedly a pity that there were so many "walk-overs" all the same.

There was another grievance, too, which might easily have had serious consequences, and that was allowing people to cross the track. It would, perhaps, have been unfair to have expected those not interested in the racing to have walked about a mile out of their way just to get to the other side, but there appeared to be some lack of discretion in the exact moments at which such transmigration took place. Dogs, too, were really a serious nuisance, and Miss Dorothy Levitt, who was again driving her 80-h.p. Napier in splendid style, was a prey to the canine pest to an extent that must have reminded her of Hereford.

Once more the Daimler cars have achieved great successes, Messrs. Percy Martin, E. M. C. Instone (in spite of dogs), and A. Birtwistle sharing the honours of driving the winning cars. Out of the five events for which they entered, these cars won three and were second in the other two. Stripped touring cars give a good spectacular performance, for not being built for this work they are distinctly light on the tread and their bouncing wheels give an even greater appearance of speed than do the racers themselves—an appearance, by the way, which is not altogether so far removed from fact as might be supposed.

Although the events were so successful from some points of view, yet there appeared to be a strong feeling that a motor meeting in the middle of the Blackpool season is not an un-mixed blessing. It is not unlikely, however, that all racing events will undergo some modification before next year's programme takes place. Though a large crowd was present—the general enormous holiday crowd of Blackpool—no one who was present could help feeling that interest in the events at times flagged considerably. It is probable that this was owing to the absence of what might be called effective "stage management," the result being that the public were very largely in ignorance of what the particular events, and their special significance, were. If events of this kind are to maintain their interest, some better means will have to be taken in future for acquainting the spectators with the particulars of the events that are being run off before them.

**Chris Lee (Lancashire A.C.)**



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I once bought a trial bottle of viagra in liquid form, but one morning I got it confused with a bottle of eye drops. When I applied the wrong fluid, it didn't do much but I looked hard.

---

Some people think being working class is a negative thing but I think there's loads of benefits. I've claimed all of them!

---

I went to a club the other night.

The DJ played James' Sit Down, and everyone sat down.

Next he played House of Pains' Jump Around, and everyone started jumping around.

Then he played Dexys' Come on Eileen, and I was thrown out.....

---

With a second lockdown looming I went to the supermarket last night. I saw a man with 4 cases of San Miguel, 5 Paellas and 7 sombreros, Hispanic buying or what?

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After being married for thirty years, a wife asked her husband to describe her. He looked at her for a while, then said: "You're an alphabet wife... A, B, C, D, E, F, G, H, I, J, K."

She asks: "What the hell does that mean?"

He said: "Adorable, Beautiful, Cute, Delightful, Elegant, Foxy, Gorgeous and Hot".

She smiled happily and said: "Oh, that's so lovely, but what about I, J, K?"

He said: "I'm Just Kidding!"

The swelling in his eye is going down and the doctor is fairly optimistic about saving his testicles.

# Lancashire A.C.

# 'WHITTAKER TROPHY'

## 1964



Crews had to contend with rain, wind and very wet roads on the Lancashire Automobile club Whittaker Trophy rally. Held on Saturday December 5th, in Lancashire and the west riding of Yorkshire, it brought another win for Frank Davis and Bob Redhead whose Cooper S ( 16 BAO ) lost 12 minutes.

A surprisingly small entry for the event was a disappointment for the organisers, but nonetheless there were some top names from that part of the world including the Coopers of Halliwell (569FMO) , Davies ( 16BAO), Mapple ( GJM795), Rostron ,Thistlethwaite, Figg ( JRF853B) and Kirkham (738DFR). Class two was for anything but Coopers and S's, Cortina GT's, Anglia's etc and included Bob Lamb's Sceptre and several Sunbeam Rapiers and 850 Minis.

From the start at the XL Hotel near Garstang on the A6, the first sections took cars up through Dolphinhall and Abbeystead and over the much rallied territory of Crossgill. Most of the quicker Coopers were still on time at this point. The eight minuter down Sunnybank ended at 521716. As no direction of approach was given it appeared cars could use the white road or go down to Over Kellett then back up the yellow road. The white road was the wrong one on this occasion for it was blocked at the end just before the control. Frank Davies/Bob Redhead, Jeff Rostron/ Graham Marrs and Geoff Halliwell/ Alan Cooke were to try this and had to retrace their steps and dropped between two and three minutes.

After this the rally made its way up map 89 including the Stainton roads and the northern side of the Helm, both of which were very tight on time. A straightforward route of long sections brought the rally over Gressingham Bridge to Melling for petrol. Davies, Rostron and Mapple were in a battle for the lead at this point with Thistlethwaite, Kirkham and Lamb just behind, it was still anybody's rally. Geoff Halliwell and Alan Cooke had retired the ex-works, ex Monte Cooper S up on Warth fell with run bearings.

One or two interesting roads including the Melling white and Barley Bank took the rally down on map 95 and the tight gated sections towards Bolton by Boland. Roy Kirkham and Horace Beighton had no wipers or spotlights which made things difficult on roads like the muddy one through Mearley Hall near Clitheroe and the Newton Grange white near Gargrave.

A tight two minute section through Thursdenford increased the penalties before some longer sections round the Burnley area before heading back over the Trough of Bowland . On an easy section near Burnley Bob Lamb/Tony Mason lost twelve minutes when the Sceptre mysteriously stopped. After proceeding in fits and starts they eventually retired two controls from the finish with water in the petrol tank.

The rally moved back to the XL hotel via Beacon Fell and Crabtree Nook, Roy Mapple changing his brake pads on this leg.

### Results

1 <sup>st</sup>	DAVIES/REDHEAD	COOPER 'S'
2 <sup>ND</sup>	ROSTRON/MARRS	COOPER 'S'
3 <sup>RD</sup>	KIRKHAM/BEIGHTON	COOPER 'S'
4 <sup>TH</sup>	THISTLEHWAITE/YOUD	COOPER
5 <sup>TH</sup>	MAPPLE/SMITH	COOPER (ORANGEBOX )

**Stephen Entwistle**

Don't let them take your temperature on your forehead as you enter the supermarket because it erases your memory. I went for macaroni and cheese and came home with two cases of lager

\*MY MIND IS LIKE MY INTERNET BROWSER.  
19 tabs open, 3 of them are frozen and I have no idea where the music is coming from.

People who wonder whether the glass is half empty or half full are missing the point.

I once went on a barging holiday. I didn't have a boat, I just kept shoving people into canals.

"I regret rubbing ketchup in my eyes, but that's Heinz sight."

It's a five minute walk from my house to the pub  
It's a 35 minute walk from the pub to my house  
The difference is staggering

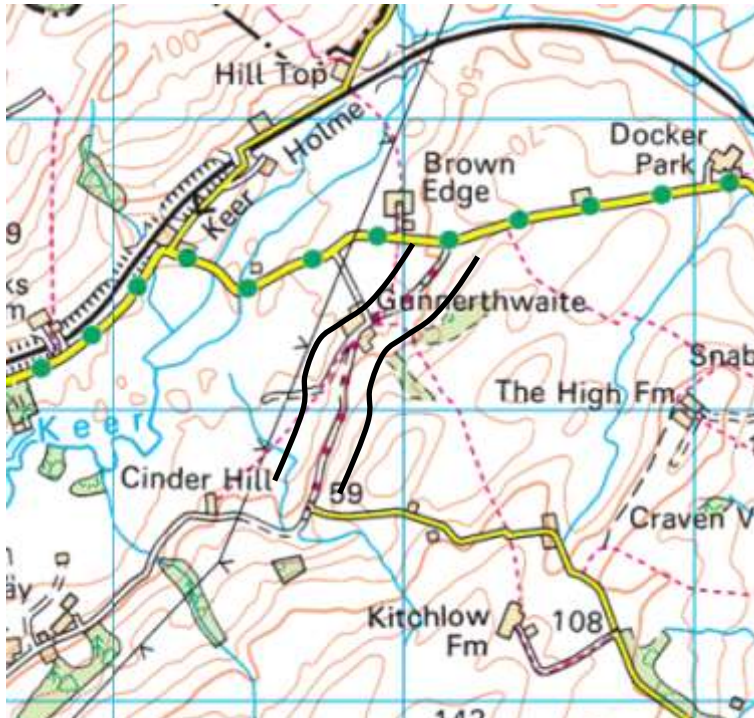
They say every piece of chocolate eaten shortens your life by two minutes. I've done the maths. Seems I died in 1537





# Morecambe C.C.

## Mild & Bitter Stages



### Gunnerthwaite



**Ian Brown / Victoria Hargreaves**



**Photos Courtesy of Tony North**

Back in the 1970's Gunnerthwaite was used as a stage. I can remember doing the 1976 Mild & Bitter stages with Tony Worswick in his Mk 1 Escort Twin Cam when it was a round of the Car & Car Conversions Championship.

No Photos of us above and I don't know what year these photos are from

Some time after it was discovered that the white that we used as a stage was not a private road and we shouldn't have been using it as a stage at all!

Ignorance is Bliss!



# Shining Times

*A short story by Alan Barnes, aged 57 and a bit*

*Clitheroe & District Motor Club staged a zoom-type chat between Tony Vart and the shy, retiring Mark Standen on the evening of Tuesday November 17<sup>th</sup>.*

*Mark's first-ever navigator was another 'wallflower', Alan Barnes.*

*With not much in the way of encouragement, Alan was persuaded to write a few notes about those early days, detailing how he became interested in motorsport and how he came to occupy the 'seat of death' with a man renowned for taking out hedges and arguing with walls when not blowing up engines...*

<https://www.facebook.com/heidi.woodcock.12/videos/10218651036573392>

## **Alan takes up the story...**

My first recollection of anything to do with rallying was on the old idiot lantern, seeing BBC sports presenter Harry Carpenter, who hosted the midweek BBC1 Sportsnight programme each Wednesday night.

This staple of every sports enthusiast's weekly TV diet usually included football highlights, boxing, Formula One news and, very, very occasionally, rallying.

And pint-sized Harry did the occasional filmed sports feature that he was included in as the guinea pig. And this particular time he had bravely volunteered to get in a works Vauxhall Chevette with some Finnish bloke with a really odd-sounding name, one Pentti Airikkala.

For the younger readers of Spotlight, Harry became something of a household name a few years later when he became a bit of a sidekick to former British heavyweight boxer Frank Bruno, a Londoner whose catchphrase soon became 'Where's 'Arree!' and 'You know what I mean, 'Arree!' They even cut a 12-inch disco track together. It was tripe.

Anyway, back to the plot. This Flying Finn Airikkala appeared to have undergone a lobotomy as he roared around this forest track covered in mud, gravel and water, at bewildering speed, while little Harry gibbered things like "oh my Lord" and "this is gonna hurt" in the passenger seat. There was 'plenty right foot' as Pentti called it; not much in the way of respecting the conditions; plenty of sideways movement and on top of it all, the bespectacled Finnish ace was doing something called 'left foot braking'. It was mental. As I watched, slack-jawed, I genuinely felt for Harry who must have needed a change of underwear after that experience. This footage was transmitted on BBC1 on a Wednesday night in February 1979 when I was a mere babe, 15 years old. My favourite pin-up girl, Debbie Harry, was number one in the top 40 at the time with Heart of Glass with her band, Blondie. How about that, pop pickers?

But yes, putting thoughts of fine young fillies to one side for a moment, back to Sportsnight and I thought what Harry and Pentti got up to was most definitely on the insane side of bonkers.

I was preparing to sit my O-levels that summer and had a head full of the usual childish, adolescent things that lads of 15 worry about, like acne, growing a 'tache' in order to get served in pubs, and losing your cherry. Ha-ha!!!

But I digress. Shortly before this, in the previous November, 1978, I remember Mark coming into a history O-level class on a Monday morning at school, buzzing after having been to Trentham Gardens at Stoke to see the Sunday stages of the then Lombard RAC Rally.

This was the first golden age of rallying when the likes of Bjorn Waldegaard, Sandro Munari, Hannu Mikkola, Tony Pond, Roger Clarke, Russell Brookes and Ari Vatanen were mixing it and cars were 'proper'. Cars like the Lancia Stratos, the venerable Mk 2 Ford Escort, the Triumph TR7-V8, Vauxhall Chevettes and other exotic vehicles including one of my all-time favourites, the Opel Kadett GT/E.



**Continued on Page 13**



## Shining Times : Continued from Page 12

Bear in mind that I was blissfully ignorant about these wonderful cars and rallying at the time. All I was interested in was girls, girls and more girls, fishing, football and worrying about my O-levels and deciding on a career after my education finished.

Back in the classroom, Mark, who I am sure won't mind me saying had shown no signs whatsoever at this point that 'he was on the other bus', declared: "I'm going to go rallying when I am older," unable to contain himself. He mentioned something about seeing Roger Clark whizzing round Trentham Gardens, the noise, the spectacle, etc, and then he added: "And you can be my navigator." I think this assertion and 'job offer' was based on the fact I was in the Scouts and could allegedly read a 1:50,000 scale Ordnance Survey map. I proved this most certainly wasn't the case a little later on when we started rallying. Ha-ha!!!

Also, looking back, I think that Mark thought that random high-speed acts of sheer madness did not faze me. Perfect credentials to be the 'loon in the hotseat'. He based this belief about my credentials to be a rally navigator on an episode that took place on Jeffrey Hill at Longridge, in the December of 1981.

By this stage I had finished my A-levels, as part of the progression to becoming a journalist, and was working in my first job on the Clitheroe Advertiser and Times, where I came to know Clitheroe & District Motor Club 'treasures' like the recently departed Trevor Roberts and Roy Honeywell.

But back to the plot. In December 1981 it snowed heavily for a couple of weeks, so much so that it was impossible to commute to work from my home in Grimsargh to Clitheroe, some 12 miles away. But one Saturday Mark turned up at my house and we decided to go sledging.

My younger sisters, a pair of spoilt brats if you ever saw any, had recently been bought this fancy sledge with a front ski and two rear skis, a bit like a James Bond-style toboggan. We loaded it into the boot of my knackered old Mk 1 Escort, which cost me £60 (yes, sixty quid) at Preston Car Auctions and set off for Jeffrey Hill, which is 600 ft above sea level, overlooking the town of Longridge.

We were both 18 and brain-damaged. I for one certainly believed that I was like that mush in the film Highlander; that I was invincible and would never, ever die.

Without any encouragement, looking down upon our chosen piste – a cattle-rutted farmer's field – I jumped on this sledge and set off down the 1:5 gradient. Then it suddenly struck me. This 'bullet' of a sledge was doing a comfortable 80mph, and looming into view was what we navs call a 'crest'. Well, it was utter carnage and destruction. The sledge took off and, according to Mark, I valiantly tried to hang on but was thrown off like a rag doll hurtling down the hill taking the skin off my hands and knees. I was crying in pain at the bottom of Jeffrey Hill like a big wuss. But Mark, ever the sadist, simply pissed his sides laughing. Ha-ha!!! What larks Pip! (*Great Expectations*, Charles Dickens)

Anyway, I know I ramble on a bit, but back to the story and the rallying idea gathered pace when Mark blew up the engine on his newly-acquired 1600 Sport LBN 420P, bought in late 1982.

It was a white car with black decals and a Tudor webasto sunroof, which stayed in place throughout the time we rallied her.

Mark rather enterprisingly hired a barn at the Shireburn Arms Hotel in Hurst Green and ran power, free of charge, from Flo Burgess's kitchen at the Eagle and Child pub next door, running power cables without circuit breakers over a field that lambs were reared in. Health and safety? Eh? What?

Looking back, it was an eager but clueless ensemble of willing and whole-hearted lads from around the village who started work on building the car - work that had to be put right a little later. Ever the cynic, I doubted that the idea would ever get off the ground, a bit like Lionel Jeffries' character 'Grandpa' in Chitty Chitty Bang Bang, telling his son, Caractacus Potts, that this car he was building in the barn would 'never work'.

I popped down now and then for a nosey and there as a lot of flashing light and the smell of burning from a mig welder as a roll cage was inexpertly welded in, and other things that I had no knowledge about. But in the main, I stayed well away because then, as today, I still do not know one end of a spanner from another.

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## Shining Times

### Continued from Page 13

I was 18 or 19, a 'New Romantic' quite happy playing Saturday parks football with my mates in Grimsargh, chasing crumpet, carousing at salubrious nightclubs like the Lode-star and the Craven Heifer and generally spending what precious little spare money I had on playing football, watching my first love, Preston North End, going fishing and drinking ale. So I was always skint.

In those days I earned £37 a week and after giving my mum £20 for board and lodgings and spending a tenner a week on petrol and fags, I had seven pounds worth of beer tokens. Life was pretty simple. It's a good job my lovely old Gran 'Belsen' took pity on me and slipped me a tenner now and then, otherwise I would have been potless all the time. (We called her Belsen because when she stayed with us at Christmas, if she didn't get a cup of tea every half hour she'd moan and say it was like staying in Belsen.)

But the road rallying bug bit one November night in 1982 when Mark insisted on getting me out of my Saturday night routine of going to the hottest venue in town, Grimsargh Club. The old folks played bingo for a meat prize and then us younger ones enjoyed a disco!

Mark dragged me somewhat reluctantly to watch the Hall Trophy Road Rally. I saw all the cars at Edisford Car Park and then watched the cars going up through Gisburn Forest heading north towards Keasden Crossroads. I'd never seen anything like it; I didn't know this sort of thing went on. It was fantastic!!!

The finish was at the Red Pump at Bashall Eaves. A Bolton driver called Tim Snaylam won the rally in a Lotus Sunbeam. I sold a two-paragraph story about his win for £3 to the Bolton Evening News (such enterprise in one so young).

But road-rallying? It was reet. There was always the chance of seeing the likes of drivers such as John Morton and Malc Graham stageing bare-knuckle fights outside the pub to settle arguments. You could buy ale at 6am. What was there not to like about it?

The rest is history. Our first event was the Preston Trophy Rally in November 1983. Talk about clueless. I had had no formal introduction to the dark arts of road rally navigation. No lessons, no mentor to take me under their wing. I owned a Don Barrow potti, a Don Barrow roamer, maps 102, 97, 98 and 103, a 2B pencil and a rubber – and I didn't know what I was doing. I read the Blue Book but it was straight in one ear and out of the other.

I didn't understand targa timing; I didn't understand control procedures; I certainly did not understand that you could not approach controls or passage checks from the wrong direction; simply did not understand much.

I still chuckle when I think about the time I convinced Mark we were competitive after I wrong-slotted him into the grounds of the growing Lancaster University campus near Galgate.

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## Shining Times

### Continued from Page 14

That was on our first event. In all honesty, we were probably looking for the yellow out of Galgate that leads up to Kitt Brow ford. We never found it. The wheels never got wet.

I remember on the same event when we reached the half-way fuel halt at Caton. Our 1300cc Escort, which sounded rather throaty on its Weber twin 40s, was a thirsty beast and was dangerously low on fuel – possibly because we had already done 180 miles on this 160-mile route and had just about limped to the petrol halt on petrol fumes.

The chap who owned the garage at Caton had sportingly agreed to open between midnight and 1am for the 60-car event and we rolled up just as he was switching the lights out at around 1.30am. He let us get some petrol and off we went, desperate to get back on the rally route.

By sheer fluke we stumbled across a control, somewhere I suspect like Haylots Fell or White Moss. Although we were totally OTL well before petrol, the kindly marshals sportingly let us have times in the second half of the rally. I remember we came south down Map 97 onto Map 103, using Lythe Fell. I'd never seen Lythe before and it was scary! LOL!!! It's a good job I'd never seen it in daylight.

The last selective of the night was across Longridge Fell, from near the Hodder Inn, over to the Newdrop Inn above Ribchester. I swear to you, I have never been as fast on a country lane in my life. To this day.

It was Mark's local road, the route was one he knew off by heart because of his grandparents living at what was then the Bleak House restaurant at Kemple End. In the summer he would cycle to and from his grandparents' house, so he knew every corner, every crest, every subtle change in camber. Wow.

I think that was when Mark truly showed his potential as the only car faster over there on the clocks was Don King and Steve Frost, from my hazy recollection. And I think Don and Frosty won the rally.

I just remember getting home at around 8am, falling into bed, totally exhausted, and sleeping that delicious 'rally sleep' until about 5pm and then, upon waking and regaining my faculties, thinking about the adventure of the night before. I needed a pint. I needed to tell my muckers down at Grimsargh Club all about the night before. It was like a drug and I needed to score another fix.

