

# March spotlight 2021



*Dan Willan / Niall Frost  
Per Ardua Ad Infinitum*

**Photo Courtesy of  
Mike Griffin  
Report Page 26**

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

**Volume 12 : Issue 03 March 2021 : Maurice Ellison**

# SD34MSG Chairman's Chat

Maurice, Motor Clubs and their members have been working hard to bring you this magazine, please take a few minutes to read it, as ever latest updates from all types of motorsport!

We now have a plan says Boris, some motorsport may start on or after the 29<sup>th</sup> March. What about two in a car? Well it may take a few months to get some events up and running. PR for events and working with local authorities will take much more time.

Boris and his government have been playing at catch-up for the last 10 months. I do hope this is the last of lock-downs.....

Sadly when looking at last month's Chairman's chat, the figures have changed.

At the time of writing this – 25/02/2021; last month on 29/01/2021,

**the current death totals are;                      the current death totals was;**

UK	122,000	103,000
Australia	909	909
New Zealand	26	25

**Closing the borders did help some counties; Taiwan 9 and Vietnam 35 deaths at this time.**

If the UK does not hit any icebergs (*The Titanic hit the iceberg at 11:40pm on the 14<sup>th</sup> April 1912 and sank on the 15<sup>th</sup> some around 2hrs 40 minutes later*), April should see some motorsport start, May and June should better (if only) and by July all should be fine.....BUT I will not bet on that one.

I would urge you all to keep a safe distance, wash your hands even when you have had the vaccination! Covid will be with us for several years. The UK vaccination role out has got to be the best news of 2021, by far the best in Europe at the moment! Let us hope that by July most adults have been offered a jab.

Many events will be looking at changing dates, clashes will happen, marshals may be in short supply. Please check the [ANWCC.co.uk](http://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.

On a final note DVT has been working hard and has a new information page;

<http://anwcc.co.uk/> ; <http://anwcc.co.uk/new-to-motorsport.htm>

I would urge you to have a look at the information and pass it on.

Stay safe.

**Steve Johnson : SD34MSG Chair**

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## Comprising the following 10 Clubs



**Blackpool South Shore Motor Club**  
[www.bssmc.com](http://www.bssmc.com)



**Clitheroe & District Motor Club**  
[www.clitheroedmc.co.uk](http://www.clitheroedmc.co.uk)



**Ecurie Royal Oak Motor Club**  
[www.eromc.co.uk](http://www.eromc.co.uk)



**Garstang & Preston MC**  
[www.gpmc.org.uk](http://www.gpmc.org.uk)



**High Moor Motor Club**  
[www.hmmc.co.uk](http://www.hmmc.co.uk)



**Preston Motorsport Club**  
[www.facebook.com/prestonmotorsportclub](http://www.facebook.com/prestonmotorsportclub)



**Stockport 061 Motor Club**  
[www.stockport061.co.uk](http://www.stockport061.co.uk)



**Warrington & District Motor Club**  
[www.warringtondmc.com](http://www.warringtondmc.com)



**Wallasey Motor Club**  
[www.wallaseymc.com](http://www.wallaseymc.com)



**2300 MC**  
[www.2300club.org](http://www.2300club.org)

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## ADVERTISING in 'SPOTLIGHT'

**Readership in Excess of 15,000**

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

**Sent to all 25 member clubs and then  
forwarded to club members + another 7000+  
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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  
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- This was the first Zoom meeting held for the association, we have issued quarterly emails with information pertinent information, however this meeting worked well with 28 representative from member clubs attending.
- Jim Spencer (Treasurer) reported that there was a dramatic reduction in income due to subscriptions being rolled over to 2021, however there was also a dramatic reduction in expenditure too.
- The awards lag a year behind with invoicing, so will show next year.
- On the Championship front, we had 200 contenders with 37 winners winning 66 awards.
- All Executive Officials were re-elected.
- Training - 175 marshals were trained over 2 days by 4 trainers and 4 assistants.
- Helen Bashford-Malkie gave a review of the past year in her role on the Motorsport UK Board of Directors having joined in November 2019 and then Covid-19 happened.
- Mike Harris reported that Technical have been looking at the future of scrutineering once back in 'normal' world
- **Next Meeting, Tuesday May 11<sup>th</sup>**
  - It could be via ZOOM
  - Or we might back at the
  - Kilton Inn
  - Warrington Road, Hoo Green
  - Knutsford, WA16 0PZ



## Motorsport UK Night of Champions

There was a virtual presentation shown on Motorsport UK Facebook and website at 7.00 pm on 21st February 2021.

Ronnie Sandham recent past Chair of the Association of North East and Cumbria Car Clubs was presented with the Lord Wakefield Trophy for services to Motorsport WRDC award.

Ronnie commented: "Embarrassing as I don't do it to promote me but I am honoured to be acknowledged!"

On behalf of the Association congratulations to Ronnie.

# ANWCC NOTES – February 2021

What's that I see ahead, a light – at the end of the tunnel? Whilst we all have to be very careful, it does look as though we can get out to play again soon.

I am still tidying up 2020, the awards have been received and some have been sent out by courier. There are quite a number that are for competitors who may well be at the next Under 17 so I hoping that the Welsh First Minister will allow me out to deliver them. There won't be any hand-shaking presentation though, it'll be click and collect! I will be contacting you nearer the time of the event when we know better what is happening.

In the past I have avoided using courier service as it can be expensive and the awards are glass and couriers are not known for treating parcels with kid gloves, and they will not give insurance cover. However, to date I have sent out a dozen by MyHermes and they have all arrived undamaged. I used MyHermes because they're the cheapest, and I have never had any problem using that service in the past – hope I've not put the kiss of death on the next ones I send out.

If you look at our Facebook page you will see our Manx contender Liam Whiteley with his awards for being our 2020 Stage Rally Champion Co-Driver, the only competitor to qualify for an award last year!

Championship registrations continually grow, at time of writing we are on 125 and there are another 50 who have free registration due to having registered last year and had no events to score points on – if you are one of those people (you should have received an e-mail a while ago) then please complete the online registration. If I spot you on an entry list I will remind you to register!

Following a comment spotted on British Rally Forum saying no-one gave assistance to anyone starting motorsport I have added a new section to the website, and thanks to Steve Johnson, John Harden and Bob Milloy for their help in putting that page together. I have deliberately avoided giving advice on the Motorsport UK regulations as that is the job of the Blue Book, and the first place to look. All too often I see a question asked on social media and it gets many different, and often incorrect, answers.

The best advice to anyone wishing to start motorsport is to go to events, speak to competitors and organisers, seek out your local club, sign up and join in.

Whilst it may be April before we get going we do have one championship event in early March, so there will be a start on the championship charts, must stoke up the computer to work out the points. The new design website is intended to make things easier to check out the championship tables as well as events coming up and results of events that have happened.

Organisers will find a lot more work to ensure the events run, so let's all muck in. Normality, albeit a slightly different normal, looks set to return soon so let's ensure we don't go backwards – stick to the rules, and we can all enjoy what we have.

**Dave V Thomas**

Championships Co-Ordinator

Association of North-Western Car Clubs

[www.anwcc.co.uk](http://www.anwcc.co.uk)

## HAVE YOU HAD THE JAB? URGENT NOTICE !

*This happened yesterday  
and is important information.*

A friend had his 2nd dose of the vaccine at the vaccination centre, after which he began to have blurred vision on the way home.

When he got home, he called the vaccination centre for advice and to ask if he should go see a doctor, or be hospitalised.

He was asked to go back to the vaccination centre immediately as he had left his glasses behind



**Liam Whiteley**



# Motorsport UK confirms motorsport will restart in England from 29<sup>th</sup> March

Motorsport UK is pleased to announce that organised Permitted motorsport can resume in England with effect from 29 March, subject to local restrictions and in accordance with its own Restart Guidance.

This confirmation follows the announcement on 22 February by Prime Minister Boris Johnson that the third lockdown imposed on 4 January will be lifted, and formally organised outdoor sports – for adults and under 18s – can also restart but should be compliant with guidance issued by national governing bodies.

As the applicable governing body for the sport, Motorsport UK will now begin granting Permits for all disciplines, and applications are invited in the usual way.

Motorsport UK will resume the sport in accordance with its Restart protocols, which have guided the safe resumption of motorsport through the lifting of the two previous lockdowns. Updated guidance relevant to the latest restart will be available on [MotorsportUK.org](https://www.motorsportuk.org) in due course.

Motorsport UK guidance in relation to Exemptions and Elite Sport still applies.

The governing body acknowledges the target of late spring for allowing spectators on a limited basis and will follow those developments in order to keep its stakeholders informed.

