

# February spotlight 2021



*Arthur Senior / Colin Frances  
1st O/A 1994 Illuminations Rally*

**Photo Courtesy of  
Tony North  
Report  
See Page 19**

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

**Volume 12 : Issue 02 February 2021 : Maurice Ellison**

# SD34MSG Chairman's Chat : February 2021

Well a new year and a lock down, until March 2021? Easter I fear, after the school holidays!

BJ and his government have been playing at catch-up for the last 10 months. If you look at New Zealand and Australia they locked down; closed the borders.....Travellers have to isolate for 14 days before they can mix.

This sound like a plan that any island state could use to control infections; The IOM and Guernsey have also done a great job at infection transmission and control. 22 miles of water 'AKA the English Channel' could have helped the UK stay safe?

At the time of writing this – 29/01/2021, the current death totals are;

UK 103,000, Australia 909, New Zealand 25

The UK is still 'looking at 'measurers' for travellers; whatever happened to track and trace? Moving the deck chairs on the Titanic spring to mind!

Schools closed until 8<sup>th</sup> March 2021. **(At the earliest! But do not bet on it.)**

I hope by April/May we shall be back running motorsport events, well at least the grass root events with no spectators, should hopefully be starting.

Motor clubs have done a great job in trying to plan for 2021 events. Venues and clubs will try to run events when they are allowed. Motorsport takes place outside and with social distancing it can be safe.

The AGM and monthly meeting took place on the 20<sup>th</sup> January via Zoom (see report)

2021 will continue to be a challenging year for motor clubs and those involved in event organising, I thank all those that support SD34 Motor Sport Group and Spotlight magazine, all championships are planned to run with a robust set of rules, we shall see by July how the year is progressing.

Please check the ANWCC.co.uk for the latest event updates. Clubs, please keep Dave Thomas [anwcc@talktalk.net](mailto:anwcc@talktalk.net) up to date with your latest events changes.

**Steve Johnson : SD34MSG Chair**

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## Contacts

<b>President</b>	<b>: Alan Shaw</b>
<b>U18 Championship Marshals Compiler</b>	shawalan555@gmail.com
<b>Safeguarding Officer</b>	01282-602195
<b>Vice President</b>	<b>: Les Fragle</b>
	les.fragle@gmail.com
	01772 690520
<b>Chairman</b>	<b>: Steve Johnson</b>
	steve.amsc@gmail.com
	07718 051 882
<b>Secretary</b>	<b>: James Swallow</b>
	jamesswallow87@gmail.com
	07807 211829
<b>Vice Chairman</b>	<b>: Bill Wilmer</b>
<b>Safety Radio</b>	MSUK Radio Co-ordinator
	Gemini Communications
	07973-830705
	w.wilmer@btinternet.com
<b>Treasurer</b>	<b>: Steve Butler</b>
<b>Road Rally</b>	steven.butler9@btinternet.com
<b>Lancashire RLO</b>	<b>: Chris Woodcock</b>
<b>MSUK Rallies Committee</b>	pdschris@aol.com
<b>Chairman of ANCC</b>	01254-681350
<b>Sprint /Hillclimb</b>	<b>: Steve Price</b>
	sp.sales739@gmail.com
<b>League Compiler</b>	<b>: Steve Lewis</b>
<b>Individual Compiler</b>	slewisbb1@gmail.com
<b>None Race/Rally &amp; Stage Rallies Website</b>	<b>: Tracy Smith</b>
	tracey.amsc@hotmail.com
	<a href="http://www.sd34msg.org">www.sd34msg.org</a>
<b>Registrations</b>	<b>: David Barratt</b>
	davidpbarratt@gmail.com
	01254-384127
<b>Newsletter</b>	<b>: Maurice Ellison</b>
	sd34news@gmail.com
	07788-723721



## Comprising the following 11 Clubs



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



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



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



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



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



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



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



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



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



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



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

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

## ADVERTISING in 'SPOTLIGHT'

**Readership in Excess of 15,000**

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

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

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

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

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

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

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

# SD34MSG

## Member Clubs & Contact Details

### Accrington MSC

Contact : David Barratt  
Email : davidpbarratt@gmail.com  
Tel. : 01254-384127  
Website : www.accrington-msc.org



### Longton & DMC

Contact : John Coole  
Email : jcoole@btinternet.com  
Website : www.longton-dmc.co.uk



### Airedale & Pennine MCC

Contact : John Rhodes  
Email : rhodesj3@sky.com  
Tel. : 07497285339  
Website : www.apmcc.co.uk



### Liverpool MC

Contact : John Harden  
Tel. : 0161-9697137  
Email : lmc-chairman@liverpoolmotorclub.com  
Website : www.liverpoolmotorclub.com



### Blackpool South Shore MC

Contact : Dave Riley  
Email : rileydavea@virginmedia.com  
Website : www.bssmc.com



### Bolton-le-Moors MC

Contact : Jack Mather  
Email : jackmather95@hotmail.co.uk  
Website : http://blmcc.co.uk/



### Boundless by CSMA (NW)

Contact : Paul Kelly  
Email : pmk@autosolo.co.uk  
Tel. :  
Mob. :



### Manx AS

Contact : Chris Woodcock  
Email : pdschris@aol.com  
Tel. : 07973-830695  
Website : www.manxautosport.org



### Mull CC

Contact : Chris Woodcock  
Email : pdschris@aol.com  
Tel. : 07973-830695  
Website : www.mullcarclub.co.uk



### Clitheroe & DMC

Contact : Maurice Ellison  
Email : sd34news@gmail.com  
Tel. : 01524-735488  
Mob. : 07788-723721  
Website : www.clitheroedmc.co.uk



### Pendle & DMC

Contact : Ray Duckworth  
Email : raymond.duckworth@btinternet.com  
Tel. : 01282-812551  
Mob. : 07484161972  
Website : www.pendledistrictmc.co.uk



### Garstang & Preston MC

Contact : Les Fragle  
Email : les.fragle@gmail.com  
Tel. : 01995-672230  
Website : http://gpmc.org.uk/



### Preston MC

Contact : Terry May  
Email : telden46@blueyonder.co.uk  
Tel. :  
Website : www.prestonmotorsport.club



### High Moor MC

Contact : Gary Heslop  
Email : gary.heslop@btinternet.com  
Tel. : 0161-6430151  
Mob. : 07973-816965  
Website : www.hmmc.co.uk



### U17MC-NW

Contact : Chris MacMahom  
Email : chris.macmahon@virginmedia.com  
Tel. :  
Website : www.u17mc-northwest.org.uk



### Hexham & DMC

Contact : Ed Graham  
Email : edgraham01@sky.com  
Tel. : 0161-2919065  
Website : www.hexhammotorclub.co.uk



### Stockport061MC

Contact : Mark Wilkinson  
Email : markwilkinson81@icloud.com  
Tel. : 07879-657580  
Website : www.stockport061.co.uk



### Knowldale CC

Contact : Stephen Broadbent  
Email : sbroadbent402@hotmail.com  
Tel. : 07745 934895  
Website : www.knowldale.co.uk



### Wallasey MC

Contact : Steve Price  
Email : sp.sales739@gmail.com  
Tel. : 07814 953346  
Website : www.wallaseymc.com



### Knutsford & DMC

Contact : Jeff Gray  
Email : jeff.kdmc@talktalk.net  
Website : www.knutsfordmotorclub.co.uk  
Tel. : 07745-371386



### Warrington & DMC

Contact : Ann McCormack  
Email : annmccormack13@yahoo.com  
Website : www.warringtondmc.co.uk



### Lightning MSC

Contact : Andy Rhodes  
Email : andy.rhodes@btinternet.com  
Tel. : 01772-632820



### Lancashire A.C.

Contact : Chris Lee  
Email : info@lancsautoclub.com  
Tel. : 07831-124417  
Website : www.lancsautoclub.com



### 2300 Club

Contact : Neil Molyneux  
Email : 2300@fcs-uk.com  
Website : www.2300club.org



# **SD34MSG**

## **AGM**

### **20th January 2021**

Treasurer Steve Butler reported a slight dip in income in 2020 due to slightly fewer registrations following the exit of Matlock MC. Further income from sales at the awards night, the sterling work of selling adverts by Maurice in Spotlight, and the continued support of Gazzard accounts meant that coupled with the expenditure in 2020, including awards night costs and some charitable donations, the group ended 2020 with a bank balance of £8342.82. Due to the ongoing pandemic, 2020 registrations have been carried over to 2021 meaning an anticipated drop in income this coming year, however this should be somewhat negated by reduced award costs as a result of the limited running experienced in 2020.

Chairman Steve Johnson kept his report brief, saying that 2020 had been a trying year for all, and that in the immediate future 2021 is looking to be much of the same. However he also said that there is light at the end of the tunnel, and thanks to the perseverance of member clubs, we can start to look forward to some events this year.

Due to the pandemic in 2020, the various championships took what could only be described as a battering, with a majority having to be cancelled due to few events running.

- **Inter-Club League:** Cancelled due to the pandemic.
- **Road Rally:** Championship cancelled due to the pandemic.
- **Non Race/Rally:** Significantly reduced calendar due to the pandemic. The championship was won by Andrew Crawley of Warrington DMC.
- **Stage Rally:** Championship cancelled due to the pandemic.
- **Marshals:** Over 100 marshals claimed points, the championship was won by Brian Wragg. A big thank you to all marshals without who we couldn't run any events.

All officials from 2020 were happy to continue their roles into 2021:

- **President** – Alan Shaw
- **Vice President** – Les Fragle
- **Chairman** – Steve Johnson
- **Vice Chairman** – Bill Wilmer
- **Treasurer** – Steve Butler
- **Secretary** – James Swallow
- All compilers also remain unchanged:
- **Interclub League & Individual** – Steve Lewis
- **Road Rally** – Steve Butler
- **Stage Rally** – Tracey Smith
- **Non Race/Rally** – Tracey Smith
- **Sprint & Hillclimb** – Steve Price
- **Marshals & U18's** – Alan Shaw
- **Registrations** – David Barratt
- All rules and regs are the same for 2021 with no changes raised.



**MOTOR SPORT GROUP**

# **SD34MSG**

## **General Meeting**

### **20th January 2021**

- The treasurer hopes for a little more income this year from some more events running. 18 of the 26 member clubs have paid their annual registration fees, and we already have some new registrations for 2021! £8897.82 in the bank.
- Events wise a few dates have come through to James Swallow and Les Fragle. LMC are wanting to move their Barbon Hillclimb from 5<sup>th</sup> June to 12<sup>th</sup> June. The Plains Rally is hoping to move from 22<sup>nd</sup> May to 14<sup>th</sup> August and is awaiting forest use confirmation. The Tour of Cheshire is moving from 6<sup>th</sup> March to 25<sup>th</sup> September.
- Chris Woodcock has nothing new to report with regards to PR locally. However there are 2 events (Lombard Rally Festival and Mintex Rally) being run that are being advertised as rally events, and are not being run under MSUK rules or to their safety standards. Associations are making clubs aware of this.
- W Yorkshire has a new Route Liaison Officer in Paul Slingsby.
- Given the current pandemic situation, the 2021 championships are running, with reviews of the situation anticipated in May and July should things not improve in the spring.
- The 2020 awards presentation is to be confirmed once we have indication from ANWCC and their presentation event, which is currently on 'Plan F'. Alternatively awards can be distributed at events throughout the year once we get going.
- Finally, if club members wish for their email address to be on the SD34 Committee mailing list, please email James Swallow at [james-wallow87@gmail.com](mailto:james-wallow87@gmail.com). If you wish for a specific email address for your club be listed in spotlight, please email Maurice Ellison at [sd34news@gmail.com](mailto:sd34news@gmail.com).



# ANWCC NOTES

## January 2021

**Dave V Thomas : Championships Co-Ordinator**

So, that's 2020 out the way and good riddance, although we still have to hand out some awards – they have been ordered and will be ready soon, problem then is how to get them to the winners – if you are a winner then I'll contact you about delivery. Our planned Awards Night had to be cancelled, and Plan B has gone by the wayside, we do have Plan C and that will work for some, so we are holding back on Plan D for now!

Despite all that has happened there are some positives – our Archives are now virtually complete with all the results in our records – all ANWCC championship qualifying events from 1982 up to now are on our website, as well as some earlier events and there are some that were not actually ANWCC qualifiers. There are over 5,000 event results in there!

Another positive is that I have improved (I hope you agree) the appearance of the ANWCC website. First thing was to introduce online championship registrations, to fall in line with the Covid restrictions on paperwork, although it does still involve some paperwork for me! There are also links for club officials to register details of their club officials and events, and most (but not quite all) of our member clubs have responded.

The links to event websites and regulations do rely on organisers telling me but it is to their advantage to send me the info so that competitors can enter. If you are an event organiser please take note!

Our Championship Calendar can be found from the link "Calendar 2021" and worth keeping an eye on as it does keep changing as events are cancelled or re-scheduled due to the current restrictions.

Marshals can find the link to their claim form, the monthly cash awards will continue as will the end of year share out to the top marshals, all thanks to the generosity of our competitors.

Just below that are the links to the Championship charts, these will be updated as soon as possible after each qualifying event. One new feature here is the link to the list of championship contenders – this is updated as we get new registrations and the main purpose is for organisers to be able to check who is registered, as the checking of registration cards is no longer carried out. Competitors will still get a card for their own reference.

Then below the championships you can find the latest results, when we do get going with events. Just between the championships table and the results table is a link to the archives page where you will find over 40 years of results and the chance for the old-timers to reminisce!

Either side on the main page are various links to useful items, including the MINI Challenge and the Three Sisters Challenge. Also links in the menu on the left-hand side takes you to all you need to know.

Hopefully, you will find the ANWCC website as a one-stop shop for all you need to know, but if you find missing or broken links, or have any comments, please e-mail [anwcc@talktalk.net](mailto:anwcc@talktalk.net) and we will attend to them.

The important thing is to keep logging in to our website, there is hardly a day without something being updated.

Meantime, if you've not already registered for the championships now would be a good time to do so, as when things do get going there will be a mad rush to get everything ready – so completing the registration now is one less thing to think about later!

Here's to a return to normality, albeit a slightly different normal to what we've been used to – there will be changes in the way events are run, so let's all make it a success.

Stay safe,

**Dave V Thomas**

**Championships Co-Ordinator - Association of North-Western Car Clubs**



# Rallying Rambles 14

(tales of an obsession with motor sport)

*By Bill Honeywell ©*

## A new car - how exciting!

September 1985; back from the Manx, not yet paid out by Black Horse (I'd have to wait until early next year for that), Val wanted a new fireplace and carpets etc, but I would still have enough money to buy another Escort – decent ones were going for between £3,500 and £4,000 in basic road-rally spec. I never did aspire to an all singing and dancing big-winged model, and I think the writing was on the wall with the RAC removing stage cars from road rallies. My heart was in road rallies, not stages.

For me, the perfect rally was a no-nonsense route, challenging but with no devious tricks – because that was still a supreme test of driver, navigator and car. To win an event all three had to be on top form. It simply wasn't possible to succeed if any one of the three had a bad night, or even an indifferent one.

I kept looking at the adverts in Motoring News until one Thursday several months later, I saw a 'T' reg car for sale near Fishguard in Pembrokeshire, fairly standard but with Bilsteins and a few upgraded items – the single twin-choke Weber carburettor had been replaced with an upgraded (still single twin-choke) version. £3,950. I honestly can't remember whether it had rear discs or a balance bar brake system, but if it didn't then, it soon would have!

Pete Croft went with me to Pembrokeshire, together with a Building Society cheque for £3,400 and £600 cash. I'm a big believer in fair but firm negotiation, hence the flexibility: I can't watch 'The Apprentice' any more, as none of the contestants could negotiate their way out of a paper bag. What they call 'negotiation' is almost always merely the most basic form of haggling, and they're even hopeless at that! (I watched Tom Hanks and Mark Rylance in 'Bridge of Spies' recently – if you want to know what negotiation means you could do worse...)

The car was really good, and felt fine on a short test drive. I think we agreed at £3,650 and I drove it all the way home, grinning most of the way.

Mull 1986, full chat through Dervaig village. You might see lots of photos of very sideways cars at this junction. In my opinion that's playing to the gallery and this is much quicker.

You may remember a few episodes ago I mentioned Gordon Birtwistle – the Number One man when it comes to rally car suspension. Some time in 1985, I think, I got instructions to sell the house next door, and knowing that Gordon was in the market for something like that, I made sure he got the details. I'd have been prepared to move heaven and

earth to get him to buy it, but on his first viewing he liked what he saw and decided to go ahead. I couldn't believe my good fortune. Surely there could be no better next door neighbour?! As soon as Gordon knew I'd bought a fresh rally car, he told me to go the weighbridge at Dugdale Nutrition (with half a tank of fuel and driver and navigator in the car), and come back with NINE weighings– all four wheels on, then the two front wheels, both back wheels, left hand side, right hand side, and each individual wheel.



*'Skidmore Hire Car' from 85  
Photo Courtesy of Kevin MacIver*



*Exiting the hairpin right in Fishnish forest*

*Continued on Page 8*

## ***Rally Rambles 14***

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

The man operating the weighbridge was very patient! Gordon took the printout, made lots of measurements on the car, then went off to study them carefully.

When he came back we had some jobs to do, including moving the battery from front to back, and other jobs to get a better weight distribution. Gordon supervised removing all the suspension as we increased the castor angle and gave the car a bit more negative camber. You'd be surprised how much 'tolerance' there was in cars at that time – nothing was exactly the same on both sides – and we had to get it all perfect.

The result was a Road-rally class Escort which had, in its day, fabulous balance and handling, an absolute joy to drive and one where you could take your hands off the wheel at full speed and it would just continue in a straight line.

After concentrating on the Motoring News Championship in 1983 it was over three years since I'd done a 'local' local event, apart from that familiarisation with Mike Kidd on the Ribble Rally in 1984. I also needed a new navigator as John Meadows was busy elsewhere, but I soon found Joe Riding was looking for a driver and another partnership was struck up. We decided to enter the BAC Charity Rally in August 86. It started at Quicks for Ford in Bury, with Ken Skidmore / Charlie Woodward seeded at No 1, Tony Shields / Paul Burns at 2, J Naylor / A Sanderson at 3, and Alan Shaw with Rod Brereton 4. We were seeded 5, and it felt great to be back on those Lancashire / Yorkshire roads, especially the moorland stuff!

You knew it was going to be a tough night when Clerk of the Course Mike Shields saw the weather forecast and extended maximum lateness by 15 minutes; then we were only given the second half of the route to plot, being handed the first half as we left the start for a run out to Pendle Hill.

I must have been a bit rusty, as Ken took 6 seconds off me on the first section, then more over Gisburn Forest to take about a minute's lead. I was cross as I'd outbraked myself and slithered past a crossroads, having to reverse, then select first gear again, losing a few seconds in the process.

But on the last three sections before petrol I started to drive much better, so that at halfway we were only one second behind Skidmore & Woodward, with Shaw / Brereton leading the rest of the field a rather distant three minutes back. Ken pulled out more time on me after the restart, then I wrested it back once again, until at the start of the final test – Widdup Moor, south of Burnley – we were still only separated by a single second. Ken and Charlie beat us by 2 seconds on the last test, taking the rally win from us by an unusually slim 3 seconds - after all that driving! In third place, a further 8m 40s in arrears were Alan Shaw and Rod Brereton. I'll never forget Alan taking his first look at the results when they were posted, and turning to me to say "I think you and Ken were having your very own rally last night!" I was still thinking about that overshot crossroads...!

Only 30 cars out of 55 starters managed to finish – that was a tough event!

Two months later on the Tour of Mull, we were seeded at 10 but our early promise failed to bear fruit this time. We'd been comfortably inside the top ten times on the first five sections, and were lying 7th overall when on no 6 (Glen Aros & Loch Tuath) something went badly wrong and we dropped 45:51 to Pattison's 1:45. That was effectively the end, although we came back out for the Saturday afternoon forest stages (16th o/a) and restarted on Saturday night, but whatever the problem was it must have come back as our night times were poor.

Early in 87 I teamed up with Joe Riding for the second time, this time to do the Roskirk (South Shore MC), once again finishing second overall, this time to Dave Calvert and Stewart Lawrenson. I think this was the event that went past Dave's front door at Cow Ark, north of Clitheroe near the Inn at Whitewell. On this road there's one of the 'sweetest' yumps anywhere, where you can have all four wheels well off the road but the car always lands really smoothly – all very satisfying.

On this section I thought (correctly) that Dave would take time off me, so I gave it the full 100%, and I guess must have taken that yump faster than ever before. Instead of the nice sweet landing I was expecting, we came down with a hell of a bang! I wouldn't advise doing this in daylight when the lockdown's over...

At least I reckoned I was back in the groove.



***A nostalgic tip of the hat to the man who created the Tour of Mull - Brian Molyneux***



# ***NORTH WEST RACERS***

***With Dave Williams***

## **DALY'S DAILY DOSE OF MOTORSPORT!**

It has been quite a year for Peter Daly, the winner of the Avon Tyres Formula Ford 1600 Super Classic series, which runs in conjunction with the Northern Championship, as he is also the Chairman of the BRSCC – a role which leads to his daily involvement in motorsport.

Peter's winning ways continued after the regular championship season ended when he won the Historic section of the Formula Ford Festival.

Aside from being a weekend racer, Chair of one of the country's leading motorsport event organising clubs and running his own communication business, Daly is also Race Director of the British GT Championship. He rarely has a spare weekend!