And that's what we did. It took a little time to become 'competent' in the hot seat and I am indebted to two people in particular for their help in this area; Steve Frost, who took me under his wing and taught me a lot of 'smarts' to make us more competitive; and the late Roy Honeywell; who was a fantastic teacher and inspiration with his rally navigation night school classes at Ribblesdale High School. Thank you so much guys. RIP Royston, you diamond.



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## Shining Times

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It would also be remiss of me not to also mention Mick and Pam Fishlock, Mark's parents. Quiet man Mick did a lot of corrective work on LBN 420P at Hillcrest Garage, Mitton, and Pam, a formidable character (ha-ha!) put up with our adolescent nonsense.

Neither Mark or I frankly had a pot to piss in back then. Mick did so much work for free and respect and gratitude is due to Mick and Pam for their generosity of spirit and time. Also, I must mention former Clitheroe and District MC member, the late Neil Curley, with whom I had some adventures in his 1300cc Hillman Avenger as part of my learning curve. Neil was a lovely lad with a big sense of adventure and a terrific sense of humour. He was a member of the CPIPS – Can't Piss In Public Society. Funny what you remember of people's sayings, isn't it?

I can remember that in 1984 Neil and I tackled a couple of big Motoring News road rallies, namely the Bolton Midnight and the RL Brown. We were most definitely novices in every sense of the word but even so we managed to finish both events, albeit with a handful of fails due to my general incompetence.

But to finish a Motoring News round was an achievement in itself, especially when you were fairly clueless. These were stamina-sapping road rallies, generally of 200 miles-plus duration. I can remember us going up to Arncliffe on the Pen-Y-Ghent fell road, getting air over a brow, bouncing and compressing off the next yump, and losing control as the lights went out, careening down a 1:5 gradient hillside. The sheep looked more scared than us ... and we were sh\*tting ourselves!

Neil, thank Christ, remarkably developed some cat-like reflexes for once in his rallying life and somehow managed to pull the 'Yellow Slug' as it was known, back to the road and we continued. Shining times!!

However, from my standpoint, I was still consistently inconsistent. Focusing and concentrating wasn't easy; trying to read a map in the dark while the driver is hell-bent on setting new land speed records is definitely not easy. But gradually the art of road rally navigation started to click into place. And as Mark knows, and certain others like my later regular road rally partner Simon Boardman and Spotlight editor Maurice Ellison know, I am a stubborn old bugger; I hate anything getting the better of me and I wasn't going to let road rally navigation beat me.

The first real sign of improvement came in 1985 when, after we managed our first fail-free run on an icy Joe Goodwin January Rally, all on Map 97. However, I dropped a couple of king-sized bollocks navigation-wise on the Roskirk Trophy Rally in early March and found myself sensationally axed from the hotseat of LBN 420P by Mark in favour of Ian Raynor (ha-ha!!!).



**Continued on Page 17**



I think Mark was impatient to get out of the novices by this stage and frankly, can you blame him? Instead I did the Clitheronian with Ron 'Handbrake' Woods. We had to run as semi-experts or experts – I can't just remember the precise details. We managed to finish the event without any fails – the second time I had pulled off this astonishing feat in three months. Ron was quite a flamboyant driver but experienced and in his own way he helped me with my navigating and settled my nerves.



We did okay, finishing just outside the top 10. It seemed the 'navigating penny' had finally dropped.

It was only a temporary arrangement with the moustachioed Ron, who reminded me of Motorhead frontman Lemmy Kilmister, as Mark and I kissed and made up and I was back in the hotseat in LBN 420P for the Lightning Road Rally in April 1985.

We enjoyed a relatively uneventful run, with Mark driving with a new sense of maturity, to finish 16th overall and we got out of the novice class at long last. In those days you had to finish in the top three in your class to make progress through the ranks.

Next up was the Summer Rally, organised by Pendle Motor Club, in early June. We put some time in recceing and map marking. These were good habits instilled in me by Frosty, with whom I spent endless Sundays in obscure parts of the far north of England as he prepped for Motoring News rounds. Our recceing sessions always ended on a high note (for me at any rate) with a visit to a hostelry or two. Ha-ha!

On the night on the Summer Rally we were leading the semi-expert class, having a ding-dong battle with our biggest rivals, Michael and Graham Shiel, when disaster struck two tests from home in the hamlet of Bell Busk, near Gargrave. The engine put a piston rod through the block as we got airborne over a hump-backed bridge, and it was game over.

The engine was rebuilt and was ready in time for the Motoring News round, the Devils Own rally, in the August. I'd had a week off work to get up north and exhaustively recce the roads, also making some pace notes on classic roads like Tan Hill. I am not sure if pace notes were illegal but a lot of top crews had them and our view was 'you've gotta fight fire with fire'.

I'd also purchased some map markings from Dave Orrick and it was one of these markings that ended our rally. I'm not blaming Dave. It was my fault because I had not had time to go up and check Dave's markings and the one that brought about a crushing, early bath was at Leases Ford.

We were going through the ford from West to East and in Dave's markings it said if traversing the ford in that direction, to keep left in the ford, because it was a little shallower. Unbeknown to me, Cumbria County Council's Highways Department had just laid a new concrete floor in the ford. We went left as we entered the ford, only to fall off a brand-new 15" high concrete step, ripping the exhaust off the car in the process. Despite the best efforts of spectators to pull our stricken car back on top of the concrete apron, it was game over.

I still look back on that night now, some 35 years on, and wonder 'what if?' By the time of the second petrol halt that night we had pulled out a comfortable lead of a couple of minutes on the rest of the semi-expert class. That was down to thorough preparation on both sides of the car and the confidence that we now knew exactly what we were trying to do. A trophy from a Motoring News round really would have been something to treasure. But when your luck's out, your luck's out!

But a month or so later we experienced a rallying high that I have personally never surpassed, even if rallying on pace notes on the forest tracks of Scotland 30 years later with the mega-talented Colin Grant, winning our class on the Speyside Stages, a round of the Scottish Championship, pushed it close.

I am talking about the Morecambe Rally of 1985. This was a proper test of Motoring News proportions. The route was some 230 miles, with two petrol halts. Roads used were on maps 102, 103, 97 and 98. All the classics were on it: Kingsdale, Barbondale, Gisburn Forest, Lythe Fell, the maze of lanes on 102 around Inskip and Catforth, Oakenclough, Kitt Brow. Did I mention Kitt Brow?

There's a picture of us going through the River Condor at Kitt Brow and the River Lune must have been experiencing a big tide because this trickle of a stream, normally inches deep, was a good two and a half feet deep. Mark hated fords, or rather, LBN 420P did, but we somehow managed to get through it without the engine conking out.

It was some night when everything came together. Our little 1300cc car with a puny 65bhp behaved impeccably. Navigator and driver were in total sync and from a start position of 51 in a 90-strong field we finished fifth. Yes, fifth. We won the semi-expert class by 21 minutes from an RS2000. We overtook him after setting of a minute behind him on Gisburn Forest, going past him before slotting left at Keasden Crossroads. After the rally he said he felt like his car was going backwards when we went past him, such was our pace.

We beat the likes of Ken Skidmore and Steve Egglestone on around five of the selectives and yes...to quote the late, great Royston Honeywell: "We were going like the Bells of Shannon". Ha-ha! Just before the end of the rally, in the semi-light of dawn, we were on a road near Arkholme and we got air over a blind but flat crest and on the other side of it, 200 yards away and heading towards us was a police car, a Rover Vitesse V8. We squeezed past it, still going at some lick, got to the junction, slotted left and pressed on. The policeman in it never caught up with us, thank the Lord.

We also won a lovely trophy for best improvement on seeding in the rally. It was, for me at any rate, a very special moment when it was presented by my old night school 'teacher' Roy Honeywell, who at the time was the RAC MSA's Rally Liaison Officer for Lancashire. I could see the pride in his eyes. A priceless memory.

People may ask, 'were pace notes involved?' I could only answer as Father Jack would have done to Bishop Brenand in Father Ted, stating: "That would be an ecumenical matter."

In 1986 Mark sold LBN 420P and built a 1300cc Astra. As mentioned earlier, our rivalry at that time with Mike and Graham Shiel was 'healthy' to say the least. We certainly kept each other on our toes in the 1300cc class. Incidentally I still keep in touch with Mike now. He spends much of his time in Italy as a cycling guide. A great bloke.

Mark and I rallied in the Astra on a handful of events in 1987, notching a top 10 finish on her maiden outing, the January Joe Goodwin Rally – and then I stopped rallying for 23 years.

I needed to advance my journalism career as I was stagnating in Clitheroe, so took a job on an evening newspaper in Cheltenham down in Gloucestershire. We also knew that 1987 was the final year of targa road rallying as the MSA was reacting to mounting pressure from police and the public and felt it had to tone down road rallying – and for me, at any rate, it was a crushing blow. A blow too far in my estimation.

I didn't fancy the new regularity format of road rallying and have to admit that while I enjoyed some successes when I came back from 2009 to 2016, like my mentor Steve Frost, the technical, 'ultra' navigational plot and bash road rallies were not, and are not, to my liking.

Age is a factor and when you are in your late forties and early 50s one does tend to think there are other things one could be doing on a Saturday night, other than a road rallying Mensa test. These other things involve relaxing, enjoying a glass of wine, you know, normal stuff.

As some readers will know, I called time on my rallying after a big off on Longridge Fell about four years ago on an event with Neil McCarthy. Neil's a talented lad and the crash was my fault for not slowing him down enough. Simple.

But I have no regrets looking back. I'd done okay in my 'second coming' but hats off to the top lads of today. Way too good for thickos like me.

But, in signing off, let me recall one more memory of my time in the car with Mark that I still find really amusing. We went to do the Furness Motor Club Towers Leck Road Rally in May 1986 in LBN 420P.

We were experts by now and were relaxed about our rallying by this stage. We had proved we could mix it, even in an under-powered car. The Towers Leck used all of those brilliant, classic lakeland lanes and fell roads like Birker Fell, Corney Fell, the Jackson Ground, Hardknott and Wrynose Passes. Heart in your mouth stuff, whichever side of the car you occupied.

We had a great night, winning the 1300cc class and notching a very satisfying top-10 finish. But I always laugh when I think about an incident only five miles from the finish. We were traversing a white that was little more than a goat track over a limestone fell and as we came over a brow, there, in front of us, was Clive Sissons, suited and booted in racing overalls, and his Vauxhall Chevette 2300 'beast'.

The trouble was, his car was beached on a limestone knoll, all four wheels off the ground, properly stuck.

In his customary fashion, also getting stressed because he had seen the Escort's temperature gauge going into the red as we had a leaking radiator, and potentially seeing all our hard work unravel due to unforeseen circumstances, Mark yelled out of his window: "Clive, you FAT F\*\*\*ER, get out of the way!!!"



## **Shining Times**

### **Continued from Page 18**

Unbelievable. LOL!!!! And we had to physically bump and push his 'Shuvit' from its perch so we could get past without haemorrhaging more time.

And whilst he was at it, Mark had a pee into the Escort's radiator to keep us going to the end. Only Mark could be so rude to someone and somehow get away with it. Ha-ha!!!

Shining times. Times I would not have missed for the world.

PS: One other memory seared into my mind, and nothing whatsoever to do with my alliance with Mark in road rallying, is the sight of David Cowgill, AKA Divots, turning up at a CDMC Christmas party, dressed as a tampon.

We called him Divots because that's what he called those bits of gouged out tarmac on roads where cars landed after crests.

'Divots' was wearing a Tampax box, in trademark aqua marine with a white, swirly logo, which he revealed his mother had spent all day making and painting for him.

I suppose that, in itself, is funny enough if you get off on female sanitary hygiene products – but the piece de resistance is this display of crass bad taste was a red bob hat which he pulled from a pocket in his bandaged torso and popped on his head, whilst wearing an idiot grin. Good old Divots! Ha-ha!!!

I have to say, Clitheroe and DMC stalwart Mrs Pat Bateson's face was a picture of pure astonishment and bewilderment at the spectacle before her.

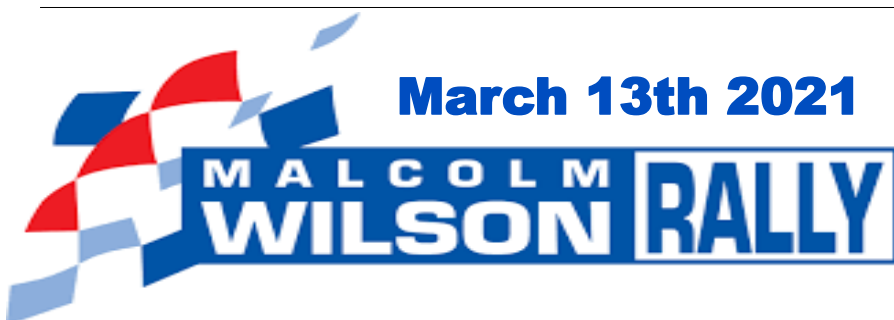
Un-be-liev-able, Jeff!

**Alan Barnes, aged 57 and a bit**

**Ex Clitheroe & DMC**

**Ex Garstang & Preston MC**

**Ex Preston Motorsport Club**



Many of you will be aware that Forestry England have said no rallying in their forests till Easter .

We are not allowed to run in the National Park from Easter till 1st October which means that we cannot wait for Forestry land.

We are, however, working on a Plan B which may not be a traditional 100% forest event but will enable those competitors who are suffering withdrawal symptoms to take part in a Coronavirus aware event.

We will of course need safety crews and marshals as well as competitors so as soon as we have confirmed our plan we will let you know and be in touch. Fingers crossed! Save the date!

And in the mean time we wish you all a very Merry Christmas and Happy New Year. Please stay COVID safe - we need each and every one of you.

# **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

# Motorsport News Circuit Rally Championship in Association with MSVR

'We are pleased to announce that the Lee Holland Stages Rally was voted by the competitors "The Rally of the Championship 2019/20" '.Quote.

"As Chairman of Pendle District MC, and speaking also on behalf of Steve Kenyon (chairman Garstang and Preston Motor Club), we would like to thank all the members from both clubs who helped organise and run the event and especially those that worked during the setting up on the Saturday in the freezing conditions and winds gusting at 80mph.

Thanks also to Annette & Richard from THE ANGLESEY CIRCUIT, the rescue and recovery crews, medics and radio crews and MSUK officials who assisted running the actual event on the Sunday. You all played your parts to achieve the running of the event and making such an impression on the competitors who are the people that emailed their votes in to make us 'Rally of the Championship 2019/20'.

Thanks to all the competitors who have supported us and the Championship over the years. We would also like to thank the Championship Organisers for their assistance and continued running of the Championship in these very strange times of Covid-19.

We should all take a pat on the back and let's hope the 2021 event, on Sunday the 07th March 2021, gets as good a reception and a repeat of this accolade.

As most of you are aware the Lee Holland has been in The Motorsports News, Circuit rally challenge since its inception, which on the plus side, has always been successful both as a financial exercise, and also it has proven to be an excellent event for competitors a no nonsense event, giving the competitor what they want. To this end I always go to the awards evening looking for potential event sponsors and sit in hope that one year Pendle & Garstang may take the Rally of the championship award, in fairness we have never been out of the top 3 which in its self is a big achievement, when you consider the other events and their "pulling" power. But we have always ended up with a sponsor, namely the last two years it has been Mark Kelly and The TILEMASTER company, prior to that John Stone :- LEG- END FIRES, going further back, we had Motordrive seats. for 2021, we are indebted to Neil & Dawn Roskell and his development company ND CIVILS Ltd. The organisers are delighted to welcome the support of local family run civil engineering company ND Civils. Based in Poulton le Fylde, a mere stone's throw from Weeton camp, and run by Neil and Dawn Roskell ND Civils are a company with over 30 years' experience in the civil engineering and ground works sector with an enviable reputation within the industry, responsible for major projects both local to their Northwest of England base and as far away as Plymouth and even the Shetland Islands. Managing Director Neil Roskell, who although only recently taken up rallying, has shown an excellent turn of pace gaining several results at the sharp end of the leader board in his Subaru Impreza. Neil has made clear his intentions to compete on the most prestigious rallies both here in the UK and also Europe. Both clubs wish Neil every success as he undertakes this challenge.

Imagine Neil & Dawn's surprise, when they open this and find out that PENDLE & GARSTANG, are winners of the Best Rally of the championship award and replica, in the brief with the pictures is a big thank you, to EVERYONE involved with the running, organising etc etc, please read it, fingers crossed we can repeat this (COVID 19 Allowing us)

## PLEASE MAKE A NOTE OF THE DATE MARCH 07th 2021

The other trophy is the replacement trophy, for second overall co-driver, THE PRESIDENTS TROPHY which disappeared, from the 2019 event, all sorted and paid for, however it is new, the lost one was an ex.- PENNINE RANGE trophy and it must have been at least 50 year old.

Well that's the good news to end the year on.

Have a lovely Xmas if you / we can, stay safe and sober.

More of our achievement will be on the website asap



**Rodders (Rod Brereton) : Pendle & DMC**



# Seventh Heaven For Bird With Dukeries Rally Victory

Penrith-born racing driver Frank Bird was in scintillating form once again as he took a comprehensive victory on today's Rainworth Skoda Dukeries Rally held at Donington Park. The event formed the opening round of the COVID-19 delayed 2020/2021 Motorsport News Circuit Rally Championship with MSVR whereby the 21-year-old Cumbrian, along with Hexham co-driver Jack Morton, won every stage to emerge 35 seconds clear of their nearest rivals.

In the Dom Buckley Motorsport-prepared Ford Focus WRC07, with backing from VisionTrack, Yuasa, Frank Bird Poultry, Hager, Mac Tools, Fuchs Silkolene, ELAS and PBM, Frank was joint fastest on the opening stage before pulling out a narrow one second advantage on SS2.

He increased the lead to 13 seconds on SS3 before adding another two seconds on the following stage. Frank stopped the clocks some 13 seconds ahead of his nearest rival on the penultimate stage to lead by 28 seconds where he rammed home his advantage to win SS6 by seven seconds.

The rally victory is the latest for Bird, who had a successful season in European GT racing for Bentley this season also, as it was his seventh straight victory in the last eight rallies he has contested which is a remarkable record. His last outing was in August when he won the M-Sport Stages Rally based in his native Greystoke Forest and prior to that was at Donington Park in March when he won the LDV Donington Park Rally.

Frank Bird: *"It's been a fantastic day. I took it easy in the morning as I wanted to find out what the conditions were like but once I knew where the grip was, it allowed me to attack a little. We had a good run and just kept building our lead and, in the end, we had a nice little gap. It's strange as it's a good way to end the calendar year yet this is the first round of this championship. I need to finalise my race testing plans over winter so that will dictate what future rounds of the rally series I can contest but this is a good start. Thanks to Jack for another superb job, and to the team also as well as my dad and our important sponsors."*



*Photos courtesy of James Ward, Chicane Media Photography*

## DID YOU KNOW



## SHE MET HIM ONLINE...





# Lydden Hill RallyX

Wigan racer Tony Lynch endured a weekend of mixed fortunes at Lydden Hill as his Retro Rallycross campaign resumed with the second and third rounds of the season. Westhoughton-based Tony and his Team Geriatric outfit made the long trip down to the Kent circuit looking to add to the podium finish he had secured in round one of the season back in August, which came before the action had to be halted as a result of the COVID-19 pandemic.

The double header meeting would see Tony in action across two days at the spiritual home of rallycross, including competing under lights on Saturday evening.

On a damp but drying circuit for round two, Tony would go wheel-to-wheel with the Citroen AX of Stephen Cozens through the three qualifying heats, finishing second in the opening two heats before taking victory in heat three - securing his place on the front row of the grid for the final. Slotting into second behind Cozens at the start, Tony would push hard to try and find a way ahead as the final played out, with his Toyota MR2 swarming all over the rear of the Citroen before he crossed the line in second spot for a second podium in as many rounds.

The opening heat for round three would take place under lights on Saturday evening, with Tony heading the Retro field on a combined grid alongside the Super Retro cars. A brace of second place finishes in the remaining two heats on Sunday meant Tony once again qualified on the front row amongst the Retro runners but his hopes of further silverware would end in disappointing fashion when driveshaft failure left him stranded on the grid when the lights went out.

Despite that, Tony heads away from the weekend sitting second to Cozens in the standings, with the pair split by just seven points.

The season will resume after Christmas, with the final two rounds currently scheduled to take place in January.