Motorsport activities in Scotland, Wales, Northern Ireland, and the Channel Islands are subject to prevailing government guidance in those devolved territories and we look forward to announcing updates relevant to those nations in due course. The Isle of Man is not subject to a lockdown at this time.

Motorsport UK CEO, Hugh Chambers, commented: "We are extremely grateful to government for providing the opportunity for motorsport to resume in England from 29 March. This will be very welcome news for our community, which extends from professional drivers and teams, through to the grass roots of the sport with tens of thousands of enthusiasts. Collectively they fuel an industry employing 41,000 people and generating over £10 billion for the economy, so this is a vital step in securing the UK's future as leaders in motorsport around the world.

"Hopefully it won't be too much longer before we can announce similarly positive news from the other home nations. Clearly strict protocols still apply, as our sport needs to play its part in supporting the NHS and wider frontline community in keeping infection rates under control, and our Restart Guidance has enabled us to accomplish that objective on two previous occasions. I would like to thank the Motorsport UK community for their support during lockdown, and for their spirit and fortitude in keeping the sport together for when this announcement came. We now look forward to getting motorsport up and running at the end of March."



# WRC and Rallying in the UK: The future

The future The lack of a round of the world championship for the UK in 2021 has prompted a number of questions regarding the future of rallying in this country, and specifically forest stage rallying. The concerns stretch beyond the WRC right down to the grassroots of the sport.

The fact is that forest stage rallying in the UK has faced a challenging environment for some time, with two main issues: the cost of stage miles largely derived from the estate owners' demands; and the threat of enforced restrictions on use of the land under pressure from lobby groups opposed to motorised sport. There are other factors, but these are of prime importance. With regard to costs, in Wales, we have been a party in the relationship between Natural Resources Wales and the repair of roads with the independent firm, Rally4Wales.

We have established a good working relationship that is affordable and beneficial to the natural environment. The impact a rally has on the forests is very minimal in terms of carbon footprint, and even less in regard to the state of the roads that are almost always repaired to a better condition than prior to the event. Two major research studies are underway conducted by Forestry England and Natural Resources Wales – with independent research firms each conducting a wide stakeholder analysis. Motorsport UK has been closely involved with both consultations and has provided extensive information to demonstrate the positive social and economic impact, as well as highlighting the relatively minimal environmental impact of rallying.

## **“We will need to evolve and change to make our sport part of the solution”**

Through our communications channels, and specifically Revolution magazine, we invited the community to participate in the English Forestry survey. The good news is that these are thorough and well considered studies and discussions with stakeholders suggest that there is an appetite to work in partnership with us to create a sustainable future for motorsport in these environments. But clearly, we will need to evolve and change to make our sport part of the solution and not, as some would see it, a part of the problem. We have worked consistently on these two aspects – but I think that the core of the concern lies much deeper, and that is in the changed relationship between rallying and the general public.

Back in 1995, when Prodrive was maximising the impact of the Subaru World Rally Team on the national consciousness, we enjoyed a purple patch for rallying with McRae and Burns splashed across not just the sports pages, but the front pages of the media year after year. None of this was by accident, as it was planned and pushed hard. This was at the end of a glorious period of rallying when international events would span the length of Great Britain, with mobile service crews and overnight stays in far-flung cities.

The current era started around 20 years ago with a move to more compact itineraries with centralised service parks, driven largely by the FIA, to address growing concerns over safety and also to cater for the needs of manufacturers and sponsors. The new direction did not see any place for the amateur drivers that had made up the bulk of entries on events like the Monte, Tulip and RAC.

This was a tipping point at which it was argued that the financial clout of the car makers would ensure an impact to attract new audiences and fans – but sadly that has not really happened. When the RAC Rally covered the UK map, then millions of people were exposed to the spectacle – whereas now we have less than 100,000 spectators, and pretty much all hardcore rally fans already, who make the pilgrimage to the forests of north Wales.

TV was to be the answer. But there ensued a perfect storm where the macro environment for sports footage began to stratify, with the top sports (football, rugby, F1) enjoying an ever-increasing bidding war from media outlets and with all other sports suffering a value erosion that saw them disappear behind a paywall. This problem was acute for WRC – from a logistical and technical point of view, it is a very expensive TV production, and the prospect of free-to-air evaporated. Technology and the internet have made it much easier to follow rallying, but there remains the perennial challenge of explaining to the uninitiated exactly how the competition is unfolding – versus the relative simplicity of a football match or even a 90-minute F1 race. It has always been true that live sport is massively more powerful at pulling in audiences and thus sponsors, but given the long multi-day format of rallying, the majority of broadcasters opt to show highlights that struggle to capture anything more than the photogenic nature of the cars and landscape.

Why does all this matter? It does, because the economics of the WRC changed for the worse for traditional events like ours. The change to a ‘clover leaf’ format, meant that a rally had to be based in one place and in the immediate environment of the stages, not travelling across the country via cities and stately homes.

*Continued on Page 9*



## **WRC & Future Rallying in the UK**

### **Continued from Page 8**

What is the future for the WRC in the UK? The good news is that we have had a brilliant and loyal partner in the form of the Welsh government, that has supported the rally for over 21 years now. This originally began with a Cardiff-based event, but in 2013 it was shifted to north Wales, as this was seen as the most productive arena to deliver a healthy return on their investment. The key metrics of success – that are assiduously monitored each year – are the economic impact of the event on the immediate area of the rally.

The 2019 event delivered an audited net benefit of £9.87m to the region, counting only that expenditure that arose from visitors from beyond the Welsh borders. There are many other positive metrics including the engagement with local schools (9,000 attended the Big Bang Tech show) and the impact on marketing for local Welsh businesses including Toyota and Airbus. But after so many years it is not surprising that the combination of pressure on the public purse and the natural competition from many other alternative sports and culture properties saw the Welsh government begin to reduce their commitment to the event.

At the same time, we saw the emergence of countries and cities backed by governments keen to attract a major sporting world championship. Well-funded rallies in Mexico and Chile produced spectacular and popular events – a new government backed Safari Rally re-emerged in Kenya, and Toyota was keen to see Rally Japan back on the calendar.

### **“The time is ripe for a radical rethink of what the WRC could and should be”**

With more demand around the world came greater rights fees and coupled with the decline in our own state sponsorship meant the event moved from being financially precarious to a significant loss maker. In response, for the 2019 Wales Rally GB, there were multiple innovations: we took the start to Liverpool, with a new urban audience, and the first stage to Oulton Park, both of which were popular and raised awareness of the rally in Merseyside and played their part in the ticket sell-out on the stages over the weekend.

At the same time, the rally HQ and service park moved from the Deeside car park to the centre of Llandudno with a promise of more life and an atmosphere more akin to Ypres. Altogether it was a significant step forward in many ways, but in reality, there was not the huge leap needed in terms of financial viability. Nonetheless, we were fully committed to the 2020 edition and the opportunity it presented to build on the learnings from the 2019 innovations.

And then the pandemic struck. By June it was clear that any plan to run an event in late October was fraught with the risk of cancellation. Of course, we all now know that an event planned for the slated period of the rally would not have run, as Wales moved from restrictions to lockdowns. From this disappointment we saw an opportunity to propose the consolidation of the budgets from the 2020 and 2021 Welsh government support. However, when the FIA published the WRC calendar in September, we were concerned that the slot given to the UK was in August, albeit provisionally. This presented major issues for a Wales based rally, as the major metrics of inward spending would be hampered by the normal summer season already providing full hotels and restaurants – if that wasn't all to be scuppered by COVID-19 anyway.

By then it was made clear that it would not be possible to roll up contractual payments and even with a spectator sell-out we would be running the event at a very significant loss – all to be funded by our membership. While all of this was going on there was the development of a proposed WRC event in Northern Ireland led by Bobby Willis.

We provided all of the rationale for the economic and social impact, as well as the global coverage it would provide. The pitch was well received, but the financial analysis was only partially complete when the pandemic hit and changed the entire financial status of government bodies. Laid against the backdrop of COVID-19 there was no chance by then that we could obtain the additional funding for a 2021 NI event, so all efforts have turned to 2022.

At this point it is worth going back to the broader issue of the future of rallying and the existential threat of the move from the internal combustion engine (ICE). On the one hand it may appear to be a long way off that we will all be driving electric cars, and more specifically that we would be prevented from the use of ICE for motorsport. But for the WRC it is a much bigger issue as two of the three remaining teams, Toyota and Hyundai, are manufacturers in the eye of the storm with investment in electrification and a social conscience that no longer embraces the ICE. The costs of the WRC have escalated for the teams and the ROI that it presents is a challenge – so the time is ripe for a radical rethink of what the WRC could and should be. And it follows so must any future round of the WRC in the UK.