With the first Covid lockdown preventing any motor racing from taking place in the UK until July, Peter wondered whether he would even get chance to compete in his Van Diemen RF88 this year however the rounds of the British GT and Formula Ford 1600 Championships fell on separate dates and so Daly decided to "put some effort" towards claiming the Super Classic title. He had a great chassis, engine and set up to aid him in his quest.

In these unusual times, the Northern & Super Classic contenders took part in the same races as the National Championship runners. Also, because of the compressed time-frame, they had only 3 meetings instead of the usual 7 or 8 and just one of these was in the North – the Oulton Park opener in July, with the others taking place at Brands Hatch and Silverstone after Anglesey had to be cancelled due to local Covid restrictions.

In his non-executive role as Chairman of the BRSCC, Peter provides guidance and accountability to the club's members. In the Spring of 2020, he and his team had a "Great Challenge" due to a season's worth of racing having to be squeezed into half a year. Daly says "We started working on the revised calendar in April with a view that we needed to understand our budgets and likely customer take up as early as possible. We reset our entry number targets and shared this with all the championship co-ordinators."

On 18<sup>th</sup> July, when Oulton Park had the honour of hosting the BRSCC's first meeting of 2020, Peter made a perfect start to his delayed campaign taking the Super Classic pole followed by a brace of wins with fastest lap in both races – all in wet conditions.

He was quickest in qualifying at Brands Hatch in September although in this Triple Header weekend Daly only added one more win to his tally as he had to give best to Samuel Harrison in the other two contests.

The races in Kent took place on a dry track but the rain returned for October's final meeting of this abridged Super Classic Championship at Silverstone. A couple of second places behind George McDonald were enough to seal the title for Daly.

Peter completed his 2020 trophy collection back at Brands in the Formula Ford Festival where he won the Final for Pre-98 cars. This was another race that was staged on a slippery, wet track and Daly had to fend off two very accomplished drivers in the shape of Ryan Campbell and Tom McArthur.



***Peter Daly in his Van Diemen***



***Historic Festival Final***

***Continued on Page 10***

## **North West Racers** **Continued from Page 9**

There was an early Safety Car interlude during this event to retrieve Lorna Vickers' car from the Paddock Hill Bend gravel trap - Lorna is Peter's "other half". The couple met through their shared interest in motorsport at Donington Park when Daly was competing in the 2003 Star of Midlands series and they have been together since the last race of that season.

Lorna passed her ARDS test 3 years later to join her partner out on track. There is not very much rivalry between the pair although they do have a photograph in their dining room of Lorna zooming past as Peter pushes his car – which was missing a wheel – to safety!



***Lorna Vickers passes Peter Daly***

That fateful Donington encounter with Lorna was during Daly's third season as a racing driver. He grew up very close to Mallory Park – his parents' house backed on to the car park which is next to All Saints' Church. His mum and dad used to regularly complain about the noise but Peter loved the racing especially when the ShellSport European Formula 5000 and Aurora AFX Formula 1 Championships visited Leicestershire. He also enjoyed all the saloon car categories from that era but his absolute favourite were the action-packed Formula Ford 1600 races.

From that early age, Daly always wanted to compete in cars and, after he had set up his business, he was invited to a corporate day at Donington Park in the late 1990s. He then enrolled at the Jim Russell and Silverstone Racing Schools at the turn of the Millennium before entering the BRSCC's Star of Midlands from 2001 onwards.

Indeed, he enjoyed the championship so much, he sponsored the series from 2002 to 2004 before providing the BRSCC with more practical help by joining the Midland Centre's Committee. He then took over as Chairman from the late, great Don Truman and was invited to join the main board a few years later.

He continued racing until he broke his neck and back in a nasty road car accident during 2011. While he was recuperating, he was encouraged to take up Clerking. He enrolled on the MSA Probationary Clerk of the Course programme and from 2012 was assisting those who officiated the Caterham series. This introduction must have gone well as he took over as Championship Clerk in 2013.

With so many drivers competing in the various Caterham categories, usually at the same meeting, Peter's weekends were often very busy! He continued in the role until 2019.

By 2017, Daly's standing at the BRSCC was such that he had been Vice Chairman of the club for a couple of years and took over as Chairman when Bernard Cotterill stepped down due to ill health. Cotterill also handed over to Peter his Race Director responsibilities for British GT. This provided a sharp contrast to the Caterham Championships as the atmosphere is very professional and the relationship between the Clerk of the Course and the drivers far more formal. Nonetheless, Daly hasn't forgotten his roots. He still gets pleasure from seeing the enjoyment amateur racers get from their hobby and tries to attend as many club meetings as possible.

Since becoming BRSCC Chairman, Peter has seen the role evolve. He admits that the time commitment, including the regular visits to the club's headquarters (HQ) in Kent and the daily communications came as something of a surprise. The more he dedicated his time, the more Daly was asked to do and he now spends 4 to 8 hours a week in meetings covering various matters relating to the BRSCC. This is by no means a sacrifice as it is something Peter chose to do. Motor racing is his passion and he wants nothing more than for the club to succeed and grow.

Having been both a competitor and Clerk of the Course, Daly is able to see club motor racing from many angles which helps him not only to guide the BRSCC but also to frame how the policies the club implements are communicated to drivers – both those who spend their own money to compete and those who are employed by teams and sponsors.

Peter spends much of his time managing BRSCC personnel - he supports the staff at HQ and has a very close working relationship with Chief Operations Officer, Paul McErlean.

When it comes to judging what is best for the club, he doesn't just rely on his own experiences. Peter goes out of his way to speak to other drivers, officials, marshals and promoters as they all have their own opinions and agenda. He has communicated these diverse points of view to key people at the BRSCC with the result that changes have been made.

***Continued on Page 11***





***Peter gets ready for action***

Furthermore, as a successful businessman, Peter understands how hard it can be to make certain decisions, keep people motivated and deal with customers – be they happy or disgruntled.

He has introduced a business plan and model which everyone at the club is working to. He has also bolstered financial management procedures and reporting. This means the number of race entries and expenditure are closely monitored while tighter cost controls have been introduced. All the BRSCC's assets, including radios, rescue vehicles and marketing resources, are currently under review.

However, it has not been a one-way process as Peter has taken some lessons he has learnt since he became Chairman of the club and implemented them at his own company.

Daly has only just started on his journey to take the BRSCC forwards. He wants it to be the club of choice for many who wish to be involved in motor racing. He also wants the BRSCC's recruitment campaign to gather momentum and recruit more people (particularly young ones) to become administrators, co-ordinators, marshals and officials. Ironically, if this aspiration were to be realised, so many people will be dedicating their time to the BRSCC that Peter will make himself redundant!

With regards to his goals out on track, Daly always wanted to drive at no financial expense to himself. During 2006 he stood in for a driver in a situation where the entry fee and car had already been paid for so he has put a tick by that particular ambition but a seat in British GT remains on his bucket list.

Peter has achieved so much in his life that it wouldn't be a surprise to see him competing in a high-end sportscar. In the meantime, it will be interesting to see how the BRSCC continues to develop under his stewardship particularly when we get to the post-Covid world.

***Dave Williams***

***Photos Courtesy of Peter Daly***

# **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

# Organising Motor Sport During the Pandemic

*Paul Goodman : MG Car Club*

The MG Car Club organises speed events and race meetings. During 2020 sprints at Anglesey and a hill-climb at Scammonden Dam and six race events had been planned. It soon became clear that the speed events scheduled for May would be cancelled along with the early season race meetings.

During June, there was a glimmer of hope that racing might be able to resume from the beginning of July but with a quite different set of rules and regulations.

I am a member of the MGCC Race Sub-Committee and the coordinator of the North West based Cockshoot Cup Championship which has run every year since 1984.

The first task was to get everybody in a communications loop. We have a paid race organising official as part of our club staff, and he took the lead throughout the process liaising with everybody involved on a regular basis. It was clear that phone calls would not be adequate, so we were all introduced to "zoom". The first meeting held in this way lasted a long time and sleep proved difficult afterwards! New advice was emerging almost daily from the Government and Motorsport UK, but our first consideration was, would we have any competitors, officials, and marshals willing to be involved?

Our next scheduled meeting was a two-day event at Donington Park and Motorsports Vision indicated that they were content for us to go ahead with Motorsport UK indicating that a permit would be granted. On that basis we opened the entry to our competitors. Some drivers were unable to compete for shielding reasons, but it was soon clear that we would get reasonable numbers for each race. There was a split among the MGCC Championships, some deciding to continue as championships and others running one-off races.

The zoom meetings continued to be held on a weekly basis with new sets of issues being dealt with during each session. We all worked to try and understand the new procedures. First was signing on. This was done by each competitor e mailing a form to the race secretary. We had to create an ad hoc document, but for 2021 this will be built into the on-line entry system. It seemed very odd to competitors not to be trooping off to the office to sign on! Then there was scrutineering. Each driver was required to submit a declaration that their car and clothing was safe and conformed to the regulations. This has been even odder for drivers and scrutineers with the latter not allowed to touch cars but only allowed to test for noise compliance and lights/brake lights. This also seems to have worked well, but most of the cars were "regulars" and had been physically scrutineered at the end of the 2019 season. It looks as if electronic signing on might be here to stay but the feeling is that "hands on" scrutineering will return in the future.

With entries confirmed, it was time to consider the way that officials were to be involved. All were required to sign on by electronic form before the meeting and marshals were assigned to their posts in advance and could only attend in limited numbers. This caused some concern before the Donington Park meeting and it did run with less than an ideal number. This resulted in more and longer safety car periods. Later in the season these restrictions were eased so that by Oulton Park in October we had numbers nearer to normal.

The office space at the circuit was not open to competitors only housing the race secretary, stewards, clerks, and timekeepers (although most TSL staff were working on the meeting at home). The paddock was secure with entry only permitted for drivers and officials. Changing advice meant that we could increase the mechanic/helper allowance from one to three a few days before the event. Each driver had to provide the names of the people using their tickets. At the very last minute MSV admitted spectators to certain parts of the circuit which was a great surprise to us. Our club was responsible, working with the circuit, for making the paddock COVID secure and we had to nominate a "covid officer" who walked around the paddock wearing a tabard to make sure that social distancing was taking place. This raised lots of questions like "who is going to do up my crotch strap?".



*Brian Butler 2020 Champion With his MGF*



*Continued on Page 13*



## ***Pandemic Motor Sport Continued from Page12***

We did print a programme for the meeting, but all other paperwork was banned. The TSL web pages were used for live timing, grids, and results, but we needed a way of making bulletins available. A series of WhatsApp groups was established for each grid and the paperwork sent to each driver's phone. Contact between clerks and drivers was by phone. This resulted in delays in issuing results because the process was slower than face to face for dealing with on track incidents involving flags.

Luckily for me, we were allowed to commentate so I spent two days operating at opposite ends of the box from my co-commentator Josh Barrett. Our voices were carried by the TSL live feed which enabled those drivers and officials not at the meeting to keep abreast of the races.

I am pleased to say that on-track where it matters the racing was brilliant and just as competitive as usual. I am sure that it was good for the mental health of everybody involved to have some normality back in our lives. Prize presentations are a big part of our race meetings. All the drivers gather for the awards to be handed out. Indoor gatherings ruled this out, so trophies had to be distributed to drivers in the paddock by placing them on the bonnet of their cars.

Post event the record of everybody present had to be retained for two weeks. Fortunately, no cases were reported, and these lists could then be destroyed. A zoom meeting was held in the following week to discuss what we had done and how we could improve. We then went to Snetterton in Norfolk at the beginning of September and ran another two-day meeting. Grid numbers were up and once again there were no cases reported after two weeks.

Our final event was to be a single day meeting on "our patch" at Oulton Park on October 3<sup>rd</sup>. By then there had been a big change as face coverings were required to be always worn in the paddock. This was something additional to be policed but everybody was happy to comply to enable racing to take place. It was the weather that was the biggest problem at Oulton with the wettest day since records began causing an early finish.

So, what have we learnt? All of this could not have happened without a "can do" attitude from everybody involved. This includes Motorsport UK, MSV, the Government, officials, drivers, and marshals. We stressed at every step that safety was paramount and that if anybody did not feel that they could be involved then they could drop out at any time. We gave competitors a full refund if they had to withdraw from the meeting. It would have been easy to say that we would forget 2020 and return in 2021 but by going ahead we achieved a great deal for our club, the sport, and the competitors.

It was also important to recognise that there would be many questions, concerns and worries. We always listened to everybody, tried to find answers, and made sure that these were conveyed back to the questioners.

The next question is what next? The MG Car Club is planning six race meetings starting on March 20<sup>th</sup> at Silverstone and two speed events at Anglesey (May 1<sup>st</sup> and 2<sup>nd</sup>) and Scammonden Dam (May 16<sup>th</sup>). The working assumption at present is that for at least the first half of the year, the COVID rules and regulations will be in force. We are, of course, completely reliant on Government regulations both for England and for Wales. If Governments allow us to run events, then we are confident that that we can act safely.

If any event organisers would like to discuss any of the content of this article, then please contact me [paul.goodman7@ntlworld.com](mailto:paul.goodman7@ntlworld.com).



***Donnington Lap One at Redgate***



***Paul Goodman : MG Car Club***

# Clitheroe & DMC Outside Broadcasting Guest Nights

**Tony Vart**

All clubs across the land have looked at new and novel ways of keeping a core of members/non-members in contact throughout the ongoing pandemic and without the ability to meet regularly, social media has come to play an even bigger role in club life than ever before. Whilst CDMC held Guest Nights and attracted big audiences to Waddy Club on a regular basis, it was generally guests who lived locally and who could more easily get to and from Waddy, without an overnight stop being required with time off work involved etc. However, we soon realised that via Zoom and Facebook we could cast the net wider afield and hopefully attract a selection of guests that might not otherwise be available. Hence the creation within CDMC of an Outside Broadcasting Unit which consisted of Chris, Heidi plus Varty and some social media technology.... and all in all, it has proved to be a great success with Chris, Heidi and Varty all frantically messaging each other five minutes before going "live" as we tried to remember what we did a few weeks previously!! It must be said that we have interviewed an eclectic range of guests and thanks must be extended to them all, for going along with us and spending many hours looking up old long-lost photographs and stories. The year in fact started with a proper club night but by the end of March we were operating on a virtual basis and the illustrious roll call for the year ended up looking like this; -

## John Midgely

Well known for building and driving Toyotas with no less than Per Eklund rating the Corolla GpA car, that Johns family garage team had built and developed, was far better than his TTE version! John regaled us with how he worked for and enjoyed huge success in the UK (and latterly NZ) as a privateer with some support from Toyota after starting out on the local northern fell roads (he still loves Lythe Fell!) and now in later years he has started doing long solo trips to the likes of Kathmandu on his motorbike!! It would not be a surprise to see John back behind the wheel of one of his many Toyotas (his wife counted nine recently!!) on the more endurance focused events but it was clear John still loves the sport with the family all involved in some shape or form.



## Gordon Birtwistle

Known locally in Clitheroe as "Mr. Proflex" Gordon has forgotten more about suspension set-ups than most people know and is still the go to man for suspension hardware and set-up information. A long time in the business has resulted in many motorsport experiences but the nearest he came to meeting an untimely end was a long time ago when, whilst testing a set up on a Triumph TR5 at MIRA, he came upon a coach pulling out of him whilst he was in overdrive fifth gear.....he somehow missed the coach but ended up going end over end but luckily escaped without serious injury...the TR5 however was somewhat second-hand! Interestingly of all the teams/drivers he has worked with, he rated Piero Liatti as one of the best (certainly on tarmac) and he has worked with them all..... Gordon is still a font of all suspension knowledge and is based in Clitheroe to boot!!

## Chris Woodcock

The esteemed Chairman of CDMC Chris, who together with his other half Heidi, form the very backbone of this club and the hours they both put into local and national rallying in one form or another is colossal.... however, on this occasion we listened to Chris regale us with tales of his Astra days although it must be said that he seemed to require more shells than I have seen on Blackpool beach and he must have been dating a girl in DVLA as he certainly spent a lot of hours talking to them to re-register cars!



**Continued on Page 15**



Wizard Motorsport, Dick Archer and Mull all featured heavily before the Evo days (which also needed a few new panels after visiting the IoM scenery!) and latterly his 1400cc Proton which he and Heid are still rapid in around the likes of Mull. The car is a beautiful thing and sounds superb but how he finds the time to prepare it I do not know... he must be one of the busiest motorsport people in the UK!!

PS. If you need a fire extinguisher system, Chris and Heidi are the folks to talk to at PD Extinguishers.

## John Cope

Boss Hogg was in the chair for this interview and not whilst I did not know much about John, I was obviously aware that he owned one of rallying's best-looking cars – a Subaru S5 WRC (Chassis 15!) that only did two WRC events before being sold to Mr. Andrew Nesbitt. A stunning looking car especially now it is back in its original Andrew Nesbitt livery.....words are not enough!! In what was a great interview, John revealed much about himself including that whilst he has always been a thinker, and regards himself as a "steady Eddie" he readily admitted that in his view, the Impreza still has more pace than he has within himself, and that he drives within his own limits – most of the time! He readily admitted having no ambition to do forests after one event many years ago, and that he only does the individual events that he enjoys, either from a stage or social point of view (preferably both!) and after three second places on Mull he still harbours thoughts of another attempt, although John recognises that the current newer generation WRC cars (i.e. the Minisport Mini WRC) plus the latest R5s have a huge suspension /turn-in advantage over what is now a 20 year old car. The issue for John is that with his car being a modern-day classic it is still appreciating in value and an R5 is only going to plummet in value so from a financial perspective it just does not make sense now...mind you rallying never has from a pure pound notes point of view! John has a wealth of experience from both sides of the car which I was not aware of, but he thinks long and hard about who he sits with and has done a fair bit of organising in his time. Interestingly he has had the same man, a chap called Dean George, prep his cars since 1993 and he could not speak highly enough of him and it took them several years between them, to trace an inherent oil seal issue in the active gear-box/diff arrangement which was due to a pressure spike – 20 plus seals at £500 quid a pop with Prodrive being only too happy to keep supplying – these cars are not simple was Johns observation! A great night from another one of the traditional northern brow hoppers!



## Mark Ellison

For this one, Chris was again in the chair as he knows Mark very well from extensive working together on events, over many years in the IoM where Mark resides. Now I knew Mark from the IoM marshalling trip I did with the cast of Last of the Summer Wine (Steve Lewis and Moz Ellison) some years ago and I had also seen him in frantic organising action having also competed on the Pokerstars event a couple of times – my impression was an official that got things done and the interview certainly reinforced that impression. Now Mark said he wants to retire to the Gambia and get there under sail on the open seas – now I reckon Mark will do it as that is the type of guy that he is, but a sailing lesson or two might not come amiss so whilst I will not be volunteering to crew for him i would be happy to come to the resulting arrival party, which I am sure will be epic!! Interestingly Mark has also enjoyed a decent Karting career including competing successfully on the on the infamous Peel harbour street course before moving onto rallying where he has enjoyed success in the driving and co-driving seats over the years and consider this - he did the 1977 Manx as a youngster in the driving seat and has sat in with Martin Freestone in his RS1800 in the UK and Belgium in recent years in addition to his organising roles – a real Manx allrounder!



## **Gary Evans**

Well, what can I say about an ex-Jig & Tool draughtsman as I was one myself many years ago – Gary was prepared with a spreadsheet of every rally that he has ever done – and it is a lot!! This podcast was brilliant in my view, as whilst Gary has won events and championships with a variety of drivers over many years now (and we indeed talked about these), it was the actual techniques and mindset required to compete up at the sharp end that proved so enlightening. Gary talked us through his in-car lighting preferences, map marking etiquette, code board etiquette, how to utilise a tripmeter, pre-event preparation, the issues of dealing with different drivers, control etiquette etc etc...in the process of having to compose this article I watched most of the podcast again, it was that good! As a guide to folks both novice and above it stands alone as an aide-memoire and if you digest it all and put it into practice you might one day be as good as Gary! Considering that Gary started in the late 80's, but only enjoyed his first win in 2003, fell out of love with competing in 2005 and had a breather until circa 2010, and only then really started applying his mindset to it from thereon in, and even then competing in Wales 2015 caused him to step his pre-event prep up a further level it might be logical to think that he was able to cruise to a win with Ben Briant on the 2019 Clitheroonian – well it is only because of his methodical mindset plus total commitment and application of process that he is able to provide the likes of Ben with winning guidance. Not on home ground, the pair were on uncatchable form in CDMCs blue riband event that evening. More Historic type stuff and organising plus more events with the likes of Ben, Richie Hunter etc would seem to lie in the future for Gary but for me one of the top competitors in the north of England and having listened to the podcast again, I totally understand why. A first-class evening enjoyed by an appreciative audience, with Sam Collis seemingly knowing every photograph location!!