"On the whole we had a decent weekend back at Lydden Hill and it's just unfortunate that it ended in the way it did," Tony admitted. "We showed strong pace throughout Saturday and had some good battles on track with Stephen, and to com

away with second place in round two was a good start. "Heading into Sunday with a heat win already under our belts, I felt confident that we could fight for the win so to not even get away at the start of the final was hugely disappointing. However, it is one of those things that can happen in motorsport and we just have to put it behind us and focus on the final two rounds.

"With Stephen also having some issues in the final on Sunday, it's still all to play for in the title race so we'll go away and enjoy the Christmas break, and look to come out fighting in January to see what we can do in terms of the championship."





# Gemini Communications

## RALLYING

# Graham Cookson DONATIONS

Graham Cooksons funeral took place at Crewe Crematorium on the 14<sup>th</sup> of December

Any donations to the **British Heart Foundation**, correspondence can be sent to Grahams father Derrick.

**Mr D Cookson**

**8 Lords Mill Road**

**Shavington**

**CW2 5ET**

## 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



# The 'virtual' Team Gemini Golden Microphone Awards

## Sunday 27<sup>th</sup> December 2020

At this time of year, the team members normally gather under the watchful eye of Gemini 1, for the annual awards meal and prize presentations in The Dressers Arms. This year as we all know has been different, so we gather together on the video platform Zoom for a 'virtual' meeting and the chance to catch up with friends and look back on the past twelve months.

As Bill basks in the Florida warmth, Chris and Heidi in a snowy Blackburn and the rest of us sit at home in the gloom and rain, we first must remember one of our

own who sadly passed away only recently. We pause to remember Graham Cookson, MSUK Radio Controller and callsign Gemini 2, who will be missed by us all, a true gentleman and someone who made this world just a little bit brighter.

As we resume, Bill chairs the meeting and steers us through a review of the eight events only this year which formed part of the team championship, although members were out on some other events, with many more cancelled the victim of tiers, lockdowns and out and out uncertainty. For those not used to video conferencing, some technical challenges came to the fore and Bill's son Spen seemed to be represented by a silent, still picture ?. Anyway in a year like no other, we discussed how the sport has responded and the emergence of new sorts of events including the resurgence of Targa rallies, although judging by some of the discussion these have been of very variable quality and organisational ability. Rallies such as they are, have been precious reminders of the normality that we all crave and look forward to returning to in 2021.

As someone working in the NHS I was able to brief the group on the latest position, the facts about the virus mutation, the importance of the vaccine programme and in particular the release of the Oxford / Astra Zeneca vaccine, which is currently with the regulators and will hopefully have been approved by the time you read this report. Although we have made a start in beginning to vaccinate the most vulnerable with the Pfizer vaccine, supplies are restricted and the challenges of storing and distributing a vaccine that needs -70c temperatures are significant. The Oxford / Astra Zeneca product however is much more stable and easier to store, transport and deploy so once approved the real mass vaccination programme can commence at scale.

Personally, like many of my colleagues we believe this will be the game changer and offers us the real opportunity to plan ahead, although the next few weeks will undoubtedly remain challenging as we emerge after limited Christmas freedoms coupled with the rapid spread of the more transmissible mutated virus (although thankfully evidence to date suggests this is not any more 'serious' in terms of impact upon the individual). Colleagues raised the anti vax campaigns and protests that have emerged in many cities and towns, Les even reported a demonstration in Lytham !. For me the choice is simple, have the vaccine, it's a life saver not just for you but your loved ones, family and friends but to make up your own mind trust the websites that end in '.NHS.UK' and even '.Gov.UK'. The public on the whole have warmed to the senior medics and scientists who appear nightly on our TV screens, and to paraphrase the Deputy Chief Medical Officer, Professor Van-Tam. 'This is not a single venue rally, but a multi venue stage event and along the way one or two stages will be rough and cut up, but the rewards of those finishing will be worth celebrating'.

Looking ahead into 2021 Bill is already garnering an emerging calendar of potential events, big and small with the first big team event the rearranged Neil Howard Stages at Oulton park, currently scheduled for the 6<sup>th</sup> February. Uncertainty continues to hang over the sport, although permits were still being approved for new events (at the time of writing). The key here is what happens to the rapid 'Wave 3' spread of the virus post Christmas and into the New Year and to be honest if I knew the answer to that one, I'd be a rich man indeed. The truth is that we have to trust the scientists and I know it's a very big stretch, the politicians to make the right decisions based on the emerging data and evidence, only then can MSUK and indeed event organisers and clubs decide what happens next.

As this is after all an awards ceremony, we finally get to the outcome of the much shortened 2020 programme and Bill announced that Stuart Dickenson Gemini 13 has won the much coveted Golden Microphone trophy, with Maurice Ellison Gemini 59 second and Chris Woodcock Gemini 25 in third place, well done to you all.

It just falls to me to sign off 2020 and wish you all a happy and above all healthy 2021 and look forward to meeting up on a stage sometime soon.







Proposals to alter how the Bateson's Mull Rally may be run in 2021 have been published (see page 38).

The proposal caused a right old furore on Face Book.

Whilst I can understand (and agree with) the excited reaction against the proposed changes I do realise that even with the 'Best Rally in the World' it is not wrong and probably it is the right thing to do to consider ways that it might be improved and then seek peoples comment on those proposals.

So if you want it to stay as it is then let them know your opinion by emailing [consult@mullrally.org](mailto:consult@mullrally.org) by the 30th of December 2020. You can also let them know if you agree with the proposals (even though you are wrong). (if you haven't done it already then you are most likely too late now).

Then the mist clears a little - Mull is down as a reserve event for the BRC!!! See Page 29

On Pages 42, to 44 are the **SD34MSG Championship Registration Forms** for 2021.

If you registered for the 2020 Championship then you get a free entry in the 2021 Championship

On Page 40 are the dates and events counting towards the **SD34MSG Road Rally Championship Rounds** for 2021, Pages 45 to 48 is the calendar for 2021

Pages 51 - 53 is the latest **ANWCC 2021 Calendar Registration for ANWCC Championships**

can be completed on line at

<https://docs.google.com/forms/d/e/1FAIpQLSfjIIVmdFU21BFCMvra77fz1WEa0eTuEKqCvoEKX3tzvYF6ow/viewform>

**ANWCC had its last meeting back in February 2020**

**The next meeting is scheduled for Monday the 9th of February 2021**

The proposed date for the Joint SD34MSG & ANWCC Awards night on January 30th has now been cancelled

There is a Plan B which will be announced ASAP

I was looking at 2021 Calendars to buy so that I could put all my proposed event dates so that they could be easily be seen and accessed when out of the blue a Calendar dropped through my letterbox. The Calendar was from Rob Brookes who had been Clerk of Course on the Melbourne Rally Time Trials held on the 29th of August. Thank you very much, saved a few bob there !

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



## I didn't Know This !

*(Nothing new there then)*

### Re: Road Rally Reversing Lights

The regulations are written to limit the amount of light projected by a road rally car to limit PR complaints and to ensure the cars look closer to standard than a stage car

The restriction to essentially 4 forward beams has been with us since 1984. In that time there has been discussion concerning side lights and directional indicators, the pendants offering the opinion that such lights exceed the 4 forward facing rule. The conclusion of those debates has been that a side light or directional indicator emits a light but that is not focused by the lens or reflector to form a beam. An auxiliary lamp emits a beam, R18.5.3

When we updated the regulations to address LEDs we had in mind to maintain an approximation of light emissions and to prevent the proliferation of unsightly LED light bars together with flooding the market with unapproved units. To that end OE fittings were provided for as these would have the necessary approvals. We did not restrict the replacement of bulbs in other lights being those that do not emit a beam, save for Historic Road Rally Cars, R19.3.

A reversing light if it emits a beam is an auxiliary lamp and is restricted for the same PR reasons noted above we would wish to do so.

It shall be noted in the Road Vehicles Lighting Regulations that a reversing lamp not bearing an approval mark is restricted to 24watts but that if the lamp has an approval mark the output of the lamp is limited within the approval itself

In conclusion providing the proposed reversing lamp (s) emit light rather than a beam focused by a lens or reflector they are not considered within R18.5.5 to be auxiliary lamps and thus outside R18.5.5 so may be LED.

Best Regards

**Michael Duncan**

Technical Manager



# ***Inside the Industry***

## ***January 2021***

*with Paul Gilligan*

### **New Car “Dealers” To Become New Car “Agents”**

It's a particular pleasure to start with an article not revolving around Covid or Brexit. Although both (particularly Covid) remain mammoth problems as I type on the 16<sup>th</sup> there seems some light at the end of both tunnels just now.

So why is the Dealer/Agent subject so important? Because in simple terms it will dramatically change the way people buy new cars. Currently “Dealers” buy new cars from manufacturers at a set price and what they do from then on is up to them. They decide at what price to sell the car. Thus customers are forced to shop around to get the best deal and often are left thinking they maybe haven't achieved that. Research shows that customers generally greatly dislike the negotiating and haggling part of the transaction. They would welcome “price transparency” where they know how much they should be paying for the car. However they do value the role of the dealer in explaining the product, helping them decide which model is best for them, and perhaps most of all the test drive.

The likely way forward is that the manufacturer will set the selling price of the car. The “Agent” will be paid a set fee. The manufacturer can vary the price in order to achieve the sales volumes they want and balance their stock levels. The whole process will be “no haggle”, except of course where the part exchange is involved. However the customer will order from and pay the manufacturer for the car and organise finance if required with the manufacturer's captive finance arm. The dealer will then receive the cars, carry out preparation and valeting and hand the car over with a full explanation of the controls etc.

Does that sound far fetched? Well Mercedes have trialed the system in South Africa and Sweden with Austria next, Honda and Toyota use it in New Zealand and Honda will launch it in Australia next year. BMW have been trying it in South Africa and report that both dealers (after initial trepidation) and customers “love it”.

Some are there already. Tesla own all their sales outlets, set the prices and no discounts are available. Volvo affiliate Polestar operates the same way, VW sell their new electric ID only direct in some markets and even Ford have suggested the new electric Mustang will be sold the same way.

My own view is that it is 100% certain that the industry will shift to the “Agency” model. Manufacturers want it as they see an opportunity to improve the customer experience and cut costs at the same time. Their goal is to replicate the Apple retail model where product advice is the priority with no pressure to buy. Customers want it as it takes away the bits of the buying experience they don't like. Increasingly dealers are warming to the idea, so long as the fees paid for their part of the process are seen as fair. They are left with the parts of the business where they actually make money, used cars, servicing and parts sales and get a set income per unit from the new cars they handle. So I see this major change as a when not an if. When? It's going to be a gradual change not an immediate one, some manufacturers will move faster than others and most will apply the change to some models before others. Most seem to be planning to introduce the new process with electric cars first. My guess is we'll see a lot of changes within 3 years and Agency will cover most retail new car transactions within 5 years.

### **Ssangyong/Mitsubishi UK Deal Off**

Last month I reported that the company which imports Ssangyongs into the UK was likely to take over the Mitsubishi importer which would give Ssangyong access to a much better and bigger dealer network than they currently have. Now it's been announced that the deal is off because the two parties were reportedly “miles apart” on price. Ssangyong have been in discussion with many Mitsubishi dealers anyway so seem likely to get the network boost they want and need while keeping their cheque book firmly closed.

Mitsubishi UK meanwhile seem likely to cease supplying new cars more quickly than had been originally envisaged. Many of their staff have been declared redundant already. The Fleet Sales Department we deal with has been reduced to only two people. No fleet discounts have even been offered to major customers for 2021 yet and it seems they may well never be. New vehicle stocks are very low and the number of models offered will be much reduced for 2021. It seems the last new Mitsubishis will enter the UK in September at the latest.

*Continued on Page 27*



## **Will Other Japanese Manufacturers Follow Mitsubishi Out Of Europe?**

Rumours continue to circulate that more Japanese manufacturers will quit Europe soon. Most have seen declining sales and no profits from their European operations in recent years. Subaru, Suzuki, and Mazda are said to be likely to withdraw leaving only Toyota and Nissan.

## **Hydrogen News**

Toyota have launched a totally updated version of its Mirai hydrogen powered car which underlines this manufacturer's strong belief in the future of this fuel. The first version was launched in 2015 and has sold in very small numbers, only 11000 in total with 180 coming to the UK and less than 1000 in total to Europe. Toyota say they expect to sell ten times as many of the new version, still small numbers for a business of their size but significant growth nevertheless.

The new car has a much longer range at 400 miles and is 20% cheaper at £50000 for a large car based on the Lexus LS platform. Prices for the hybrid LS range from £77000 upwards so if you can call a £50k car cheap this one is. Refuelling time is the same as a petrol or diesel. Of course there remains a big problem in the refuelling network, UK has only about a dozen hydrogen stations currently, but that should be quicker and cheaper to resolve the installing a few million electric recharge points. Toyota are convinced that while electric power is right for small cars covering short distance hydrogen is the answer for larger cars, vans, and trucks covering long distances, They're looking at ships and trains as well.

The other manufacturer very enthusiastic is Hyundai. Whilst targeting to take 8-10% of global electric vehicles by 2025 using a mixture of hybrid, pure electric and hydrogen powered vehicles Hyundai are dramatically increasing the development of hydrogen fuel cell technology to cover ships, trains, forklifts, trucks, buses etc. Hyundai are very clear in saying "Hydrogen vehicles remain the best solution to reducing whole life CO2 emission worldwide". Hyundai stress that because of the CO2 resulting from battery production an electric car is only cleaner than a petrol or diesel when it has covered over 60000 miles. Even electric car enthusiasts Volvo have admitted that 14 tonnes of CO2 are produced manufacturing a Volvo XC40 but 24 tonnes making their all electric Polestar.

Ineos Automotive who are launching their new Grenadier (think old LR Defender dramatically updated) late next year have entered into an agreement with Hyundai. Hyundai will get access to Ineos's vast experience in hydrogen production and distribution, Ineos get Hyundai's expertise in fuel cell technology. This will enable Ineos to have a hydrogen powered version of the Grenadier ready well before the 2030 internal combustion ban. Interestingly Ineos have said that given the size of the Grenadier and the need for it to carry a significant payload electric power "simply doesn't make sense".

British Airways have announced they are making a "significant investment" in research and development of hydrogen powered aeroplanes.

## **Emissions**

Academics are worried that the 30% drop in new car sales this year will have an impact on reduction in emissions as older more polluting cars are retained by their owners. There is also the concern that people may be less well off because of the Covid situation which will make it more difficult for them to afford expensive electric cars. Meanwhile another group has called for electric cars which inevitably are heavier because of battery weight to be more, not less, heavily taxed. Reason being that because the cars are heavier (24% heavier on average) they emit as much as 8% more fine particles from their tyres. One analyst said that new cars can emit 1000 times more particle pollution from their tyres than their exhausts.

## **How Many Teslas Are Being Sold In The UK?**

It's most unlike Tesla boss Elon Musk to keep quiet about anything, but in fact the company doesn't report UK registrations. In the monthly figures issued by the SMM&T Tesla are contained within the category called "Other Imports". This covers Ferrari and Lamborghini for example but the vast majority of these units will be Teslas, probably at least 99%. This category has grown by over 100% so far this year and now accounts for over 1% of the total market.

*Continued on Page 28*

So it's a fair bet that approaching 20000 Teslas will be sold in the UK this year. The vast majority of these (around 90%) will be the compact executive Model 3 which means it's the second top seller of this type behind the BMW 3 Series and ahead of cars like Audi A4 and Mercedes C Class.

## **“Badge Snobs”**

We all know people who buy badges rather than cars. In fact we often get customer requests that specify “any prestige German badge”. We were recently asked to supply an Audi A1 to a lady customer in the Thames Valley. The specification she requires means the car has to be a factory order with a 3-4 month delay. She therefore asked us to organise a temporary rental car for the period. We offered a Ford Fiesta which was immediately rejected with the withering comment “What would my friends at the Golf Club think?” A VW Polo was eventually found which was accepted – just!

Now an industry survey has shown the 64% of UK drivers say there are certain car brands they simply wouldn't buy no matter how good the car or the deal offered. Only 16% however describe themselves as “brand snobs” the rest clearly are but won't admit it!

## **Insurance Companies Keep The Money**

UK insurance companies have saved a staggering £4.4 Billion this year because of fewer claims due to driving restrictions during Covid. In fact the number of claims is around half of last year. Accidents are 41% down, deaths are 26% down and repair costs are 54% down. In the US where the situation is similar most insurance companies have returned at least some of the money to policy holders. In the UK only Admiral have done similar, but restricting the refund to £25 per policy when the average premium is £450. It's an ill wind as they say.

## **A Good Use For Safety Cameras**

While many of us see safety cameras as being a cash cow at the expense of drivers breaking the speed limit it was encouraging to read that they are to be used to catch drivers who tailgate others. Experiments have started on a section of the M1 in Northamptonshire after an increase in the number of accidents and deaths caused by the practice of drivers following too close to the vehicle in front. In two months the cameras have identified around 26000 offences, that's over 400 a day. 3700 drivers have been caught multiple times. All of this from a stretch of the motorway only 150 metres long!

Currently drivers caught are sent warning letters, the cameras currently aren't used to support prosecutions. However tailgating last year resulted in 28 fatal and 566 serious road accidents, almost 50% up on 2018, so surely enforcement will come? Anyone who's had an aggressive truck a few feet behind them knows it can be a genuinely frightening experience even for an experienced driver, so on this occasion I'd welcome the cameras. This time they really will improve road safety.

## **What Can The Industry Look Forward To In 2021**

Like every other industry, and every human being on the planet most of all a safe and reliable vaccine that will bring an end to the dreadful and tragic effect of the Covid pandemic. Of course then there will be the small matter of paying back the millions our Government has been forced to borrow to support people and industries. If we do get said vaccine things will slowly begin to return to normal, but it is going to take a long time. However there are signs of optimism for the motor sector.

Some of the changes resulting from Covid will be permanent, the move from High Street retail to internet shopping being perhaps the most obvious. However it looks like the reduction in use of public transport will also be long lasting. A recent survey by one of the leading accountancy firms showed 69% of people intended to use public transport less for work and 61% less for leisure. 78% of people say they will use their car more for travel. Most encouraging for the industry almost a third of people who don't currently own a car intend to buy one in the next 6 months. People aged between 24 and 39 will represent 45% of these first time buyers with many citing that they were in fact financially better off as a direct result of the Covid situation. Savings on commuting costs, holidays and eating out were the main reasons given.



A separate survey by What Car shows that we might not have to wait until the end of the pandemic to see good news. Two thirds of customers interviewed said that Covid had had no effect on their decision to buy a car and 3% had brought their purchase decision forward. And of course if internet shopping continues to boom the van market will stay strong. On the flip side there's the issue of Brexit – it's now the 20<sup>th</sup>, I'm still typing, they're still talking. Even without any tariffs cars are going to be more expensive. Retail prices have gone up significantly and all the signs are that discounts to both retail and fleet customers will be reduced as manufacturers seek to claw back some of the mammoth losses they've suffered with factories and showrooms closed for months. Where manufacturers have already shown their hand we are seeing 2021 transaction prices around 15% up on late 2020, and prices have risen by around another 10% during this year, so in total very big increases. And that's before any tariffs due to a no deal Brexit.

*Paul Gilligan*

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## An Update on Street Car



As part of the Motorsport UK strategy to raise the profile of affordable and accessible grassroots motorsport disciplines, we have been developing ways to highlight these opportunities to a wider audience and thereby supporting clubs with growth opportunities.

The overarching aim of the Street Car project is to highlight disciplines that can be enjoyed in a road car without any modification or the purchase of any specific equipment. In 2021, we will start with AutoSOLOs as the perfect entry point for new audiences.

Following consultation with the Autotest Committee and presentations to the Regional Associations, we have modified the initial proposal based on the feedback we received and the process of liaising with the Regional Associations and Recognised Groups is continuing.

Over the next few weeks we will consult with championship organisers and hold focus group meetings with clubs that are interested in working with us to deliver this initiative.