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## **WRC & Future Rallying in the UK** **Continued from Page 9**

For those of us who grew up in rallying, the DNA of the sport is very much about accessibility for competitors and spectators alike – the ability for the amateur to pit their skills against better funded competitors – and endurance and adventure. What we need to get back to is a much simpler and cost-effective format for rallying without the technical arms race that now extends down the hierarchy of the sport.

Realistically domestic rallying is really a driver/co-driver funded activity and as such we need to get the costs down and the accessibility up. The events that are massively over-subscribed are things like the Roger Albert Clark, the Mull Rally and even the single venue rallies at race circuits. These latter events may not all be the traditionalists' idea of a rally, but the market responds in saying they like these events – and we need to learn from that.

We love forest stage rallying – but we cannot stick our heads in the sand and assume that everything can simply continue in the way it has done for years. This also extends to the issues of propulsion and the approach we take to the eventual phasing out of the ICE, and whatever it is replaced by in motorsport. Motorsport UK has already published rules and regulations for electric competition vehicles, including rally cars, so the basic framework is set for the adoption by those that want to be amongst the first to explore these technologies.

To address these fundamental issues, we are drawing together a group of people from the spectrum of stakeholders who can bring expert skills to the table, and a fresh set of ideas on how rallying in the UK can be reinvented for the new age. This is in addition to the ongoing work of the Rally Committee, chaired by Nicky Moffitt, which is also charged with these same challenges. Undoubtedly, at the future pinnacle should sit a round of the WRC in the UK, albeit we cannot prejudge the outcome of what the format or location of that event will be. The existing format of Wales Rally GB presents fundamental challenges to its viability and we all need to be open-minded about seeking alternative locations and formats – but we cannot escape the fact that wherever it is such an event will need considerable external funding and that is most likely to come from local or regional governments. We have advanced these discussions across the UK, but now is hardly the time for such institutions to be committing to new events however exciting.

Although having a strong championship contender in Elfyn Evans has to help. What is clear is that the UK presents a very good consumer market for the WRC, for the manufacturers and the series partners. It is also the very heartland of rallying, with a rich and extensive history second to none. In the same way that the British GP is a cornerstone of the F1 calendar, we need to fight to get a round of the WRC back in the UK every year.

With the right format I have no doubt that the FIA and the WRC Promoter would welcome us back. But we need a model that is affordable, practical and attractive to domestic and international competitors – as well as all possible commercial partners. We would like to hear from everyone with their ideas for how rallying should progress in the future. Tell us what specific ingredients will work so that everyone can be aligned behind a new future vision. [rally@motorsportuk.org](mailto:rally@motorsportuk.org)

**Hugh Chambers CEO Motorsport UK**

## **Bloke gets a job at the zoo.**

The head keeper puts the guy in the bird house, he says, all you have to do is clean each cage with the shovel and put the food in each cage.

The Head Keeper comes back to see how he's doing to find that he's battered all the finch's to death. Why did you do that the keeper asked in horror, well they all came at me, I panicked and hit them with the shovel. Look, said the keeper throw them to the lions.

The Head Kleeper puts the new guy in the monkey house, thinking, can't do much harm their. Clean the cages and feed the monkey's. He comes back to find he's battered all the chimps to death. Jesus, said the keeper, what the hell happened here. Well, said the guy, when I went in the cage they went mental so I lashed out and they all copped it. Look, said the keeper throw them to the lions.

Right, this is your last chance, so he puts the guy to work in the apiary (bees). All I want you to do is clean up any mess, surely you can't balls this up.

He comes back later to find all the bees in a heap, dead, battered with the shovel. Right thats it, your fired. On your way out, throw them to the lions.

Anyway, later in the day a new lion arrives at the zoo. The new lion is getting acquainted with the locals and asks what the food was like. Well, said the alpha male, not bad really, like today we had FINCH, CHIMPS AND MUSHY BEES





# Rallying Rambles 15

(tales of an obsession with motor sport)

**By Bill Honeywell ©**

I thought it might be an idea to pause the narrative and review some of the many true stories that have all stemmed from my involvement in rallying. Later you'll see that a large proportion originated on the wonderful Isle of Mull. I can't give you a reason for that, apart from the fact that it's such a wonderful place. If the weather was warmer and drier it would be perfect; of course, it's the people that make the difference, but whether it's the locals, or the visitors... I think it must be a combination of both!

In the mid 70s we finished a rally at Forton Services on the M6. Dick Atherton finished in his Triumph 2.5Pi, quite a big (and powerful) car in its day. A friend of Dick's wasn't so lucky – his mini needed a tow home to the Blackburn area and Dick was happy to oblige. They'd just got the tow-rope fastened when another crew in a Hillman Imp asked if he would mind towing them home too. "Don't see why not," was the reply to this rather unusual request, and so the Imp was attached by another tow rope to the back of the mini. Everyone figured that at 6.30 on a Sunday morning there were unlikely to be any police cars about.

All went well for about 10 miles heading south on the M6... until the driver of the Imp dozed off and started drifting to the right. There was nothing the Mini driver could do, so whilst Dick fought to keep his car in the inside lane, the Imp, in its journey to the overtaking lane, dragged the Mini to the centre lane. What a sight that must have been, with the Triumph, Mini and Imp straddled across three lanes, and the first two blowing their horns in an attempt to wake the driver of the Imp! (They did, and apparently everyone got home in one piece.)

George Hill and Keith Wood at the start line of the 1971 Tour of Mull. Look closely at the crowd - a very young-looking Yours Truly is on the left, whilst just behind George's car is none other than Roger Clark, probably Britain's best rally driver in the 1970s

Before we were married, Val and I – like most other couples I guess – used to go out to pubs to socialise, and the red Mexico TCW was my only transport. She was used to my driving – well, pretty much. One evening in Ye Olde Sparrowhawk at Fence, we were chatting with some friends and Val said "I'd like to navigate for you on a rally if you'd let me." I immediately replied that she wouldn't like it. "Yes I would! What makes you say I wouldn't like it?" "Well," I replied, "You wouldn't like the speed I drive at." "Rubbish!" said Val, "I don't mind the speed you drive at!" ... "But I've never driven at rally speed when you've been in the car." This took Val aback somewhat. "You always drive at rally speed."

I couldn't persuade her that the pace she thought was rally speed was actually (for me) driving very sedately with consideration for my passenger(s) and she clearly didn't appreciate how much faster I could – had to – drive on rallies. It was agreed that we would use the narrow, mainly twisty but occasionally fast, Padiham Heights road, from Fence to Sabden, on the way home. Poor Val. Suffice to say that when she'd regained her composure she vowed that she never, ever, wanted to navigate for me. Ever.



***Navigating for Brian Harper  
in the Minisport Mini***



***Bill Honeywell***

***On Mull 1977***

***Roger Clark***

***Continued on Page 12***



Having said that, another evening we'd been to the Bay Horse at Roughlee and came back home via Downham village. From Barley the road climbs to Annel Crossroads, then across the side of Pendle to an adverse camber medium right before dropping again past Gerna to Downham. There was a touch of frost, and as I put my foot on the accelerator half way around the medium right, the back end let go and I found myself in a clockwise spin. "This could be nasty!" I remember thinking, as the car, now going backwards after spinning 180°, continued to 270°... and I thought... "if I keep the clutch engaged and tap the brakes now, it might just lock the front wheels only and finish the spin..." so I did, and as the spin reached full circle, I dipped the clutch, dropped it into second and continued as if nothing had happened. "You're brilliant!" was the unexpected message from the passenger seat.

The first time Val and I went to Mull together was 1978, two months after we were married. We only had the one car – the rally car – so we had no choice but to drive it to Mull, hope it got around in one piece, and drive it back home. For some reason my usual route to the M6 North was through the Trough of Bowland, then Dolphinhholme, ignoring the No Entry signs at Forton Services and joining the motorway there. Val had a portable TV on her knee. Mark, not quite three years old, was wedged in between bedding and a back seat so full of luggage that we thought it would take a tin-opener to get him out. Until he was sick somewhere near Sykes Farm in the middle of the Trough. We had to move very fast! I clearly hadn't thought that one through.

When we got to the Corran Ferry we all needed the toilet, and with a good 10 minutes before the ferry would return, off we went. But on our return I saw that I'd left the keys in when I'd locked the car. Disaster! Or was it? The car in front was a Ford Granada. Not long before whilst on a rally, father and I had moved all three Escorts and a Capri blocking a farmer's track by opening each one with the same key for dad's Escort. I asked the Granada owner if I could borrow his car keys. He looked at me very suspiciously but I assured him my intentions were honourable. Granada keys in Escort door, quick wiggle... and we were in. I took them back with grateful thanks and we continued on our way!