## **Steve Frost**

The broadcast that introduced photographs to the show – Steve who was a maestro of the marked maps in the early 80's had managed to dig up a great selection of old and newer photos including a selection that illustrated the days he started out, initially with Bill Ingham in a Mini, and then by guiding Don King through the lanes in the venerable MK 1 Escort prepared by Don in a cold shed in the Ribble Valley! Together they established themselves as a crew to be reckoned with and they both clocked up a first overall win together and many top five positions especially when Don migrated to his immaculate droopsnoot RS. This proved to be the point that Steve started to take it very seriously by recceing all the likely roads and building up a notable collection of marked maps. Indeed, when Don decided to take a sabbatical Steve formed a partnership with an ANECC driver, Graham Blackbourne, which led him to spend whole weekends in his Minivan, with a small tent, over in the NE building up his knowledge and as he remarked, it was amazing how he met many familiar faces on his travels, all intent on creating their own advantage. Grahams car was an ex- Tony Saddington car and was certainly a quick machine and Steve's success duly continued adding an ANNECC title to his previous CDMC plus SD34 titles. A less successful spell with Steve Young followed although it was in an ex-Louise Aitkin Walker RS1600i which is the nearest Steve has got to an ex-works car! An odd stage outing was also undertaken, and I was stood at Abbeylands cross-roads when Steve, with Neville Crossley on this outing, came hurtling down the hill to the big crest and impressed all and sundry on a Manx National! Nev was a useful driver it must be said but no-one that day impressed over Abbeylands more than a young Malcolm Wilson in a "short" Quattro – crikey does not even begin to describe it!! A long sabbatical then followed with family etc although Steve kept on with his marshalling duties, usually with Dom, Don and Mark all contributing to a noisy control or two....in the last few years Steve has made a partial return to the lanes with Mark Standen and Dom Mctear but the nature of the modern events is not particularly to his liking but he does not blame Dom for the big off they enjoyed just recently! More to his liking was the Manx National and Mull events he completed with Mark in his Proton and he did admit he loved the recceing and notes preparation as much as the rally itself – a throwback to his road rallying days from over 30 years ago I suspect. Officially he is saying no more but you never know.....





## **Sam Collis**

It must be said that Sam Collis is one of UKs rallying characters and it is fair to say he did not disappoint his audience, for what was one of the biggest on-line gatherings we enjoyed over the course of the year. A lanes man through and through, with an encyclopaedic like knowledge of northern roads, locations, and crews but also up at the top of UK Historic stage rallying sat alongside "The Sheriff" aka Matthew Robinson. As a co-driver, happy to sit in with his mates on a local 12 car or Targa or accompany and win with Robbo on the R.A.C. and Silver Fern prestige events, Sam exudes enthusiasm for all things rallying and if we had not switched Zoom off, he would still be talking now!! The only guest ever to switch seamlessly from podcast to the loo and back to the podcast without taking a breath!! In summary a great guest night and interestingly rates Matt Edwards as one of the top pilots he has sat in with...a fraught Fiesta season with Matt but ability and smoothness, with pace apparent immediately, according to Sam. Always laughing and engaging it is no exaggeration to say that Sam lightens up a rallying gathering wherever he goes, and he certainly did so on this occasion! Well worth a re-watch on the CDMC FB page.....



## **Paul Gilligan**

An interesting insight into the car industry alongside a great overview of Cumbrian rallying from the one-time director of the family-owned County Garage Carlisle. Paul enjoyed a decent rallying career himself as a driver in Mk1 Escorts but as the business started to demand ever more of his time, he stepped back to help run the family team with the likes of a young Malcolm Wilson pedalling a Gp1 droopsnoot RS2000 plus Dougie Watson-Clark in the infamous Sierra BDG all running under the County Garage banner. In what was an interesting time of his life he also acted as service co-ordinator for an old mate of his on the East African Safari Rally...in the days when this was a real endurance-based event...they finished, and Paul has dined out on tales of this ever since! The dealership was ultimately developed into an award-winning Jaguar franchise but now Paul and his wife spend life in the Lake District and provide a vehicle sourcing leasing consultancy to many companies in the fleet field. It must also be mentioned that Paul provides a monthly column to the SD34 magazine which is a concise, current, and insightful overview of the car industry...a must read in my view.



## **Ben Briant**

A famous surname indeed in UK road rallying circles and one which now has been added to the list of winners of CDMCs very own Clitheronian Rally due to the blistering pace shown that night by Ben and his co-driver Gary Evans in 2019. To say he was rapid is no exaggeration and many who chased him over the northern brows that night in his hired Escort just doffed their caps at breakfast and acknowledged that he was the quickest. What was interesting as a guest was the insight he gave us all, as to the young Ben Briant from his early days as a FoMoCo supported driver in a Puma, through to running a family supported Evo on the European Rally Championship and including doing the Swedish WRC event with the ex-Blue Peter presenter Konnie Huq!!





Outings on the Acropolis and the 1000 Lakes were also undertaken in addition to the European campaign and in amongst this very rally intensive rally period (in a still young Ben) a set of top ten finishes in a Group N car in the Benelux based events illustrated that without doubt Ben had talent. However, in what I believe demonstrated great maturity, things came to a head part way through 2002 and Ben stepped away from rallying altogether for the best part of fifteen years, with the realisation that chasing the dream of being a professional driver was not worth the tremendous family financial exposure involved. In what was a very personal and revealing interview Ben gave us an insight into what all of us would have done in the same shoes, and he should be rightly proud of just what he achieved in a rally car. Nowadays it is still a family affair in the lanes as his father still accompanies Ben on his travels when he can, and whilst it is all about enjoyment these days, do not be surprised if you get nowhere near his times over Lythe Fell!!

## **Ian Beveridge & Dave Hopkins**

Having spent a considerable amount of time with these two guys in the past 6 rallying seasons I thought I knew a fair bit about them but lo and behold, long lost photographs and stories surfaced on the evening in what proved be another excellent and revealing podcast.

Ian has been competing and working within rallying since the late sixties, starting in the lanes in a Mini and progressing through a myriad array of cars to the point where he won a national championship in an ex-works Metro 6R4 the late 80's. Among the cars was a superb looking ex - TWR RX7 which unfortunately was not as reliable as hoped, but it was quick whilst it was running! Ian's specialism is tyres and his early grounding working for Dunlop led him on a career path where he worked for TWR and then ARG, and became Rally Manager on Pondys Rover V8 and 6R4 programmes in which he managed a few thousand testing miles himself before retiring from full time employment to become, in recent years, a consultant for Yokohama on predominately the World Touring Car series. Ian is a very analytical kind of guy and its shows in his approach to his historic rallying campaigns, the steady development of his Volvo P544 leading to many individual and category triumphs and the early days in his current car, which is a superb build by Robin Ward (ex TWR and ARG)

from Damax based near Silverstone plus Ian himself – this Toyota Corolla Levin TE27 from the mid-70s is an absolute beauty and over in Sweden for the Historic version of The Rally of the Midnight Sun, the crowds could not get enough of it! A near replica of Hannu Mikkola's 1975 1000 Lakes winning car, I urge you to get out and view it when the pandemic is over! A superb interview I thought.... we got two for the price of one on this podcast as Dave Hopkins was also with us and as regular readers of my warbling's will know Dave is the man I usually accompany in the woods in his self-built Sunbeam Ti. Dave who was related to Ian by marriage, was part of Ian's support team for many years and he impressed so much they allowed him to polish the works ARG cars headlights! This period in Dave's life embedded within him the principles of going about events in a structured manner and on the last RAC to run he, along with Keith Gapper, supported Stuart and Linda Cariss to a successful result.





The events of the last six years in the 'Beam are probably familiar to you but what many might not know is that Dave started out in Escorts and was once the proud owner of the Project Triple CCC Mk2 Escort...and not many people can say that! Various engines came and went, and some decent results followed in the woods (Dave does not do tarmac!) before he ended up instructing for a while (as did Ian) and a long exile before he started to self-build the Sunbeam...and thirty odd events later with yours truly it needs re-building again before the 2021 RAC!! It is our intention to do this event in the newly rebuilt 'Beam alongside Ian with Paul Price in the Toyota. Another excellent evening all round with CDMC.

## **Danny Cowell & Phil Boyle**

For this podcast we were lucky in that both Danny and Phil Boyle came straight to the hot seat off the back of their first overall win together, which was the Devils Own Targa in Danny's immaculate Impreza. Now Danny is well known in the NW for his organising activities on behalf of Morecambe CC where in his schoolboy days the TTE squad stayed one occasion in his parent's hotel and along with seeing John Livermore's and Larton Auto Developments cars rumbling around the resort he was hooked...a sit in Kakkunen's RAC car sealed it for life! Danny was hooked and unusually for a youngish lad he wanted to organise events as well as thrash round the lanes...an early mentor was CDMCs Roy Honeywell who provided no end of advice and encouragement and circa 2002 he started with 12 cars just a couple of years after his first event as a competitor, all leading up to Danny organising the 2006 Illuminations which is still one of the famous UK named events. Now having done a couple of Danny's events in recent years I must say his routes are a real test and make full use of map 97...the use of whites being a real feature not normally utilised in this region. The drivers and car owners do not always agree, but from my seat just brilliant, and the closest in nature to the events I did in the mid-seventies. At the local Myerscough College Danny is a lecturer in the Motor-sport Dept and he has helped many young kids embark on a career in the sport...one of the projects was the build of his beautiful blue Impreza which is a real sight and sound out in the lanes and he has usually been high up the leader board on the events he has completed to date although he has just about finished the build of a historic spec Talbot Samba which he intends to use on national level tarmac events in the future post pandemic. His co-guest on this occasion was Phil Boyle from the Wigan area who in his youth had prepped a Samba, done three events in the driver's seat in it and then parked it up in a garage for about twenty years ...and then sold it to Danny!! In the meantime, Phil concentrated on co-driving and admitted that is what he preferred, and with a variety of drivers but often in Mark Borthwicks quick MK2, Phil has now a considerable number under his belt and enjoyed some good results...but he still felt nervous sitting with Danny on the Devils Own...it must be the Cowell pirate type Blackbeard look! Together though, all went well, and they romped home outright winners on one of the first post lockdown 1 events, which was run in a very innovative but safe manner by Martyn Taylor. I look forward to Danny and Phil getting out again in the Impreza and Danny with Paul Holmberg in the Samba and if Danny does put himself back in the CoC hotseat (and he says he is planning to!) you can be assured the night event route will be a belter!



## **Mark Standen**

It was great to get another one of NW rallying's characters in the hot seat and he did not disappoint as he gave the healthy audience a very eloquent view of his rallying life. Now his very first navigator, the self-styled Lord Crumper (Alan Barnes to most!) has only recently given the readership a very witty overview of the early days with Mark in the 1300 Escort and I would only add to that by saying that like many others, Marks rallying interest was piqued by being taken by Mick Fishlock to see the RAC Rally in the early 70s, and from then on following Micks outings on events, which in turn led to his Mother co-driving for CDMCs very own Steve Lewis on the stages in a series of Escorts and Astras



To be fair they were competing at a national level so this must have been exciting for Mark and so it was only natural that he would progress to competing himself. With Mr Barnes they became a force to be reckoned with and this ultimately led to the purchase of a quicker Astra, and with Steve Frost now in the silly seat a 4<sup>th</sup> o/a on a Morecambe event followed by a 3<sup>rd</sup> o/a on the Julie Shield ANECC event was evidence that the pace was there. In Marks view, it is still one of the best cars he has had but one of the other top



cars he has sat in was not his, but Mark Warburtons ex-Andrew Woods works spec Talbot Samba. The two Marks had by this time become firm friends and this led to Mark S. co-driving on events as diverse as Flookburgh to Mull and Mark S. still raves about this car and I suspect Mark W. still regrets selling it! A couple more outings on Mull with another local Blackburn lad resulted in one competitive event and one not so quick outing before a self-imposed sabbatical (common to many folks if our guests are anything to go by) for the best part of thirty years... In a revealing insight Mark outlined that, after a close call with his maker after a sudden holiday health emergency, it was his intention to make days count and a rallying return was one thing he wanted to do! Another Mull outing in the newly built Pug 106 of his old mucker Lord Crumper was not particularly enjoyed by Mark, as he did not wish to bend it with the car's owner sat alongside him reading the notes! Ultimately the decision was made to purchase a Proton and with Frosty again back in the car with him, they did the 2014 Morecambe event and for the first time came across codeboards and until they missed one, the pace was putting them in reach of the top 3 leader board! With Don King now developing the car the pace was very apparent and the desire was still burning, but for Frosty another time out was called as he was not a huge fan of the new format, and thus subsequently Mark has employed a series of navigators in the lanes all of whom are exceptionally good. The observation Mark made is that it does take time and a few events for a relationship to gel and possibly that is what he will try in the months to come.... modifications on the car had progressed to a point that a second was purchased and improved with all the lessons learnt from the original embodied by the tireless Mr. King .... with the original going to the scrappers (much to Mctears delight!). A Memorial Rally also ran under Marks direction, but he was at pains to acknowledge the help and guidance from Paul Buckel and he admitted it did open his eyes somewhat as to the level of effort required to put the event on – without more support from the host club he doubted that it will run again, which is a real shame as its one of the traditional types of road rallies left in this area. In the meantime, the stages beckoned again, and Mark did the Pokerstars as a co-driver to Antonio Ragnatela in a little Lupo but retired early on with a chocolate gearbox before tempting a much more enthusiastic (about stages and recceing) Mr. Frost back in to the Proton silly seat for the Manx and then onto Mull. Fair to say both enjoyed the Manx massively and less so Mull but two good finishes were achieved prior to pandemic lockdown. Mark was open in that he admitted he has thought about packing it in, but he did enjoy the recent Pennine Targa with Suzanne Barker reading the test diagrams and potentially a few more outings in 2021 are on the cards. It is to be hoped so because Mark is a popular competitor, and it would be a shame if he did not give it one last shot at a few decent events before he hangs the driving gloves up. An open and personal podcast with only one outburst about non-paying co-drivers (he had deliberately kept off the red wine!) was enjoyed once again by a good audience.

## **Tugs Sherrington**

Tugs, or Andrew to give him his Sunday name, is a name synonymous with Mull as he for many years has been trekking up to the magical Isle to take part, in both seats and indeed once spent six weeks up there building a Mini for a lad he sat in with and suffice to say he is well known up there amongst the islands rallying community! He admitted to falling in at an early age with the “wrong” crowd (Singleton, King, Raynor, Frost, Brindle etc etc) most of whom worked at BAE Systems and for a two-year period travelled far and wide with them to watch all the local events before taking the plunge in 1987 to do his first event, the Summer Rally in a Mini. Whilst it ended with a poorly navigator the bug had well and truly bitten and a first trip to compete on Mull in 89 again in a Mini after helping to service for others from 87 onwards.





A basic Escort followed which enjoyed a big roll on the Silva Stages and as well as competing during the period from 1990-1996 he was an integral part of Rob Barry's service crew, who at that time was competing all over the UK including Ireland plus taking in the European Championship events in Belgium, and he even found time to support the likes of Jon Joannides and Trevor Cathers on many events.....ironically his best ever finish in this period came in the LH seat in the early 90s at Flookburgh where he both serviced and co-drove Dave Griffiths Chevette to 3rd overall!! A succession of Mull attempts in the drivers' seat in Minis, Escorts, and a Corolla through the 90s, led to a three-year spell guiding Dougie Ingram round in the Mini Tugs had built for him on Mull! Real progress came after this with a couple of 13<sup>th</sup> overall places in a self-built Escort before a big step up came with the purchase of a Mitsu Evo 4RS which in Tugs words was like "armchair rallying" and the top ten placing he craved was gained in both 2008 and 9. A superb car all round although seeing 125mph on the clock along Gribun was fast enough for him but following a 6<sup>th</sup> overall on a Pokerstars the ambition was a top 5 on Mull in 2011 but much to his still visible annoyance, a faulty injector only diagnosed well after the event led to a still not too shabby 11<sup>th</sup> place finish....The advent of seat lifing plus HANS etc made Tugs fall out of love with rallying and a decent offer from Darren Meadows of Motordrive Seats fame led to the just sitting there Evo. It is fair to say that Darren has gone well in this car and James Squires our CDMC Membership Sec no less, has guided the combo round to some good placings at the likes of Blyton in recent seasons.

Still friends with his first navigator Paul Singleton, they both embarked on the total rebuild of two BSA 500cc WM20 WW2 period motorcycles and ended up on the beaches at Arromanches in Normandy for the 70<sup>th</sup> D-Day Anniversary ceremonies in 2014! This in turn led to the total restoration of a Bedford QL Army soft sided truck which had the pandemic not visited these shores, would have now been seen at shows and events in the North West. To end on, Tugs did say that one can "never can say never" but he did let on that he had just recently purchased a little Micra and is slightly inspired by just what another local crew in Kris Coombes/Louis Baines have achieved in the lanes in their rapid example...a case of watch this space perhaps!? Another interesting night at CDMC with Chris in the chair.

Many thanks again to John Midgely, Gordon Birtwistle, Chris Woodcock, John Cope, Mark Ellison, Steve Frost, Gary Evans, Sam Collis, Paul Gilligan, Ben Briant, Ian Beveridge, David Hopkins, Danny Cowell, Phil Boyle, Mark Standen and lastly but not least Tugs Sherrington. There were tales both short and tall so thanks to each one of you for contributing so much to this year! It must be a special mention though for Sam Collis who would probably have been still talking now about rallying if we had not pulled the plug out and who created the phrase..."doing a Collis". Never have I seen anyone before ever being interviewed in front of the nation, get up and go to the loo, perform, and flush, all the while carrying his smartphone so as not to interrupt the live feed...and he never took a breath!! The legend that is Sam Collis...coming soon to a rally near you during 2021 in a new lightweight version!

All the guest nights recordings are still available via the CDMC facebook page for further Lockdown viewing, and I must admit I enjoyed them more not worrying about how it was going, when I was trying to assemble this article!

**Tony Vart**

**CDMC Outside Broadcasting Unit**



Clitheroe & DMC

**MOTORSPORT**

Outside Broadcasting

**February 2021**

Tuesday 16<sup>th</sup> @ 8:00pm

**Chris Ellison**

Well known as a TOG but sat in with Dave Scaife and "Speedy" in his younger days...and not many people know that!

Tuesday 23<sup>rd</sup> @ 8:00pm

**Phil Burton**

The NWs very own Phil Burton direct from his workshop with the car on show.. (if the IT works!). Will be a good one and alcohol could be involved in the story telling!

**March**

Tuesday 2<sup>nd</sup> @ 8:00pm

**Joe Cruttenden**

JDC Motorsport supremo Joe Cruttenden is in the chair....driver, co-driver, M-Sport experience and now team principal running a fleet of his own cars...a future Dick Bennetts (WSR)

Tuesday 16<sup>th</sup> @ 8:00pm

**Martyn Young**

Driver, Co-Driver and Stage Commander ..... with an old head on old shoulders!

**Visit Clitheroe & DMCs  
Face Book Page for more Details**

# **Morecambe Car Club** **1994 The Pye Motors** **Classic Illuminations** **Historic Rally**

***Fred Bent : Morecambe Car Club***

Tony North sent me some photographs from the early days of The Morecambe Car Club Classic Illuminations rally and asked if I could identify the locations and the crews. To make the task a little more challenging he confessed that he was unsure just when they were taken and may not all have been the same year! It's now over thirty years since the first event and although I have socks and underwear older than that, I had binned a great deal of my rally paperwork! I recall clearly many of the details from the nine years when I was C of C but actually putting a date to anything is difficult. Phil Senior has a good memory and he was able to help and the Tynemouth Computer Results Services – archive was another useful source.

It was at the wake for a former Morecambe Car Club member that the late Arthur Senior (Philips dad) suggested to his fellow motoring enthusiasts, the clubs premier rally, the Illuminations, should be resurrected as a Classic event. At that time Classic rallying was just beginning to take off and as Arthur, together with fellow Morecambe CC legend Bobby Parks, had contested the Lombard Golden 50 Rally in 1982 and a Pirelli Marathon in 1989, he was well placed to offer advice. He advocated a 2-day format with driving tests and regularities on the Saturday, a traditional night section on Saturday night and tests on the Sunday morning. He also suggested the layout of the "Monte Morecambe Test" held on Morecambe promenade – one of the highlights of the event. During the 1950's Arthur along with many of his contemporaries, had competed on the Lancashire Automobile Club "Morecambe National" which, as Mike Wood frequently reminds me(!), included just such a test.

.... And so it came to pass that the Classic Illuminations was introduced to the rally calendar! Arthur's suggested format was adopted with the start from the Midland Hotel, the traditional start of the Illuminations Rally in the 60's and 70's then a round of the Motoring News Championship. The final weekend in October was chosen primarily to take advantage of the extra hour in bed on the Sunday, afforded the ending of BST that weekend.

Pye Motors who have had a long association with Morecambe Car Club willingly came on board as event sponsors and provided enthusiastic support not only financial but scrutineering facilities, course cars and manpower. Various family members turned out to marshal, drive the course cars, present the awards and later to compete. The first two editions were won by Russell Earnshaw from Holmfirth (appropriately "Last of the Summer Wine" territory) and Derek Fryer from Barrow-in-Furness, in a Cooper S.



***1st O/a Arthur Senior / Colin Frances.***



***Possibly Kit Browford – near Bailrigg.  
The Mk1 Healey 3000 of the late  
Jonathon Everard/Adrian Robinson.  
Not 100 % but the Volvo could be  
Stuart Collins/Peter Rushforth.***



***Leighton Hall – Phil Stroud/David Harris  
Photos Courtesy of Tony North***

***Continued on Page 23***



## ***Classic Illuminations Rally Continued from Page 22***

Russell and Derek also figured amongst the leading crews the following year when Phil Stroud and Dave Harris took victory in a Lotus Cortina. Phil and the Cortina won again in 1993 but on this occasion with two navigators! Having guided the Cortina into lead on the Saturday, Dave Harris had to return home on the Sunday morning, vacating the hot seat. With the agreement of all the other competitors Rowand Prentice, who with Dave Preece had retired the previous day, sat in for the Sunday tests.