**To express an interest please contact**  
**club.development@motorsportuk.org**



**2021**

### **British Rally Championship calendar announced**

- **Seven rounds for thrilling motorsport series**
- **Classic events return to the calendar**

### **New rounds in South East England and Northern Scotland**

- Round 1** Circuit of Ireland, Belfast 2/3 April
- Round 2** Corbeau Seats Rally Tendring & Clacton, Clacton – 24/25 April
- Round 3** Beatson's Building Supplies Jim Clark Rally, Duns – 28/29 May
- Round 4** Nicky Grist Stages, Bult Wells – 10 July
- Round 5** Grampian Forest Stages, Banchory – 14 August
- Round 6** Trackrod Rally Yorkshire, Scarborough – 24/25 September
- Round 7** Visit Conwy Cambrian Rally, Llandudno – 30 October

**Reserve Round** – Beatson's Building Supplies Mull Rally, Isle of Mull – 8/9 October

# **Great News Classic Nostalgia at Shelsley Walsh is on 17/18 July 2021**

Although 2020 has been a lost year for most motorsport 2021 is gearing up to be a fantastic year as everyone pulls out the stops to make their events even better than before.

Shelsley Walsh the world famous venue near Worcester has just announced the date of its biggest weekend of motorsport Classic Nostalgia, this event attracts the biggest crowds of spectators who come to see really iconic cars competing on the oldest speed hill climb venue in the world, it takes place on the weekend of 17/18th July 2021 so make a date in your diary.

Classic Nostalgia is exactly what the name implies, it covers cars from the very earliest vehicles built around the turn of the 1900s right up to about 1980 although they are also having a very special class for rally cars of a slightly later period as well to allow the Subaru Impreza, Metro 6R4, Audi Quattro, Lancia Stratos to take part as well as various Ford Escorts, Sierras, Capris plus other makes thus adding greatly to what everyone considers is their idea of a classic rally car.

The event is always oversubscribed with far more competitors wanting to take part than there are places available, entries are selected by a panel of judges who have a very difficult job because they sadly have to reject entries of very keen competitors as they seek to strike a balance by finding the widest scope of cars that will draw in spectators keen to see rare and unusual vehicles rather than watching several dozen cars of a similar shape and model.

Being a member of MAC is excellent value in itself when compared to other costs associated with motorsport. MAC membership allows the holder free admission to spectate at MAC run Shelsley events, it allows you a guest pass so your spouse, partner or friend also gets in to most Shelsley events for free too. You get invitations to compete at many other venues as MAC is generally invited to most other open hillclimbs. There is a great social and non-competitive section which arranges visits to things such as F1 team headquarters, private visits to museums, watermills, steam railways etc in both this country and even abroad. An excellent magazine plus a full programme of events where only MAC members can take part, membership is well worth considering.

Classic Nostalgia has many other attractions apart from the cars racing up the hill, for instance there is a classic car show, a concours competition, permanent bars, toilets and restaurant, celebrity interviews on the stage in the picturesque courtyard and like Goodwood Revival you are encouraged to stroll around in period costume, dance to period bands & musicians and if jiving or the Charleston is your scene then Shelsley is the place to be on 17/18th July.

Stands sell autojumble, clothes, books, motoring art and suchlike, motor clubs can have their own stand at this event and here is an opportunity for clubs to erect their gazebo and put on a display that will be seen by thousands of motoring enthusiasts as well photographers from national and international magazines and media, it's a real opportunity to raise the profile of your club by displaying banners and photos of your club activities.

Competition regs will be out mid January so keep an eye out for them.

Why not make a weekend of it there are lots of B&Bs and hotels etc in this lovely area of our country, if you enjoy motors and motoring of a certain period I am absolutely sure you will enjoy Classic Nostalgia 17/18 July, check out the press release or go online to Shelsley Walsh website for more details.

**Keith Thomas**



## **CLASSIC NOSTALGIA**

**17/18 July 2021**

Shelsley Walsh is celebrating the 10th anniversary of Classic Nostalgia in 2021 so come and join us for an action-packed weekend of competitive hill climb racing, thrilling demos, spectacular classic and vintage car and motorbike displays, celebrity drivers, Group B rally cars, parades, car



## **CELEBRATING THE GLORY DAYS OF MOTORSPORT**

This annual flagship event is a firm favourite on the racing calendar. The action-packed weekend attracts a wide variety of competition cars competing on the historic hill climb course, plus spectacular classic and vintage cars and motorbikes,







# Rally Test Days

19 / 20 December 2020



## ENTER YOUR PRE-1985 CLASSIC

Pole position parking for all pre-1985 classic cars and motorbikes. Those arriving in a car or on a motorbike manufactured before 1985 can pre-book a place in the classic vehicle display area which is located right in the heart of the event.



## CAR CLUBS

Car clubs are actively encouraged to take part in our flagship event. Classic Nostalgia is the perfect event to hold an annual car club gathering in the most stunning location. The event is all geared up to provide a fantastic day out for all like-minded motoring enthusiasts.

### Benefits of bringing your classic car or bike club to Classic Nostalgia:

- Clubs are located at the heart of the event. All registered car clubs can reserve their own designated club display area
- Excellent opportunity to showcase and publicise your club!
- Award for the best presented club stand
- Group discounted tickets
- Each car club area includes space for club gazebo/seating
- Make it your own - You can brand your area with feathered flagpoles and club bunting
- Celebrating a significant anniversary? Do get in touch!

# MICK BRIANT

## IS ACCUMULATING MATERIAL FOR A FIFTH & FINAL BOOK ABOUT THE BYGONE ERA OF REAL TEAMWORK, OILY HANDS, MUDDY LANES, ROAD RALLYING:

Thank you to all those who kindly made contact offering stories, photographs, memorabilia, and other material.

The contrast is striking that, when amassing material for my earlier trilogy of books, it was a case of 'jump in the car, spend a week travelling round the country, meet up with former rally pals and, over numerous cups of tea and slices of homemade Victoria sponge, prize open their memories and scrap books.' I've lost count, but to arrive at the 2,700 photographs that feature in the first four books, I gathered (scanned in, one at a time) at least twice that number, quite probably accruing the largest collection in existence.

Sadly, the onset of Covid, particularly this latest lock down, has laid my well-intentioned plans to waste, for the time being that is.

Allow me to introduce a contributor called Peter, he brilliantly sums up all our misspent youth, though it can be argued, forcibly in many cases, that for many this was pretty well normal life, as he writes:

*'I'm afraid I didn't discover road rallying until 1973, at the ripe old age of 32. My misspent youth, during the '50s & '60s, revolved around cricket and motorbikes. My sole nocturnal fixation in those much-lamented days involved honing skills of a carnal nature, in and around the fleshpots of Greater Manchester. There will never again be a decade like the 1960s. When I contemplate the moribund, p.c. influenced farce that is modern Britain, I marvel at what we were allowed to get away with in those free for all days. So much so that it now all seems like a long, lost, hallucinogenic trip.'*

Yes Peter, remarkable though it may appear from a later perspective, you are spot on; I too marvel 'at what we were allowed to get away with' in the 1960s era of British laissez-faire life, in fact the '70s and '80s as well, and that particularly applied to road rallying, the hundreds of road rallies (and corresponding motor clubs) held each weekend across the country, and the way we charged through the lanes. It really was a marvellous time, but equally so, this was fuelled by an expectation of being 'normal'.

Below is the first of my 'early cars', the Austin Healey of David Broadhurst (driving), John Smith navigating on a rally in North Wales, a place that really sorted the men from the boys. In those dark and dreary days as the country struggled to escape the financial shackles of the second World War, every rally attracted hundreds of spectators at junction after junction.

A lady called Angela wrote: 'What about women drivers?' It was a serious question which deserved a serious reply: 'What about women drivers AND navigators?' In fact, what about women who supported their car mad boyfriends/husbands? **Please make contact if you were a lady driver, navigator, or supporter with a story to tell.**

To those who've yet to make contact, let me say, irrespective of whether you were competing in one of the many Regional Championships – the training ground for many drivers & navigators - or some of the more celebrated and competitive championships such as the BTRDA, Welsh Road Rally, or Motoring News, you have a story to tell.

Many classic roads have left their mark on the collective imagination, none more so than smooth tarmac roads such as the Devil's Staircase, or Nant-y-Moch (which skirts a large reservoir in the Cambrian Mountains in Wales), Hard-knott & Wrynose Mountain Passes in the Lake District, but equally the rough Stake Allotments in Yorkshire (a White road that wouldn't have been out of place on the East African Safari), or the notoriously rough Pedders Way in East Anglia. These memories exercise a fascination of bygone days.

Remember this: we all went down the same muddy (ostensibly tarmac) roads, dealt with every atrocious weather condition this planet has to offer, had to find the same difficult slots, crashed down sometimes smooth but more often impossibly rough Whites, up against that unforgiving clock, while avoiding the propensity to hammer the car into the ground. Occasionally – the occupational hazard - we clobbered the bank, dropped the car in a ditch, slammed the rear panel against a gatepost or, God forbid 'rolled it'! We all did that, didn't we?

I'm well aware from my own rally driving experiences that what can go wrong, inevitably did, and judging from the stories received, that was the case for many others! Take for example, an early event (early 1970s) in Wales, the route took in a fast left-hander, half way round, even though the navigator hadn't called it, the road deceptively appeared to straighten out, but it was a private drive.



**Continued on Page 33**



One front runner went flat-out into this drive; heading straight for the dwelling's front door and car parked outside, he might have got away with it but for loose gravel in his braking zone. In a split-second decision, he whipped on the handbrake, got it sideways, and slammed sideways into the parked car. At least it wasn't the house.

My rallying career spanned three glorious decades: starting in the late 1960s, throughout the 1970s, and well into the 1980s. My trilogy of books are a powerful reminder how cars, speeds, and technology changed during that time. Not only was road rallying my passion, but I valued, above all else, the team relationship with my navigator. I always chuckle when remembering with a clarity that never leaves me, those early, rather naïve, days tackling a Welsh Motoring News event in my Mk1 Escort Twin Cam. At the front of these events were the biggest stars in the land. You felt intimidated just standing near them! - even more so looking at their times. 'They beat us by how much?!'

Arriving at the end of the first competitive section, a short 20-miler warm up blast, we came charging in with a sense of relief having made it, permeating the car was that 'baked aroma smell' of oil, brake fluid, tyre & brake pad dust, and mud cooking on the red hot exhaust, front discs glowing in the dark, a brake haze drifting up over the bonnet. It's no exaggeration to say that soaked in sweat, I sat there thinking: 'I'm not sure how the car can stand another 200 miles of this.' (The front runners were going much quicker, gave the car one hell of a hammering, but had few problems – how did they do it?)

Thrusting his timecard out the window, getting his time, and checking the clock, my navigator said, 'get a move on, it's supposed to be relaxed, but don't count on it'. Pressing on with a sense of urgency, we arrived at the next competitive section start, there was an ominous absence of other cars bar one changing a puncture. Shouting to the marshal, 'where is everyone', he replied 'they've all gone, your late, you'd better get a move on'. Pulling up to the control my navigator somewhat optimistically asked for our time, 'we'll take 16 please', the marshal, after checking his clock, laughed, 'in that case you're three minutes late, you can have 19... and you've got 10 seconds'. Giving myself a verbal ticking off, I pondered 'where the hell did we lose three minutes; we should have been early, not late?' (I would learn the priceless art of serious lanes driving: smooth, keep it tidy, sideways wastes too much time, mechanical sympathy, and learn to make *every single second* count.)

Back to the new book. One aim of my final motorsport publication is to open up with some early stories from the 1950s perspective, to record for posterity how road rallying had recovered and progressed from the Second World War, that fascinating period when life slowly returned to normal, and the terribly primitive but exciting cars that were considered 'state of the art' at the time. You could not thrash these cars, you had to 'nurse them'.

This wonderfully contemporary shot just oozes 1950s rallying: Dr. Peter Pollitt in his Triumph TR3. First made in 1955 by the Standard-Triumph Motor Company. The full story of Dr. Pollitt (courtesy of his son Nick) will be one of many features that illustrate where road rallying started.

Capturing the imagination, two precepts surmount all others: firstly, that prior to the first 'special stage RAC Rally in 1961', all rallying was run on open public roads (and even then stage rallying took many years to catch on until the MSA forced everyone to go stage rallying by effectively banning competitive road rallying), and that included works teams and such prestigious events as the Monte Carlo Rally. Second, no matter how powerful the car, or flamboyant skill of the driver, the navigator's skill ranked as No.1.

That's why, in these early days, privateers could, and often did, beat works teams. And where did the skilled navigators come from? Some learned their trade in the war (such as bomber navigator's), others were naturally gifted. That's why road rallying has such a rich history.

Among others, a chap called Andrew from Cheltenham stepped forward; now in his early seventies, Andrew forwarded a large collection of vintage photos of his Ex-Wartime RAF Pilot dad competing. This first shot (below), offering a fascinating insight into early 1950s rallying, was taken with his dad (Ron Ayres) navigating and George Arthur Lewis driving, somewhere in Wales on the 1951 Daily Express National Rally in an open top HRG sports car (one of just 241 ever made). At first glance you might think this to be a modern-day classic rally, but no, it's the real thing '1951 style'. Notably, in those days, competitive sections were run in daylight with a bit of tricky navigation and the odd test thrown in. Having charged round just about every Welsh rally road during my 14-year long rallying career, I thought I would recognise this section of road... but I don't. (Abergwesyn maybe?) Perhaps it looks different at night!



One idiosyncrasy (or it will seem that way to those who've only ever driven modern cars with slick synchromesh gearboxes) is the crash gearbox (synchromesh did not become a mainstream fitment to budget cars until the late 1950s/early 1960s). Changing gear (going up the box) involved carefully gauging the engine revs, 'double-declutch', then pop it in. Coming down the box was similar in terms of double-declutch but involved a 'extra blip' of the throttle to get the engine revs and gearbox running in unison. Some less than skillful drivers were forced to stop when engaging 1<sup>st</sup> gear.

Andrew also forwarded a large collection of vintage photos of his dad competing on several 1950s Montes. 1953 being the first, in an Austin. And again, many thanks to Andrew for this wonderfully nostalgic shot of his father Ron (below) along with his team-mates making up the three-man crew in their black Jowett Javelin, MOK 326, at the 1954 Monte Carlo finish in Nice. Like all other competitors, they travelled across Europe (on narrow windy 1950s roads) from some remote departure point (in this case Edinburgh I believe), all converging on one central location.

Only enthusiasts of a certain age will remember the technically advanced Jowett Javelin (the name Jowett coming from the brothers who originally formed the company just before WW1): flat-four boxer engine, aluminum block, two Zenith carbs, 50 bhp at 4000 revs, 0-50 in 13.5 secs, and a top speed of 77mph. And I can tell you, a Jowett was considered quick in those days! In January 1949 a works-entered Javelin won the Monte Carlo Rally 1.5-litre class, and in that same year another Javelin won its class in the Spa 24-hour race.

Andrew's photo (right) records the 1954 [Monte Carlo finish in Nice](#). Three-man crew consisting: [Ron Ayres](#), principle navigator (L), [George Arthur Lewis](#), first driver (M), Dr. Osborne, support driver (R), and a suspicious looking Inspector Clouseau figure lurking background right! Regrettably, I couldn't get beyond the formal title of Dr. Osborne, though I sincerely hope his family will get in touch; that would be a wonderful corollary to his team-mates narrative. Evidently, 1950s formality dictated everyone wear a shirt & tie.

However, apart from the odd tweak, Jowett's used by such amateurs were pretty much bog standard, not least that competition parts were pretty well non-existent, and what few special hand-made parts did exist were designed, crafted, and exclusively reserved for the manufacturers teams.

The spec of Andrew's dad's Jowett will almost certainly have been: 4-speed crash gearbox with column change, difficult to steer (too much play in the steering box gears and track rod ends), even more difficult to stop on drum brakes fitted all round (hydraulic powered brakes – still drum - had only just been invented for more luxurious cars, while disc brakes were another luxury waiting some years in the future), round, black, and ultra-skinny tyres, non-existent heaters, windows freezing on the inside, no roll cage or seat belts, a thing called a dynamo to power the electrical system (lights often little more than candles, particularly when forced to turn off the spotlights to preserve the battery), and the stereotypical 1950s piece of emergency equipment: a starting handle (see centre front hole in the front bumper) for use when the battery was drained or the weather too cold to turn over the engine. As they say, 'all the fun of the fair', but that was normal... teamwork wrung out the best result, at least one member had to have some 'oily hands' mechanical training, and it was teamwork against the elements.

Allow me to describe the defining characteristics of a dynamo: If, for example, a dynamo created 40 watts of power, you had to calculate the power drain imposed by spotlights. If using 50 watts, the battery was slowly draining, the lights becoming slowly dimmer, to a point where, if you carried on, the electrical current to the coil, points, and spark plugs would fail... and the engine would just stop. In tandem with this, battery technology was equally primitive, leaving no option but to extinguish spotlights.





And that's not all, lest we forget that the combination of primitive spotlight & battery technology coupled with the abysmal power output of a dynamo meant spotlights akin to candles – even at the best of times. Without first solving this fundamental equation there was no point developing ever more powerful spotlights. Then some clever soul invented the alternator: problem solved.

Interestingly, this particular year, out of 363 entries, a very eager fresh faced 24-year-old Stirling Moss driving a Sunbeam Talbot 90 with Scannell Desmond navigating was first car away. Finishing 14<sup>th</sup> overall, they must have encountered problems. A year later (1955) Stirling won the British GP, his first GP win, in a Mercedes, beating Juan Fangio into second place.

Right, a young-looking Stirling (L) and Scannell (M) take 2<sup>nd</sup> overall on the 1952 Monte, again in a Sunbeam Talbot, emphasising that Stirling had, as my research reveals, an illustrious road rally driving career before taking up F1. We all started somewhere, normally right at the bottom, and I'm sure Stirling was no exception. My own memories of learning to drive was either grindingly slow tractors or ex-army wagons, a far cry from those of this modern era brought up glued to a Go-Cart and able to drive competitively from about the age of 10.



Another 1950/1960s icon, the Austin Healey 3000 of David Broadhurst, seen here (below) in the Welsh lanes with David driving, John Smith navigating, epitomises style, elegance, and fully deserves the term 'muscle car'. Having owned one back in the good old days (mid-'60s), I can testify that the absence of power steering and a huge 'straight six' 2.9-litre six-cylinder engine perched right over the front wheels, really did take muscles to propel this car through the lanes. I would love to hear from anyone with Healey rally stories, and hopefully a scrap book of Healey photographs.

In 1960, Pat Moss won the Liège–Rome–Liège Road Rally outright in a 'Big Healey'. Another famous Healey was the 'Works' example (BRX 852B) of Timo Makinen with future four-times Motoring News Champion Don Barrow co-driving, taking second overall on the 1964 RAC Rally (by now a stage rally).



In more recent years we've all been overindulged by hundreds of horsepower, seduced by cars that stop on a sixpence, but in these early days, it was all about using what little you had and making allowances (not excuses) for what you didn't. Brakes were designed to slow a car, a luxury. Driving, navigating, teamwork, and mechanical skills took centre stage rather than masses of horsepower.

And that brings me nicely to my final crew in this brief study of early British Road Rallying, a crew that embodied all these virtues as the new 1960s decade dawned: Bill Bengry (left in picture), a spanners man through and through, and David Skeffington, a skilled photographer who created the rally photographic brand Foster & Skeffington, a name instantly recognisable to those from this early era. And their magnificent VW 1400.

Here Bill & David pose beside their VW 1400 in typical early 1960s rally attire: suit, white shirt, and tie.

Bill & David had been winning just about every serious British road rally championship going: 1<sup>st</sup> O/a 1960 & 1961 RAC Championship, 1<sup>st</sup> O/a BTRDA Gold Star Championship, and then came along Stuart Turner's new brainchild as he sought to introduce 'a supreme road rally championship, longer and tougher than all the rest', drawn from the most gruelling National road rallies in the UK, a set of rallies designed to scale new heights of distance, speed, endurance, and navigation, which attracted not only the best privateers, but works teams as well



. Run for the first time in 1961 (coinciding with the first special stage RAC Rally), that was of course the Motoring News Championship, won by Bill that same year, though David missed one event, taking third spot.

Far from the quickest car, however, the combination of good mechanical preparation, a talented driver, and an equally talented navigator produced many top ten results, some top five, and the odd outright win. Like so many men of his era, Bill was a modest individual, first-class mechanic, while David was 'a figures man', quiet and studious, but they made a brilliant team.

I remember meeting Bill in the mid-1970s when starting a Welsh Championship rally from his car auction site. He spoke with meticulous fluency about every mechanical aspect of a motor car, clearly having been a major part of his life. While chatting, a young lady novice approached Bill asking for advice, they had a strange sound coming from the front suspension, 'is there anyone who could take a look?' 'Where you parked?' he asked, then walked across to her car, got down on his back, slid under the car to have a look. What a marvellous role model.