Mark was around 11 years old when, one wet day on Mull the weather confined us to indoors, and we decided to play the 'Word Association Game' – Mark, me and dad. It was going well – 'Football – ground – coffee – tea ...' and so on, when in walked 4-year old Catherine. "What are you doing?" she asked. We explained the name of the game and how it worked. "Can I play too?" she asked, and her face beamed when we said she could. She wasn't bad at it either – for a 4-year old.



***Continued from Page 12***  
***Rally Rambles 15***

A couple of rounds ground to a halt and we re-started, then the next time it was Catherine's turn to start. "What do I do?" "Think of a word" we replied, "Any word?" "Yes – any word"... Long pause... and then Catherine said "Responsibility". You can't play Word Association when you're rolling on the floor laughing...

One year in the early 70s three ladies who went to Mull that October were all pregnant. I think my sister Pat had a craving for coal, whilst Susan said she "couldn't bear the thought of prawns any longer." Class will always out. Pat #2 was the furthest into her pregnancy and the only one who at that stage didn't even know it!

It's the Sunday night after the rally, again back in the 70s, when there were no ferries on Sunday, everyone stayed on the island, and a very large proportion had way too much to drink. The crowd in the Western Isles Hotel was getting a little boisterous when in marched a policeman, dragging behind him a man in his 30s who was far too drunk to even contemplate walking. "Has anyone here NOT had anything to drink?" shouted the bobby. Although no one was expecting a positive response, one chap – I think he must have been on some form of medication that tells you not to mix it with alcohol – said "Me sir – I have had no alcohol this evening." The policeman walked over and handed him some car keys – "Well sir, I've just stopped this poor fellow from driving his car – would you be good enough to take him home and then drop the keys off at the police station?" Times have changed...

Jimmy Fleming was a regular competitor in the 70s – he had a car dealership, somewhere near Glasgow I think. More than a little flamboyant, he would arrive on Mull with service barge, car on trailer, and service crew, plus a certain glow which stemmed from the fact that the ferry was at that time one of the few places in Scotland where you could enjoy a drink at any time of the day. In fact one year, on arriving at Craignure, he told the service crew to get the vehicles off the ferry whilst he made another return trip to Oban, never leaving the bar of course. One of the crew had to wait in Craignure for two hours to give him a lift to Tobermory!

***By Bill Honeywell ©***



## ***Audi R8***

***Has it really come to this?***

***How it's possible for an old has-been to have some fun!***



# ***NORTH WEST RACERS***

***With Dave Williams***

## **OYEZ! OYEZ! OYEZ! CRYER WINS CNC TITLE**

The BARC North Western Centre's CNC Heads Sports/ Saloon Championship, an integral part of motorsport in this region, had a very popular winner of its 2020 title in the shape of Jamie Cryer who has been a stalwart of the series for the past decade.

Taking the crown was a very special feeling for Jamie as he believed the accolade was as much for all the family and friends who support his on-track endeavours as it was an honour for himself. His father, Kevin, competed in the championship from 2003 to 2017 and so has a wealth of knowledge to pass on to Jamie – they are a Dad & Lad Team in the truest sense of the term.

They do most of the preparations themselves on Jamie's racing car – a Ginetta G20 which runs in Class E of the CNC Heads-supported Championship – with the help of a few close friends and people they have known for years. Jamie's mum and fiancé are also heavily involved.

The overall CNC title is decided by who has scored the most points in each of the 6 individual classes. Following the Covid-induced delay to the start of the series, the action got under-way with the first of 4 Double Header meetings at Cadwell Park in July. In race 1, Cryer inherited the Class E laurels when a plug lead came adrift on Ollie Allen's engine although Jamie believed he would have overtaken the Fiesta driver before the finish anyway. Allen then crashed at the start of round 2 following contact with another competitor.

Cryer recorded further maximum points hauls at Donington Park and Oulton before the series returned to its home track in Cheshire for the finale at the end of October where Jamie was only too well aware of how close he was to the overall title which he had missed out on by just 4 points in 2018 when he was winner of Class E.

Conditions were very wet for qualifying so Cryer decided to take a cautious approach and look after his car which, like its driver, is not at its happiest in the rain. The weather hadn't improved much when race 1 got underway and, during the course of this particular contest, there was a twist to the story of the championship when Cryer spun at Cascades!

"(The spin) definitely added some pressure," recalls Cryer. However, more than anything, he felt frustration as he had been going so well in terrible conditions. Furthermore, Jamie was sorry that his run of 2020 Class E wins had come to an end but at least his worst score could be dropped. He says, "So, it was a case of being relieved to escape without damage and knowing exactly what I needed to do in the last race."



***Rounding the Shell Hairpin at Oulton Park  
Photo Courtesy of Marvin Hall***



***Jamie Cryer on his slowing down lap having  
taken the title : Photo Courtesy of Danny***



***Jamie Cryer's first car for racing***

***Continued on Page 15***



## ***North West Racers : Continued from Page 14***

At the best of times, Cryer is a bundle of nervous energy before going out on to the race-track therefore, prior to the deciding round of the Championship, his anxiety levels were ramped up to the maximum.

There were no dramas in his final outing of the year however as, having been in the thick of a midfield battle, Jamie finished second in Class E – just behind Ben Griffiths' Honda Civic – which was all he needed to take the title. Cryer says, "Emotions were definitely running high when I crossed the line and knew I'd done enough. It would never have been possible without the support of so many people. It might not be F1 but it's just as special to us."

Kevin, Cryer's Dad, was a fan of motorsport long before Jamie was born thus he began taking his son to Oulton Park when he was very young and, even in those days at the start of the 1990s, they used to look forward to meetings featuring the BARC North Western Centre's Sports/Saloon Championship. At that time, it was sponsored by Lynton Trailers. The family's affinity with the series runs very deep.

Indeed, Jamie still has all the Oulton Park programmes he collected during his childhood. His love of motorsport stretches beyond the club scene and embraces the WRC, MotoGP, Formula 1 – anything with wheels and an engine!

Once Cryer had completed university and got a job, he could afford to take up motor racing himself. It was inevitable that the category he selected to compete in was BARC (NW)'s Sports/Saloons. He began in 2010 with a Fiesta. Once he had learnt the ropes, he took the Ford to the Class F title in 2012. Having achieved that goal, he switched to a turbocharged Toyota MR2 but he never "got on" with that car and so the Ginetta was purchased.

The car was built in 2007 and, it is believed, was raced in the Ginetta G20 Challenge for one season before being hillclimbed by the previous owner. Jamie ran the car in standard specification for a few seasons before gradually developing it with a larger 2-litre engine, suspension tweaks and aerodynamic additions to the bodywork. Cryer takes great satisfaction from having made the car faster every year he has had it and the modifications for 2021 are already well underway – they could make it the fastest G20 in the UK!

The fitness level of the driver has also been optimised because away from the circuit, Jamie enjoys cross-country running and mountain biking – he loves to be outdoors!

Jamie and his Dad liked the Ginetta so much that in 2014 they obtained a second example for Kevin to compete in – he had been racing a Caterham in Sports/Saloons' Class B since 2003. With both Team Cryer drivers in the same model of car, it meant they were Class E rivals and often found themselves battling wheel to wheel on the track.

Kevin hung up his helmet at the end of 2017 leaving Jamie with marvellous memories of dicing with his Dad. The second Ginetta they bought has been kept as a spare chassis/parts donor.

The love the Cryer family have for the CNC Sports/Saloon Championship is clear for all to see and they have developed many long-term friendships amongst their fellow competitors. The respect is mutual as, to his complete surprise, Jamie was chosen as Driver of the Year in 2016 (which he describes as an amazing honour) and Team Cryer took the "Spirit of the Championship" accolade two years later.

Over the years Jamie has also got to know many of the people who regularly attend Oulton Park and Anglesey be they marshals, spectators, commentators or photographers. One of the most enjoyable things about clinching the championship at Oulton was waving to all his supporters on his slowing down lap.

Like all those who race in the CNC Heads Championship, Cryer is very keen to express his gratitude for the dedication of those in orange which allows him to race. He hopes they enjoy the show the series puts on.

He certainly plans to be part of the entertainment for some time as the Sports/Saloon paddock is like his extended family and he is sure that competing in any other category would not be as enjoyable.