Arthur Senior got his just reward for providing the initial spark by winning the event in 1994 navigated by Colin Francis, a previous winner from the Motoring News days. A remarkable victory for a remarkable driver who ten years earlier had a triple heart bypass!

My most abiding memories of the rally are weather related. In 1996 strong winds coincide with an exceptionally high tide which was at its peak on Sunday morning, during the running of the "Monte Morecambe". The waves crashing over the promenade presented quite a challenge not only for the competitors who had to negotiate this additional hazard, but for the marshals who were chasing cones as they were washed out to sea! The scene was caught on camera and can be viewed by following the link below.

My last year in charge was 1998 when I decided, as final flourish, to include an additional Friday night leg. The weather that weekend was atrocious - torrential rain that would have had Noah rushing for his tool kit. The Saturday route through the Eden valley and on into Northumberland included several fords and a number of crews drowned out, but amazingly, most fettled their cars and carried on. I had to cancel Stanhope ford, where whole trees the size of the iceberg that sunk the Titanic, were being swept along like twigs and Slaley forest, where the tracks proved to be totally impassable. At the evening petrol halt in Barnard Castle - probably around midnight - Dave (Harry) Marsden who was still saturated from the afternoon "swimathon" was filling up the Cortina when "Pete" Tyson and Neil Harrison arrived. Tyco's comment on seeing Dave with his jeans still dripping wet, defying gravity and just about clinging on but exhibiting a considerable portion their owners ample lower anatomy - will remain with me forever! "By eck Harry you could get Trench Arse if your not bloody not careful!

1994 was the 2nd time Arthur Senior had won the Illuminations Rally, he'd also won the 2nd running of the event 37 years earlier in 1957. (I think he was CoC of the very 1st one back in 1955, 1956 was cancelled due to Suez Crisis).....and Colin Francis had also previously won it, back in 1972 with Frank Pierson when it was a MN round.

[https://www.bing.com/videos/search?](https://www.bing.com/videos/search?q=Morecambe+Car+Club+Classic+Illuminations+1992&view=detail&mid=D016455B727F5BC1F2F0D016455B727F5BC1F2F0&&FORM=VRDGAR&ru=%2Fvideos%2Fsearch%3Fq%3DMorecambe%2520Car%2520Club%2520Classic%2520Illuminations%25201992%26qs%3Dn%26form%3DQBVR%26sp%3D-1%26pg%3Dmorecambe%2520car%2520club%2520classic%2520illuminations%25201992%26sc%3D0-45%26sk%3D%26cvid%3D11D8FD4067A94B748E965E1924D14CE8)

[q=Morecambe+Car+Club+Classic+Illuminations+1992&view=detail&mid=D016455B727F5BC1F2F0D016455B727F5BC1F2F0&&FORM=VRDGAR&ru=%2Fvideos%2Fsearch%3Fq%3DMorecambe%2520Car%2520Club%2520Classic%2520Illuminations%25201992%26qs%3Dn%26form%3DQBVR%26sp%3D-1%26pg%3Dmorecambe%2520car%2520club%2520classic%2520illuminations%25201992%26sc%3D0-45%26sk%3D%26cvid%3D11D8FD4067A94B748E965E1924D14CE8](https://www.bing.com/videos/search?q=Morecambe+Car+Club+Classic+Illuminations+1992&view=detail&mid=D016455B727F5BC1F2F0D016455B727F5BC1F2F0&&FORM=VRDGAR&ru=%2Fvideos%2Fsearch%3Fq%3DMorecambe%2520Car%2520Club%2520Classic%2520Illuminations%25201992%26qs%3Dn%26form%3DQBVR%26sp%3D-1%26pg%3Dmorecambe%2520car%2520club%2520classic%2520illuminations%25201992%26sc%3D0-45%26sk%3D%26cvid%3D11D8FD4067A94B748E965E1924D14CE8)



***Battery Car Park Morecambe Promenade  
Russell Earnshaw/Derek Fryer***



***Leighton Hall – Bob Beales/Stuart Cardell***



***Not sure where that is!  
David Willan/John Vipond***

***Fred Bent : Morecambe Car Club***

# PYE MOTORS CLASSIC ILLUMINATIONS RALLY 1994

## AWARD WINNERS

### GENERAL CLASSIFICATION

Position	Number		
1	5	Arthur Senior/Colin Francis	Austin Mini-Cooper S

### CLASS AWARDS

<b>Class 1</b>			
1	36	Tim Kemp/Liz Jordan	Jaguar XK 140
2	11	Peter Marshall/John Vipond	Wolseley 1500
3	12	Richard Hudson-Evans/R MacLachlan	Austin Healey 3000
<b>Class 2</b>			
1	25	Geoff Taylor/Peter Joy	Sunbeam Imp Sport
2	6	Mike Preston/Rob Redhead	Hillman Rallye Imp
3	45	Terence Dixon/John Thornley	Morris 1100
<b>Class 3</b>			
1	7	Paul Loveridge/Graham Ford	Austin Mini
2	26	Sid Ormrod/Keith Frankland	Austin Mini-Cooper S
3	1	Phil Stroud/David Harris	Ford Lotus Cortina Mk1
<b>Class 4</b>			
1	3	Frank Fennell/Kevln Savage	Volvo Amazon
2	10	Geoff Breakell/Nigel Raeburn	Alfa Romeo Giulia
3	19	Mike Corns/Stuart Wood	Volvo Amazon
<b>Class 5</b>			
	16	Don Pither/Margaret Pither	Reliant Sabre 6
2	57	Richard Prosser/Rob Lyall	Rover P5
3	77	John Hartley/David Barrict	Porsche 911
<b>Class 6</b>			
1	76	Keith Woodburn/Bob Hargreaves	Lotus Elan Sprint D14C
2	56	Ashley Hodge/Charles Reade-John	Triumph GT6 MK2
<b>Master Crew</b>			
1	4	Bob Bean/Paul Burns	Ford Lotus Cortina
<b>Expert Crew</b>			
1	21	Richard Tyzack/Mick Briggs	Renault Alpine A110
<b>Apprentice Crew</b>			
1	61	Martyn Stavelley/Darren Clement	Ford Cortina
<b>Ladies Crew</b>			
No award made			
<b>Mixed Crew</b>			
1	51	Steven Howerth/Lisa Middlehurst	MGB
<b>Morecambe Car Club Ltd Crew</b>			
1	80	Nick Payne/Anthony Preston	Ford Cortina GT MK1
<b>Best Chrysler/Rootes Group Car</b>			
1	25	Geoff Taylor/Peter Joy	Sunbeam Imp Sport
<b>Best LMC Car</b>			
1	5	Arthur Senior/Colin Francis	Austin Mini-Cooper S
<b>Best Ford</b>			
1	1	Phil Stroud/David Harris	Ford Lotus Cortina Mk1
<b>Best time on Leighton Hall Test</b>			
Cars 2 / 54 and 76 tied on time			
<b>Best time on Monte Morecambe Test</b>			
	7	Paul Loveridge/Graham Ford	Austin Mini
<b>Concours Winner</b>			
	21	Richard Tyzack/Mick Briggs	Renault Alpine A110
<b>Oldest Car to Finish and Spirit of the Rally</b>			
	73	Ian Graham/Yvonne Crewdson	Austin 10
<b>Best performance on Regularity</b>			
	25	Geoff Taylor/Peter Joy	Sunbeam Imp Sport
<b>Best performance on Handicap</b>			
	7	Paul Loveridge/Graham Ford	Austin Mini



**PYE MOTORS CLASSIC ILLUMINATIONS RALLY 1994**  
**FINAL CLASSIFICATION**

NUMBER	CREW	Class	Total	POSITION	
				Class	Overall
1	Phil Stroud/David Harris	Ford Lotus Cortina Mk1	40:23	4	6
2	Geoff Hall/Paul Bosdet	Austin Mini Cooper S	124:43	12	36
3	Frank Fennell/Kevin Savage	Volvo Amazon	39:27	1	4
4	Bob Bean/Paul Burns	Ford Lotus Cortina	41:29	5	7
5	Arthur Senior/Colin Francis	Austin Mini-Cooper S	33:11	1	1
6	Mike Preston/Bob Redhead	Hillman Rallye Imp	46:21	2	9
7	Paul Loveridge/Graham Ford	Austin Mini	36:51	2	2
8	Jonathan Everard/Bill Granger	Austin Healey 3000	61:19	4	19
9	Dave Preece/Andrew Bodman	Porsche 911	Retired		
10	Geoff Braakell/Nigel Raeburn	Alfa Romeo Giulia	44:25	2	8
11	Peter Marshall/John Vipond	Wolseley 1500	54:49	2	15
12	Richard Hudson-Evans/R MacLachlan	Austin Healey 3000	55:53	3	16
15	Geoff Awdal/Peter Ward	MGA Coupe	75:46	6	24
16	Don Pither/Margaret Pither	Reliant Sabre 6	83:18	1	27
17	Julian Lucking/Paul Lucking	SAAB 96 TS	86:23	8	28
18	Paul Wignall/Chris Pringle	Volvo PV 544	74:33	5	23
19	Mike Corns/Stuart Wood	Volvo Amazon	70:33	3	22
20	Mike Cornwell/Keith Ferry	Porsche 356	Retired		
21	Richard Tyzack/Mick Briggs	Renault Alpine A110	51:35	6	11
22	Peter Horsburgh/Alistair Bell	Austin Mini-Cooper S	54:08	4	13
23	Tony Rogers/Ian Chew	Triumph TR5	245:36	5	62
24	John Pascoe/Rob Hart	Volvo 122S	215:21	9	51
25	Geoff Taylor/Peter Joy	Sunbeam Imp Sport	39:53	1	5
26	Sid Ormrod/Keith Frankland	Austin Mini-Cooper S	38:08	3	3
27	Mike Harrison/Hywel Thomas	Ford Cortina GT	Lost route card		
28	David Astle/Graham Carter	Ford Cortina 1500 GT Mk1	86:47	10	29
29	Clive Fidgeon/Kathy Fidgeon	Morgan Plus 4	Accident		
30	Bryan Walker/Murray Foster	Ford Anglia 105F	65:40	6	20
32	Wally Wright/John Wright	Austin A40 MK 1	182:21	13	47
33	Chris Rigby/Jeff Crabtree	Austin Mini-Cooper S	199:27	17	50
34	Robin Jackson/Ian Brown	Morris Mini Minor	277:48	19	55
36	Tim Kemp/Liz Jordan	Jaguar XK 140	53:00	1	12
37	John Walters/Dave Read	Sunbeam Imp Sport	54:27	5	14
38	Paul Merryweather/Brian Thomas	Alfa Romeo Giulia Sprint GT	148:19	7	44
39	John Dresser/Doug Brown	Triumph TR3A	Clutch TF8		
40	Frank Davies/David Harvey	Triumph TR4	Engine TC4		
41	Nail White/Colin Willets	Ford Cortina GT Mk1	110:57	11	31
42	Ken Calder/Ian Maxwell	Austin Mini-Cooper S	Gearbox Regularity B		
43	Jim Hendry/Graham Couser	Triumph TR3	No oil pressure		
45	Terence Dixon/John Thornley	Morris 1100	50:34	3	10
47	Stuart Etherington/Rod Carter	Austin Healey 100/6	83:08	7	25
48	Christopher Tindall/Eric Dewhurst	Morris Mini Cooper S	67:48	7	17
49	David Mersden/Stephen Christian	Ford Anglia	100:27	7	30
50	Mark Welbourne/Robert Ellis	Sunbeam Rapier	67:19	9	21
51	Stevan Howarth/Lisa Middlehurst	MGB	83:09	4	26
52	Jerry Hughes/Vinca Fullwood	Austin Healey Sprite MKII	131:32	11	41
53	Doug Loynes/Phil Loynes	Volvo 122 S	141:09	6	43
54	Geoffrey Hancock/Gary Jeavons	Austin Cooper S	169:57	16	48
55	Colin Evans/Bernard Baker	MGB GT	114:59	5	34
56	Ashley Hodge/Charles Reade-John	Triumph GT6 MK2	312:14	2	
57	Richard Prosser/Rob Lyall	Rover P5	114:31	2	33
58	John Livermore/Phil Darbyshire	Austin A35	310:33	12	58
59	Nigel Barnett/Phil Wrigley	Hillman Imp Californian	116:19	9	35
60	Nick Payne/Anthony Preston	Ford Cortina GT Mk1	59:36	8	18
61	Martyr Staveley/Darren Clement	Ford Cortina	126:36	13	37
62	George Holt/Jeremy Caprio	Austin Healey 3000	291:49	11	57
64	Paul Garth/Richard Preston	Austin Mini-Cooper S	367:22	20	60
65	Paul Brighthouse/Mal Capstick	Morris Mini	136:42	14	42
66	Bob Cordingley/Simon Moss	Morris Mini-Minor	127:15	10	38
67	Stephen Round/Colin Grainger	Morris 1000	269:57	18	53
68	Jean Bateson/Paul Gaylor	Hillman Imp	113:47	8	32
69	John Bateson/Chris Boyde	Sunbeam Tiger	131:12	4	40
70	Alek Adamaki/Richard Gamman	Morris Mini-Cooper S	156:56	15	45
71	John Benson-Wilson/Edward Bibby	MGB Roadster	196:08	8	49
72	Keith Webster/Alex Webster	Triumph TR3	291:22	10	56
73	Ian Graham/Yvonne Crowdsen	Austin 10	324:36	13	59
76	Keith Woodburn/Bob Hargreaves	Lotus Elan Sprint DHC	53:29	1	
77	John Hartley/David Barritt	Porsche 911	128:04	3	39
78	Adam Davis/James Kiernan	MG B	Diff seized IRC B2		
79	John Hackman/John Hamilton	Austin Healey Sprite Mk1	272:58	9	54
80	Nick Jeffery/Mike Dawson	Morris Mini Minor	157:20	12	46
81	John Hunter/Andy Rhodes	Austin Healey Sprite	Retired		
82	Bob Maddock/Mark Rogers	Triumph 2.5 PI	Ball joint TF10		

# 2020

## WHAT A YEAR

Well what a year it was, no rallying or very little. Shielding because of my health was driving me up the wall. Decided to clean up my garage and spend money I would have spent on fuel, B&B etc. on the car.

Fitted new spot lights, split charge system, digital message board on rear parcel shelf and converted glove box to house radio's, fuse box and switches and scanner. Purchased roof beacon for safety on stages. Car now carries fire extinguishers and first aid kit, spill kit, warning triangle, spare stage signs and tape, hand held radios for marshal's use in the vicinity of my radio car. I have modified my clipboard in order for it to sit on the steering wheel when checking cars off. Have also replaced all springs and shockers. Having a new cam belt, water pump fitted later this month.

What have other marshal's been up to? Hope you like the pictures I have posted. Let's see yours. Tried to make the car look good to give the right impression to the public and show motor sport in a good light.

Finally I would like to thank my family, local, national companies and of course friends for all the help and assistance given to me.

*Ray McGough*

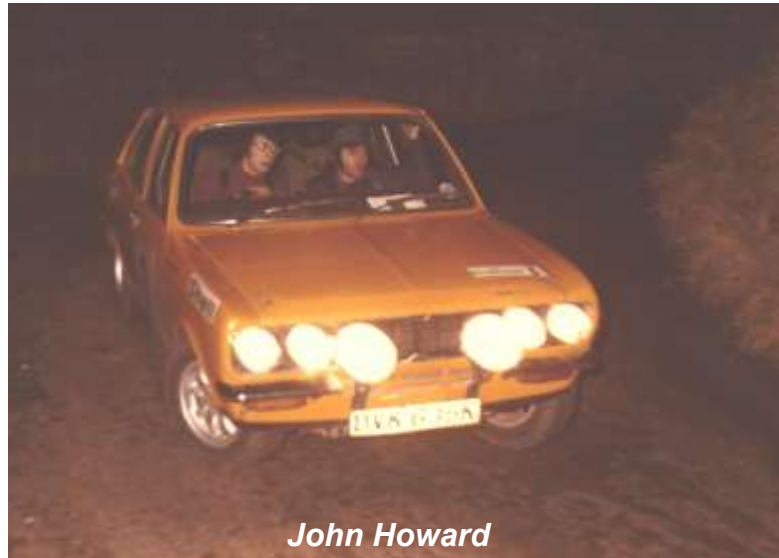




# HARD GOING ON THE HEXHAM

**Ed Graham : Hexham & DMC**

During the “Golden Era” of road rallying, the 1960’s and 70’s the ANECCC Road Rally Championship featured a host of well organised and highly competitive events, almost on a par with the then hugely popular Motoring News Championship. There was keen competition amongst organisers to see who could organise the best round and carry off the coveted “Rally of the Year” award which was voted on by competitors. One event always well in contention was the Hexham Rally, which first ran in 1969 and, today, in the guise of the John Robson, is now the only survivor of what was once a thriving North East Road rally scene. One event which sums up perfectly the demanding and competitive nature



of events of that era was the 1976 event, a mammoth affair almost 200 miles in length which not only featured a marathon route but also threw in a succession of unsurfaced roads, the daunting “Whites”, including several never previously used, some of which didn’t feature on any OS map, it all made for quite a night.

If the rally was a marathon for the drivers, it was no less demanding for the navigators for when they turned up for Signing On they were presented with the route instructions, an amazing list featuring 112 map references to plot plus 16 stop junctions, try getting that lot on the maps ( 86, 87, 88 & 92 ) in just one hours plotting time, no pressure there then !!.

A relaxed run out on the A69 West from Hexham was the lull before the storm with the competitive sections starting just East of Haydon Bridge and running up to Elrington then down a private estate white in KM Square 8563. Using more yellows the route went West to Ridley Hall before crossing the River Tyne and heading North East via more whites in Km Squares 8266 and 8567, then came a blast along the old Roman Stanegate and down through West End Town before running up to Vindolanda via the white in Km Square 7665 and then along yet another unsurfaced track past Cranberry Brow ( 7466 ). Heading West, the daunting Vallum white came next ( Km.Sq. 6966, full of pot-holes and deep tractor ruts.

Dropping down to cross the A69 the route made good use of the yellows South of Haltwhistle before turning East and heading along the fast yellow over Fellhouse Fell, 3 miles of almost straight road where speeds attainable are similar to those in the fast lane of the M1 !! There was a rude awakening at the end however with the next control located at the bottom of the steep downhill white which joins the A686 at 793695. The extremely narrow yellow through Oakpool came next followed by a loop South of Allendale including the white in Km Sq. 8255, approached from the North it featured an “Impossible” hairpin at the entrance. Heading South, the route went via the Huntswell ford and over Coalcleugh Moor to enter Cumbria via a control on the white in 7844, loose and cobbly, it is now only used by walkers and Coast to Coast cyclists but in the 1970’s was regarded as fair game. Running North of Nenthead, the yellow past High Nentsberry took crews to a control at the bottom of the steep white in Km.Sq. 7447 where a lot of crews struggled to stop and ended up out on the B6294 road !. The tiny white through Blagill farmyard was missed by many, it’s only short and the entrance is in between buildings and past the farmer’s front door, a bottle of whisky was a small price to pay for this interesting diversion.

There followed the first of the evening’s selectives which ran down the A689 past the Killhope Lead Mining Museum and was followed by the first petrol halt in Wearhead. The action restarted with the next selective which ran over Lintzgarth Common to finish just West of Rookhope, selective three followed immediately and ran North via the Ramshawe hairpins to finish just outside Blanchland. A run along the North shore of the Derwent Reservoir finished on the white at Birkenside then a dash up the white past Shotley Fell Plantation ( 0452 ) took crews West towards Hexhamshire and using the muddy little white running SW from Slaley Townhead headed over to Dukesfield.

***Continued on Page 28***

A quiet through Whitley Chapel saw the route head South West and then loop back via the old drovers road running NE from 890550 with a grassy surface and featuring some steep drops off the side, it was a track to be treated with some caution. I know of no other event, before or since, that has ever used that road and, given that it has now deteriorated somewhat, it is unlikely to be used in the future. Continuing round the Hexhamshire yellows and using the well known Low Ardley ford, the action finished with a run along the twisty Lamb Shield yellow before heading for the second fuel halt back in Hexham.

The action restarted on the outskirts of Hexham with, inevitably, a trip down the short white in Km Sq. 9365 closely followed by another of the area's finest tracks, the fast Codlaw Hill white in KmSq. 9468. After crossing Hadrian's Wall, some fast yellows took the route East towards Matfen and a new to many white in Km.Sq. 0471 which was almost indistinguishable and hard to follow across fields while another track through East Moorhouses ( Km Sq. 0569) was much more substantial with a surprisingly good surface. A blast up the very twisty B6309 was followed by a quiet section through Stamfordham and then some fast yellows took crews to a really tricky section which used a maze of farm tracks over South Dissington and Heddon Birks, these were a real challenge as they don't appear on any maps, OS or otherwise and, although the organisers had issued a supplementary diagram, this portion of the route proved to be a real headache for navigators.