One of my contributors evoking memories of 'when we were young and could get away with anything' sent me a number of old photographs from his scrap book. I am assured that those who feature in this shot (below) are well known northern ralliists. CAN YOU NAME THEM? The setting is outside Paddy Hopkirk's shop. The dress code and almost obligatory shirt & tie suggests late '50s, early '60s. A good authority tells me that Eric Jackson, Barry Williams, John Barritt, and Mike Hinde are in the shot.

For all sorts of reasons, it is important to remember these road rally pioneers, not just for what they achieved, but how they 'persuaded' their mounts to keep going, and the steadily evolving cars and technology that led up to the all-conquering Mk1 & Mk2 Ford Escort; Neil Jones's 130mph TR7 V8; Geoff Birkett's Opel Ascona 400; Bill Gwynne's Vauxhall Chevette HS 2300; John Bloxham's Porsche 911; Mick Briant's Lotus Sunbeam; Clive Sissons Opel Kadett; George Hill's Jolly Club Lancia; and many others. Not only were these cars insanely powerful, but (power to weight ratio) many weighed little more than a modern motorcycle.

Before I sum up, a last word from one of my contributors: *'It was a fleeting moment in automotive history that now stands tall for its crystal-clear purity of purpose, unfettered regulation and unpaid dedication. We were indeed privileged to have been involved.'* Many will endorse this.

May I press home the point, that while this article focuses on the 1950s & 1960s, it does so in order to explore where more modern road rallying evolved from, and the non-technological skills (by that I mean mechanical rather than computer skills) that accompanied the exponents. It is from these early days that my fifth book will cover angles not previously explored right from 1951 to the point where John Brown's Targa Timing was outlawed in December 1987.

Gathering much of the material, that is meeting up with, chatting through, and personally taking down (or double checking) the many stories and offers of other material received, it has been my intention to travel around the country, visit each person in turn, take down their story, and scan in their photographs. One particular lady, the widow of one the most famous navigator & co-driver's in British rallying history, has offered complete access to her husband's early rallying life, along with photographs and memorabilia. But it may be some while before we get together. Her husband's story will take centre stage in opening up the new book.

The format will be 'similar' to earlier publications: coffee table size, a photographic history of British road rallying, early and modern rally cars, lots of big & impressive photos, professionally type set, and stylishly set on high quality gloss art paper.

Needless to say, Covid has violently scuppered my good intentions. It would be grossly irresponsible to risk spreading the virus or putting others at risk.

However, in the meantime, please feel free to email at [mick@mickbriant.com](mailto:mick@mickbriant.com), or text to 07975 929 099. If you are able to send me the bare bones of a story, I can work it up for you, and add you to my 'visitors list' for when Sue and I can safely travel again. Don't forget, this will be a story about British road rallying, it will encompass all those decades starting with the nostalgia of the 1950s (Austin, Morris, 'Moggy Minor', Austin Healey, and a whole load of home grown British car manufacturers); the 1960s (Anglia, Mini, Fords of all shapes, including those with the new and revolutionary Lotus Twin Cam engine; 1970s (more Minis, Escorts, Kevin Videan's 240Z, several 911 Porsches, and the new all-conquering Cosworth BDA 16-valve engine); 1980s (a mad time!)





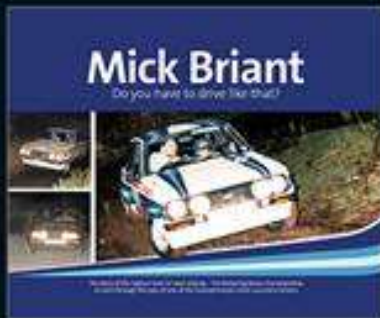
**New Book from Mick Briant**  
**Continued from Page 36**

Cars getting more powerful, and faster. WRC cars on open public roads; could it last? Posterity tells us it couldn't, but it was great while it lasted.

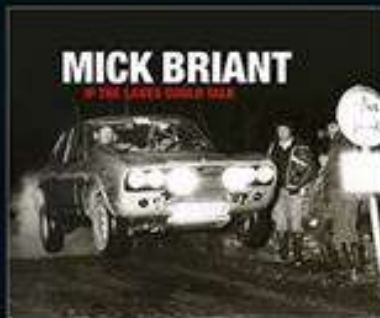
So, for posterity's sake, dig out those scrap books and get in touch.

Finally, though we might have moved into a new lock down, and Christmas as we know it could be under pressure, you can still treat yourself (or a loved one) to a trip down memory lane by purchasing one of my books, or the whole trilogy with 2,700 full colour photographs. As the author and publisher, please contact me direct at the above email address or check out my website [www.mickbriant.com](http://www.mickbriant.com).

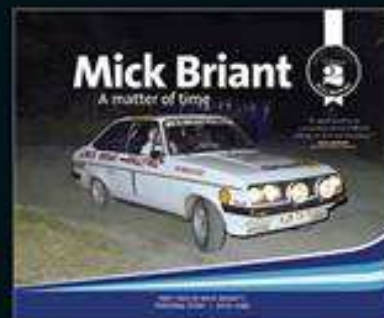
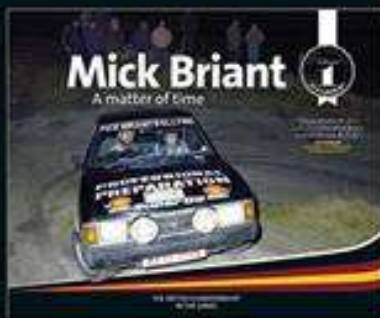
**Best wishes from Mick Briant**



« **DO YOU HAVE TO DRIVE LIKE THAT?**  
PART ONE OF MICK BRIANT'S STORY, 1969–1975.



« **IF THE LANES COULD TALK**  
14 REMARKABLE STORIES FROM THE MOST PROMINENT DRIVERS AND NAVIGATORS OF THE MOTORING NEWS CHAMPIONSHIP ERA, 1961–1987.



« **A MATTER OF TIME**  
PART TWO OF MICK BRIANT'S STORY, 1976–1980.  
A 2-VOLUME BOOK SET.

## **North of England Tarmacadam Rally Championship.**

You may be aware that Neil Prior has stepped down from the Coordinator role of the North of England Tarmacadam Rally Championship.

The promoters of the championship The Tyneside Motorsport Group on behalf of the Association of North East and Cumbria Car Clubs recognised the time and hard work completed by Neil on behalf of the championship.

The promoters are keen that a championship takes place in 2021 and have asked Neville Simmons to act as the Championship Manager supported by a Management Committee.

Negotiations are taking place with events that intend to run in 2021, a championship calendar will be issued as soon as possible.

Contenders who were registered for the 2020 season shall be exempt from the registration fee for 2021 but must still complete the 2021 registration form, either paper version or electronic version.

These will be issued in due course. The next few days/weeks will be very busy for administration, activities are progressing for a smooth hand over from Neil.

Any queries please do not hesitate to contact Neville Simmons on 07889141828 or [neville.simmons@live.co.uk](mailto:neville.simmons@live.co.uk)

# 8th & 9th October 2021



We're starting to make plans for the 2021 Beatson's Building Supplies Mull Rally after what has been a pretty torrid year all round in 2020. The current team of organisers have been around since 2012 and have kept things in much the same format since 1990. Following the enforced break this year and feedback from some of the rally stalwarts we felt it was time to try some changes to modernise, make it feel a bit different for the regulars and maybe attract some new competitors. Historically the Mull Rally was unique in its ability to close public roads for rallying thanks to having its own act of parliament and in 2019 this was superseded by the new Closed Roads legislation. This new legislation removes some of the previous restrictions which limited the timings of road closures.

This year we are planning to run the event in 2 legs, start earlier on the Friday and finish earlier on the Saturday. This will allow us to run more of the stages in daylight and make it more hospitable for spectators and volunteers. As this is such a big change to what everybody is used to, we thought we should let you know early so that we can address any concerns you may have about the new format. It will mean that we will reduce the number of times some roads are closed but close them for longer. Its important as organisers that we understand what implications this has on the businesses and residents of Mull and we have already started direct consultation with organisations that may be affected. If you want to contact us please email:- [consult@mullrally.org](mailto:consult@mullrally.org) by the 30<sup>th</sup> December 2020.

## Road Closures:

### Friday 8<sup>th</sup> Oct 2021

Tobermory - Dervaig	1330 - 2230hrs
Calgary Loop	1400 - 2300hrs



### Saturday 9<sup>th</sup> Oct 2021

Dervaig - Gruline	0815 - 1730hrs
Gruline - Kinloch	0900 - 1800hrs
Aros Bridge to Tobermory	1500 - 2030hrs





# R.I.P.

# John Ruddock

**25 March 1956 – 19 November 2020**

John Ruddock passed away peacefully in his sleep on the 19<sup>th</sup> of November after a 7 month battle against a brain tumour. John leaves his Wife Mandy, Daughters Sarah and Abi, Sister Louise and twin Brother David. He is survived by his Mother Valerie.

John had a lifelong interest in motorsport and started competing as a teenager in the mid 70's in the Navigator seat with Charlie Gabb in Mk1 Escorts and Kevin Carruthers in a Midget. Jonny moved to driving in Road Rallies before moving into Stage Rallying in a series of Escorts mostly in the 1300 and 1600 classes culminating in winning the ANCC Championship in 1989. A period of competing in Autotests followed using an XR2 and then a Toyota Starlet shared with Joe Hardy. Eventually John purchased the Prince Michael of Kent MK1 Escort he is well know for driving. The car originally a Mexico used on the RAC by HRH was now fitted with a 2 litre pinto. John started competing on Historic Road Rallies and moved up to serious attempts on the HRCR Clubmans Championship finishing 2<sup>nd</sup> in the Championship in both 2011 and 2012. In 2012 his navigator Dave Taylor won the Championship. In 2014 he teamed up with Andy Pullan. Andy winning the Navigator Championship John again 2<sup>nd</sup> by the narrowest of margins, 3 points! I am not sure how many events John won but as well as many HRCR events he also won many NESCRE events including one of his favourite events the Berwick Classic. John had many top navigators but must have been very proud winning the Viking Rally with Sarah and Lake District Classic Rally with Abi.

He prepared and maintained cars for several other top competitors through his business at Tholthorpe Service Station.

Whilst many of you may have been entertained seeing John's flamboyant driving style he also played a full part in organising and marshalling events. He was on the Organising Committee of the North Yorkshire Classic since its inception in 2010. This was in a variety of roles from Test Coordinator, Zero car and leading the Test Set Up team. His premises were used for Scrutineering and he liaised with Land Owners for Test venues.

John also Marshalled on other events including Rally of the Tests, 1000 Mile Trial, not just Marshalling but being involved in set up at locations such as Catterick Garrison. After several years of Marshalling John had set his sights on the Rally of The Tests. He was lying 4<sup>th</sup> overall in 2018 when a clutch failure resulted in a rare retirement. He finished 8th in 2019 and had already entered the 2020 event before his illness struck.

A Just Giving page has been set up so you can donate to Macmillan Nurses in memory of John:-<https://www.dignityfunerals.co.uk/.../19-11-2020-john.../>



*Photo Courtesy of Tim Sawyer*



*2017 Devils Own*



*1st O/A 2010 Shaw Trophy*



*2016 Cheshire Classic*

*Photos above Courtesy of Tony North*



*2004 Angus Classic  
Courtesy of Stuart Bankier*

*Dave Boyes*

# Motorsport UK announce 2020 Volunteer Award winners

Motorsport UK are delighted to announce the winners of the 2020 Volunteer Awards. The past 12 months have included some of the most challenging and demanding in the sport's history, and to acknowledge this, two further awards have been created to honour the incredible efforts of the UK motorsport volunteer community.

Rallycross organiser Jordine Crooks has been named the 2020 Volunteer of the Year, while the Club of the Year this year goes to the Bugatti Owners Club. In the two new categories, the Harold Palin Memorial Stage Rally team and Jonathan Millar will receive the Organising Team of the Year and Community Supporter of the Year respectively. All four winners will receive a prestigious Motorsport UK trophy, a cheque for £1000 to both organisations, £500 to both individuals, as well as a year-long subscription to Motorsport News.

## Volunteer of the Year Award – Jordine Crooks

Jordine Crooks is the championship coordinator for the BTRDA Rallycross Championship and has proved over the years that no job is too big or too small to make sure the best possible championship is delivered for competitors and spectators alike. As well as the role of championship coordinator, Jordine writes the regulations, sits on four committees, provides the listening ear to competitors and runs the social media accounts – all balanced with her day job as a full-time Practice Nurse and Masters degree student. In 2020, Crooks also stepped into the roles of Safeguarding and COVID-19 Officer and also developed a 'Raceday Dashboard' – a fully COVID secure, contact free declaration system that other clubs have subsequently adopted. Rallycross as a discipline has developed greatly with the tireless work from Jordine – a popular member of the motorsport community.

"I feel extremely honoured and shocked to have been nominated as Volunteer of the Year, let alone win it! Enthused Jordine Crooks. "I attended my first motorsport event at three days old and have continued to enjoy it ever since, be that as a spectator, competitor or organiser. To be able to give something back to a sport which moulded my childhood is a pleasure, and I feel extremely proud and privileged to be part of clubman motorsport.

"2020 has certainly been a challenge, as it has for many, but the organisation of our events and championship has provided a welcome distraction, albeit a time-consuming one! We have seen clubs, drivers, volunteers and officials adapt to the new COVID-19 guidance to keep the sport we all love alive and I must thank Motorsport UK for their efforts in producing this guidance. All volunteers involved in motorsport are deserving of recognition, more so this year than ever, and I certainly couldn't fulfill my role without the help of several others – thank you to all involved."

## Club of the Year – The Bugatti Owners' Club

Founded in 1929, the Bugatti Owners' Club is one of the oldest clubs in the UK and are the owners and operators of Prescott Speed Hill Climb. With the Coronavirus outbreak, the club faced financial uncertainty with potential income reduced by over 85%. The club had to unite in the fight for survival. A new lifetime membership was introduced – raising £75,000 from the existing members and new member recruitment.

When motorsport resumed in July, the club introduced a three-stage strategy to introduce COVID-19 protocols and welcome back volunteers and competitors. Six events were organised from an initial 'Drive Thru' weekend enabling competitors to book a time up the famous hill followed by picnics in the grounds, working the way to Hill Climbs, Auto-tests and Trials before a full return to competition in August with a full 85 car entry – all socially distanced in the paddock with thousands of spectators watching online at home.

"We are truly honoured to have been awarded Motorsport UK Club of the Year 2020," said Nick Upton, Chairman of the Bugatti Owners' Club. "This accolade marks the pinnacle of achievements for our club in one of the hardest, most challenging years our sport has faced for some considerable time. To have the hard work and commitment of our team at the Bugatti Owners' Club recognised in this way is wonderful and something we can all hugely be proud of. We are truly humbled."

## Organising Team of the Year: Harold Palin Memorial Rally Stage Rally Team

The Harold Palin Memorial Rally Stage Rally team are the recipients of the new Organising Team of the Year award after their successful event in October. Motorsport was hit hard in 2020, with rallying being one of the most impacted disciplines.

The team from the Eastwood and District Motor Club were determined to run one of the first rallies in COVID-19 times, and the team went above and beyond to make the event safe and successful. Extra measures were put in place, and despite the extra social and physical demands, the team excelled. The 61-car event instigated new work practices, embraced technology and in the process produced one of the most talked-about events of the season.

"As the Clerk of Course and head of the organising team for the Harold Palin Memorial Stages, it was fantastic to receive the news that we had won the award of Organising Team of the Year 2020," said Clerk of the Course and Chairman John Hickling. "As an organising team, we have worked tirelessly for many years and have had to overcome many issues, but I can say that this event was the most challenging of all. However, when you have a dedicated and highly experienced team, along with the backing of a strong club, anything can be made possible. We are very much looking forward to 2021, and hope we can repeat the great work and lessons learned to bring another outstanding event to all in our region."

*Continued on Page 41*



### Community Supporter of the Year – Jonathan Millar

Larne Motor Club member Jonathan Millar has been a pillar for the Northern Ireland motorsport community throughout the 2020 season. The year began with Jonathan organising a Production Car Autotest, which raised £3,500 for the Snowdrop room in the Royal Victoria Hospital – a homely space for parents coming to terms with the loss of their stillborn children. The pandemic then struck, but that didn't stop Jonathan continuing the good work, as the Northern Irishman organised weekly online quizzes to bring the motorsport community together during the isolated period. When restrictions eased, Millar then put together a socially distanced car treasure hunt, for all the family to enjoy, which helped raise £750 for Macmillan Cancer Support.

Jonathan Millar said, "It's nice to win the award. It's great to use motorsport to bring support to people in need, whether it's a fun quiz every Monday during lockdown or socially distanced events, but I couldn't do it without the support of my family and friends."

Hugh Chambers, Motorsport UK CEO, said: "I would like to thank everyone who submitted nominations for the 2020 awards. The judging panel had some tough decisions to make and I must congratulate all the very worthy winners. There is no doubt that without our clubs, volunteers and competitors coming together, the sport would simply not be able to operate. I look forward to congratulating the winners in person when the current restrictions are lifted."



## **SD34MSG**

# **Road Rally Championship**

## **Dates for 2021**

Date	Event	Club	Location	Confirmation
28-Feb	3 Sisters Targa	Knutsford & DMC	3 Sisters Circuit	Confirmed date with ANWCC calendar
27/28-Mar	Primrose Trophy Rally	Clitheroe & Dist MC	Maps : 97, 98, 102, 103	Confirmed date with Club
24/25-Apr	Ryemoor Trophy Rally	Malton MC	Map 100	Confirmed date with Club
2-May	MOCP 61 Targa	Stockport 061	Weeton	Confirmed date with ANWCC calendar
22/23-May	John Robson Rally	Hexham & Dist MC	Northumberland	Confirmed date with Club
12/13-Jun	Hall Trophy Road Rally	Clitheroe & Dist MC	Lancashire & Yorkshire	Confirmed date with Club
01-Aug	Pennine Targa	Airedale & Pennine MMC	Lancashire & Yorkshire	Confirmed date with Club
7/8-Aug	Harry & Ivy	Kirkby Lonsdale MC	Cumbria	Tentative date provided by Nick Townley (CoC)
11-Sep	Autumn Targa	Stockport 061	Buxton	Confirmed date with ANWCC calendar
25/26-Sep	Clitheronian Rally	Clitheroe & Dist MC	Lancashire & Yorkshire	Confirmed date with Club
20/21-Nov	Knutsford Targa	Knutsford & DMC	Cheshire	Confirmed date with ANWCC calendar

# 2021 SD34MSG Under 18 Championship Registration Form

Name .....

Address .....

..... Post Code .....

e-mail ..... Tel No Home .....

Mobile ..... SD34 Nominated Club ..... (1 only)

Age on 1st January 2020 ..... DOB .....

Competitor Signature ..... Date .....

Please register me for the SD34MSG Under 18 Championship. I agree to abide by the championship regulations. I understand that the information contained on this sheet will be held on computer, but will be for SD34MSG use only. (There is no fee due for this championship.)

Parent Name .....

Parent Signature ..... Date .....

Parent Information (If different to above) Address .....

..... Post Code .....

e-mail ..... Tel No Home .....

Mobile .....

**General Data Protection Regulation 2018.** Under the data protection regulations (the GDPR), which came into force on 25 May 2018, we have to ask your permission to hold data about you as per the Groups Data Protection Policy. NOTE: We cannot assume your permission; it has to be given to us explicitly. If we don't get this consent we cannot communicate with you. Therefore by signing the above Championship Registration form you give your full consent and authority for SD34MSG to contact you via email, telephone and/or letter for the purpose of keeping you informed with activities, events and for social purposes so long as I you are a registered Championship contender. You also understand that you may withdraw your consent at any time by contacting the Groups Data Protection Officer, who is the SD34 MSG Secretary ([secretary@sd34msg.org.uk](mailto:secretary@sd34msg.org.uk)), and is also the data controller for the purpose of GDPR and the Data Protection Act 2018. Our address is:- SD34MSG, c/o 6 Thistleton Road, Thistleton, Preston PR4 3XA. The SD34 MSG GDPR Privacy Statement can be viewed on the Groups Web Site. @ <http://sd34msg.org.uk/> Please return the completed form to the championship compiler. This can be done by post or by completing the form, print off, sign, scan and then e-mail to championship compiler. Address information at bottom of page.