***Jamie & his Dad Photo Courtesy of Graham Saul***



***Receiving the 'Spirit of the Champions' from David Wheadon***

## **WILL RETAINS HIS ST-XR CHALLENGE CROWN**

Despite running a different car and racing in a different class to 2019, Will Heslop still managed to retain the ST-XR Challenge title.

Over the extended Winter break due to Covid, Heslop swapped his Class A Mk2 Fiesta XR2 for a more recent Class D Mk6 Fiesta ST – a model which has become very popular in the series due to its low cost and being great fun to drive.

At the first two meetings of the shortened season, which were staged at Oulton Park and Cadwell Park in July and August, Heslop's closest rival was another former champion in the shape of Mark Robinson who had also switched to a Class D car. For the first 5 rounds the pair were constantly bumper to bumper and, as 3 of these races ran in changeable conditions, the deciding factor was often who had chosen the correct set up.

At Silverstone, in September, the title battle swung in favour of Heslop as Robinson had a couple of frustrating races where he finished third in both. Although Heslop won the first contest in Northants, he had problems of his own in the second encounter as his car was reluctant to turn-in and he slipped down to fourth.

Having been part of the winning driver line-up in the Fun Cup the day before, Chris Grimes completed a dream weekend by taking the honours when Heslop's under-steer problem manifested themselves.

Chris was a newcomer to the series at the start of the year with his Tensport Performance-prepared Class D car and his pace became increasingly evident as the season progressed.

Also joining the hoards of ST's at Silverstone was Michael Blackburn who set fastest time in qualifying on his seasonal debut only to be sent to the back of the race 1 grid because his car had been 10 kg underweight (frustratingly, no one had been available to show him how to operate the scales when he tried to do a check prior to the session). He recovered to finish runner-up in race 2.

During qualifying for the Oulton finale in October, Blackburn made amends by taking pole with a legal car however slower getaways off the grid twice handed the initiative to Heslop who drove immaculately as he took a brace of wins en route to sealing the title.

As Robinson lives in North Wales, he was unable come to Cheshire for this Championship decider because the Principality was in Lockdown.

The Class B Champion was Jason Hennefer, a stalwart of the series. He finished four points ahead of Chris Jones who returned after an 8 year break and proved he had lost none of the speed that took him to a trio of titles in the noughties. He was usually the first Escort home but during a congested first lap at Oulton's second round he found himself edged on to the grass exiting Island Bend which resulted in him skidding towards the Shell hairpin driver's door first! He was also absent from the visit to Cadwell Park.



***Will Heslop fought off the challenge of Mark Robinson to take the title***



***Jason Hennefer was the Class B Champion***



***Aside from Will Heslop and Mark Robinson the only other driver to win a race was Chris Grimes***



## **North West Racers** **Continued from Page 15**

At the last meeting of the season, Matthew Morton was grateful for the help of many in the paddock which allowed him to take the Class A title. After a number of drivers assisted in resolving the engine problems that manifested themselves during qualifying, he had to call on them again after his XR2 was hit by a spinning car in race 1. He managed to get back out on track for the final encounter.

**Dave Williams**

*Photos Courtesy of Jon Elsey*



**Matthew Morton won Class A**

# REWRITING THE RULES

## **Motorsport UK embarks on its biggest reform of the National Competition Rules, and we want you to have your say**

Motorsport UK is embarking on a fundamental review and reform of its National Competition Rules, with a view to implementation on 1st January 2023.

The aim of the process is to examine, simplify and modernise the existing regulations, bringing improvements in structure and ensuring compatibility with the International Sporting Code and Motorsport UK's commitment to Equality, Diversity, and Inclusion.

To make the rules more accessible for the membership community, they will be redrafted using clear and simple language, a more logical and discipline-specific order, and will eliminate duplication and the need for cross-referencing. The format will also give consideration to mobile compatibility to ensure the document pages are interactive and responsive across a variety of digital devices and screen sizes. It is also intended that the new rules are easy to revise where necessary.

Motorsport UK is committed to ensuring the new regulations reflect the views of the community and is embarking on a period of consultation with its membership. Later this month we will be mailing our members with an invitation to participate in a survey, to help inform our work in establishing key principles and structure. The input of both competitors and officials at the broader strategic level will be vital to ensuring the success of this significant reform of the rules that govern motorsport in the UK.

The consultation will comprise a number of stages, commencing with the initial survey phase from 26th February to 31st March. Motorsport UK will then engage its Rules Committee, Judicial Committee and National Court Chairs in the specific redrafting of the regulations, with input from the Motor Sports Council. Periodically, we will provide feedback and progress updates to our members, and further consultation may also be necessary. It is intended that the rules are approved by the Board and available online by July 2022, ready for implementation from 1st January 2023.

This project is being managed by a working group, led by Richard Norbury, Motorsport UK Board Director and Chair of the Judicial Committee and the Rules Committee, and comprised of members of Motorsport UK's Legal, Regulatory and Sport departments. The governing body's Head of Regulatory Jamie Champkin will draft and deliver the new National Competition Rules.

Look out for the survey, which will be mailed to licence holders on Friday 26th February, together with an email address to enable responders to share more expansive perspectives.



# Switzerland without a Toblerone

## The 2013 Alpine Challenge

In early 2013 I saw an advert for a planned event in Devon and Cornwall which was called "The Alpine Challenge UK 2013". The event was planned to be over 3 days with a navigation rally and regularity rally run on each of the days. The entry fee was £650 but that did include 2 nights at a good hotel plus all meals for the three days so seemed quite reasonable and we could make a week's holiday around it as well. Unfortunately the event was cancelled due to a lack of entries and we were resigned to missing it when we were contacted out of the blue by the organiser of the original Swiss version of the event who offered us a place in the Swiss event, should we want it, at no additional cost (a saving of £400 at the time). The affirmative response was instant. We had been over to the French Alps many times watching the Tour de France and relished the thought of 3 days going over some cracking alpine roads which had been used in the past for events like Rally du Mont Blanc and Rally des Alpes Vaudoises in the 87 Porsche 944 that up until then we had only used for Touring Assemblies and shows.

So it was on Wednesday 11<sup>th</sup> September 2013 we found ourselves heading down to Folkestone for the tunnel over to France, down our usual route through North Eastern France ( A26 Reims then Troyes then A5) enjoying fine, dry weather until we arrived at our overnight stop at Chaumont when, just as we parked at our motel, the heavens opened. We had booked the motel as there was a "Les Routiers" truck stop about 1km away where we headed for our evening meal. There were about 3 cars there and about 60 trucks parked up on a compacted chalk parking area with rain water coming off it the colour of milk. However, once inside we enjoyed a 4 course dinner for two with wine, coffee and beer for just 27 euros and had a bit of a chat with some of the French truckers before going back to the motel for the night.

Thursday dawned bright and sunny with no sign left of the overnight rain apart from the car having changed colour from metallic grey to white with all the chalky water from the previous night. We continued down through France past Dijon, down to Macon and across through Bourg-en-Bresse, past Geneva to Thonon-les-Bains where we turned on to the D902 and finally the D22 to get us to our hotel, the "Plein Soleil" in the village of Vacharesse. Unfortunately on the way we encountered several short but heavy showers and with keeping turning the headlights on and off the headlight raise/lower motor packed up but, fortunately with the lights up!

We unloaded our bags and set off back for the event HQ, a superb lake side hotel, the "Chateau de Coudree" for registration, scrutineering and documentation to save time the next day. We were immediately impressed by the magnificent surroundings and some of the exotic cars already assembled and suddenly thought we might be just a bit outside our league, but you can't let that hold you back, can you?



**Photos Above**  
**Cars awaiting Scrutineering**

**Continued on Page 19**



## ***The 2013 Alpine Challenge***

### ***Continued from Page 18***

We got signed in and had a look round some of the other cars, Porsche 356's, 911's, Chevy Corvette, Ford Mustang Mk1, Ferrari 365 GT B/4, E Types, Fiat 124 Rally Arbarth, Lancia Stratos, Aston Martin DB4, AM Volante, Alvis Speed 20 plus a number of Triumph Stags, some MGB's and several BMW's and Merc's. We soon realised that we were pretty "low budget" compared to most of the assembly! We got to scrutineering and the scrutineers were most perplexed by our headlights which remained in the "up" position and wouldn't retract but after a bit of discussion and finger pointing they gave us our ticket and we eventually left to find somewhere to wash the car and get some petrol before returning to our hotel for the night. We were there, we were in, so come Friday the real fun would commence.