Turning West again, the by now weary crews were faced with yet more tracks, the rough Heddon House white ( Km Sq. 1167 ) followed by the much smoother one at North Side ( Km Sq. 0867 ) then a relaxed section through Ovingham and Ovington preceded another "Round the Fields section in Km.Sq. (0764/ 0665 ) . Heading South the route crossed the river Tyne and headed, inevitably, for the well known Broomley white ( Km.Sq. 0460) which was followed, equally inevitably by the Old Ridley ford ( Km Sq. 0559 ). The final section ran back over Broomley Fell to the final control just South of Corbridge and then a relaxed run back in to Hexham for breakfast. It had been quite a night, hard, challenging and a bit of a slog for both car and crew, it is doubtful if this sort of event could take place in 2021 but back in the "Good Old Days" it was part and parcel of the road rally scene, much loved and much missed.

**Ed Graham : Hexham & DMC**



## **Beatson's Building Supplies Mull Rally 7 th to 10th October 2021 Community Consultation Report Conclusion**

The Beatson's Building Supplies Mull Rally organising team have completed their community consultation. It was undertaken in order to assist Argyll & Bute Council demonstrate compliance with The Motor Sport of Public Roads (Scotland) Regulations 2019 and eventually allow the issuance of a Motor Race Order. We now conclude that:

The affected local community on the Isle of Mull have been given a good opportunity to understand the road closure proposals for the 2021 Mull Rally,

The affected local community on the Isle of Mull have been given a good opportunity to communicate their views to the organising team,

The organising team have understood the community views where these were related to community impacts - with a strong focus on those who live and work on the closed road sections,

The organising team have updated the event plans as a result of the community feedback, the majority favour a "traditional" route as per 2019.

The organising team will move forward with route planning based on the 2019 route and road closures, in line with the community views,

The route details will be announced as usual in June with regulations published in July and entries open in early August, subject to COVID restrictions,

The 2019 route plan is on the Mull Rally website.



# Podium Finish For Frank Bird And Team WRT In Dubai 24 Hours

The 2021 season got off to a fantastic start with another great result for Team WRT at the Hankook Dubai 24 Hour race where the five-driver team, including Penrith's Frank Bird, finished in an excellent second place.

In the 16th running of the race in the sunny United Arab Emirates that traditionally opens the GT3 endurance calendar, the Audi R8 LMS of the Belgian squad produced a very strong and faultless performance whereby the efforts of the team and of its drivers, GT stars Dries Vanthoor and Kelvin van der Linde, young guns Frank Bird and Benjamin Goethe and top amateur racer Louis Machiels were rewarded by finishing runner-up to the locally-based GPX Racing Porsche 911. The weekend started well with positive feedback for the team's Audi, despite having to concede the very top positions to some of the rival cars with better top speed. The Team WRT quintet were seventh and eighth in the two free practice sessions, fifth in the night practice and qualified in tenth overall.

At the start of the race on Friday afternoon, with experienced South African van der Linde at the wheel, they quickly gained some positions, running seventh initially before climbing more positions thanks to great pit stops and good stints from Louis Machiels, Frank Bird and Benjamin Goethe and at the six-hour mark, they were up to sixth overall.

The position further improved, and they were up to fourth by the nine-hour mark but the gaps between front-runners were unfortunately increased by the effects of a number and sometimes lengthy 'code 60' (full course yellow) periods. However, at mid-race distance, Vanthoor started a sensational charge, setting several fastest lap times, meaning the faultlessly-running Audi started to close the gap.

Team WRT then moved into second place and with further excellent drives, including by 21-year-old Frank who was making his debut at the event, they chased the leaders relentlessly and reduced the margin to just one lap after 600 laps around the Dubai Autodrome after 24 hours of running.

Frank Bird: *"What a way to start the season and what a first race for me with Team WRT. All the drivers did a perfect job, we let the race come to us, making no mistakes on track and in the pit stops, which played a massive part. The Audi was fantastic too so a big thanks to all the team, engineers, and my team-mates. Hopefully, it's the first of many podiums this year."*

Team Principal Vincent Vosse: *"It's a great way to start the season and the best possible result, as we did not have the same speed as the winning car. The entire team and all the drivers did a fantastic job, there wasn't a single mistake or problem, so we can be very happy with the result."*

## 24 Hours Series – Round 1

Hankook 24 Hours of Dubai, UAE, 13-16 January 2021

### Race Result

- |  |          |
|--|----------|
| 1. Jeffries-Fatien-Jaminet-Andlauer-Ferté (Porsche 911 R)            | 600 laps |
| 2. <b>Bird</b> -Goethe-Machiels-van der Linde-Vanthoor (Audi R8 LMS) | + 1 lap  |
| 3. Haupt-Engel-Assenheimer-Ratcliffe-Al Qubaisi (Mercedes AMG)       | + 1 lap  |
| 4. Ineichen-Bortolotti-Amstutz-Breukers (Lamborghini Huracán)        | + 2 laps |
| 5. Al Qubaisi-Pierburg-Scholze-Assenheimer-Bastian (Mercedes AMG)    | + 8 laps |



*Photos courtesy of Michele Scudiero*

# Gemini Communications

## RALLYING

**Saturday 6<sup>th</sup> February**

**Neil Howard**

Oulton Park  
Bolton-le-Moors CC

**Sunday 4<sup>th</sup> April**

**Cadwell Park Stages**

Bolton-le-Moors CC

**Sunday 4<sup>th</sup> April**

**Warcop Stages**

North Humberstone MC

GCE if Required

**Sunday 18<sup>th</sup> April**

**SMC Stages**

Ty Croes

Stockport1061MC

**Saturday 22<sup>nd</sup> May**

**Plains National**

Dyfi & Dyfnant

Knutsford & DMC

**Sunday 13<sup>th</sup> June**

**Keith Frecker Stages**

BSSMC

Weeton

**Sunday 4<sup>th</sup> July**

**Greystoke Stages**

West Cumbria MSC

**Saturday 24<sup>th</sup> July**

**Envile Trophy Stages**

Warrington & DMC

Ty Croes

**Saturday 7<sup>th</sup> August**

**Plains National**

Dyfi & Dyfnant

Knutsford & DMC

**Sunday 15<sup>th</sup> August**

**Gareth Hall Stages**

Trawsfynydd Ranges

Bala & DMC

**Saturday 30<sup>th</sup> October**

**Cambrian**

Clocaenog, Betws y Coed

North Wales CCF

**4<sup>th</sup> & 5<sup>th</sup> September**

**Rali bae Ceredigion**

Closed Roads

Aberystwyth CC

**Saturday 6<sup>th</sup> November**

**Neil Howard**

Oulton Park

Bolton-le-Moors CC

????????

**Cadwell Park Stages**

Bolton-le-Moors CC

**13<sup>th</sup> & 14<sup>th</sup> November**

**Glyn Memorial Stages**

Ty Croes

C&AMC

## Golden Microphone Trophy 2021

O/A	Call Sign	Operator	Score
1	G 01	Bill Wilmer	9 points
..	G 03	Les Fragle	9 points
..	G 04	Ian Winterburn	9 points
..	G 11	Mark Wilkinson	9 points
..	G 17	Robin Mortiboys	9 points
..	G 23	Ian Davies	9 points
..	G 27	Roger Schofield	9 points
..	G 33	John Ellis	9 points
..	G 37	Jermaine Jackson	9 points
..	G 59	Maurice Ellison	9 points
11	G 05	Steve Coombes	0 points
..	G 06	David Crosby	0 points
..	G 07	Tony & Avril Lee	0 points
..	G 09	Keith Lamb	0 points
..	G 13	Stuart Dickenson	0 points
..	G 16	Bill & Robbie O'Brien	0 points
..	G 20	Peter Donnellan	0 points
..	G 25	Chris Woodcock	0 points
..	G 26	Mark Dickenson	0 points
..	G 28	Andrew Taylor	0 points
..	G 38	Sean Robertson	0 points
..	G 40	Ian Smith	0 points
..	G 41	Jerry Lucas	0 points
..	G 42	Roger Whittaker	0 points
..	G 48	Peter Langtree	0 points
..	G 50	David Peaker	0 points
..	G 51	Gerry Morris	0 points
..	G 52	Steve Lewis	0 points
..	G 53	Tom & Vicky Mercer	0 points
..	G 55	Steve Broadbent	0 points
..	G 56	Tony Jones	0 points
..	G 58	Geoff Ingram	0 points
..	G 61	David Bell	0 points
..	G 62	Colin Evans	0 points
..	G 64	Bryan Wragg	0 points
..	G 65	Brian Eaton	0 points
..	G 70	David Mainprice	0 points
..	G 99	Tim Foster	0 points



## Training

**Fire Training**  
**J 4 M65**  
**Darwen Service**  
**DATES TBA**

**First on Scene  
Training**  
**J 4 M65**  
**Darwen Service**  
**DATE TBA**

**Other Training  
By Webinar**

[https://  
www.motorsportuk.org/  
volunteers/marshals/online-  
rally-marshals-training/](https://www.motorsportuk.org/volunteers/marshals/online-rally-marshals-training/)



## Bike Rides

**Sunday 16<sup>th</sup> May**  
**Manchester 100**

Manchester to Nantwich  
& Return

**Sunday 4<sup>th</sup> June**  
**Manchester to  
Blackpool**

60 miles



## Police Statement

*'There has been a spate of thefts of Catalytic converters in the North West.*

*An official police spokesman genuinely said the thieves have been targeting parked cars.'*

WHAT? Of course they have, it's a bit difficult trying to nick one while the car is moving!!!

## BREAKING NEWS

Avoid the M4 between junctions 2 & 3.

A Cadburys lorry and a Lego truck have collided on the motorway.

Police say it's choc a block...

## French Poster

*"When you enter this church it may be possible that you hear 'the call of God'. However, it is unlikely that he will call you on your mobile. Thank you for turning off your phones. If you want to talk to God – enter, choose a quiet place and talk to him. If you want to see him, send him a text while driving."*

## Excellent Questions Looking for Answers!

1. If poison passes it's expiration date, is it more poisonous or is it no longer poisonous?
2. Which letter is silent in the word "Scent," the S or the C?
3. Do twins ever realize that at least one of them is unplanned?
4. Why is the letter W, in English, called double U? Shouldn't it be called double V?
5. Maybe oxygen is slowly killing you and It just takes 75-100 years to fully work.
6. Every time you clean something, you just make something else dirty.
7. The word "swims" upside-down is still "swims"
8. 100 years ago everyone owned a horse and only the rich had cars. Today everyone has cars and only the rich own horses.

When I sent out the January edition I made the usual appeal for articles and reports. I stressed that with no Motorsport taking place due to the Pandemic and everyone locked down in Tier 4 this edition of spotlight was going to be a pretty slim edition (mind you I had said something similar when I sent out the December edition and surprisingly finished up with 63 pages).

First out of the blocks on the 2nd of January was Paul Goodman who offered to write an article to be titled 'Organising Motor Sport During the Pandemic' (pages 12 & 13)

I immediately replied 'Yes Please and added I had received almost no reports about racing since Dave Williams gave up with his regular column 'North West Racers' because of other commitments.

Two days later and completely out of the blue I was surprised, but very pleased, to receive an email from David Williams with an article (pages 9 to 11)

Chuffed to mintballs to get that article - David cant guarantee to do a regular report (Well who could in these times) but I am grateful for anything at all these days. Thanks to both of you, its good to get some local racing reports - Like the proverbial No.7 buses Nothing for ages then two come along together.

Very loosely relevant to the above : my Son-in-Law is called Paul David Williams. After putting Davids report together I was reading it through and found that I had credited the report to my Son-in-Law Paul rather than the author David, I find myself making more mistakes and I frequently blame 'Old Age and Stupidity. That's just one of my 'cock ups'. When Dave started sending me his reports I misread his email address and thought it was 'fatso@. . . ' but it was actually fastoes@. . . . David writes all his reports by typing with his toes. That's another one of my 'Old Age and Stupidity' cock ups especially after I sent him an email asking why he called himself FATSO - big red faced moment for me.

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In January 2020 Paul Gilligan who writes 'Inside The Industry' accepted a challenge to walk 2020 miles in 2020 and he completed it 9 hours ahead of schedule!

This appeal will be included in the next edition of Inside The Industry also by the way, but be assured he will only ask you to donate once!

You can donate to my JustGiving page by clicking here: [https://www.justgiving.com/fundraising/paul-gilligan2?utm\\_source=Sharethis&utm\\_medium=fundraising&utm\\_content=paul-gilligan2&utm\\_campaign=pfp-email&utm\\_term=c4f715763f954ab1aba730ac2ea67b06](https://www.justgiving.com/fundraising/paul-gilligan2?utm_source=Sharethis&utm_medium=fundraising&utm_content=paul-gilligan2&utm_campaign=pfp-email&utm_term=c4f715763f954ab1aba730ac2ea67b06).

Donating through JustGiving is simple, fast and totally secure. Once you donate, they'll send your money directly to Eden Valley Hospice, so it's the most efficient way to give - saving time and cutting costs for the charity.

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



Following this Edition of Spotlight (February) I have another more four episodes of 'An Obsession with Motorsport' by Bill Honeywell. This means that despite the lack of any real motorsport at the moment there will be Bills reminiscences to read up until the June edition A very Big Thankyou to Bill for your efforts.

Paul Gilligan with his 'Inside the Industry' has not missed a single edition for nearly 8 years (his first article was in May 2013)

ED Graham from Hexham & DMC has continued to supply lots of articles over the years mainly reports on the NESCREO series and since the pandemic started has sent me a large variety of articles on all sorts of motorsporting interest.

If Keith Thomas does not send me a report then he sends me snippets of what all his friends (Oily Fingernail Club) have been getting up to,

Tony North goes out of his way to send me his Photographs even when there are no events.

Chris Ellison sent me the Article from the 1988 Rally Sport Magazine 'The Professionals' and I thought 'Doesn't the young Tony North look like Matt Hancock!!

Thanks to all of you that keep on sending me reports in these tough times and sorry if I didn't mention you above (Tony North probably wont send me any more photos now though)

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The way things are going at the moment with all motorsport events I think it might make more sense to publish those that are probably likely to run rather than a list of postponed or cancelled stuff.

We all know the reason and that there is little that organisers can do but cancel or postpone and it is not getting any better just yet. I understand that MSUK will not be issuing any Permits until April at the soonest

In 2020 we had to cancel the Primrose Trophy just after we had finished all the PR work and this year we have postponed it to the 13/14th of November

We plan to run the Primrose again in March 2022 (26/27th) and Clerk of Course Matt Hewlett is using his unexpected free time to put together the route

**Please check the ANWCC Website Events  
Calendar regularly to see the latest info.  
Things change almost Daily**



# ***Inside the Industry***

## ***February 2021***

***with Paul Gilligan***

## **Final Scores For 2020 Revealed**

Well everyone knew 2020 was never going to be a good year for UK car sales. With the Covid Virus dominating the year vehicle factories were closed for 3 months, showrooms for longer. Travel by whatever means has been discouraged. Unemployment soared, the hospitality industry was shut down for much of the year making it impossible for people to travel for holidays and leisure. So although the media made much of it I think it's actually a pretty good performance for new car UK sales to be "only" 29% down on 2019. Retail sales were 26% down, fleets 31% (mainly rental sales, rental companies were badly hit by lack of business and holiday travel) and small business sales by a whopping 43%. Small business is the category that pre registered cars go into, and as there was no stock due to factory closures there was no need to pre register.

So if you take the lack of rental company sales (they normally represent around 10% of the market) and pre registrations (maybe almost 5%) means the TRUE fall in sales is perhaps around 15-20%. Now given everything that has gone on I think that is an amazing achievement. Of course you won't read that in the tabloid press but I'm happy to say this is the truth of the matter.

Van sales were down 20%, but three points here. First is shortage of supply faced strong demand. Factory closures meant no new vans but rental companies have been desperate for new vans mainly to supply courier companies working flat out on home deliveries, and the construction industry which being defined as "essential" remains very busy. And the courier companies that buy their own vans rather than rent are also queueing for new vans. Pre registration normally takes a bigger share of total "sales" in vans than cars, but again there were very few. Taking all this into account I firmly believe that with free supply and normal pre registration activity UK van registrations would have been HIGHER in 2020 than 2019. Again not what the tabloids will tell you.

## **Winner & Losers**

Given UK car registrations fell by 29% anyone who did better than that can be called a winner and vice versa. Well the biggest winners were electric cars up 186%, Mild PHEVs up 184%, other PHEVs up 91%. PHEV = Plug In Hybrid Vehicle by the way. Biggest overall loser was diesel cars down 55% (although used demand for diesels stays strong).

Amongst the manufacturers by far the best performer was MG up 41%. MG offered great value for money and the cheapest electric car on the market. Also they expanded their dealer network. With others like Ford and Vauxhall cutting their networks and Mitsubishi dealers looking for new opportunities MG will expand their dealer body increase further this year. Only "Other Imports" showed another increase being 78% up, almost all Tesla as I said last month. In fact the Tesla Model 3 was the best selling car in the UK in December!

Everyone else was down on 2019. Bentley did best "only" 16% down, Audi, Skoda and Nissan did very well at all being 22% down, and Land Rover helped by the new Defender 24% down. Those who really suffered were ones like Alfa Romeo 38% down, Citroen 45%, Fiat & Ford 35%, Honda 37%, Mazda 43%, Mitsubishi 44%, Subaru 68, Suzuki 43% and Vauxhall 40%.

Ford as ever did really well in the van market with the Transit Custom being best seller and the 3<sup>rd</sup> best selling vehicle in the UK behind only Ford Fiesta and Vauxhall Corsa and ahead of the VW Golf. Had free supply been available the Custom would have done even better.

## **What Next?**

As ever I'm writing mid month, 13<sup>th</sup> and 14<sup>th</sup>. We're now in Lockdown 3 and every indication is that rules will be tightened soon. Currently dealers are working well with "Click and Collect" but this is already banned in Northern Ireland, has been banned today in Scotland and may well soon be banned in England. This means dealers will be very largely closed as far as vehicle sales are concerned until further notice. This is SERIOUS, but not of course remotely as serious as the pandemic. January is normally a peak month for used car sales.

***Continued on Page 34***

It also begins the lead up to March new car sales March being the biggest month of the year with the introduction of the first new registration plate of the year. Now it seems a lot of this will be put on hold for a while.

I deliberately say "on hold". Ever the optimist (you wouldn't do 50 years in this industry unless you were STUPIDLY optimistic) I believe the vaccination programme will take us back to something like normality sooner or later, hopefully sooner. When that gradually happens there will it seems be a lot of pent up demand. When we entered Lock-down 1 almost a year ago a survey said 3.5% of in market buyers were looking to buy a car within 4 weeks and 8% in 4-12 weeks. Currently 20% are intending to buy within 4 weeks and another 25% in 4-12 weeks. People have got used to "life goes on".

So the first quarter of the year will be rough for the industry, but not to be too selfish not remotely as rough as for many others in other industries, particularly hospitality, and most of all nothing like what is going on in our wonderful NHS. We need to keep a proper sense of proportion, selling cars isn't really at all important in the grand scheme of things. However I will rabbit on a bit more:

## **Used Electrics**

While as reported above sales of new electric cars are booming and sales of new diesel cars are plunging. In the used market its almost the opposite. In the new market company car drivers are embracing EVs mainly because (i) they don't pay the much higher new price and (ii) they save a lot on the Benefit of Kind Tax they pay for receiving a company car. Used car buyers who pay for the car and the fuel themselves take a very different view. As new diesel sales fall the supply to the used market inevitably falls. So by the solid rules of supply and demand used diesel values will inevitably rise.

## **Tesla Expand Dealer Network**

Last year Tesla increased the number of UK dealer points they operate (they own them all) from 19 to 25 and are planning at least one or two more for this year. As I said last month we can't get entirely accurate figures for Tesla sales but 25000 last year is a pretty accurate guess, which means just about 100 per dealer point. So Tesla sell almost as many as Citroen and Honda for instance both of whom have around 100 dealers, and more than the likes of Mazda, Suzuki and Porsche who again have many more dealers.

## **PSA/FCA Merger Gains Shareholder Approval**

PSA comprises Citroen, Peugeot, Opel and Vauxhall. FCA is Fiat Chrysler Automobiles which covers Fiat, Lancia, Maserati and of course Chrysler, Dodge etc. These two have now come together with the combined entity to be named Stellantis (don't ask me why!). The new company will have the ability to sell more than 8.7 million vehicles worldwide which will make it the fourth largest manufacturer in the World. The merger is forecast to produce cost savings of £3.2 Billion a year with no planned plant closures. Well there might not be any planned currently but I'd say it will be difficult to save that amount of money without? Certainly the Vauxhall plant at Ellesmere Port near Liverpool remains at risk. It is also rumoured that there is likely to be "franchise consolidation" with a smaller number of bigger dealers handling two or more of the group's brands. Chief executive will be PSA boss Carlos Tavares who has certainly done an admirable job of turning round Vauxhall/Opel since PSA took it over, making it profitable within 18 months when under GM it has lost money for 20 straight years

Makes you wonder where the next big merger will come from? My money's still on VW Group and Ford of Europe.2

## **Peter Vardy Group Exit Vauxhall Franchise**

Older readers will remember a dealer group named Reg Vardy which Peter Senior. Leter Sir Peter Vardy) developed from one small garage in the North East to a national chain before selling out. Then his son (also Peter) started again with one Vauxhall dealership in Motherwell and expanded throughout Scotland with now six Vauxhall dealerships and many others including Jaguar Land Rover, BMW/Mini and Porsche. Now Vardy's have announced they are to relinquish all six Vauxhall dealerships and transform those sites into used car supermarkets which will major on online as well as physical sales. All the sites will continue as Vauxhall Parts & Service locations.