## SD34MSG Under 18 Championship Regulations

The SD34MSG "Under 18 Championship" shall allow any member of an SD34MSG club, who is under the age of 18 on the first day in the championship year (this will normally be 1st January in any year) to compete for the championship in any discipline of motorsport which allows their participation at an age of under 18 as defined in the current Motorsport UK Bluebook. As this will be a multi discipline championship then all Under 18 Championship qualifying competitors wishing to be considered for the championship must register for the Under 18 Championship separately to the normal champion-ships. This will not exclude them from registering for the normal SD34MSG championship as well. (Entry to this championship shall be free and points will be awarded from the date of first registration.)

### Scoring

For championships which work out overall positions by Index of Performance (as per the SD34MSG Index of Performance system and rules) the Under 18 registered competitor with the best index in the event will be awarded one point for each under 18 championship contender, or 10 points whichever is the higher, and second placed one point less, etc. i.e The 2nd best index 1 point less, 3rd best index 2 points less and so on till all eligible registered Under 18 competitors have been awarded their points.

For Championship events which work out overall position by means of the least actual time lost (or time and fails system) then the Registered Under 18 competitor with the best overall position will be awarded one point for each under 18 championship contender, or 10 points whichever is the higher, and second placed one point less, etc. i.e The 2nd best overall position 1 point less, 3rd best overall position 2 points less and so on till all eligible registered Under 18 competitors have been awarded their points.

Some championship events may well have eligible competitors in both the driving and navigating positions and therefore I would envisage that points be awarded to both Drivers and Navigators separately according to their overall position either as navigators or drivers. There will be no distinction between drivers or navigators for the overall awards.

Registered competitors may also score 5 points on two separate occasions by marshalling on any SD34MSG championship event. One of these must be for marshalling on an SD34 Championship event other than one run by their own club. If the event is run/co-promoted by more than one club and one of these clubs is their own club this will not count as another club for marshalling points. You must claim these points directly with the championship compiler within 1 (one) month of the event taking place stating which event you marshalled on.

The REGISTERED Under 18 competitor with the highest score at the end of the championship year, from any discipline or multiple disciplines, would be the Overall Under 18 Champion. Next highest score 2nd Overall and third highest score 3rd Overall. It must be stressed that an Under 18 Championship contender must notify the Championship compiler of their taking part in a particular eligible event within 1 (one) month of the event taking place. (This can be easily done by e-mail just stating which event and its date.)

The event organisers must supply a complete set of results and entry list with clubs entered under to the Under 18 compiler so that points can be awarded accordingly. These must be notified as soon as the results become available and no longer than three weeks after the date that the results become official.

Please note all our (SD34MSG) Competitions are "Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and any supplementary Regulations.

**Under 18 Championship Compiler:- Alan Shaw 31 Appleby Drive, Barrowford, NELSON, Lancashire, BB9 6EX. Tel No 01282 602195 e-mail address [shawalan555@gmail.com](mailto:shawalan555@gmail.com)**



# 2021 SD34MSG Championship Registration Form

## Please register me for the SD34 Championships indicated below.

By submitting this form and paying the registration fee I agree to abide by the Championship rules and regulations, which can be found on the SD34MSG website at [www.sd34msg.org.uk](http://www.sd34msg.org.uk).

**General Data Protection Regulation 2018.** Under the data protection regulations (the GDPR), which came into force on 25 May 2018, we have to ask your permission to hold data about you as per the Groups Data Protection Policy. NOTE: **We cannot assume your permission; it has to be given to us explicitly. If we don't get this consent we cannot communicate with you.** Therefore by submitting the above Championship Registration form and paying the registration fee you give your full consent and authority for SD34MSG to contact you via **email, telephone and/or letter** for the purpose of keeping you informed with activities, events and for social purposes so long as I you are a registered Championship contender. You also understand that you may withdraw your consent at any time by contacting the Groups Data Protection Officer, who is the SD34 MSG Secretary ([secretary@sd34msg.org.uk](mailto:secretary@sd34msg.org.uk)), and is also the data controller for the purpose of GDPR and the Data Protection Act 2018. Our address is:- SD34MSG, c/o 6 Thistleton Road, Thistleton, Preston PR4 3XA.

The SD34 MSG GDPR Privacy Statement can be viewed on the Groups Web Site. At <http://sd34msg.org.uk/>

Please note all our (SD34MSG) Competitions are

**"Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and any supplementary Regulations.**

**Please return the completed form complete with the £5 registration fee to the championship compiler.**

**This can be done by post to David Barratt, 54 Lodge Street, Accrington, BB5 6EH or by completing the form, print off, scan and then e-mail to [davidpbarratt@gmail.com](mailto:davidpbarratt@gmail.com). Cheques must be made payable to SD34 Motorsport Group**

**Register on Line at <https://form.jotform.com/203073542463349>**

**Registration fees may also be paid by bank transfer to:**

**Lloyds Bank**

**Sort Code: 77-76-05**

**Account Number: 49052568**

**Please enter your full name as the reference**

Name			
Address			
	Post Code		
Email Address			
Home Tel	Mobile		
SD34MSG Nominated Club			

Championship		Class								
Stage Rally	Driver / Co-Driver	A	B	C	D					
Road Rally	Driver / Navigator	Expert	Semi Expert	Novice						
Sprint Hillclimb	Driver	S	1A	1B	1C	2	3	4	5	
Non Race Rally	Driver	A	B	C	D	E				

# SD34MSG

## Championship Classes for 2021

### Non Race / Non Rally

- A) Production Saloon Cars up to 4.15m (13'7") overall length and up to 1400cc (Must have all seats & trim fitted);
- B) Production Saloon Cars up to 4.15m (13'7") overall length and over 1400cc (Must have all seats & trim fitted);
- C) Production Saloon Cars over 4.15m (13'7") overall length (Must have all seats & trim fitted);
- D) Series Production Sports Cars hood down or hood up;
- E) All other cars (including "low volume" sports cars e.g. Caterhams, Westfields) and Stage Rally-prepared cars.

### Sprint & Hillclimb

- S Standard Cars conforming to S11.
- 1A Road Cars - Series Production up to and including 1400cc (or forced induction equivalent), conforming to section S12
- 1B Road Cars - Series Production over 1400cc up to and including 2000cc (or forced induction equivalent), conforming to section S12.
- 1C Road Cars - Series Production 2000cc and over conforming to section S12.

#### Classes 1A, 1B, 1C

shall include sports cars, but exclude kit, replica, spaceframed and non-ferrous chassis cars.

- 2 Road Cars - Specialist Production conforming to section S12
- 3 Modified Cars conforming to Section S13.
- 4 Sports Libre Cars conforming to section S14.
- 5 Racing Cars conforming to Section S15.

### Stage Rally

- A) up to 1400cc
- B) 1401cc to 1600cc
- C) 1601cc to 2000cc
- D) over 2000cc & 4 WD

### Road Rally

Expert	A competitor who, in the role registered has at least 3 top 10 finishes in Nat B or higher
Semi-Expert	All Competitors not eligible for Expert or Novice Class (NB : You can only move up one class per yr)
Novice	A Competitor in the Role Registered has never won a 1st Novice Award (See full rules)



# SD34MSG 2021 Calendar

2020 dates		Below are the events with 2020 dates but no 2021 dates.				
Date	Discipline	League	Club	Title	Venue - Notes	Champ
25-Jan	Training		Motorsport UK	Marshals training day	Oulton Park	
26-Jan	Training		Motorsport UK	Marshals training day	York - Askham Bryan College tbc	
9-Feb	Autosolo		Bolton-le-Moors CC	Autosolo 1	3 Sisters, Wigan	Non R/R
9-Feb	PCA		Bolton-le-Moors CC	PCA 1	5 Sisters, Wigan	Non R/R
15-Feb	Training		Warrington & Dist MC	Intro to Marshalling & Fire Training	Wen Ddu	
16-Feb	Training		Warrington & Dist MC	Marshal/Rescue/Recovery training day	Wen Ddu	
5-Apr	PCA		Warrington & Dist MC	WarDMC PCA 1	Wern Ddu, Ruthin	Non R/R
15-Jun	PCA		Warrington & Dist MC	WarDMC PCA 2	Wern Ddu, Ruthin	Non R/R
19+20-Jun	Stage Rally		Mull Car Club	Argyll Rally	Scotland	Stage
18-Jul	Training			Fire training	Blackburn Services, M65 Jt 4	
19-Jul	PCA		Warrington & Dist MC	WarDMC PCA 3	Wern Ddu, Ruthin	Non R/R
1-Aug	PCT		Clitheroe & Dist MC	Burmhouse PCT		Non R/R
23-Aug	PCA		Warrington & Dist MC	WarDMC PCA 4	Wern Ddu, Ruthin	Non R/R
31-Aug	Autosolo		Bolton-le-Moors CC	Autosolo 2	Ormskirk	Non R/R
15-Nov	Stage Rally		CDMC / Malton MC	Malton Forest Rally	Not in Stage Rally Championship	Stage
5-Dec	Training			FMOS & Fire Training	Blackburn Services,	

2021 dates						
Date	Discipline	League	Club	Title	Venue - Notes	Champ
10-Jan	PCA	Yes	A&PMCC	A&PMCC PCA 1	Rock & Heifer,	Non R/R
10-Jan	Autotest	Yes	A&PMCC	A&PMCC PCA 1	Rock & Heifer,	Non R/R
6-Feb	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Stages	Oulton Park	Stage
14-Feb	PCA	Yes	A&PMCC	A&PMCC PCA 2	Rock & Heifer,	Non R/R
14-Feb	Autotest	Yes	A&PMCC	A&PMCC A/T 2	Rock & Heifer,	Non R/R
27-Feb	AutoSolo	Yes	U17MC		Blackburn Services,	Non R/R
27-Feb	PCA	Yes	U17MC		Blackburn Services,	Non R/R
28-Feb	AutoSolo	Yes	Accrington MSC		Blackburn Services,	Non R/R
28-Feb	Auto Test	Yes	Accrington MSC		Blackburn Services,	Non R/R
28-Feb	PCA	Yes	Accrington MSC		Blackburn Services,	Non R/R
28-Feb	Targa	Yes	Knutsford & District MC	3 Sisters Targa		
7-Mar	Stage Rally	Yes	PDMC / GPMC	Lee Holland Stage Rally	Anglesey Circuit,	Stage
14-Mar	Autotest	Yes	A&PMCC	A&PMCC A/T 2	Rock & Heifer,	Non R/R
14-Mar	PCA	Yes	A&PMCC	A&PMCC A/T 2	Rock & Heifer,	Non R/R
20-Mar	Touring Assembly	No	Knowl Dale & Dist MC	JC Mills Touring Assembly		None
27/28-Mar	Road Rally	Yes	Clitheroe & Dist MC	Primrose Trophy Rally	Lancashire-Yorkshire	Road

Date	Discipline	League	Club	Title	Venue - Notes	Champ
4-Apr	Sprint	Yes	Longton & Dist MC	Sprint 1	Anglesey Circuit,	S&HC
4-Apr	Stage Rally	Yes	Bolton-le-Moors CC	Cirrus Cadwell Stages	Cadwell Park	Stage
5-Apr	Sprint	Yes	Longton & Dist MC	Sprint 2	Anglesey Circuit,	S&HC
11-Apr	Autotest	Yes	A&PMCC		Rock & Heifer,	Non R/R
11-Apr	PCA	Yes	A&PMCC		Rock & Heifer,	Non R/R
14-Apr	Hillclimb	Yes	Pendle & Dist MC	Hillclimb	Scammonden Dam,	S&HC
18-Apr	Stage Rally	Yes	Stockport 061 MC	Altratech SMC Stages	Anglesey Circuit,	Stage
24-Apr	Sprint	Yes	Liverpool MC	Aintree Spring Sprint	Aintree	S&HC
24-Apr	Touring Assembly	No	Lancashire A.C.	St George's Day Run		None
24/25-Apr	Road Rally	Yes	Malton MC	Ryemoor Trophy Rally	Yorkshire	Road
25-Apr	Autosolo	Yes	CSMA	CSMA Autosolo 1	Lymm Truckstop	Non R/R
25-Apr	Trial	Yes	A&PMCC	Sporting Car trial	Longnor	Non R/R
25-Apr	Autotest	Yes	CSMA	CSMA Autotest 1	Lymm Truckstop	Non R/R
25-Apr	PCA	Yes	CSMA	CSMA PCA 1	Lymm Truckstop	Non R/R
26-Apr	PCA	Yes	Knutsford & DMC			Non R/R
9-May	PCA	Yes	A&PMCC	A&PMCC PCA 5	Rock & Heifer, Bradford	Non R/R
9-May	Stage Rally	Yes	Wigan & Dist MC	Combrake Stages	3 Sisters, Wigan	Stage
10-May	PCA	Yes	Knutsford & District MC	KDMC PCA 2		Non R/R
14+15-May	Stage Rally	Yes	Manx Auto Sport	Manx National Rally incl Chris Kelly Rally	Isle of Man	Stage
15-May	Hillclimb	No	Mid-Cheshire MC	Scammonden Hillclimb	Scammonden Dam,	S&HC
15-May	Sprint	Yes	Longton & Dist MC	Sprint 3	Blyton Park,	S&HC
16-May	Autotest	Yes	A&PMCC	Grass autotest		Non R/R
16-May	Autotest	Yes	CSMA	CSMA Autotest 2	Lymm Truckstop	Non R/R
16-May	PCA	Yes	A&PMCC	Grass PCA		Non R/R
16-May	PCA	Yes	CSMA	CSMA PCA 2	Lymm Truckstop	Non R/R
16-May	Sprint	Yes	Longton & Dist MC	Sprint 4	Blyton Park,	S&HC
22/23-May	Road Rally	Yes	Hexham & Dist MC	John Robson Rally	Northumberland	Road
22-May	Stage Rally	Yes	Knutsford & District MC	Plains Rally	North Wales	Stage
22-May	Touring Assembly	No	Lancashire A C	Fellsman Classic Car Run		None
23-May	Trial	Yes	A&PMCC	Yorkshire Classic Trial	Pateley Bridge	Non R/R
5-Jun	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 1	Barbon	S&HC
7-Jun	PCA	Yes	Knutsford & District MC	KDMC PCA 3		Non R/R
11-Jun	PCA	Yes	A&PMCC	A&PMCC PCA 6	Rock & Heifer,	Non R/R
12/13-Jun	Road Rally	Yes	Clitheroe & Dist MC	Hall Trophy Road Rally	Lancashire-Yorkshire	Road
13-Jun	Sprint	Yes	Longton & Dist MC	Sprint 5	3 Sisters, Wigan	S&HC
13-Jun	Stage Rally	Yes	Blackpool SSMC	Keith Frecker Stages	Weeton Barracks	Stage
13-Jun	Touring Assembly	No	Lancashire A C	Manchester to Blackpool Classic Car Run	Manchester to Blackpool Classic Car Run	None
19-Jun	Touring Assembly		Pendle & Dist MC	Touring Assembly		None
20-Jun	Autosolo	Yes	CSMA	CSMA Autosolo 3	Lymm Truckstop	Non R/R
20-Jun	Autotest	Yes	CSMA	CSMA Autotest 3	Lymm Truckstop	Non R/R
20-Jun	PCA	Yes	CSMA	CSMA PCA 3	Lymm Truckstop	Non R/R
26-Jun	Sprint	Yes	Liverpool MC	Aintree Summer Sprint	Aintree	S&HC



Date	Discipline	League	Club	Title	Venue - Notes	Champ
3-Jul	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 2	Barbon	S&HC
4-Jul	Autotest	Yes	Knutsford & District MC	Tim Sargeant Autotest		Non R/R
4-Jul	Stage Rally	Yes	Warrington & Dist MC	Enville Stages Rally	Anglesey Circuit	Stage
5-Jul	PCA	Yes	Knutsford & District MC	KDMC PCA 4		Non R/R
16-Jul	PCA	Yes	Hexham & Dist MC	Northern Dales PCA		Non R/R
17-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 2	Blackburn Services,	Non R/R
17-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 2	Blackburn Services,	Non R/R
18-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 3	Blackburn Services,	Non R/R
18-Jul	Autotest	Yes	Under 17 MC NW	U17MC Autotest 1	Blackburn Services,	Non R/R
18-Jul	Hillclimb	No	Mid-Cheshire MC	Scammonden Up't Brew	Scammonden Dam,	S&HC
19-Jul	PCA	Yes	Hexham & Dist MC	The Northern Dales PCA		Non R/R
18-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 3	Blackburn Services,	Non R/R
1-Aug	Targa	Yes	Ai&PMCC	Pennine Targa	Lancashire-Yorkshire	Road
19-Jul	Touring Assembly	No	Lancashire AC	Coast to Coast		None
24-Jul	Targa	Yes	Stockport 061 MC	Summer Targa	Derbyshire, Stafford-shire & Cheshire	Road
24-Jul	Trial	Yes	Ai&PMCC	Car Trial		Non R/R
25-Jul	Sprint	Yes	Longton & Dist MC	Sprint 6	3 Sisters, Wigan	S&HC
31-Jul	Trial	Yes	Ai&PMCC	Car Trial		Non R/R
3-Aug	PCA	Yes	Knutsford & District MC	KDMC PCA 5		Non R/R
7/8-Aug	Road Rally	No	Kirby Lonsdale MC	Harry & Ivy	Cumbria	Road
8-Aug	PCA	Yes	Ai&PMCC	A&PMCC PCA 6	Rock & Heifer,	Non R/R
8-Aug	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks	Stage
14-Aug	Hillclimb	Yes	Pendle & Dist MC	Scammonden Hillclimb	Scammonden Dam,	S&HC
15-Aug	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 4	Lymm Truckstop	Non R/R
15-Aug	Autotest	Yes	Under 17 MC NW	U17MC Autotest 2	Lymm Truckstop	Non R/R
15-Aug	PCA	Yes	Under 17 MC NW	U17MC PCA 4	Lymm Truckstop	Non R/R
30-Aug	Hillclimb	Yes	Longton & Dist MC	Oliver's Mount	Oliver's Mount Sprint	S&HC
30-Aug	Sprint	Yes	Longton & Dist MC	Sprint 7	Oliver's Mount Sprint	S&HC
3+4-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Prom	Stage
4-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree	S&HC
11-Sep	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 5	Blackburn Services,	Non R/R
11-Sep	PCA	Yes	Under 17 MC NW	U17MC PCA 5	Blackburn Services,	Non R/R
12-Sep	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 6	Blackburn Services,	Non R/R
12-Sep	Autotest	Yes	Under 17 MC NW	U17MC Autotest 3	Blackburn Services,	Non R/R
12-Sep	PCA	Yes	Ai&PMCC	A&PMCC PCA 7	Rock & Heifer,	Non R/R
12-Sep	PCA	Yes	Under 17 MC NW	U17MC PCA 6	Blackburn Services,	Non R/R
25/26-Sep	Road Rally	Yes	Clitheroe & Dist MC	Clitheronian Rally	Lancashire-Yorkshire	Road

Date	Discipline	League	Club	Title	Venue - Notes	Champ
1+2-Oct	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man	Stage
2-Oct	Sprint	Yes	Longton & Dist MC	Sprint 8	Anglesey Circuit	S&HC
3-Oct	Sprint	Yes	Longton & Dist MC	Sprint 9	Anglesey Circuit	S&HC
3-Oct	Touring Assembly	No	Knowldale & Dist MC	John Clegg Mini Miglia		None
8-10-Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull	Stage
10-Oct	PCA	Yes	A&PMCC	A&PMCC PCA 8	Rock & Heifer,	Non R/R
10-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan	Stage
23-Oct	Touring Assembly	No	2300 Club	Andy Mort Tour	Clitheroe	None
24-Oct	Autosolo	Yes	Knutsford & District MC	Jubilee Autosolo		Non R/R
24-Oct	PCA	Yes	Knutsford & District MC	Jubilee PCA		Non R/R
24-Oct	PCA	Yes	Knutsford & District MC	Jubille Autotest		Non R/R
6-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Stages	Oulton Park	Stage
14-Nov	PCA	Yes	A&PMCC	A&PMCC PCA 9	Rock & Heifer	Non R/R
20/21-Nov	Road Rally	No	Beverley & Dist MC	Beaver Rally	North Yorkshire	Road
28-Nov	Targa	Yes	Knutsford & District MC	The Knutsford Targa Rally	Cheshire	Road
5-Dec	Autosolo	Yes	Accrington MSC	AMSC Autosolo 2	Blackburn Services,	Non R/R
4-Dec	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 7	Blackburn Services,	Non R/R
4-Dec	PCA	Yes	Under 17 MC NW	U17MC PCA 7	Blackburn Services,	Non R/R
5-Dec	Autotest	Yes	Accrington MSC	AMSC Autotest 2	Blackburn Services,	Non R/R
5-Dec	PCA	Yes	Accrington MSC	AMSC PCA 2	Blackburn Services,	Non R/R
12-Dec	PCA	Yes	A&PMCC	A&PMCC PCA 10	Rock & Heifer,	Non R/R

Two blind pilots both are wearing dark glasses, one is using a guide dog, and the other is tapping his way along the aisle with a cane.