The next morning we were up early in order to get to the Chateau for the 8 am briefing as damp alpine roads are not always the best for trying to make time up on. At briefing we were told that we would receive our road books for each session 3 minutes before our due start time which immediately drew a "What the...." from Maggy as we had no idea of what the navigation would be and she has never done (and never will do) plot and bash. Too late to worry about it though so we decided to just wait and see and wing it the best we could. It was a lovely day so might as well enjoy it at such a stunning start venue. With 3 minutes to go a marshal handed in the road book and on opening it we were relieved to see it was a modified form of tulip with intermediates and totals in miles as well as kilometres, which was really handy as we only had the car odo and that was in miles.

Eventually we get to start and the first junction was easy, just go where everyone else has, but the second junction immediately caused problems as we tried to work out exactly how the symbols worked. With stopping the next car behind came through, did what we thought it should and we were off. The first T junction then confirmed our thoughts and we were off on our way. The Friday morning's route of about 55 miles was going by without incident and we managed to collect some codes as Maggy got happier with the road book until we came across roadworks and a diversion which was sending us in the opposite direction to where we needed to go. Brief moment of "what do we do now" in the car but with no other option we made the signed right turn and proceeded through the road works. My plan was to get to the end of the cones, do a swift "U" turn and go back in the right direction. We got to the end of the cones and I did a swift "U" only to get flashed at repeatedly by a white van coming up behind. The van started tailgating us and several choice words were uttered. I eventually managed to find a bit of space to pull over and let the idiot past only to then find out that the "idiot" was in fact the organiser who had been trying to get our attention to tell us of the route change!

On receipt of the new directions we eventually managed to find the lunch stop after yet another set of unmarked roadworks which involved a short run down a marked "one way" in the wrong direction! The lunch break was at Jean Lain Vintage's historic vehicle restoration garage in Ville le Grand and we had full access to the workshop and saw some really quality work.



***Ready for the 'OFF'***



***The Navigator 'Magnav' outside the event start HQ***

## ***The 2013 Alpine Challenge***

### ***Continued from Page 19***

We'd got to lunch a bit late so our break was a short one and we were soon back in the queue for the afternoon's first leg to Barboleusaz, a supposed short run which turned out to be anything but! All was going fine until we got to a main road which we were supposed to cross right then left which we did, The next instruction said SO at a X roads so we did and ended up going up a mountain road which eventually turned in to nothing more than a goat track requiring us to reverse for quite some distance. Obviously realising something was wrong, we returned to the last known "correct" junction at the X roads, passing 3 or 4 other competing cars on the way. At the X roads one of the options was a short run to a parking area, so a quick turn round, and then try the last option. This took us up a very interesting mountain road, climbing quite steeply with lots of hairpins until we eventually arrived at a spot with a kiosk and a barrier. The barrier was raised so we assumed it might be something used to close the road in the winter and off we went again. We soon arrived at a quite open T junction with several large buildings. The road to the left didn't look to go very far so we went right. A little further up the road we found ourselves in a large tarmac area with buildings on 2 sides and a sheer drop on the third. There was no way out other than the way that we had gone in. It was then that a man in a brown uniform with a side arm started coming towards us. He came to Maggy's side of the car (naturally on the continent) and started shouting and gesticulating at us. We had no clue what he was saying so Maggy showed him the road book and shouted "Rally, rally" to him and a few words of French but he was obviously not impressed. He gestured for us to turn round and leave which we did as quickly as we could. It turns out it was a military training camp and we shouldn't have been there. On our way back down we passed the same 3 or 4 cars we had seen before heading up the mountain so we thought we'd leave them to it so they could make the uniformed man's day even more interesting.

On returning to the crossroads we stopped again and there were other crews there who were also having problems which was a relief for us to know it wasn't just us. Most were resorting to satnavs and putting in the final destination of Diablerets and zooming off. We didn't have a satnav so returned to the main road, stopped and got our map of Switzerland (all on one sheet) out. I looked at the map, found our destination and "reverse plotted" as best as I could to find what I thought would be the designed route to our destination. We decided to go with that and set a route which took us over through Villars-sur-Ollon and then over the Col de Croix. We'd made a good choice because we picked up another code board going over the Col before we got to Diablerets. The only problem we now had was it was beginning to get gloomy and we had to be at the hotel by 6-30 to go out for dinner at 7pm. Fortunately we managed to phone ahead to let them know where we were, arriving at the hotel and parc ferme at 6-45. A quick run up to our room, throw the luggage on the bed, no time for a shower or anything and then straight back outside on to a minibus for our trip to dinner and a wine tasting.

After a very convivial evening, apart from some crews really whingeing about the road book error, we returned to our hotel room and Maggy shouted out that she thought we'd been burgled. The bed was totally cleared where we had thrown our luggage! After a short look round we realised that the "turn down" service had been in, neatly tidied away all our stuff, turned down the bed and left a lovely chocolate on the pillow – oh how the other half live! A quick shower and bed for a 7-30 breakfast in the morning.

Saturday dawned sunny and bright with forecast temperatures in the high twenties. A lovely breakfast and I was allowed to get the car out to find the one petrol pump that I could find in the village to get some fuel, luckily it took a Visa card.



***Waiting in line behind the Stratos at the Start***



***Overnight parking Friday Night***



## ***The 2013 Alpine Challenge***

### ***Continued from Page 120***

About another 12 crews turned up on the Saturday for the “main event” over the Saturday and Sunday, Friday’s event being a separate event with it’s own rankings. That brought the number of crews up to 50 from all over Europe and one crew from Romania (in the Aston Martin Volante) and about 8 crews from the UK, plus some “ex pat” crews from Switzerland.

After our briefing at 10 o’clock we headed for the car for our 10-30 start. The route book duly delivered 3 minutes before the off was once more in the modified tulip and showed a distance of 45 miles to the lunch stop. Things started well and we enjoyed the route up through Gstaad and some fantastic mountain roads to our destination at Gurnigelbad for our barbeque lunch at a tourist centre. The morning session had seen a slight change over Friday in that some of the passage controls were the “normal” boards you would expect whereas others, marked in the road book, required you to stop and get out and check something, like on a scatter, and we managed to get something for all the required boxes so we were quite happy with that. Over lunch, as a bit of light relief, the organisers had arranged a short archery competition for the crews using plastic “alpine” animals as targets. It was a bit quirky but I managed to hit all the targets despite my only experience being at a Warners holiday which we took my mother on.

Lunch over and the afternoon start at 1-30 for a scheduled two and a half hour session ending back at Diablerets. Three minutes to go and we got our road book and immediately noticed that the first page of instructions were some tulip, some marked map sections and some pictures. What we didn’t realise until we were on the road was that the distances were now 11 in kilometres only without miles. We worked this out after about 2 km and immediately stopped the car. Luckily I had a calculator in the car and was able to work out how far we had come, convert it to km, subtract that from the rest of the distances and then convert them to miles allowing us to carry on. It was a bit of a rush job and it did get a little heated in the car for a few minutes. We decided the best way to proceed was to try and get some time in hand and then stop with each new page, do the conversions and carry on. We were then faced with 2 pages of cut up map sections and again, luckily we did have some scissors in the first aid kit which allowed us to cut the sections up, join them together in the right order and then follow the route to the next check. Other crews must also have been having fun because no one passed us whilst we were sat at the side of the road cutting up the route book.

The next pages went back to tulip but as we had to stop to do the distance conversion we noticed that the instructions no longer went left to right, top to bottom, but went clockwise round the page in a spiral with the final instruction near the bottom of the middle column.



***Photos Above of The Ollons Hill Climb***

***Continued on Page 22***



## ***The 2013 Alpine Challenge***

### ***Continued from Page 21***

We found out afterwards that more than one crew didn't twig this until after they got lost. We ploughed this only to find the next page layout changed again! What a fiendish ploy! However, probably because we had to stop we spotted it and got through it all right. On to the final page of tulip and all was going well until we got about half way down the page and got to a junction that wasn't there! We stopped, checked the book and our memory of the route and decided to go back the last 5 instructions and just check again. Sure enough we ended up in the same place and with no clue as to where we were. We lost quite a bit of time and in the end just followed some signs to a place we could find on the map. We then "reverse plotted" from the finish and plotted a route to get there. That worked and again we picked up some more code boards. At the finish it became apparent that there was a mistake in the road book with a line of instruction having been duplicated, which we hadn't spotted and neither had anyone else we spoke to so we were once more happy that we had made a sensible decision.

The finish venue was amazing. One of the event's sponsors were Knight Frank Prestige Properties and the venue was a Belle Epoque hotel at Mont Pelerin with fantastic views over Lake Geneva which had been converted to luxury apartments which they were selling. Needless to say the prices were a bit out of our range with the "cheapest" being £2 million, but that did include use of the two Rolls Royces, leisure facilities and library. We, along with all the crews, were somewhat under dressed for the place but the reception from the staff who served the light buffet was extremely welcoming and they all seemed very interested in what we were doing.