Peter Vardy Jnr is a very well respected operator (and no doubt continues to benefit from sound fatherly advice), so this move may well concern some manufacturers,



Vauxhall in particular of course. While like others they are shrinking their dealer network they will need to replace 3 or 4 of the 6 and with Vardy retaining the profitable after sales work that may not be easy. More to the point though if a company like Vardys feel the right thing is to walk away from volume new car business to used cars and retain only the prestige franchises how many other may look at similar moves?

## **What's The Future Of Japanese Manufacturers In Europe?**

It seems that Mitsubishi are exiting Europe including the UK faster than was at first thought. In the UK at least all new cars must be registered by end September because that is when the contract between the UK Importer and the manufacturer ends. The last thing the importer wants is to hit end September with lots of unsold stock which then has to be pre registered and sold at big discounts. Therefore their plan was to have as normal a first quarter as possible then cut back dramatically on the number of new vehicles they bring in. Lockdown 3 has of course taken away any hope of a "normal" first quarter.

European emissions and other technical regulations in Europe are the most stringent in the World, and European customer look for very sophisticated small cars. So Japanese manufacturers face very big extra development costs for relatively small resulting sales. Subaru are barely clinging on with just over 13000 sales in Europe up to the end of September last year and less than 1000 in the UK in full year 2020. When you consider that includes dealer demonstrators and the importer's staff cars etc actual sales spread over 40-50 dealers must work out at around 15-20 per dealer per year! That simply can't carry on. Honda sold less than 28000 cars in the UK last year and only just over 40000 in the whole of Europe to end September. Even Nissan aren't looking strong. For many years they competed with Toyota to be the top Japanese manufacturer in Europe but last year sold less than half of what Toyota achieved. Nissan now represents a 2.5% market share in Europe when Toyota due to the success of their hybrid models scored 5.4%.

A particular problem is the massive fines the EU will impose on manufacturers if they don't meet testing emissions targets. To do that manufacturers must have a range of pure electrics, not just hybrids. And to put it bluntly Mazda, Subaru, and Suzuki simply don't have that now or on the horizon. Europe is a sideshow to most Japanese manufacturers. For example only 14% of Suzuki sales are in Europe.

So what happens? There will be as there already is an element of technology sharing to enable the smaller manufacturers to compete. Which means apart from Nissan sharing with Toyota. Toyota already own a 5% stake in Suzuki and Mazda and 20% of Subaru and is working with all three on a shared electric platform. Even then the smaller ones may eventually give up on Europe. Subaru almost certainly, Suzuki probably, Mazda maybe?

## **Another Alternative Fuel Arrives**

When you read this you may need to check your calendar to ensure it definitely isn't April 1<sup>st</sup>. While the debate rages between Petrol, Diesel, Hybrid, Electric and Hydrogen another green fuel has arrived to be considered. With Government funding development has started on a new "Mini Train" that will be powered by what is being politely termed "Human Waste". A biomethane tank mounted centrally under the floor generates gas from the "fuel" which is then converted to electricity. The 20m long one carriage train can carry 62 seated passengers plus 58 standing. The train is much lighter than existing diesel powered units (about 50% less) so will cause much less track damage. Despite the fuel those behind the project insist no smell or toxic emissions are produced. It is hoped that this train could enable some of the lines closed in the 1960s to be re-opened. Small branch lines rely on diesel power because electrification is far too expensive but diesel is polluting. Top speed is 50mph and it will do 2000 miles on a full tank so ideal for commuter lines also. I understand there are currently no plans to use this technology in cars.....

## **Bigger Trains Take On Trucks**

In another train linked move to reduce pollution longer freight trains are being introduced to transfer freight from trucks. Maximum length in the UK was about 600m this is being increased to 775m. As well as taking trucks off the road there will be less trains running so less pollution from the locomotives. I remember some years ago when driving through the Canadian Rockies the freight trains there are about 2 miles long so we have a long way to go.

*Continued on Page 36*

## Apple Car Rumours Circulate Again

For several years now there have been rumours that Apple are developing an electric self-driving car. Apparently design and development work is well advanced and discussions are taking place between Apple and Hyundai with the Korean manufacturer likely to be responsible for the production of the cars. Apple have obviously observed how difficult it was for Tesla to actually make the cars once they'd designed them and their route of giving that job to people who are already good at making cars in big volume to high quality standards and at low cost makes very sound sense.

## Buddy Can You Spare A Dime?

In January of last year I accepted a challenge to walk 2020 miles in 2020 which I thought was a good way to celebrate the year in which I turned 70. It was a close thing but I completed it 9 hours ahead of schedule on New Year's Eve! I decided to try to use this to raise funds for my chosen charity the Eden Valley Hospice. Some of you have had advance notice and have already donated, many thanks. Please be assured I don't expect any double donations!

You can donate to my JustGiving page by clicking here: [https://www.justgiving.com/fundraising/paul-gilligan2?utm\\_source=Sharethis&utm\\_medium=fundraising&utm\\_content=paul-gilligan2&utm\\_campaign=pfp-email&utm\\_term=c4f715763f954ab1aba730ac2ea67b06](https://www.justgiving.com/fundraising/paul-gilligan2?utm_source=Sharethis&utm_medium=fundraising&utm_content=paul-gilligan2&utm_campaign=pfp-email&utm_term=c4f715763f954ab1aba730ac2ea67b06).

Donating through JustGiving is simple, fast and totally secure. Once you donate, they'll send your money directly to Eden Valley Hospice, so it's the most efficient way to give - saving time and cutting costs for the charity. This year I'm trying to do a "virtual" walk along Route 66 from Chicago to Los Angeles, 2280 miles. There is of course an App for it! Just over 80 miles done so far.

Thank you,

*Paul Gilligan*

**pg@gilliganvc.co.uk**  
**www.gilliganvehicleconsulting.co.uk**  
**07785 293222**



One day when Jesus was relaxing in Heaven, He happened to notice a familiar-looking old man. Wondering if the old man was His father Joseph, Jesus asked him, "Did you, by any chance, ever have a son?"

"Yes," said the old man, "but he wasn't my biological son. He was born by a miracle, by the intervention of a magical being from the heavens."

"Very interesting," said Jesus. "Did this boy ever have to fight temptation?"

"Oh, yes, many times," answered the old man. "But he eventually won. Unfortunately, he heroically died at one point, but he came back to life shortly afterwards."

Jesus couldn't believe it. Could this actually be His father? "One last question," He said. "Were you a carpenter?"

"Why yes," replied the old man. "Yes I was."

Jesus rubbed His eyes and said, "Dad?"

The old man rubbed his eyes and said, "Pinocchio?"







# ROGER ALBERT CLARK RALLY

**Thursday 25 to Monday 29 November 2021**

2021 Roger Albert Clark Rally announced Outline details of the 2021 Roger Albert Clark Rally have been announced and planning is underway for another epic stage rallying challenge over five days in November.

The event will run from Thursday 25 to Monday 29 November and rally manager Colin Heppenstall is planning to make the 14th edition of the biennial rally at least as tough as the hugely successful 2019 event. A year on from the 2019 rally and a year ahead of the next edition, Heppenstall has two outline routes under development. "We are currently working on two separate routes depending on forestry allocations," said Heppenstall. "Unfortunately, we won't be able to confirm the route until April next year, at the earliest, once conversations can be had with Forest England, Forestry and Land Scotland and National Resources Wales and Rally4Wales.

- Option 1 covers 365 stage miles (590km) over five days with an entry fee of £4,500; starting in the north with stages in Kielder, Scotland and Mid Wales and finishing in Leominster.
- Option 2 covers 300 stage miles (480km) over five days with an entry fee of £4,000; starting in the north with stages in Kielder, Scotland, Yorkshire and Mid Wales and finishing in Leominster. "It is fair to say that the 12 months since last year's rally have been a tough time for rallying.

We wanted to underline our commitment to running the Roger Albert Clark Rally as planned in November 2021 and we hope that this will give everyone something to plan for and look forward to, whether they are competitors, marshals or spectators. "Over the last few weeks, I have had numerous enquiries from around the world about when entries are being opened for the 2021 event, so I think there is going to be high demand for places on the entry list," added Heppenstall. "Once we have been able to confirm the details of the event, regulations will be published with a maximum entry of only 105 cars plus up to 20 foreign crews and a further 10 reserves."

Entries will be taken on a first come, first served basis with an initial deposit payment of £1,000. For the 2019 event over 200 deposits were taken for the eventual 126 starters While the main focus of the event is historic rally cars, two-wheel-drive cars of any age also have an important part in the concurrent Open Rally. Please follow the event web site for up to date information [www.racrmc.org](http://www.racrmc.org)



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# ROGER ALBERT CLARK RALLY 2006

*Photos Courtesy of Tony North*



**1<sup>st</sup> O/A Jimmy McRae & Andy Richardson**



**Jimmy McRae & Andy Richardson**



**Andrew Haddon & Mark Crisp**



**2<sup>nd</sup> O/A Gareth Lloyd**



**Bob Bean & Mal Simpson**



**3<sup>rd</sup> O/A Jeremy Easson**



**David Stokes**





**Stephen Magson**



**Jim Valentine**



**Steve Perez & Peter Martin**



**Ronnie Roughead**



**Steve Bannister : 1<sup>st</sup> O/A Open Class**



**Photos Courtesy of Tony North**



**Lancashire Automobile Club**

**Fellsman**

**22nd May 2021**



We are reformatting the Fellsman a little. Geoff Awde has taken over the event and we have decided to widen the events scope by including a simpler route book alongside the traditional navigational based format. Entrants will be able to select the type of route book they wish to follow. Hopefully, this will widen the scope of the entry and perhaps, in the long term, introduce more people to the art of navigation.

To change the area normally associated with the Fellsman a good proportion of the 130-mile route passes through the Lake District National Park on the east side of Lake Windermere.

The Fellsman is slotted in for the 22 May so hopefully things may have relaxed sufficiently for us to go ahead with what should be a most enjoyable day.

For further information or advice on the navigational aspect to expect on the tour  
please email [geoffawde@gmail.com](mailto:geoffawde@gmail.com)



# **Straightliners**

## **and The UK & International Timing Adjudication Ltd. (UKITA)**

An introduction to one of the newest Clubs into the ANCC. The UK & International Timing Adjudication Ltd is a Straightliners Club recognised not only by Motorsport UK (MSUK), but also by the Auto Cycle Union (ACU). It is affiliated to NORA92, and receives acknowledgement from the Federation Internationale de Motocyclisme (FIM). A Club which is managed and operates because of a 'crew' who have decades of experience in creating and managing high speed events, and is staffed by operating personnel most of whom hold multiple World or National class Land Speed Records to their name.

Straightliners Ltd, and its operating division UK & International Timing Adjudication (UKITA), specialise in drag racing, speed sprints, top speed on the Standing mile and speed record meetings. The Club also organises and times private speed record attempts by manufacturers and individuals with motorcycles, cars, tractors and autonomous vehicles. In fact, anything that requires timing.

The provisional calendar for 2021 which unfortunately lockdown three is sure to decimate, lists 39 events which stretch from the English Counties of Devon to Yorkshire as well as out to West Wales and on to the Isle of Man. Most of the events Straightliners run are on temporary facilities where the racing course for a meeting is created on the Friday evening and is removed at the latest on Sunday afternoon. At the moment no events will be held this year in Cumbria, Scotland or in Northern Ireland.

The Clubs events range from drag racing on a track which the business revived in August 2020 – Melbourne Raceway, near York, and on temporary drag racing airfield sites, through to speed sprints and straightline events on the Standing Mile Top Speed course, to National Land Speed records and flying start World Land Speed Records on the two most famous locations within the British Isles – Elvington Airfield, near York and Pendine Sands in Carmarthenshire, South Wales.

Melbourne Raceway has been revived as a 1/8<sup>th</sup> mile track, but the groundwork will allow it eventually to return to the full 1/4 mile side by side motorsport. Today it is the second permanent drag racing facility on the British Isles and the most northerly. There are currently seven events planned at Melbourne, on the 1/8<sup>th</sup> mile, between April and October, 2021.

Of the sixteen events staged in a shortened 2020 season, the highlight for many was the Guinness World Record achieved by Motor Neurone Disease sufferer Jason Liversidge. Jason piloted his prototype electric all-terrain wheel chair to a speed of 66.826 mph record, exceeding the minimum 100km/h set by the compilers of the Guinness Book of Records. As most Clubs in the UK have had to alter arrangements for event entries, signing on, scrutineering and results production, so too did Straightliners, but entries remained strong when restrictions and travel routes allowed.

FIM World Land Speed Records in two motorcycle classes and a scooter class, have been put forward for 'homologation' (recognition) from the late September 2020 World Records meeting. Four new Outright British Land Speed Records are under consideration by MSUK for an event in October 2020. The Clubs International involvement includes being selected as the timekeeper to time and collate results for the French based BA217 'Speed Week' – held on an airfield (Base Aérienne) located near Bretigny sur Orge, which is SW of Paris.

UKITA can time other Clubs events if needed, either with a timekeeper and full results service or we can hire out a simple start and stop timing system accurate to 1,000<sup>th</sup> of a second for your own use. Just ring Trevor on 07971 172210

The Club has a facebook page and its website can be found at <https://straightliners.events>



**Jason Liversidge at Speed**



**Jason with his GWR Certificate**



**A Damp Elvington  
Photos Courtesy of  
Becci Ellis**



# The Northern Classic Trial

The Northern Classic Trial has had to be cancelled in February initially due to the fact that the Forestry Enterprise put a total ban on motorsport within the English forests they manage until April. To date there has been no further information as to whether they will open up after then. We at Fell Side were granted a change of



date by the Association of Classic Trials Clubs to the 10th April, the only date within the calendar that was available. In the mean time we have been working tirelessly to try and identify available sections outside the forests. Without anything else we only had 6 sections available and that included the use of Sandale twice, not that our entrants would have complained! As part of our research we used the Cumbria County Council Hierarchy of Trails Routes web site at [https://www.cumbria.gov.uk/roads-transport/public-transport-road-safety/countryside-access/HOTR/Hierarchy of Trails Routes.asp](https://www.cumbria.gov.uk/roads-transport/public-transport-road-safety/countryside-access/HOTR/Hierarchy%20of%20Trails%20Routes.asp) which makes interesting reading for anyone looking to identify unclassified routes within Cumbria. I have spent many hours over the past few years and also this year looking at a number of them without any success, they are all to good believe it or not. Who would think that a county such as ours has few tracks within North Cumbria suited to our form of competition. We have said on a number of occasions that we wouldn't want to run a trial that was too easy. In addition Dave Nicholson tried his best to get permission for us to use a private wood that would have given us two new sections and an Observed Test but to no avail. Our secretary wrote to a few contacts asking about potential land but again sadly with no success. Unfortunately we don't have a large membership with all the attendant contacts and knowledge but we do recognise and thank those from other clubs who have tried their very best to assist us.

To date there have been no results from the Forestry Enterprise survey on the use of forests for motorsport and neither have the MSUK and FE come to any agreement on forest charges for the future, something of a concern. I did write to the trials department of MSUK asking about the negotiations but they just referred me to our local Forestry Liaison Officer. What is he going to know that MSUK itself doesn't I ask myself. Some support from MSUK there I don't think!

We still hold out a slim possibility of running in April but literally every day that goes by is a further nail in the coffin. Organisation of a competition such as ours takes many many hours preparing all the necessary paperwork, compiling a route, applications to this, that and other bodies, sign work, equipment preparation and countless other jobs. I usually make my initial marshals requests some 7 to 8 weeks prior to the competition. In addition there is literally the ground work to do which involves checking sections and any maintenance that is required and with a lockdown at least until the middle of February time for that decreases drastically. Nevertheless we will try our best that's for sure. One thing that we are justifiably proud of in Fell Side is that for a small club we are very dedicated to organising a superb trial.

As for me, I am still slowly working away at fitting the new panels to my Locost, have just purchased some new front hubs for the MX5 but as I need to work outside that job will have to wait. Baldrick the Skoda is sitting all forlorn having only been out last August on our club PCT. The only job I have done is to try and cure a water leak round the windscreen. I have a crazy idea to build a Class 8 buggy style vehicle on a shortened Beetle chassis like the one I owned for a few months. The issue is I need a correctly registered shortened Beetle chassis and where do you find them. I thought all my prayers had been answered when a Beetle Buggy at a cracking price became available in Workington only to find it had no paperwork or even a VIN number.

Well there you are. Keep well and safe and fingers crossed for the vaccine before too long.

**Myke Pocock : Fellside Auto Club**

*"On hearing ill rumour that Londoners may soon be urged into their lodgings by Her Majesty's men, I looked upon the street to see a gaggle of striplings making fair merry, and no doubt spreading the plague well about. Not a care had these rogues for the health of their elders!"*

**Samuel Pepys Diaries  
London 1664**

# The Ones that Got Away

***Including some that didn't & others that were re-captured***

*Just before Christmas Keith Thomas posed the Question 'Which car do you most regret not keeping' (Those may not have been the actual words but are near enough) to the 'Second Wednesday Group' that meet at Workington Golf Club to natter about anything to do with cars.*

*It's the same group that I call the 'Dirty Fingernail Club'*

*It is not a formal group but is a collection of Automobile enthusiasts who meet up to chat Cars.*

In 1974, I had to pay £5,500 for HWM 1. I could have bought a C type for £7,000 but the £1,500 difference was half a year's salary for me as a qualified chartered surveyor in London.

I remember a chum paying £13,000 for a D type and we all thought he was potty.

I think £5,500 in 1974 was the equivalent of about £58,000 in today's money so whilst not crazy money, these cars were never banger money and could be aspired to.

Not today though !

***Kirk Rylands***

**I have a splendid MGB Roadster to sell** which I have toured extensively with A1 results.

Maintained as original and 78K on clock

Brown with orange deckchair seats rebuilt.

Drives very well, some spares too.

Trying to clear the decks a bit,

For sale at 5K, very good value-Drive it.

Dont ask too much of the mig ,just clean up everything include earth and connections.

***Jeff Calver.***

John Johnstone from Maryport will be looking for a new project, nothing particular in mind but something from the 60/70s such as a quick Mini or a Ford he has also considered an MGBGT with a bigger motor than the 4 cylinder ones. If anyone knows of anything send me the details and I will pass it on . He wont mind travelling to look at any interesting cars and whatever he gets will be going to a good home.

On another subject altogether my Snap on Tools 160amp MIG welder seems to be down on power at the top end of welding current for some reason does anyone know what it might be ?

I gather there are diodes or something inside and if one or more fail this could be the reason but I would appreciate any advice .

If I have to buy a new one has anyone any recommendations for a suitable machine or if you want to sell a Mig let me know

***Keith Thomas***

***kandca.thomas@branthwaitemill.com***

## **Regarding 'The ones that got away'.**

I firmly believe that our parents should shoulder their portion of the blame for not grabbing those really interesting cars that are now totally out of reach for us impecunious enthusiasts.

***Clive Kennedy.***

## **The car I should have bought . . . . .**

In approx. 1981, I went to view a Mark 1 Escort RS1600 (with the twin cam engine). It was only £800 but I didn't buy it as I wanted a Mark 2 Mexico or 1600 Sport.

Yes, I have kicked myself ever since. Look at what they are worth now!

But looking back, no-one wanted old Mark 1 Escorts in the early 80's. Changed days. . . . .

***Kenny Baird***

My father had a Lotus Elite in 1960 (it was one of the very early ones) and when my twin sister and I outgrew the spare wheel shelf behind the seats he bought an Elan coupe and when we outgrew that an Elan Plus 2 which he still owns – he's 93 now! He's been a Lotus man ever since 1960.

When I was about 13 (1970) he decided he would like another Elite as a 'classic' and he spotted an advert in Motor Sport from a dealer who had two for sale at Ormskirk not far from where we lived.

We went to this fairly grotty showroom and looked at the two cars, one was £750 and the other was £800 and they were both a bit ropey and looked as if they had been in a few accidents.

What interested me more were the two D Type Jaguars (I seem to recall they were £1500 each) and the Ferrari 250 GTO Breadvan which was in a pretty sorry state and was the ridiculous sum of £2000!

These were the first Elites we had looked at and I think my father was a bit disheartened thinking we would never find a decent one at a sensible price.

In the end he found one in Derbyshire in 1975 (which I think was £800) which we still own and I am now slowly restoring

If only we knew then what we know now!

***Simon Riley***

***Continued on Page 43***



## **A V12 E-Type hard top.**

I was 19 and my mate wanted £800 for her, he had lost his job as the ship yards were closing. The insurance was £2000 for me. I was earning two bob and a cream egg a week at the time.

They were unfashionable fuel guzzlers at that time. It was 1977 and I had nowhere to store it.

I bought a Mini 1275 instead had a lot of fun in her.

**Angus Corry**

## **I have two memories of cars I have missed**

At college I used to walk from my digs to college . For quite a time there was a genuine long nosed finned ex world D type Jaguar with a for sale note on the wind-screen....One thousand and seven hundred pounds !!! I phoned my Dad and suggested we might buy it . He didn't think it would be a good buy .

The owner was one Richard Wrotesly who raced the car with a mate who had a Lister Jag which he totalled in an end over end incident .

Car number two was a chain drive Nash . This was for sale at Caterham car sales and I think the guy in charge was a Graham Nairn . I was there because I wanted the XK 120 which was for sale at £100 . The sales guy said take your pick , they are both priced £100 .