Nervous laughter spreads through the cabin, but the men enter the cockpit, the door closes, and the engines start up.

The passengers begin glancing nervously around, searching for some sign that this is just a little practical joke. None is forthcoming.

The plane moves faster and faster down the runway and the people sitting in the window seats realize they're headed straight for the water at the edge of the airport. As it begins to look as though the plane will plough into the water, panicked screams fill the cabin.

At that moment, the plane lifts smoothly into the air.

The passengers relax and laugh a little sheepishly, and soon all retreat into their magazines, secure in the knowledge that the plane is in good hands.

In the cockpit, one of the blind pilots turns to the other and says,"ya know, Bob, one of these days, they're gonna scream too late and we're all gonna die."



## 2020 Memorial Celebration Cake

Just been online looking at a Garden centre website to buy some compost.....when I saw the price of it I nearly soiled myself

We all know that Albert Einstein was a genius... But very few people know his brother Frank was a monster.



## 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

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# SD34MSG CHAMPIONSHIPS 2020 FINAL

## 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
= 7	Eileen Lamb	20	Pendle
= 7	Barry Wilkinson	20	Pendle
= 7	Alex Brown	20	Bolton
= 7	Ian Mather	20	Stockport
= 7	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

Unfortunately, due to the ongoing uncertainty over Covid we have taken the decision to cancel the ANWCC 2020 Championship Awards Night that was scheduled for 30 January 2021.

We do have a Plan B for handing over the awards for those who have won something and will be contacting all our championship contenders in the next few days.

Yes, there were 37 contenders who have won awards in the Autotest, PCA, Autosolo, Sprint, Allrounders and Marshals Championships! Mean-time, hope you have as good a Christmas as possible and that we can all get back to some sort of normality in the New Year.

**Dave V. Thomas**



# ANWCC CALENDAR 2021

Updated Saturday, 26 December 2020

Championship events for 2021 will remain fluid until we know exactly what the situation is going to be. Information from clubs would be much welcomed for early planning and create some positivity on motor sport – please complete the online form, the link for which can be found on [anwcc@talktalk.net](mailto:anwcc@talktalk.net) ... see left hand menu on home page, click on "Events Registration for Club Officials". Also there is the online form to update our mailing list, and the online form for intending championship contenders to register.

EVENTS INDICATED BY ★ HAVE CORRECTLY APPLIED FOR CHAMPIONSHIP STATUS  
EVENTS INDICATED BY ☆ HAVE BEEN SUBMITTED CORRECTLY, BUT NOT CHAMPIONSHIP STATUS  
(having completed the online event registration form)

Others shown have been picked up from various other sources, so awaiting official notification to us!

## STAGE RALLY CHAMPIONSHIP (★ closed road)

Feb 6	Neil Howard Memorial ★	Bolton-le-Moors CC
Feb 27	Rally Masters ★	Rally Revival MC
Mar 6	Manx Motors Stages ★	Manx Autosport
Mar 7	Lee Holland Mem ★	Pendle DMC, G&PMC
Apr 2/3	Tour of Epynt Stages	Port Talbot MC
Apr 4	Warcop Stages ★	North Humberside MC
Apr 4	Cirrus Cadwell Stages ★	Bolton-le-Moors CC
Apr 11	Lookout Stages ★	Trackrod MC
Apr 18	Altratech SMC Stages ★	Stockport 061 MC
May 2	Harlech Stages ★	Harlech & DMC
May 9	Compbrake Stages ★	Wigan & DMC
May 14/15	Manx National/Chris Kelly ★	Manx Autosport
May 30	John Overend Mem ★	North Humberside MC
Jun 5/6	Historic Rally Festival ☆	Rallying History
Jun 13	Keith Frecker Mem ★	Blackpool S Shore MC
Jul 18	Twyford Woods Stages ★	Mid-Derbyshire MC
Jul 24	Envile Stages	Warrington & DMC
Aug 8	Heroes Stages ★	Pendle DMC, G&P MC
Aug 15	Gareth Hall Memorial Stages ★	Bala & DMC
Aug 28/29	Mewla Stages	Epynt MC
Aug 29	Pendragon Stages ★	Kirkby Lonsdale MC
Sep 3/4	Promenade Stages ★	Wallasey MC
Sep 4/5	Bae Ceredigion ★	Aber, Newtown & Teifi MCs
Sep 12	Vale of York Stages ★	Lindholme MSC
Sep 26	AGBO Stages	Owen MC
Oct 1/2	Pokerstars Stages ★	Manx Autosport
Oct 7-11	Mull Stage Rally	Mull CC
Oct 10	Adgespeed Stages ★	Wigan & DMC
Nov 6	Neil Howard Memorial ★	Bolton-le-Moors CC
Nov 20/21	Glyn Memorial ★	Caerns & Anglesey MC
Nov 21	Cadwell Stages ★	North Humberside MC

## NORTH WALES STAGE RALLY CHALLENGE

Mar 6	Lee Holland Mem ★	Pendle DMC, G&PMC
Apr 18	Altratech SMC Stages ★	Stockport 061 MC
May 2	Harlech Stages ★	Harlech & DMC
Jul 24	Envile Stages	Warrington & DMC
Aug 15	Gareth Hall Memorial Stages ★	Bala & DMC

## MINI CHALLENGE promoted by Rallyme

Apr 4	Warcop Stages ★	North Humberside MC
May 9	Compbrake Stages ★	Wigan & DMC

Jun 13	Keith Frecker Mem ★	Blackpool S Shore MC
Jul 24	Envile Stages	Warrington & DMC
Aug 15	Gareth Hall Memorial Stages ★	Bala & DMC

## FOREST STAGE RALLY

<del>Feb 6</del>	<del>Riparian Stages</del> CANCELLED	<del>Ripon MSC</del>
<del>Feb 16</del>	<del>Gambrian Rally</del> See Oct 30	<del>North Wales CC</del>
Mar 13	Malcolm Wilson KLMC, Morecambe, WCMSC	
<del>Mar 27</del>	<del>Rally N Wales</del> See Jun 25	<del>Wolv &amp; S Staffs CC</del>
May 22	Plains Rally ★	Knutsford & DMC
Jun 26	Rally North Wales ★	Wolv'ton & S Staffs CC
Jul 10	Nicky Grist Stages	Quinton MC
Sep 4	Woodpecker Stages ★	60 & Worcs MC
Sep 24/25	Trackrod Rally Yorkshire ★	Trackrod MC
Oct 16	Wydean Stages	Forest of Dean MC
Oct 30	Cambrian Rally ★	North Wales CC

## HISTORIC STAGE RALLY (Non-Championship)

Sep 24/25	Trackrod Rally Yorkshire ★	Trackrod MC
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## ROAD & NAVIGATION RALLY

Feb 6/7	Snowdrop Rally	Airedale & Pennine MC
<del>Feb 6/7</del>	<del>Harry &amp; Ivy Rally</del> See Aug 7	<del>Kirkby Lonsdale MC</del>
Feb 20/21	Valentine Rally	Caerns & Anglesey MC
<del>Feb 27/28</del>	<del>John Robson</del> See May 22	<del>Hexham &amp; DMC</del>
Mar 6/7	Rali Bro Caron	Lampeter & DMC
Mar 27/28	Primrose Rally ★	Clitheroe & DMC
Mar 27/28	Rali Llyn ★	Harlech & DMC
Apr 17/18	Rali Bro Preseli	Teifi Valley MC
May 22/23	John Robson ★	Hexham & DMC
Jun 19	Rali Llyn Bro Cader ★	Harlech & DMC
Jun 27	Greenleaves Tour ☆	60 & Worcestershire MC
Aug 7/8	Harry & Ivy Rally	Kirkby Lonsdale MC
Aug 14/15	Barcud Rally	Barcud MC
Sep 11/12	Rali Môn ★	Caerns & Anglesey MC
Sep 25/26	Clitheronian Rally ★	Clitheroe & DMC
Oct 23/24	Cilwendeg Rally	Teifi Valley MC
Nov	James Trenholme ☆	Harlech & DMC
Nov 6/7	Powys Lanes Rally	Epynt MC
Nov 20/21	Rali Darowen	Dovey Valley MC
Dec 4/5	JJ Brown Memorial	Caerns & Anglesey MC

## NORTH WALES ROAD RALLY

Mar 27/28	Rali Llyn ★	Harlech & DMC
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Jun 19	Rali Llyn Bro Cader ★	Harlech & DMC
Sep 11/12	Rali Môn ★	Caerns & Anglesey MC
Nov 20/21	Rali Darowen	Dovey Valley MC

**TARGA ROAD RALLY**

Feb 28	Three Sisters Targa ★	Knutsford & DMC
Mar 20	Targa	Mull CC
May 2	MOCP 061 Targa ★	Stockport 061 MC
May 9	Rali Cwm Cynfal ★	Bala & DMC
May 15	Twyford Woods Targa ★	Mid-Derbyshire MC
Jun 20	Targa Rally	Wigton MC
Jul 3	Oaks Trophy	Ecurie Royal Oak MC
Jul 24	Summer Targa ★	Stockport 061 MC
Jul 25	Targa Tracks	116 CC
Aug 1	Pennine Clitheroe / Airedale & Pennine MC	
Aug 15	Blue Streak Targa ★	Spadeadam MC
Sep 11	Autumnal Targa ★ see Jul 24	Stockport 061 MC
Sep 26	Farrington ★	Clwyd Vale MC
Oct 17	Targa Rally ★	Wigton MC
Oct 23	Trac Môn Targa ★	Caerns & Anglesey MC
Nov 28	Targa ★	Knutsford & DMC

**SCATTER & 12-CAR RALLIES (Non-Championship)**

Feb 1	Scatter Rally	Knutsford & DMC
Feb 24	Winter 12-Car ★	Matlock MC
Mar 1	Scatter Rally	Knutsford & DMC
Mar 8	Mad March Scatter Rally ★	Huddersfield MC
Mar 11	12-Car Rally ★	Mid-Derbyshire MC
Mar 18	March Hare Scatter ★	Matlock MC
Mar 29	Scatter Rally	Knutsford & DMC
Oct 4	Scatter Rally	Knutsford & DMC
Oct 14	Scatter Rally ★	Mid-Derbyshire MC
Nov 1	Scatter Rally	Knutsford & DMC
Nov 8	Scatter Rally ★	Huddersfield MC
Nov 12	Scatter Rally ★	Mid-Derbyshire MC
Nov 12	Guy Fawkes ★	Matlock MC
Dec 6	Scatter Rally	Knutsford & DMC
Dec 9	12-Car Rally ★	Mid-Derbyshire MC
Dec 19	Christmas Scatter ★	Matlock MC

**HISTORIC ROAD RALLY**

Feb 27/28	Hexham Classic See May 22	Hexham & DMC
Mar 27/28	North Yorkshire Classic ★	York MC
May 22/23	Hexham Classic ★	Hexham & DMC
Jun 28	Lake District Classic ★	Wigton MC
Aug 8	St Wilfrid's Historic ★	Ripon MSC
Sep 12	Jubilee Classic	Ilkley & DMC
Sep 25	Tour of Cheshire Classic ★	Knutsford & DMC
Oct 9/10	Dansport Historic ★	Matlock MC
Oct 17	Solway Historic ★	Wigton MC
Oct 23	Devil's Own	Kirkby Lonsdale MC
Nov 20	Northumberland	Mini Cooper Register

**CLASSIC RALLIES & TOURS (Non-Championship)**

Feb 26/27	Rally Revival	Rally Revival MC
Mar 20	JC Mills Touring Assy ★	Knowldale CC
Apr 24	St George's Day Classic ★	Lancashire AC
Apr 28	Drive-It Day ★	Wigton MC
May 16-21	Classic Tour ★	Lindholme MSC
May 22	Fellsman Classic ★	Lancashire AC
May 22/23	REVS Pilgrimage Tour	TBA
Jun 8-11	Three Castles Classic ★	Three Castles MC
Jun 13	Manchester to Blackpool ★	Lancashire AC
Jun 19	Tour of the Peaks Classic ★	Two Peaks MC

Jun 23-25	Yorkshire Motorsport Festival	Ilkley & DMC
Jul 4	Caves Classic ★	North Humberside MC
Jul 19	Coast to Coast Classic ★	Lancashire AC
Aug 8	SMC Classic Tour ★	Spadeadam MC
Aug 15	Sutton Classic ★	North Humberside MC
Aug 21	Touring Assembly	Wigton MC
Sep 12	Touring Assembly ★	Wigton MC
Sep 17-19	Border Reivers Classic ★	Lancashire AC
Sep 18/19	Bridlington Weekend ★	North Humberside MC
Oct 3	John Clegg Mini Miglia Tour ★	Knowldale CC

**AUTOTEST**

Jan 3	New Year Autotest ★	North Humberside MC
Jan 10	Rock & Heifer A'test	Airedale & Pennine MC
Jan 21	Donington Series ★	Mid-Derbyshire MC
Jan 24	Three Sisters ★	Bolton-le-Moors CC
Feb 7	February Autotest ★	North Humberside MC
Feb 14	Rock & Heifer A'test	Airedale & Pennine MC
Feb 28	Blackburn A'test ★	Accrington MSC/Under 17
Feb 28	Windy Oak Autotest ★	Cannock & DCC
Mar 6	Donington Series ★	Mid-Derbyshire MC
Mar 7	Autotest	Caerns & Anglesey MC
Mar 14	Rock & Heifer A'test	Airedale & Pennine MC
Mar 21	Maple Autotest ★	North Humberside MC
Apr 4	Easter Bunny Autotest ★	Cannock & DCC
Apr 11	Rock & Heifer A'test	Airedale & Pennine MC
Apr 18	Autotest	Caerns & Anglesey MC
Apr 19	Spring Autotest ★	Wigton MC
Apr 25	Lymm Autotest ★	CSMA NW
May 9	Rock & Heifer A'test	Airedale & Pennine MC
May 9	Corkscrew ★	60 & Worcestershire MC
May 10	Stadium Autotest ★	Huddersfield MC
May 16	Lymm Autotest	CSMA NW
May 16	Grass Autotest	Airedale & Pennine MC
May 20	Grass Autotest ★	Wigton MC
Jun 9	Grass Autotest ★	Wigton MC
Jun 13	Rock & Heifer A'test	Airedale & Pennine MC
Jun 13	Grass Autotest ★	60 & Worcestershire MC
Jun 14	Stadium Autotest ★	Huddersfield MC
Jun 20	Lymm Autotest	CSMA NW
Jun 20	Nic Ayre Memorial ★	Alwoodley MC
Jul 4	Tim Sargeant Memorial ★	Knutsford & DMC
Jul 10	Wheelspin Autotest ★	Cannock & DCC
Jul 11	Rock & Heifer A'test	Airedale & Pennine MC
Jul 11	Autotest ★	60 & Worcestershire MC
Jul 12	Stadium Autotest ★	Huddersfield MC
Jul 18	Blackburn Autotest ★	Under 17 MC NW
Aug 8	Rock & Heifer A'test	Airedale & Pennine MC
Aug 15	Lymm Autotest ★	Under 17/Accrington
Aug 27	Kennings ★	Caerns & Anglesey MC
Sep 12	Blackburn Autotest ★	Under 17 MC NW
Sep 12	Rock & Heifer A'test	Airedale & Pennine MC
Sep 13	Stadium Autotest ★	Huddersfield MC
Sep 19	Grass Autotest ★	60 & Worcestershire MC
Sep 26	Get It Sideways Autotest ★	Cannock & DCC
Oct 10	Rock & Heifer A'test	Airedale & Pennine MC
Oct 24	Jubilee Autotest	Knutsford & DMC
Nov 7	Guy Fawkes Autotest ★	Cannock & DCC
Nov 14	Rock & Heifer A'test	Airedale & Pennine MC
Nov 21	Autotest ★	60 & Worcestershire MC
Dec 5	Blackburn Autotest ★	Accrington MSC
Dec 5	December Autotest ★	North Humberside MC
Dec 12	Rock & Heifer A'test	Airedale & Pennine MC
Dec 27	Autotest	Caerns & Anglesey MC



Dec 28	Stuff the Turkey Autotest ★	Cannock & DCC
Dec	Stuff the Turkey ★	Caerns & Anglesey MC

**PRODUCTION CAR AUTOTEST**

Jan 10	Rock & Heifer PCA	Airedale & Pennine MC
Jan 24	Three Sisters ★	Bolton-le-Moors CC
Feb 14	Rock & Heifer PCA	Airedale & Pennine MC
Feb 27	Blackburn PCA ★	Under 17 MC NW
Feb 28	Blackburn PCA ★	Accrington MSC / Under 17
Mar 7	PCA	Caerns & Anglesey MC
Mar 14	Rock & Heifer PCA	Airedale & Pennine MC
Mar 21	PCA ★	60 & Worcestershire MC
Mar 28	Spring Grass PCA ★	Spadeadam MC
Apr 11	Rock & Heifer PCA	Airedale & Pennine MC
Apr 18	Autotest	Caerns & Anglesey MC
Apr 18	Grass PCA ★	Spadeadam MC
Apr 25	Lymm PCA ★	CSMA NW
Apr 26	PCA	Knutsford & DMC
May 9	May PCA ★	Spadeadam MC
May 9	Rock & Heifer PCA	Airedale & Pennine MC
May 9	Corkscrew PCA ★	60 & Worcestershire MC
May 10	PCA	Knutsford & DMC
May 16	Lymm PCA ★	CSMA NW
May 16	Twyford PCA ★	Mid-Derbyshire MC
May 16	Grass Autotest	Airedale & Pennine MC
Jun 6	Summer Grass PCA ★	Spadeadam MC
Jun 7	PCA	Knutsford & DMC
Jun 13	Rock & Heifer PCA	Airedale & Pennine MC
Jun 13	PCA ★	60 & Worcestershire MC
Jun 20	Lymm PCA ★	CSMA NW
Jul 5	PCA	Knutsford & DMC
Jul 11	Rock & Heifer PCA	Airedale & Pennine MC
Jul 11	PCA ★	60 & Worcestershire MC
Jul 17	Blackburn PCA ★	Under 17 MC NW
Jul 18	Northern Dales PCA	Hexham & DMC
Jul 18	Blackburn PCA ★	Under 17 MC NW
Aug 3	PCA	Knutsford & DMC
Aug 8	Summer Tar PCA ★	Spadeadam MC
Aug 8	Rock & Heifer PCA	Airedale & Pennine MC
Aug 15	Lymm PCA ★	Under 17/Accrington
Sep 5	Autumn Grass PCA ★	Spadeadam MC
Sep 11	Blackburn PCA ★	Under 17 MC NW
Sep 12	Blackburn PCA ★	Under 17 MC NW
Sep 12	Rock & Heifer PCA	Airedale & Pennine MC
Sep 19	PCA ★	60 & Worcestershire MC
Oct 10	Rock & Heifer PCA	Airedale & Pennine MC
Oct 24	Jubilee PCA	Knutsford & DMC
Nov 14	Rock & Heifer PCA	Airedale & Pennine MC
Nov 21	PCA ★	60 & Worcestershire MC
Dec 4	Blackburn PCA ★	Under 17 MC NW
Dec 5	Blackburn PCA ★	Accrington MSC
Dec 12	Rock & Heifer PCA	Airedale & Pennine MC
Dec 31	New Year's Eve PCA ★	Spadeadam MC

**AUTOSOLO**

Jan 24	Three Sisters ★	Bolton-le-Moors CC
Feb 27	Blackburn Autosolo ★	Under 17 MC NW
Feb 28	Blackburn A'solo ★	Accrington MSC/Under 17
Feb 28	Windy Oak Autosolo ★	Cannock & DCC
Mar 21	Autosolo ★	60 & Worcestershire MC
Apr 4	Easter Bunny Autosolo ★	Cannock & DCC
Apr 25	Lymm Autosolo ★	CSMA NW
May 3	Clwydian ★	Clwyd Vale MC

**ANWCC CALENDAR 2022**

Yes, we know it's very early but we have been told of these!