We had a free run back to Diablerets but had to be back there ready for the 7-30 start of what they described as the "night stage". We got back in good time to allow me to manually wind the headlights to the "up" position, have a bit of a wash and brush up and a quick coffee or three.

By 7pm it was dark and it had started raining. We had no idea of what to expect except that we would get the instructions 3 minutes before our start time. There was much muttering from the left seat. Cars were started at minute intervals and the route took about an hour. The rain never stopped and I was glad we had decent tyres on. It was all single track mountain roads with mostly sheer up one side and sheer drop the other and nothing to stop you going down! We caught a couple of cars on our way round and managed to pass as they pulled over to let us. Maggy just kept her head down with the "notes" after taking a look out of her window in to the dark void below and deciding that she didn't like it. We got back to the finish to find we had "cleaned" it which was nice. I had really enjoyed it, despite not having spots on but the 944 does have decent lights on main beam which were good enough. We eventually got to the hotel at about 9-45 with just enough time for a quick shower before going down to dinner at 10-15. There was no time for after dinner drinks as we had to be up at 6-30 in the morning for breakfast for a 7am briefing and 7-30 start.



***Photos Above of The Ollons Hill Climb***

***Continued on Page 23***





At Sunday's briefing we were told that there was a fairly long section that had been cut due to roadworks and diversions which could not be got round easily so that meant it would be a bit more of a relaxed day. The first section was now reduced to a 20 mile main road run before getting on the route with only about 5 miles to our first stop for coffee. This obviously passed with no problems but on arrival for "coffee" the organisers had decided, for a bit of fun as we had time, to have a blindfold driver competition. It comprised a slalom course with cones, trees and shopping trolleys to negotiate. I guess it was the sort of thing people used to do at gymkhanas but we had never done anything like this before and Maggy was really not keen as she would be having to instruct me and was not keen on the potential consequences should I nudge a tree. Still we had a go and it's probably best not to dwell!

From "coffee" we were then taken in convoy to Ollon to do the Ollon Villars hill climb. It is an international event and one of the few, if not the only, timed closed road event in Switzerland these days. We had not been entered for the event itself but were being allowed to have a "speed regularity" event up the mountain during a break in the international event. Helmets were compulsory and I had mine and we'd been able to borrow one for Maggy. Maggy's helmet was a "full face" one and I couldn't hear a thing she said which was probably for the better when we got on the climb!

There are two average speed traps on the climb through the villages of Huemoz (40 kph) and Chesiere (50 kph) and these are rigidly enforced with fines. We had to wait for some time before we were allowed to start but when the time came we were started at 10 second intervals for the 5.1 mile blast up the hill. It was great fun, lots of hairpins and twisty bits. We caught 3 cars on the way up and got past them all, got through the speed traps without a problem and got to the top paddock to park up and have a look at some of the amazing machinery assembled there. There were cars from the early 20<sup>th</sup> century right up to single seat racers and everything in between, saloon cars, sports cars, single seaters even karts and also motorcycles, again from the early 20<sup>th</sup> century onwards with suitably period attired riders and of course, side cars as well. Absolutely fantastic show.

We were due to restart at 1pm for the final leg to the event finish at Chateau de Bavois which is just north of Lausanne. When we got the road book we saw that it was a 100km leg and was "free navigation" based on sections of map we had been given. There were also places we had to go through on route. We left the start and stopped after a mile or so to look over the maps and work out the best route. After some deliberation there appeared to be only one feasible route on the bits of map we had and without a decent map we were disinclined to try any route cuts. We set off and were making what we thought was reasonable progress when we were caught up after about 30 miles by a white 911 turbo which came past with great gusto. We upped the pace a little, as you do, and followed him. He had Swiss plates on so as far as I was concerned he was a "local". The next few junctions went well, Maggy called them out and the car in front did the same until we got to a T junction which Maggy called "right" but the other car went left. I went to follow them, she said not to but I insisted as "they were locals and probably knew a cut". We followed them for about 5 miles before ending up in a car park by a river! I could then see the navigator setting his sat nav!! Big red face and much humble pie swallowed before reversing out of the car park and back to the junction where we now went in the correct direction. The rest of the route went without incident, our plot was good, Maggy called all the junctions, I obeyed and we picked up all of the controls before eventually arriving at the finish at another superb converted chateau.

*Continued on Page 24*

## ***The 2013 Alpine Challenge***

### ***Continued from Page 23***

We arrived at the finish at about 4-30 and hadn't realised we were so far away from our hotel which was a good 90 minutes away using the motorway (which we didn't have a carnet for – fine 100 Francs), and so planned to leave at 5 pm as our hotel finished serving dinner at 7pm. I had a slight problem with the car as the engine cooling fan relay had welded it's contacts leaving the fan running continuously. As I didn't want to run the battery down I removed the relay and left it on the dash so I wouldn't forget to put it back when we started up again. The prize presentation was due to start at 5 pm and we thought we'd better stay for that as it seemed a bit of "bad form" not to, so we decided we'd leave no later than 5-15 which would just about get us back to the hotel in time for dinner.

Along with all the other assembled crews we waited round having a good chat and recounting our tales of the last 3 days until 5 pm and still no results. We waited until 5-20 and then decided we had to leave so I found the organiser, Didier, apologised and explained we had to go, only to have him insist that we stay a little longer as it was only going to take a few minutes more. Reluctantly we agreed and after another 15 minutes we knew we wouldn't get any dinner anyway so we waited until about 5-45 when we were all summoned in for the results and presentation.

We waited to see who had won the awards and were totally dumbfounded when we were called out for managing 3<sup>rd</sup> place in Friday "prologue" event despite the problems we had had. Neither of us could believe it! We had been beaten by a British crew resident in Switzerland in a BMW 635i who had come second and a Geneva based team in the Lancia Stratos who had come first. We were mightily pleased to say the least and couldn't believe our luck as we are not known for being prolific prize winners. We received a nice cup from Infinite Motors, one of the many sponsors, and a souvenir from Frederique Constant, the main sponsor.

By now a buffet had appeared and it would have been churlish to leave with the main event awards yet to be announced. There was some further delay caused, we were later told, by a crew retirement on the final stage that afternoon which affected the awards. We made good use of the buffet, unfortunately not the beer and wine as the Swiss drink/drive laws are extremely strict. Eventually the organiser was ready to make the announcements and the first awards were for the regularity event won by a Donald Jenny and Cornelia Cendre in an 1966 E type with a Geneva crew, Damien Bochud and Eladia Balmann in a 1954 Healey Le Mans in second place followed by local Swiss crew Maurice Dubois and Pierre Knecht from Ollons in a lovely 1968 Alfa GTV 1750.



***Pots on offer - we got the big one on the right***



***Navigator holding the swag on the hotel balcony before leaving for home***



***all ready for 650 mile trip home.***

***Continued on Page 25***



## ***The 2013 Alpine Challenge***

### ***Continued from Page 24***

The final awards were for our class, the Gran Tourisme class which was navigation only with no regularities. We got ready to leave and moved to the back of the hall to make a quick getaway as soon as it was over as it was well past 6 pm and getting gloomy. The awards were announced in the normal reverse order and third place went to Gabriel Comanescu and George Badescu, from Romania in the Aston Martin Volante followed by Swiss crew Ernest and Roger Michel in a 1966 Volvo P1800S. We started to get ready to make a rush for the door when first place was called out, "Bateman and Bateman in the Porsche 944"! We stopped in our tracks. People were applauding and we felt distinctly embarrassed even to the point of insisting Didier check the results as we couldn't believe we had won with the "off route" incidents we had done and all the other mistakes we were sure we had made. Didier was insistent that we had and it was no false modesty from us, just sheer disbelief that we could have achieved what we had. We received a very nice Trophy to keep and a couple of vintage style radios (with modern electronics) and some other goodies.

After quite some time saying good byes to the many people we had met over the previous 3 days, and enjoying more of the buffet, we eventually got back to the car as it was beginning to get dark. We packed all the "booty" away and I remembered to replace the fan relay once I'd started the car. Needless to say the 90 minute drive back to our hotel was somewhat euphoric and at least when we arrived back the bar was still open despite the restaurant being long closed. That evening we enjoyed a few sherbets before retiring for the night even though we were making the return journey home the next day.