I purchased the 120 .... We should have had the pair !

Look

PS When I purchased my 1934 A7 for £10 I could have had a number of cars at that price ... a barn full of those would have been an investment . That was from Ray Walker in Cambridge where we spent many happy hours building our A7 special

**Ian Cowan**

When I was about twenty, myself and a friend attempted to buy of all things, a **GP type 37 Bugatti**.

It was about £350(!) which would have stretched us a bit, and we had just about raised the money when it was sold from under us.

Undeterred, we then decided to buy the **Cooper MG** for sale by Alan Thompson in Carlisle for (iirc) £250, when it was destroyed in a garage fire.

These high finance failures led to a more affordable obsession with **Austin Sevens**, obtainable then either free or at a maximum of £10, and we had dozens of them.

Since I'm on the subject, if any of the readers want to buy someone a Xmas present they might consider my available **1967 MG BGT!**

**Ed Glaister**

## **The Morris Minor is ready for final prep and then painting.**

My friend was coming for it 3 months ago we were going to get it ready for the finish coat?

I've restored all the running gear

In the mean time need to paint the engine it's took a while to find the colour, Blue on a 55 convertible.

I am fitting a midget 1275 engine and box need to keep up with modern traffic, will wait until the weather picks up to finish

**Alan Harrison**



Carol is pressurising me to get on with restoration of our Triumph Stag but my barn is currently full of boats as well as cars so no room to work on things at the moment but hopefully we will get the boats stored in another building we have.

**Keith Thomas**

## **I have an MGB GT for sale.**

It's the type of shell designed to take a V8 without modification.

It's a stalled project, I have completed all the structural metalwork so it's a very sound blank canvas.

My sons mate is interested so I will have to check with him first .

If the interest is there I can give more detail

**Chris Hodgson**      chodgson71@gmail.com

Simon Riley (See LIST ; Right) moved up here to Cumbria just a few years ago and as luck would have it bought a house just down the road from Dick Smith, this has been a lifesaver for Dick because Simon and his wife Rosemary have been able to arrange shopping and other necessities (ie Red wine) for Dick and generally be very good neighbours. In return the Riley's have been treated to really entertaining afternoons and evenings with a glass or two of grape juice suitably fermented to while away the time.

Adding further attraction to rural living when conditions permit they are treated to the wonderful sound of an ex GP Frazer Nash being "exercised" ie driven with enthusiasm shall we say on the valley byways surrounding the Circuit "Elder cottage"

Prior to coming up here to live Simon was involved in manufacturing such items as suspension parts for Formula one teams using state of the art techniques and materials such as carbon fibre and titanium so a very interesting guy to talk to as you can imagine

Pre-war cars I have owned over the past 35+ years:-

- **1930 Riley 9 special.** Good fun but well worn requiring more money, time and skill than I had investing in it.
- **1927 Austin 12/4 pickup.** Lovely to drive but very slow - 35mph flat out.
- **1929 Austin 7 (trials) Chummy.** Great fun but too small for my bulk! Broke half-shafts regularly.
- **1938 Riley 12/4 special.** Brilliant. Successful road rally car.
- **1938 Riley 13/4 Adelphi.** Another good rally car but with saloon comfort.
- **1939 Citroen Traction Avant.** Made in Paris after the outbreak of war before Nazi occupation. Typical Gallic eccentric! Lovely to drive but currently off the road.

An interesting half dozen cars - all of which I enjoyed. One car I regret not buying was the trials prepared **Ford Model A** saloon which was later campaigned successfully by Mike Telford.

For some reason I didn't buy the Riley Adelphi at the first opportunity and regretted it. Luckily I was able to obtain it a few years later. My Father now owns it so I am still able to use it.

I've also had a **Ford Cortina 1600E** and **MGB GT** - both rather scruffy but great fun. I currently have a **1968 Volvo Amazon 123GT** which is probably my favourite of all these cars.

**Martin Jelley : Preston VCC**

## **My list of cars I regret selling (in no particular order)**

- **1967 Alfa Romeo Giulia GT Veloce** – believe it or not it was my first car at 18 (1975), it was as rotten as a carrot and cost £200(!) but I loved it
- **1963 Turner BMC** – my first proper sports car and great fun
- **1967 Triumph Vitesse 2 litre convertible** – a better car than you might think
- **1972 Lotus Elan Sprint DHC** – I owned this car for 30 years and it was a delight to drive
- **1988 Ford Sierra Sapphire Cosworth 2WD** – I did over 100k miles in this and it was a fantastic all rounder, and only stolen once!
- **1987 Porsche 944 Turbo** – the best car I've ever owned full stop
- **1988 Porsche 924S** – a super little car and very underrated
- **1999 Audi A8 4.2 Quattro Sport** – Superb build quality
- **1987 Porsche 928 S4** – An absolute rocketship – propelled me to my fastest ever top speed on an empty Autoroute in France. Superb engineering and build quality.
- **2002 Porsche 996 Turbo** – Unbelievable performance but it had to go as I would have lost my licence
- **1956 Lotus Eleven Club** – The first car my dad and I restored from a pile of bits which we then hillclimbed for many years. Very exciting on the road as it was so low most people couldn't see you!
- **2006 Porsche Boxster S** – A superb all round sports car – don't listen to the 911 snobs who've probably never driven one
- **1969 Lotus Elan +2** – Built from a new kit over Christmas 1968 by my dad and me. It was the family car for donkeys years and I took it over in 1983 and it was my everyday car for years. My dad now has it back so I suppose it was sort of sold although money didn't change hands!
- **1967 Jaguar E Type 4.2 2 seater Coupe** – Bought this when I sold the Lotus Eleven. A bit of a bus to drive (certainly compared to the Elan) but a lovely cruiser with a wonderful ride - sometimes I just used to sit and stare at it and admire it's beauty

**The only car that I can currently think of that I don't regret selling:-**

**1967 Triumph Spitfire Mk3** – Without doubt the worst car I've ever owned or driven – please bear in mind that at the time I was a graduate trainee at BL so was regularly driving new Metros, Acclaims, Maestros, Itals, and Ambassadors so that tells you how bad it was! It's only redeeming feature was that it was a soft top

I'm sure the rest of the chaps will have some fun lists too!

**Simon Riley**



**Eric Smith** has been keeping himself busy building/restoring his third Austin 7.

He is churning out cars as fast as British Leyland did in the 1970s when they seemed to be on strike most of the time.



## *The Ones that Got Away Continued from Page 44*

**Mick Stead sold his Buckler.**



Mick always has projects going on.

I wonder what the next one is?

Alister Kyle is in full swing prepping his trials A7 for the next season.

Building rather a high performance engine for the racer (Blue Riley) it ran it's big ends a few months back so just about to throw the rods back in and get it running again.

Dads almost finished his Riley Special now! It's running and goes like hell!



The Knutsford Targa team have been considering the impact of the national lockdown and what restrictions maybe in place afterwards. In order for the event to be possible, realistically the area the organisers are based in and the event is run in would need to be in Tier 3 or lower. On top of this a lot of work would need to be completed in a short space. Having already carried the event over from November, the team believe it is now necessary to cancel the February event.

We would like to thank you all for your patience and continued support, we will now be working through the entries and providing full refunds to all competitors.

Lets hope the vaccine and other measures are successful and by November we are able to open the 2021 Knutsford Targa for entries. More details will be posted in due course.



# 'THE PROFESSIONALS?'

*Len Scapp puts the spotlight on some of that strange breed – the rally photographer*

**Y**ou've been waiting patiently for over half an hour, the course car passed by long ago, you're listening for any sound of the first car's approach. When suddenly a different vehicle arrives, its driver parks on the access road to the stage as near as possible to the action, several people – wearing funny hats – emerge, dragging overloaded camera bags with them; in fact they're all positively laden down with equipment.

You can hear car one now on its way, it'll be here in less than two minutes. The new arrivals scurry about excitedly, loading films, checking the light – by holding pocket calculator like instruments up in the air.

Car one appears hurtling into view amidst a shower of stones, its driver working hard, his gloved hands a blur inside the cockpit. Lenses are aimed, shutters click; there's a whirl of motor drives, drowned out by the passage of the car which disappears between the trees as quickly as it arrived. The newcomers relax, check their cameras and wait for the next car; strangely none of them are eating Marathon peanut bars.

Rally photographers are a hardy breed. They come in a variety of ages, shapes and sizes. Each season brings a crop of new faces – not many survive. Below are some who've survived (at least five years, many much longer), all will be regularly seen on UK events. Odds are you've seen their names in *Rally Sport*, seen the face beside a stage, but never put the two together. Well now you can.

photographic style has influenced a whole generation of rally photographers – although Hugh would be the last to admit to it – his pictures appear in publications worldwide. Cameras PENTAX.



Martyn Elford

**Martyn Elford:** Son of famous 60s and 70s works driver Vic Elford, Martyn is a staff photographer on *Motor Sport/Motoring News* covering the World Rally Championship, plus many of the British Open and National events. Cameras CANON.

**Chris Ellison:** Based in Windermere, Chris served his time out at all hours covering road events. Now seen on many Northern stage events – and Rothmans Cyprus Rally – strong connections with CTP his pictures are used by many UK and European magazines. Cameras NIKON.



Nick Ford

**Nick Ford:** Originally a partner in "Lynord Photography" until a split in 1984 saw Nick go it alone. Has strong ties with BTRDA Championship, his pictures are sold to competitors as well as appearing in most UK magazines. Cameras CANON.



Hugh Bishop

**Hugh Bishop:** Trained at Salisbury College of Art before spending a year with the Beaulieu Motor Museum. In 1970 he embarked on a freelance career and has been happily travelling the globe ever since. His



Chris Ellison



Steve Palmer and Andy Blower

**Motofoto:** Are Steve Palmer and Andy Blower, who've been supplying pictures, from club events upwards, to competitors and magazines for around fifteen years. Cameras NIKON.



(G LODGE)



Martin Holmes

**Martin Holmes:** Britain's best known rallying photo journalist has been globetrotting since the early 70s. He gained an enviable reputation co-driving at World Championship level accompanying many of the sport's great names – including Timo Makinen – before turning his attentions to full time reportage. Author of *World Rallying* – the sport's longest running rally annual – and Secretary of the Rally Press Association, his material is used by over 100 titles around the world. Cameras NIKON.

(G LODGE)



Jonathan Smith

**Jonathan Smith:** Club rally driver, turned photographer, also some time organiser (assistant Clerk of the Course Plains rally) has worked on all levels of UK events for several years. His pictures appear in a variety of magazines. Cameras NIKON.

(G LODGE)



Frank and Gwenda Williams

**Speedsport:** Better known as Frank and Gwenda Williams. There isn't a week goes by when they aren't out on an event. Frank also holds a post on the RACMSA Rallies Committees. Their pictures are sold to competitors and UK magazines. Cameras MINOLTA.

Tony North



(JONATHAN SMITH)

**Tony North:** Started photographing rallies in 1965, spent last twelve years as "Autosport Championship" photographer. Has also covered many World Championship events and has recently taken to working in the Middle East – he says it's warmer – strong ties with CTP. Tony's pictures appear worldwide. Cameras NIKON.



Maurice Selden

**Maurice Selden:** Trained at Derby School of Photography then worked at *Motorsport/Motoring News* for fourteen years until escaping from post of Chief Photographer in 1987, to go freelance. Works closely with Martin Holmes and is chief photographer on *World Rallying*, also a major contributor to *Rallycross*. His pictures are used by publications worldwide. Cameras CANON.

(G LODGE)



Colin Taylor

**Colin Taylor:** Supremo of Colin Taylor Productions, Britain's largest motorsport photography business. It would take another article to list all Colin's photographers, which include his son Chris and daughter-in-law Jacky. CTP was born out of the 1968 London to Sydney Marathon in which Colin competed, in an Austin 1800. Pictures used by publications around the world including the Lombard RAC Rally programme and the annual *Rallyworld*. Cameras CANON.

# RALLYSPORT MAGAZINE



# A Timely Reminder

A motorsport without Timekeepers is just a pointless weekend drive.



**Would you like to support Motorsport by becoming a registered Timekeeping marshal or a licenced Timekeeper ?**

We need to recruit more younger timekeepers. This is an equal opportunity role open to all genders, backgrounds and attitudes. It is best suited to those people who like working in a Team in the open air and are adaptable to various tasks. A sense of humour is essential with the ability to make / take a joke. An element of self-sufficiency and catering is desirable where no Take-away or Delivery services are available.

Training is available online and by supporting existing timekeepers when events resume. More details available on the dedicated private **Motorsport UK Timekeepers'** Facebook Group - <https://www.facebook.com/groups/motorsport.uk.timekeepers>

John Broughall [broughall@talktalk.net](mailto:broughall@talktalk.net)

10 January 2021

## BXCC 2021 Calendar

- April 4<sup>th</sup> & 5<sup>th</sup> Pickering
- May 8<sup>th</sup> & 9<sup>th</sup> Ceri 2
- June 12<sup>th</sup> & 13<sup>th</sup> Slate Mountain
- July 17<sup>th</sup> & 18<sup>th</sup> Sweet Lamb
- Sept 18<sup>th</sup> & 19<sup>th</sup> Kielder
- Oct 8<sup>th</sup> & 10<sup>th</sup> Walters Arena

**[www.crosscountryuk.org](http://www.crosscountryuk.org)**

# R.I.P. Alwyn J. Davis



We are very sad to impart the news to you all that our very good friend, colleague and companion Alwyn J Davis. MSc. following a short illness. He would have been 93 later this month.

Many of you will remember Alwyn as the person in charge of signing on at LAC events including 3 Sisters Sprints, Coast to Coast, Fellsman, Manchester to Blackpool and St Georges Day Runs.

He also ran controls on our events as well as providing radio coverage on the Wales Rally GB with David Bell.

He also took a lead role on our Committee being Chairman and President in the past as well as preparing much of the paperwork for our runs and social events.

He was diagnosed with C-19 10 days ago but stayed at home till last night when he suffered a heart arrhythmia, the paramedics arrived, he was then taken to hospital

His family were with him, other than his wife Margaret who is unwell and also in hospital herself.

Alwyn and Margaret had only recently moved to be near their two daughters Katherine McFarlane and Marianne Dyer, their husbands (both of which are senior RAF Officers) and children.

David Bell added the following:

I last spoke to them both for a while on Christmas Eve and they were both settled in and pretty well ok. We discussed many topics, including Alwyn's stated goal (on his 90th) to do a Tiger Moth Wing Walk in 2021.

I got him interested in motorsport, and he joined The Lancashire Automobile Club over 30 years ago. Having now reached the final control, He is, and will be very sadly missed. With his cheerfully smiley disposition. Sharp wit. Cheeky sense of humour Wry smile. Knowledge of Welsh and a keen eye for perfection but above all, a man of integrity, honesty and a true friend (especially in Malt)



# ***Lombard Rally Festival Newcastle***

*Lombard Rally Festival Newcastle is the first of our new 2021 events, on July 3rd at Brunton near Seahouses. We will set out a two and half miles tarmac stage, which entrants will tackle at least six times during the day. The focus will again be on Historic Rally Cars, with the intention to expand the event to further venues in 2022. As usual, star cars and drivers will also join us, with other attractions set out.*

*Spectators will enter directly into 5 x 5 metre bubbles, facing the stage, from where they will watch the action without needing to leave. A second evening event will also take place, with a traditional styled Rally Forum as the centre-piece.*

*A discounted entry rate is available if entering either Lombard Rally Bath or Mintex Rally Yorkshire at the same time.*

The above Lombard Rally Festival Newcastle in July which will be held on a disused airfield in Northumberland which was last used some long time ago for the Yellow Brick Road Charity rally. It is said to be a single venue event - a tour with special stages and I am also told unofficially that they will organise a motor show at a nearby Castle.

This seems to be one of a series as there is another event planned called Mintex Rally Yorkshire in April 2021 which will use various different venues using public roads, and after previous such events in 2019 John Richardson is very unhappy as none of the local MSUK officials received any route or timing information from Tim Nash despite John writing to him explaining the error of his ways but no reply came. For the 2019 event John says all "tests" were timed but (apparently) there was no competition. He says there was certainly no safety or medical provision at any test sites, no MSUK scrutineering, stewards or anything that MSUK would require.

Other than 1 person from Berwick Motor club who was asked about the location, no one from the local clubs in the area, the Tyneside Motorsport group or the Association have been approached by the organisers to have any involvement in our event organisation. The organisers say on their website that it is not an MSUK permitted event as there is no appropriate permit for this type of event. It says that an MSUK driver/codriver licence is not required, crash helmets must be worn and cars will be scrutineered. Up to date seats, belts and HANS devices are not necessary, and there is no mention of Safety cages or overalls. It does say that Insurance will be available but nothing more than that.

From the photos on the website, it does look that the cars are being driven competitively, but it doesn't say if the stage of 2.5 miles will be timed and recorded. In short it doesn't say if it will be competitive, or what safety measures or experienced officials will be in place like radio marshals, safety unit, and very importantly what PR work will be done in advance of the event with the local inhabitants near to the Airfield, who will not have had any motorsport on their doorsteps previously.

I understand this type of event is not within the MSUK regulations and permits, even though several of them have already happened and more are being proposed by the same people, with current MSUK licence holders showing an interest. I don't know if you originally had sight of their regulations, and if so are you happy that the regulations and organisation of this type of event is satisfactory?

I know that both John Richardson the Yorkshire RLO and Andy Whittaker our area RLO have been in discussion with both David Powell and Simon Fowler and that there is a history of problems with the organisers' dealings with both landowners and local motorclub. One issue seems to be that anyone involved with the event is not covered by MSUK insurance and has the backing of MSUK legal support.

Our concern is that as it's not being run under MSUK regulations if there is a problem, then all organised motorsport in the area will come under the spotlight and will be blamed. We have experienced several times in the past when clubs from well outside the area come into our region, and leave problems and issues which the local motor clubs then have to sort out! These might have been eliminated if local people had been involved in the preparations for the event rather than just marshalling on the day!

I should say that we are not against properly organised non MSUK events (although we would prefer that events are permitted events), just that for the good of motorsport in this area, any 4 wheel motorsport event should be properly organised to avoid causing any issues for legitimate Clubs and events in this area.

If, as it seems to be the case, that nothing can be done to stop this event and it cannot be regulated at all, I suppose all we can do is to ensure that anyone involved is made aware that they are not covered by MSUK insurance and they are there totally at their own risk. Simon Fowler has suggested that it would be beneficial at a local level if we could advise the local clubs and club members of the situation re insurance and legal cover and that they should have nothing to do with its organisation. If they do become involved, then it is as an individual and not as part of a MSUK recognized motor club. He says he could arrange to add a reminder to the Club News about the risks of entering non motorsport UK events. He also says that in the past the local police have been informed by him of the event taking place



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**UPCOMING EVENTS**

**FEB 17<sup>th</sup>**  
SUNDAY

**MAR 15<sup>th</sup>**  
FRIDAY

**APR 13<sup>th</sup>**  
SATURDAY

**JUN 29<sup>th</sup>**  
SATURDAY

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OR CALL THE CIRCUIT OFFICE ON 01407 811400

# SD34MSG

## Road Rally Championship

### Dates for 2021

Date	Event	Club	Location	Confirmation
28-Feb	3 Sisters Targa	Knutsford & DMC	3 Sisters Circuit	<b>CANCELLED</b>
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
27/28-Mar	Primrose Trophy Rally	Clitheroe & Dist MC	Maps : 97, 98, 102, 103	<b>New Date</b> 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), 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**