**STAGE RALLY (\* closed road)**

Mar 18/19	North-West Stages*	Motor Sport NW
May 13/14	Manx National Rally*	Manx AS
Sep 16/17	Pokerstars Rally*	Manx AS

**MISCELLANEOUS**

Mar 7	Breakfast Meet ★	Wigton MC
Apr 4	Breakfast Meet ★	Wigton MC
May 2	Breakfast Meet ★	Wigton MC
Jun 5	Breakfast Meet ★	Wigton MC
Jul 4	Breakfast Meet ★	Wigton MC
Sep 5	Breakfast Meet ★	Wigton MC
Aug 22	Classic Show	Wigton MC

**OTHER EVENTS (Not ANWCC but of interest)**

Aug 19-22	Rally GB	IMS
Nov 4-6	Rally of the Tests	HERO
Nov 24-29	Roger Albert Clark Rally	RAC Rally

May 10	Stadium Autosolo ★	Huddersfield MC
May 16	Lymm ★	CSMA NW
May 16	Twyford Autosolo ★	Mid-Derbyshire MC
Jun 14	Stadium Autosolo ★	Huddersfield MC
Jun 20	Lymm Autosolo ★	CSMA NW
Jul 10	Wheelpin Autosolo ★	Cannock & DCC
Jul 11	Autosolo ★	60 & Worcestershire MC
Jul 12	Stadium Autosolo ★	Huddersfield MC
Jul 17	Blackburn Autosolo ★	Under 17 MC NW
Jul 18	Blackburn Autosolo ★	Under 17 MC NW
Aug 15	Lymm Autosolo ★	Under 17/Accrington
Sep 2	September Autosolo ★	Wigton MC
Sep 11	Blackburn Autosolo ★	Under 17 MC NW
Sep 12	Blackburn Autosolo ★	Under 17 MC NW
Sep 13	Stadium Autosolo ★	Huddersfield MC
Sep 26	Get It Sideways Autosolo ★	Cannock & DCC
Oct 3	Clwydian ★	Clwyd Vale MC
Oct 17	Revels Autosolo ★	60 & Worcestershire MC
Oct 24	Jubilee Autosolo ★	Knutsford & DMC
Nov 7	Guy Fawkes Autosolo ★	Cannock & DCC
Nov 21	Autosolo ★	60 & Worcestershire MC
Dec 5	Blackburn Autosolo ★	Accrington MSC
Dec 28	Stuff the Turkey Autosolo ★	Cannock & DCC

**TRIALS**

Apr 25	Car Trial ★	60 & Worcestershire MC
May 1	Cymru Trial	North Wales CC
May 2	Derwydd Trial ★	Bala & DMC
May 9	Sporting Trial	Airedale & Pennine MC
May 23	MAS Trial	Caernarvonshire & Anglesey MC
May 23	Classic Trial	Airedale & Pennine MC
Jun 13	Wyre Forest	Kidderminster MCC
Jul 17	Cymru Trial	North Wales CC
Jul 24	Car Trial	Airedale & Pennine MC
Jul 25	Filtrate Trophy Trial	Ilkley & DMC
Aug 15	Car Trial ★	60 & Worcestershire MC
Sep 12	Gaby Mohr Memorial	Wolvton & S Staffs CC
Sep 19	Ernest Owen Memorial Trial	Owen MC
Sep 26	Disgarth Trial ★	Bala & DMC

**SPRINTS**

Apr 4	Anglesey Sprint ★	Longton & DMC
Apr 5	Anglesey Sprint ★	Longton & DMC
Apr 24	Aintree Sprint ★	Liverpool MC
May 1	Trac Môn Sprint ★	MGCC North-West
May 2	Trac Môn Sprint ★	MGCC North-West
May 15	Blyton Sprint ★	Longton & DMC
May 16	Blyton Sprint ★	Longton & DMC
Jun 13	Three Sisters Sprint ★	Longton & DMC
Jun 20	Keith Pattison Mem ★	Huddersfield/York MCs
Jun 26	Aintree Sprint ★	Liverpool MC
Jul 25	Three Sisters Sprint ★	Longton & DMC
Aug 8	Figure of 8 for Gate ★	Mid-Cheshire MRC
Aug 21	Curborough Sprint	BARC Midlands
Aug 22	Curborough Sprint	BARC Midlands
Aug 30	Oliver's Mount Sprint ★	Longton & DMC
Sep 4	Aintree Sprint ★	Liverpool MC
Sep 5	Three Sisters Sprint ★	Longton & DMC
Oct 2	Anglesey Sprint ★	Longton & DMC
Oct 3	Anglesey Sprint ★	Longton & DMC
Oct 16	Curborough Sprint	BARC Midlands

**HILLCLIMBS**

Mar 21	Loton Park Hillclimb ★	Hagley & DLCC
Apr 3	Loton Park Hillclimb ★	Hagley & DLCC
Apr 4	Loton Park Hillclimb ★	Hagley & DLCC
May 15	Scammonden Hillclimb ★	MGCC North-West
Jun 5	Barbon Hillclimb ★	Liverpool MC
Jun 25-27	Yorkshire Festival ★	Mid-Derbyshire MC
Jul 3	Barbon Hillclimb ★	Liverpool MC
Jul 10	Loton Park Hillclimb ★	Hagley & DLCC
Jul 11	Loton Park Hillclimb ★	Hagley & DLCC
Jul 18	Scammonden Up't Brew ★	Mid-Cheshire MRC
Aug 7	Loton Park Hillclimb ★	Hagley & DLCC
Aug 8	Loton Park Hillclimb ★	Hagley & DLCC
Aug 14	Scammonden Hillclimb ★	Pendle DMC
Aug 28	Loton Park Hillclimb ★	Hagley & DLCC
Aug 29	Loton Park Hillclimb ★	Hagley & DLCC
Aug 30	Olivers Mount ★	Longton & DMC

**TRACK DAYS (Non-Championship)**

May 29	Aintree Track Day ★	Liverpool MC
Aug 21	Aintree Track Day ★	Liverpool MC



As 2020 comes to an end, it's time to reflect and think about all those who have suffered this year: personally, physically, financially, psychologically. It has been a year that has spawned a whole new industry making a huge variety of face masks, only previously supported by cautious Orientals, the emergence of Zoom, a word first brought to us with rocket shaped ice lollies and camera lenses, by Fat Larry in 1982 and when Aretha Franklin first asked in 1985 'Who's zooming' who?' Now it's everybody it seems, apart from those using Google Teams for on screen 'meetings'.

Thankfully it has also been a year when tenacity, adaption and innovation have meant that, despite all of the Covid-19 related operational restrictions and regulations, for many daily life has continued, albeit in a different way to the previously accepted 'normal'. This has certainly been very apparent amongst the motorsport community, nationally and 'locally'. Last month, I credited all of our member clubs that were able to run so many events and all of the competitors who persevered with their chosen sport. December only saw a few events happen, none of which were run by our member clubs I think. Nevertheless, my gratitude goes out to everyone who has contributed to the ANWCC championships. Unfortunately, the Association's personal congratulations to all of our 2020 award winners will have to wait a while longer, as we have now taken the almost inevitable decision to cancel the evening awards presentation at the Pinewood Hotel on January 30. At the time of writing this, we have made alternative arrangements for both ours and SD34's presentations to be held at Darwen Services (Junc 4 on the M65) on February 28th during Accrington MSC's AutoSOLO & Autotest with grateful thanks to Steve John son his team. Award winners please pencil this date in your 2021 diaries and we will either confirm this or if circumstances change, an alternative date in due course.

Following on from the extra Zoom Regional Committee meeting on November 18, I can report that Hugh Chambers said 'he was very proud of how the motor sport community had pulled together to allow the majority of the season to run.' MSUK have also been very grateful for all who have contributed to the partially truncated motorsport season, which will be the last to be administered from Colnbrook. The delayed move to a new headquarters building at Bicester Heritage, is now due to be completed in January. It will be interesting to see just who moves there. I'm sure we will find out in a forthcoming issue of Revolution. A potential 'discount' on 2021 licenses for 2020 holders has yet to be confirmed. However, there will be no increases on new licenses or permit fees.

Ongoing discussions and arrangements for 'our' round of the 2021 WRC and for forestry use remained inconclusive at the time of our meeting.

One initiative that does look as though it will proceed, is the Street Car autosolo based regional series, planned to be held between March and September, with a yet to be confirmed number of regional heats, culminating in a National 'Shoot Out' in October, possibly at Bicester Heritage. Not every Regional Association runs an autosolo championship; we do of course and intend having some of our planned autosolo rounds include the three Street Car classes; Junior (14-17), Newcomer and Allcomers. The current thinking is for us to only include those events within the as yet to be determined North West area, subject to organising clubs' approval. More details will emerge early in 2021.

One effect of the reduced number events; 60% fewer permits were issued than in 2019, with the various forms of rallying being the worst hit, is that none of the usual inter-Association events happened, so the 2020 calendar and beyond will simply move forward one year. That currently means that it will our turn to host the IA Sprint, so hopefully MGNW will be able to run that for us at the wonderful Anglesey circuit on May 2.

Quite what happens early in 2021, is anyone's guess, so our scheduled AGM and February 9 quarterly meeting will remain on the calendar as a 'real' one at the Kilton Inn, at least for now, even if that is perhaps a bit optimistic.

I now want to repeat an important paragraph from my November Notes and remind you to promptly register your club officials' details in full, preferably via the website link (if you haven't already done so of course), so that we can provide the correct information to the correct people, to register all of your appropriate 2021 events for our wide range of 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.

Finally, I want to thank all of our clubs for continuing to support ANWCC and to wish you and your members an enjoyable and safe festive break and a hopeful New Year.



# CHAMPIONSHIP REPORT

## December 2020

The end of a very strange year – 2020 may be a reference to perfect eyesight, but no-one saw what was coming. Let's see if we can get more luck with 2021.

We have recently seen a forest rally in Wales, the Rali Adfer Coedwigoedd Cymru running in a forest area north of Clocaenog – 15 crews completing eight stages and an event enjoyed safely by all who were there. Not sure if anyone, when they named the event, realised the title initials spelt what it did!

Well out of our area there have been road, targa and historic rallies with as many as 90 starters and, as far as I am aware, there have been no Covid incidents or any spike in numbers. The problems and spread seem to be associated with shopping and socialising, and not motorsport, or other sports as well.

However, we are being controlled by the governments of England and Wales often not in unison and we all need to abide with varying local regulations as well.

Our plans to hold the Awards Presentation, for the 37 championship contenders who have amassed 61 awards between them, has had to be cancelled. We cancelled when the tier system came in, although the venue was in tier 2, but now Wales is in lockdown for the whole of January which would have meant I couldn't get there!

**Plan B is for the awards to be presented to most of the winners at the Under 17 Autotest event on February 28<sup>th</sup>. As things stand now, that seems a good possibility but with the situation changing every week we cannot make definite plans. So, apologies for those winners who may have to wait before receiving their awards.**

The end of year share out of the Marshals Fund to the top ten marshals has been paid out. Thanks to the competitors who contributed to the fund, with £726 being shared out.

So ... to 2021. We have now received the permits for all our championships, accepted without question by those in Motorsport UK, and the full regulations are on our website. Competitors are asked to register by using the online system – link on left hand menu of the website home page.

You will also find regulations for events linked from our home page, this will be updated as often as necessary to keep everyone up to date. The Championship Calendar 2021 can also be found on our website and is constantly being updated, but we do rely on the clubs giving us the information.

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

Meantime ... hope you had as good a Christmas as possible, and all best wishes for the New Year.

**Dave V Thomas**

*Championships Co-Ordinator*

*Association of North-Western Car Clubs*

*19<sup>th</sup> December 2020*

  
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## 2020 – end of a year ...

I am not normally one for wishing my life away but I think I am not alone to be glad once this year is finally over. To all those who have suffered this year: personally, physically, financially, psychologically – my heart goes out to you. If you need support don't forget your regional committees but also our Employee Assistance Programme is available.

I think more than ever this year we all recognize what is important to us – and who is important to us! For me – my family (they don't live close by), my friends and my orange family have all been missed immeasurably. Strangely I have seen more of my work colleagues – via TEAMs meetings - than before as some of them are not based in my office location. But it has still been odd not to actually have a coffee with a colleague or a chat by the photocopier.

I just hope everyone can enjoy the festivities to some extent. Let's follow the rules but let's hope it allows us to meet with our nearest and dearest even if for a short while. Then I'm off in to hibernation – eating myself in to a food coma and promising myself that I will diet in 2021!

The weekend of 28 and 29 November was FIA Volunteers Weekend, celebrating those who dedicate their time to make motor sport possible around the world and Saturday 5 December is International Volunteer Day. Thank you to each and everyone of you! Volunteers ARE Motorsport and this year I am so proud of what each and every one of you has achieved – your dedication, professionalism and adaptability has been outstanding!

We have our National Council and AGM next week but this will be my last blog of the year – so I will take this opportunity to say a massive thank you to both Neil Stretton who has retired as SE Chair and Colin Barnes who is stepping down as our National Treasurer (but becoming our Bookkeeper) for their support and dedication to the club over a number of years.

Every single member of Regional Committees and National Council put in extra volunteering hours to support the running of the club. This year has been no exception – even if you maybe haven't seen them as much at events – I can assure you that everyone has continued to dedicate time to the club to ensure its future, our members well-being and Motorsport future as a whole. They deserve recognition and thanks from us all – as well as support and will welcome more committee members! You don't have to wait until next years' AGM to step forward either – please contact your local committee Secretary or Chair for details

Renewals are open – and the 50% deduction valid until 31 January 2021. Direct Debits will be taken in the first week of January.

Don't forget that we still have Face masks available via our National Regalia Officer Eric Ridler - the requirement to wear one will be with us for some time yet.



**DID YOU KNOW THAT  
A PINEAPPLE IS NOT A  
SINGLE FRUIT BUT IS A  
GROUP OF BERRIES  
THAT HAVE FUSED  
TOGETHER**



# 2021 Licence Renewals

Motorsport UK has developed a three-part plan for our 2020 competitors renewing for 2021. This recognises the impact of the past few months, whilst ensuring the governing body can continue to protect and sustain the sport:

Competition licence prices are being held at 2020 levels, with no annual inflationary increment

2020 competitors will have the option to access a 25% loyalty discount on their 2021 licence when renewing by 31 January 2021 (see terms and conditions below)

A commitment to provide a 2022 discount in the event of another significant national motorsport suspension in 2021

The following terms and conditions apply to the optional 25% loyalty discount:

The discount applies to all Competitor licences, Entrant National licences and Entrant Kart (valid for UK) licences. It is NOT applicable to International Entrant licences

Motorsport UK must receive the fully completed application form by 31st January 2021

Discounts cannot be issued retrospectively for licences that have already been issued

The discount is only applicable to primary licences (as competitors already receive a discount on a second licence)

The discount is only available to those who held a Competitor or Entrant licence in 2020

**VISIT** <https://www.motorsportuk.org/competitors/competition-licences/2021-licence-renewals/> **for details**



**Castle Yard, Stockport. Start of the Stockport & District Motor Cycle & Light Car Club's Invitational Trial Run in 1929**





## 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

## 2021 Riponian is cancelled, update from the organisers is shown below.

The Riponian Organising Team, faced with no further clarification about access to the Yorkshire forests in February, coupled with uncertainty of what the future holds for COVID-19 restrictions after the Christmas 'freedom of movement' have decided that the only sensible thing to do would be cancel the event in February.

Additionally with there being no prospect of access to the forests between March and the end of July, which would then take us into clashes with events planning to use the same forests, unfortunately the only option was to have no Riponian in 2021.

We plan to not waste the work the team has put in so far and aim to go again in February 2022.



## 2021 Events Provisional dates

**Round 1**  
**2nd May** Dixies Challenge,  
 Epynt  
[www.forresterscarclub.com](http://www.forresterscarclub.com)

**Round 2**  
**20th June** Mid Summer Stages  
 Caerwent  
[www.forresterscarclub.com](http://www.forresterscarclub.com)

**Round 3**  
**4th July** Brawdy Stages,  
 Haverfordwest  
[www.pemprokeshiremotorclub.com](http://www.pemprokeshiremotorclub.com)

**Round 4**  
**25th July** Harry Flatters, Epynt  
[www.breconmotorclub.co.uk](http://www.breconmotorclub.co.uk)

**Rounds 5 & 6**  
**3 & 4th September**  
 The Tour of Flanders  
 Roesleare, Belgium  
[www.omloopvanlaanderen.be](http://www.omloopvanlaanderen.be)

**Round 7**  
**16th October**  
 Wydean Stages  
 Forest of Dean  
[www.wydeanstages.co.uk](http://www.wydeanstages.co.uk)

**Round 8**  
**24th October**  
 Cheviot Stages Rally  
 Otterburn Ranges, Northumberland  
[www.cheviotstages.org.uk](http://www.cheviotstages.org.uk)

To register for the 2021 Championship go to [www.hrcr.co.uk](http://www.hrcr.co.uk), NB if you registered for 2020 your registration remains valid for 2021



## 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





# Dates for your 2021 Diary

**Hexham & DMC**

**Hexham Historic &  
John Robson Rallies**

**22/23<sup>rd</sup> May 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**

**2021 Event Dates  
Please Send  
YOUR CLUBS DATES to  
SD34MSG**

**James Swallow  
jamesswallow87@gmail.com**

# Beatson's Building Supplies Mull Rally

**7 OCT - 11 OCT 2021**

**Provisional Date**



  
**three sisters**  
CIRCUIT



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

**U17MC(NW)**

**Autosolo,  
& Pre-Driver Training Day  
Saturday 27th February 2021**

**Accrington MSC**

**Autosolo, Autotest & PCA  
Sunday 28th February 2021**

**Blackburn & Darwen Services  
J4 M65**

**Pro-Rally.co.uk**

**1**



## **Mull Hire Mull Classic Rally**

### **Joint statement by Mull Car Club and Saltire Rally Club:**

Due to ongoing uncertainty surrounding the COVID-19 pandemic and inability to access forests for route planning, the organising team regret to announce that the Mull Hire - Mull Classic Rally will not take place in 2021.

We were very fortunate to hold the rally in 2020, and remain the last rally to take place in Scotland before this terrible virus caused restrictions to be imposed.

While the vaccine looks promising, there are no guarantees that an event of this size, and the associated social gathering, will be permitted in March. Also, we fully expect the motorsport calendar to be very crowded in later 2021, hence finding a new date will be very difficult.

Hence, the organising team will focus their efforts on preparing for the best event possible in March 2022. Thank you for your understanding, stay safe and healthy.

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## Crew25

### Rally Championship

We all need something to look forward to after the year we've had. So here it is... the 2021 Calendar! Some of the dates are still to be confirmed so we will give more information as soon as we can but at least now you know where we are going to be visiting next year.

Keep your eyes peeled as there will be more announcements in the coming weeks and let us know in the comment section if you plan to join us for 2021. The calendar is subject to Motorsport UK approval and may change depending on covid-19 restrictions at the time



# BW



**ELECTRICAL AND MECHANICAL  
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ELECTRICAL INSTALLS AND MAINTENANCE, PNEUMATICS,  
HYDRAULICS, PAT TESTING, DATA CABLES.  
DOMESTIC, INDUSTRIAL AND COMMERCIAL.

# CREW CREW25

Under 25's rally championship

## 2021 CHAMPIONSHIP ROUNDS\*

QUESTMEAD STAGES

RALLYNUTS STAGE RALLY

RALLY NORTH WALES

RED KITE STAGES

HARRY FLATTERS RALLY

HILLS FORD THREE SHIRES STAGE RALLY

CARLISLE STAGES

\* CHAMPIONSHIP SUBJECT TO  
MOTORSPORT UK AND COVID 19 RULES



**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)

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

**Jokes, Photographs, Information, reports etc**

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Niall Frost	Bill Honeywell
John Harden (LiMC)	Matt Hewlett
Adrian Lloyd	Dave Thomas
John Goff	Geoff & Maggy Bateman
Paul Gilligan	Andy & Jess Crawley

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Duncan Littler Speed Sports Photography

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

**Steve Johnson**

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

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

# SD34MSG Next Meeting & 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 February Edition is  
Wednesday the 27<sup>th</sup> of January  
which is due out on  
Sunday the 31<sup>st</sup> of January**

**PLEASE Email Reports etc. ASAP  
to [Maurice Ellison](mailto: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