# 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

Date	Discipline	League	Club	Title	Venue - Notes	Champ
6-Feb	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Stages	Oulton Park	Stage
14-Feb	Autotest	Yes	Ai&PMCC	A&PMCC A/T 2		Non R/R
14-Feb	PCA	Yes	Ai&PMCC	A&PMCC PCA 2	Rock & Heifer,	Non R/R
27-Feb	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 1	Blackburn Services,	Non R/R
27-Feb	PCA	Yes	Under 17 MC NW	U17MC PCA 1	Blackburn Services,	Non R/R
28-Feb	Autosolo	Yes	Accrington MSC	AMSC Autosolo 1	Blackburn Services,	Non R/R
28-Feb	Autotest	Yes	Accrington MSC	AMSC Autotest 1	Blackburn Services,	Non R/R
28-Feb	PCA	Yes	Accrington MSC	AMSC PCA 1	Blackburn Services,	Non R/R
28-Feb	Targa	Yes	Knutsford & DMC	3 Sisters Targa		Road
7-Mar	Stage Rally	Yes	PDMC / GPMC	Lee Holland Stage Rally	Anglesey Circuit,	Stage
14-Mar	Autotest	Yes	Ai&PMCC	A&PMCC A/T 3	Rock & Heifer,	Non R/R
14-Mar	PCA	Yes	Ai&PMCC	A&PMCC PCA 3	Rock & Heifer,	Non R/R
20-Mar	Touring Assembly	No	Knowl Dale & DMC	JC Mills Touring Assembly		None
27-Mar	AutoSOLO PCA	Yes	U17MC (NW)	AMSC PCA & AS 1	J4 M65 Services	Non R/R
28-Mar	Autotest PCA	Yes	Accrington MSC	AMSC AT & PCA 1	J4 M65 Services	Non R/R
4-Apr	Stage Rally	Yes	Bolton-le-Moors CC	Cirrus Cadwell Stages	Cadwell Park	Stage
11-Apr	Autotest	Yes	Ai&PMCC	A&PMCC A/T 4	Rock & Heifer,	Non R/R
11-Apr	PCA	Yes	Ai&PMCC	A&PMCC PCA 4	Rock & Heifer,	Non R/R
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 AC	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	Autotest	Yes	CSMA	CSMA Autotest 1	Lymm Truckstop	Non R/R
25-Apr	PCA	Yes	CSMA	CSMA PCA 1	Lymm Truckstop	Non R/R
25-Apr	Trial	Yes	Ai&PMCC	Sporting Car trial	Longnor	Non R/R
26-Apr	PCA		Knutsford & DMC	KDMC PCA 1		
2-May	Targa	Yes	Stockport 061 MC	MOCP Targa	Weeton Barracks	Road
9-May	PCA	Yes	Ai&PMCC	A&PMCC PCA 5	Rock & Heifer	Non R/R
9-May	Stage Rally	Yes	Wigan & DMC	Combrake Stages	3 Sisters, Wigan	Stage
10-May	PCA	Yes	Knutsford & DMC	KDMC PCA 2		Non R/R
14/15-May	Stage Rally	Yes	Manx Auto Sport	Manx National Rally incl Chris Kelly Rally	<b>CANCELLED</b>	Stage
15-May	Sprint	Yes	Longton & DMC	Sprint 3	Blyton Park,	S&HC
16-May	Autotest	Yes	Ai&PMCC	Grass autotest		Non R/R
16-May	Autotest	Yes	CSMA	CSMA Autotest 2	Lymm Truckstop	Non R/R
16-May	PCA	Yes	Ai&PMCC	Grass PCA		Non R/R
16-May	Autosolo	Yes	CSMA	CSMA Autosolo 2	Lymm Truckstop	Non R/R
16-May	PCA	Yes	CSMA	CSMA PCA 2	Lymm Truckstop	Non R/R
16-May	Sprint	Yes	Longton & DMC	Sprint 4	Blyton Park,	S&HC
22/23-May	Road Rally	Yes	Hexham & DMC	John Robson Rally	Northumberland	Road
22-May	Stage Rally	Yes	Knutsford & DMC	Plains Rally	<b>Postponed</b>	Stage
22-May	Touring Assembly	No	Lancashire AC	Fellsman Classic Car Run		None
23-May	Trial	Yes	Ai&PMCC	Yorkshire Dales Classic Trial	Pateley Bridge	Non R/R
29/30-May	Sprint	Yes	Longton & DMC	Sprint 1 & 2	Anglesey Circuit,	S&HC

Sprint & Hillclimb

Stage Rallies

Road Rallies

Non Race/Rally

Others



Date	Discipline	League	Club	Title	Venue - Notes	Champ
7-Jun	PCA		Knutsford & DMC	KDMC PCA 3		
11-Jun	PCA	Yes	Ai&PMCC	A&PMCC PCA 6	Rock & Heifer,	Non R/R
12-Jun	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 1	Barbon	S&HC
12/13-Jun	Road Rally	Yes	Clitheroe & DMC	Hall Trophy Road Rally	Lancashire-Yorkshire	Road
13-Jun	Sprint	Yes	Longton & DMC	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	None
19-Jun	Touring Assembly		Pendle & DMC	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
25/26-Jun	Stage Rally		Mull Car Club	Argyll Rally	Scotland	Stage
26-Jun	Sprint	Yes	Liverpool MC	Aintree Summer Sprint	Aintree	S&HC
3-Jul	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 2	Barbon	S&HC
4-Jul	Autotest	Yes	Knutsford & DMC	Tim Sargeant Autotest		Non R/R
5-Jul		Yes	Knutsford & DMC	KDMC PCA 4		
10-Jul	Touring Assembly	No	Lancashire A C	Coast to Coast Car Run		None
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	PCA	Yes	Under 17 MC NW	U17MC PCA 3	Blackburn Services,	Non R/R
18-Jul	Hillclimb	No	Mid-Cheshire MC	Scammonden Up't Brew	Scammonden Dam,	S&HC
18-Jul	PCA	Yes	Hexham & DMC	The Northern Dales PCA		Non R/R
24-Jul	Stage Rally	Yes	Warrington & D MC	Enville Stages Rally	Anglesey Circuit	Stage
24-Jul	Targa	Yes	Stockport 061 MC	Summer Targa		Road
24-Jul	Trial	Yes	Ai&PMCC	Haw Park Car Trial		Non R/R
25-Jul	Sprint	Yes	Longton & DMC	Sprint 6	3 Sisters, Wigan	S&HC
26 Jul	Sprint	Yes	Liverpool MC	Aintree Summer Sprint	Aintree	S&HC
1 Aug	Targa	Yes	Airedale & Pennine	Pennine Targa		Road
2-Aug	PCA		Knutsford & DMC	KDMC PCA 5		
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
14-Aug	Stage Rally	Yes	Plains Rally	Knutsford & DMC	North Wales Forests	Stage
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
15-Augl	Trial	Yes	Ai&PMCC	Car Trial	Burnt House, Ingleton	Non R/R
30-Aug	Hillclimb	Yes	Longton & DMC	Oliver's Mount	Oliver's Mount Sprint	S&HC
30-Aug	Sprint	Yes	Longton & DMC	Sprint 7	Oliver's Mount Sprint	S&HC

**Sprint & Hillclimb**
**Stage Rallies**
**Road Rallies**
**Non Race/Rally**
**Others**

Date	Discipline	League	Club	Title	Venue - Notes	Champ
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 & DMC	Clitheronian Rally	Lancashire-Yorkshire	Road
25-Sep	Classic Rally		Knutsford & DMC	Tour of Cheshire	Cheshire	
1+2-Oct	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man	Stage
2-Oct	Sprint	Yes	Longton & DMC	Sprint 8	Anglesey Circuit	S&HC
3-Oct	Sprint	Yes	Longton & DMC	Sprint 9	Anglesey Circuit	S&HC
3-Oct	Touring Assembly	No	Knowldale & DMC	John Clegg Mini Miglia		None
8-10-Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull	Stage
10-Oct	PCA	Yes	Ai&PMCC	A&PMCC PCA 8	Rock & Heifer,	Non R/R
10-Oct	Stage Rally	Yes	Wigan & DMC	The Adgespeed Stages	3 Sisters, Wigan	Stage
23-Oct	Touring Assembly	No	2300 Club	Andy Mort Tour	Clitheroe	None
24-Oct	Autosolo	Yes	Knutsford & DMC	Jubilee Autosolo		Non R/R
24-Oct	PCA	Yes	Knutsford & DMC	Jubilee PCA		Non R/R
6-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Stages	Oulton Park	Stage
13/14-Nov	Road Rally	Yes	Clitheroe & DMC	Primrose Trophy Rally	Lancashire-Cumbria	Road
14-Nov	PCA	Yes	Ai&PMCC	A&PMCC PCA 9	Rock & Heifer,	Non R/R
20/21-Nov	Road Rally	No	Beverley & DMC	Beaver Rally	North Yorkshire	Road
21-Nov	Targa	Yes	Knutsford & DMC	Knutsford Targa Rally	Cheshire	Road
4-Dec	PCA	Yes	Under 17 MC NW	U17MC PCA 7	Blackburn Services,	Non R/R
4-Dec	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 7	Blackburn Services,	Non R/R
5-Dec	Autosolo	Yes	Accrington MSC	AMSC Autosolo 2	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	Ai&PMCC	A&PMCC PCA 10	Rock & Heifer,	Non R/R

**Sprint & Hillclimb**

**Stage Rallies**

**Road Rallies**

**Non Race/Rally**

**Others**

  
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In light of the news of a revised BTCC calendar starting now in May, we are working to populate the BMMC volunteering calendar for the coming season. However, following the BTCC announcement there may well be a knock-on effect to other organising clubs so we must await further updates.

We also advise at this time that training plans are being put in place to enable online sessions to be available. Currently all permits for face-to-face training have been suspended by Motorsport UK due to COVID. We will keep you updated in due course as soon as we have further confirmed details to be able to share with everyone.

Most of us are starting the year in Tier 3 or Tier 4 with immense pressure on our NHS. This time last year we always thought they did a great job – with a step-daughter as a nurse and clapping for carers raising their profile further in 2020 – I hope you raised a glass in their honour on New Years Eve. We need them more than ever but we also need everyone to continue to follow the rules – even with a vaccine available we still need to adhere to the restrictions. According to the clinical trials it takes time to be effective as with any vaccination and we will need to wait our turn on the priority list.

Masks are here for some time yet – so don't forget that we still have Face masks available via our National Regalia Officer Eric Ridler. And there's new snoods available too. When restrictions allow we will make these available to the regional regalia officers but until then please purchase direct from Eric.

All regions managed to hold their AGMs and the National AGM was equally well attended. Thanks to Paul for his technological perseverance (with some support from Derek Murphy) in ensuring the agenda was followed and completed accordingly. I will take this opportunity to thank Colin Barnes for his sterling efforts in the position of National Treasurer and welcome Steve Woolfe in to this important role. Colin has taken on the role of bookkeeper so he is still involved in the running of the club.

If you are on direct debit your membership will be taken shortly. For everyone else please renew before end of January to take advantage of the 50% reduction in your subscription. The discount will end in February and you will need to pay full price thereafter. And a reminder that there is no need to renew your Motorsport UK accreditation for 2021 as your grade is maintained from 2019 (there being no assessments in 2020 limited upgrades were processed).

Unfortunately we won't be making the annual trip to Autosport in January with a virtual trade event running in March instead. There will be no club dinner dances and awards nights to attend but we can virtually celebrate a British 7-time World Champion and newly knighted Sir Lewis Hamilton. Love him or loathe him in or out of the car his achievement is undeniable and I expect he will continue his winning ways for some time to come. And you may have seen him rise up the ranks to Formula One in other formulas who all need volunteers to support them. So who will be the next Lewis Hamilton? We will probably be the first to see him or her race in other championships first.

So there are many plans for 2021 with championship dates being published. We will release the volunteering calendar as soon as practicable but I guess like me you are already pencilling in dates. We don't know yet what restrictions will be in place when racing resumes in March but have fingers crossed that rallies planned earlier in the year can go ahead with some easing of restrictions. We also don't know what marshalling numbers will be allowed on our return to venues. Hopefully by the time I (virtually) attend Motorsport UK Race Committee meeting at the end of February we will have some good news! Our first Council meeting is planned beginning of March and your regional committee meetings start in January.

Before then there will be training sessions taking place – many online with limited face-to-face sessions where necessary. So please keep an eye on your regional updates for further information.



On the off chance anyone is planning to send documents to Motorsport UK they have issued the following advice:

'With the recent government announcement last week regarding a large portion of the UK moving back into a lockdown, the vast majority of Motorsport UK staff are now working remotely until further guidance is given. In conjunction with the relocation of Motorsport UK to the Bicester Heritage site in the coming month, we are advising that physical documentation is not sent to the Colnbrook address.

Alternatively, documents such as Vehicle Passport applications, Historic Rally and Period Vehicle Identify Forms, Category 2 Rally Car applications, etc. can be sent via email to [technical@motorsportuk.org](mailto:technical@motorsportuk.org) where these can be actioned and logged accordingly.'



The organisers of the Plains Rally have taken the decision to postpone the event scheduled for Saturday 22nd May.

While the decision to postpone was difficult, the organisers feel that it was the only sensible decision given the current position with respect to the COVID-19 pandemic. A qualifying round of the following prestigious National and Regional Rally Championships: • Fuchs Lubricants Motorsport UK British Historic Rally Championship • Fuchs Lubricants RACRMC Asphalt/Rally 2 Mixed Surface Rally Championship • MRF Tyres BTRDA Rally Series • Motorsport UK Pirelli Welsh Rally Championship • ANWCC Forest Stage Championship • SD34 Stage Rally Championship

The organisers are provisionally looking to reschedule the event to an early August date, which has been agreed with the Championship organisers. The organisers are just awaiting confirmation from our event partners,

Natural Resources Wales, before we officially announce the rescheduled date. Our plans for the 2021 Plains Rally include: • 8 Special Stages • 43 Stage Miles • 15 Second Use Stage Miles • All Two-Wheel Drive Cars will run first on the road, in reverse order

**New Date : August 7<sup>th</sup> 2021**

## North Humberside MC Warcop Stages 4 April 2021

North Humberside Motor Club Ltd regret to announce that for the second year running we have to cancel the NHMC Warcop Stages.

The 2021 event was scheduled to run on Easter Sunday, 4th April 2021. Press comments (and some government statements) appear to suggest that vaccination of the top 4 priority groups will be completed some time in February and that 3 weeks after that there may be some relaxation of the current restrictions (the legislation for the current lockdown in England has an ending date of 31st March 2021).

That suggests that the earliest that restrictions may be relaxed will be mid-March. Previous restrictions have generally been extended which does not give us any confidence of the quoted dates being achieved.

The organising team have not been on the Warcop Military Training Area since the event at Easter 2019 - we need to see the ranges to check out our proposed stage routes. We cannot do that whilst the current restrictions are in place. Then after we have designed stages, the subjective route notes provider would need access to the Warcop Military Training Area to prepare subjective route notes and the Safety DVD.

The time-scales just do not work. The combination of an available date for the ranges and access to our rally HQ means that it is not possible to re-schedule the event to later in 2021.

We remain hopeful that restrictions may be relaxed sufficiently to allow NHMC's running of the John Overend Memorial Stages Rally on 30th May 2021 and the NHMC Cadwell Stages on 21st November 2021. David James Clerk of the Course, NHMC Warcop Stages





# Training Videos

There is now a full set of tutorial videos on YouTube showing how to operate the clocks for each control when running without time-cards.

Please feel free to copy or share as required.

- <https://www.youtube.com/channel/UCEQiSwdYNDfy1Hdo-zyBWVw>
- Arrival <https://www.youtube.com/watch?v=ha0dhMe4rFI&t>
- Start <https://www.youtube.com/watch?v=cVP0xMTg4hw>
- Start alignment <https://www.youtube.com/watch?v=j-nRoWoeQtM>
- Flying Finish <https://www.youtube.com/watch?v=k6xtJcbWxFE>
- Stop <https://www.youtube.com/watch?v=PVVY00o6fqQ>
- Regroup <https://www.youtube.com/watch?v=1EYb2gj5wgc>



## Organisers of the Beaton's Building Supplies Jim Clark Rally



**regret to announce that the 2021 event, planned for 28<sup>th</sup> – 30<sup>th</sup> May will not go ahead due to the ongoing COVID-19 situation.**

The organising committee of the popular Borders rally has been closely monitoring the pandemic over recent weeks and was well advanced in the planning of the Duns based closed-road rally which was set to welcome ten major rally championships.

With the continuing uncertainty surrounding government restrictions, current lockdown legislation and implications of running a large-scale gathering, it has become unfeasible to run an event as substantial as the Jim Clark Rally and organisers have had no choice but to cancel this year's rally.

Dan Wright, Chairman of the Jim Clark Rally, said *"Due to the ongoing pandemic and uncertain situation around the country, the organising committee regrets to announce that the 2021 Beaton's Building Supplies Jim Clark Rally will not go ahead."*

*The entire organising team had been working tirelessly to offer another fantastic closed road event in the Scottish Borders and we were very excited to welcome a host of leading rally championships and competitors to the region in May.*

*Sadly, it has simply has not been possible to guarantee that the event could go ahead due to the uncertainty over when current lockdown restrictions will end. We have been working closely with Scottish Borders Council, Police Scotland and other stakeholders in recent weeks and a large amount of time, effort and investment have already gone into the planning of the event, which was all set to be another superb rally.*

*However to guarantee the health and wellbeing of everyone at this time and the future of the event, we have no choice but to turn our attention to 2022".*

Organisers have pledged to return next year with a rally every bit as exciting as was planned for 2021.

*"We are committed to providing competitors, fans and the region's economy with our landmark motorsport event and will now have a head start to next year's rally", continues Wright.*

*"We propose to run over the same weekend (27<sup>th</sup> – 29<sup>th</sup> May 2022) using an identical format to what we had planned for this year. I'd like personally to thank our sponsor, John Marshall, of Beaton's Building Supplies for his ongoing support, as well as our championships, loyal competitors and our extensive team of volunteers. We look forward to welcoming everyone to Duns in May 2022".*

# 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

**Clitheroe & DMC**

**Primrose Trophy Rally**

**13/14<sup>th</sup> November**

**NEW All Pre-Plot Format**

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

**Start & Finish at Truckhaven M6 J35**

**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**



  
**three sisters**  
CIRCUIT



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

U17MC(NW)

**Autosolo,  
& Pre-Driver Training Day**

Accrington MSC

**Autosolo, Autotest & PCA**

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

**Blackburn & Darwen Services**  
J4 M65

Manx Auto Sport   
**PokerStars**  
**1<sup>st</sup> & 2<sup>nd</sup> October 2021**



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## 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.pempkeshiremotorclub.com](http://www.pempkeshiremotorclub.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

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## 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



## Revised Championship Calendar

In light of the announcement made by the UK Government yesterday and discussion with Motorsport Vision and the relevant organising clubs, we have taken the unfortunate decision to call a temporary halt to 2020-21 calendar.

That means that in addition to Round 2 being postponed, Round 3 at Cadwell Park and Round 4 at Oulton Park have also unfortunately been postponed.

We are currently working with Motorsport UK, Motorsport Vision and all organising clubs to explore all avenues to ensure the Championship resumes. We are working through a revised calendar of events to ensure all 8 rounds of the Championship can take place which will announce in due course.

• **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



# TRACK DAYS EVERY MONTH at Three Sisters



**Monthly Car Track Days:**

8th March

12th April



## Kirkby Lonsdale MC **Devils Own Rally** & more



It's time to do a bit of an update from the Devils Team. As it stands we plan to run two events in 2021 - the first is the **KLMC Targa** which will take place on the **22nd of May**, open to all cars, historic and modern. Will this event become by default the **Lockdown Tests, Part Three?**

Who knows.

The second event is the **Devils Own Rally**, a challenging historic only event with a night section. This will be the final round of the **HRCR championship** and will take place on the **23rd of October**.

We hope to see you all at one or both of these events later in the year.

*Martyn Taylor*



## **Malcolm Wilson Rally** **13th March 2021**

It is with great disappointment that we have to advise you that the event will not run in March.

We have tried to organise a Plan B but unfortunately it has not rendered sufficient mileage, With the impending further restrictions due to Covid it is not the right climate to be promoting events which bring people into Cumbria -even if it is allowed!

We are sorry to let you all down - thank you to all those who have volunteered to help and competitors who promised to enter.

If we have the opportunity, we may be able to put together an event in the summer and we will let you know as soon as we can. Malcolm Wilson and BTRDA are supportive and understanding of the situation.

Hopefully we can overcome this virus, have our vaccinations and go rallying again.

Stay Safe everyone

*Ronnie Sandham*

## **Manx Auto Sport** **Manx Motors Stages** **Jurby Motordrome** **6 March 2021**

Manx Auto Sport are pleased to announce that regulations and entries for the forthcoming Manx Motors Stages @ Jurby Motordrome will open 15 January 2021.

## **U17MC (NW)** **W/E of Motorsport** **27/28<sup>th</sup> February** **Due to CovidRestrictions** **Postponed To the** **27/28<sup>th</sup> March**

# Acknowledgements

Thanks to all contributors - and a big thanks to the **Championship Compilers**

Steve Butler	Road Rally
Tracey Smith	Stage Rally
Steve Lewis	League
Alan Shaw	Marshals & U18
Steve Price	Sprint & Hillclimb
Steve Lewis	Individual
Tracey Smith	None Race / None Rally

(not an easy job keeping track of all those events and competitors from so many different clubs)

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

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

Terry Martin,	Steve Entwistle,
Rod Brereton,	John Rhodes
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Jem Dale	Steve Butler,
Greg Harrod	Tony Vart
George Jennings	Keith Thomas
Tony Lynch	Lauren Hewitt
Tommi Meadows	John Pickup
Bob Hargreaves	Tony North
Songasport	Ed Graham
Paul Goodman	Dave Williams
Niall Frost	Bill Honeywell
John Harden (LiMC)	Matt Hewlett
Adrian Lloyd	Dave Thomas
Fred Bent	Geoff & Maggy Bateman
Paul Gilligan	Andy & Jess Crawley

Phil James of Pro-Rally, Geoff Bengough  
Bill Wilmer & The Gemini Communications Team  
Keith Lamb (Gemini 9) Ian Davies (Gemini 23)  
Peter Langtree (Gemini 48) Tony Jones (Gemini 56)  
Les Fragle (Gemini 3) Steve Coombes (Gemini 5)  
Adrian Spencer (Adgespeed) Phil Andrews  
Tom Irvin Photography David Bell (Gemini 61)  
Paul Gilligan 'Inside the Industry'  
Duncan Littler Speed Sports Photography  
and last but not least, Chairman  
(& my complaints manager)

**Steve Johnson**

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

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

# SD34MSG

**Next Meeting**

**Wednesday  
March 17<sup>th</sup>  
Probably by Zoom**

# ANCC



**Next Meeting**

**Monday ????**  
**via Zoom**  
[www.ancc.co.uk](http://www.ancc.co.uk)



**ANWCC**  
Association of North Western Car Clubs

**Next Meeting, via ZOOM**

**Monday Febuary 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 March Edition is  
Thursday the 25<sup>th</sup> of Frbruary  
which is due out on  
Sunday the 28<sup>th</sup> of February**

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

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