The following morning the car was packed, breakfast was eaten and we left the hotel. The 810 km back to the tunnel at Calais was achieved in just under 8 hours including stops and we managed to get on the first train out before continuing the journey for the last 140 miles back home in Suffolk. It had been a very eventful few days with many super memories for us and with the exception of the failed headlight motor and the fan relay the car had performed without fault for the whole trip of around 2000 miles over 6 days with just the addition of ¼ litre of engine oil (but a lot more petrol!). The event is run every 2 years and I can thoroughly recommend it if you ever fancy something a little bit different. The roads are superb and the alpine views are majestic, the food is good as is the wine and the people are very welcoming.

***Geoff and Maggy Bateman***  
***West Cumbria Motorsport Club***  
***Sporting Car Club of Norfolk***

## **Border Motor Club**

# **Alan Healy Memorial Rally**

## **Cadwell Park**

### **Sat. 3rd April**

"Border Motor Club plan to run the Alan Healy Memorial Rally at Cadwell Park, Lincolnshire, on Sat. 3rd April - subject of course, to Covid restrictions being modified or lifted.

A full-day's rallying is guaranteed, with signing-on from 6am to 8am. The usual 'goody-bags' will be provided, & in-stage marshals who have done the training & have licences are required for the rally.

**Contact details are :**

**Chief Marshal - Josh Routledge**

[cadwellmarshalls@bordermotorclub.co.uk](mailto:cadwellmarshalls@bordermotorclub.co.uk)

If you are interested in helping Border MC with this rally, please contact Josh at the above address

Two kids are playing football in a park in Manchester, when one of the kids is suddenly attacked by a huge rottweiler, luckily the other kid finds a plank of wood and shoves it in the dogs collar and twists it and breaks the dogs neck!

A man also in the park witnesses this and says to the kid, "That was amazing! I'm a journalist for the Manchester Evening news, I would like to write an article about what just happened."

He starts writing a headline, "United fan saves friend from dog", the kid says, "I'm not a United fan."

He starts again, "City fan saves friend from dog."

The Kid says, "I'm not a City fan."

The journalist asks, "Who do you support then?"

The kid answers, "Liverpool."

The journalists starts again, "Scouse bastard murders family pet in cold blood!"



# Per Ardua Ad Infinitum palma non sine pulvere?

*Dan Willan : Kirkby Lonsdale MC*

2020 hasn't been a vintage year, for reasons we all know. Competition has been infrequent and, for yours truly, not particularly successful! A bent borrowed Volvo in January and a catalogue of bad luck in August's 2CV 24hr race looked to be it for the year, until HERO announced a one day event to finish off this annus horribilis. "Was I interested?" asked Niall Frost, son of PV proprietor Simon. Certissime!!!

Based at the Bicester Heritage site (a mecca for classic car enthusiasts – so much industry in one place!), the event promised 11 Tests around the old airfield and 3 Regularities, the last one being a private land affair around Bicester to finish the day off. Plenty of drizzle on the Friday hopefully meant damp greasy conditions, which would be perfect for the PV. We were car 3, behind the indomitable Porsche 911's of Paul Crosby/Andy Pullan and Tomas de Vargus Machuca/Nick Bloxham and ahead of numerous other potential winners, including Howard Warren/Iain Tullie (Escort), Darrell & Nicky Staniforth (Mini) and Owen Turner/Andy Ballantyne (Chrysler Galant). Abeamus!

Saturday began with 6 Tests back to back around Bicester's old airfield, a mixture of tarmac runway, loose gravel tracks and the slipperiest grass known to man. Pulling up to the start line in the resplendently rebuilt and resprayed Volvo was slightly nerve-racking, the old girl having never in my eyes looked so clean and straight. Simon, after initially suggesting only car shows and gentle touring from now on, had capitulated of his own accord and administered a dose of Go-get-em to Niall & I. Who was I to argue with the Doc? 5, 4, 3, 2, 1, 5000rpm, sidestep the clutch and send it! After all, it is a rally car.

15 minutes later I'm panting, perspiring profusely and giggling like a girl. Turns out Guy Woodcock has designed some very enjoyable tests, with enough mud and gravel to really get the car moving around. During its ice-induced-Bagger-bashing internment at Kevin Savage's a hydraulic handbrake had been fitted, and what a revelation! Tests are so much easier with a flickable derrière. Considering Niall & I had only competed together once, on a night rally with no tests or regularities, his Gaelic guidance made total sense and I felt able to attack the coned layouts with abandon. Those roots from Glaswegian Grandma Willan still prevail.

A 20 minute holding control at Bicester's exit allowed some leg lolling and clock tolling. The first loop felt like it'd gone pretty well, but only the stopwatch tells the truth. 2<sup>nd</sup> quickest, 3<sup>rd</sup>, 1<sup>st</sup>, 4<sup>th</sup>, 5<sup>th</sup> and 2<sup>nd</sup> left us lying second, just behind perennial winners Crosby/Pullan. So far so good!



*Continued on Page 27*



***Per Ardua Ad Infinitum***  
***Continued from Page 26***

Regularity 1 had been shortened due to the neighbouring county (Buckinghamshire) going into Tier 4, so just two timing points to discover. 1 second early at each; Niall's concerns of rustiness clearly superfluous and second place maintained. Back to Bicester for the second loop of Tests, starting with a long combination of the morning's T1 & T2. I'll freely admit to not being the most physically endowed chap. Integrate that with the non-assisted steering box in the Volvo and a three minute Test. I literally had to take a breather before the next start line. Hustling this old bus can be really rather exhausting!

Exuberance got the better of me during Test 9, cutting a right hander slightly too much and brushing a cone on the inside. I thought I might've got away with it, but an eagle-eyed marshal had spotted my transgression. Silly mistake, 10 second penalty. Regularity 2 also didn't go quite to plan, despite starting beautifully with a 0 at the first timing point. Shortly afterwards we happened upon the rear end of car 2, Tomas de Longname's 911, who was face to face with a flustered Ford Fiesta on an incredibly narrow section of road. Knowing we hadn't passed any laybys it was left to the UK's best selling car to try and back up. Funny how some people can't reverse without half a turn of lock isn't it? Tick met tock and rushed around the clock, time ebbing away like the clutch plate in the poor Fiesta. Eventually an opening was found and we were off, but now stuck behind the Italian Stallion's wriggling orange tail. We knew we were looking for a farmyard, which presented itself all too soon. As expected, the next timing point was in the middle of the muddy mire. Not enough mileage to claw back enough time, 36 seconds late. Another 7 late at the next TP while still following Tomas & Nick, then a 3 and a 0 to end the Regularity as cleanly as it started.

Despite all this we were still lying 3<sup>rd</sup> overall at lunch with just the private land Regularity around Bicester airfield to go. Bellies full of turkey casserole, every man and his nav was looking forward to a final blast on what I now know to be a great venue. The last countdown and away we went, pitching and rolling across the runways, slithering and sliding atop the lushly lubricious grass. A couple of timing points in, back onto the tarmac, wide open 90 left, slight drift, straighten up, straighten up, straighten up? Hmmm. Not a lot of obedience from the steering wheel. I immediately knew that was game over, but we still tried to get round the next left hand corner. Left wasn't a problem, but right was. "Oh look, there's HQ just on the other side of that fence. Might as well park up here eh?"

I assumed broken steering and upon alighting was proven correct, the left hand steering arm hanging down under the front bumper for all to see. Being an optimistic sort I took solace from the fact it happened where it did and not on a narrow lane somewhere in the middle of Northamptonshire. Thanks to HERO's efforts to organise an event "Through Endless Adversity" there was in fact a plentiful bounty of positives to take from the day. The Tests had provided multitudinous moments of magnificent merriment, the Regularities had, bar one instance of force majeure, been serene and unruffled and, if nothing else, it had been a pleasure to catch up with old friends who we hadn't seen since the beginning of the year. Top boys Paul Crosby/Andy Pullan took the laurels with Darrell Staniforth/Andy's partner Nicky Staniforth in 2<sup>nd</sup>. Those that made the effort were rewarded with a great day's sport.

Here's to 2021?



***Dan Willan : Kirkby Lonsdale MC***  
***Muddy, but aesthetically undamaged, Volvo PV544.***



# Andy Larton of LED Motorsport, Andy, racer and Peugeot enthusiast with his 1932 Peugeot 201 barn-find car

New Year 2020 and I was looking for an old rigid B33 BSA motorcycle on eBay, like you do, and found myself looking in the barn find section. The first thing that appeared at the top of the page was this 201. I have been involved with Peugeots for around 35 years and these models aren't often seen for sale in this country so I sent the seller a message and we did a little bit of negotiating and a couple of days later we made a trip down to Birmingham to pick her up.

The car had only been removed from a barn in Couture-d'Argenson within the the Cognac region of France two weeks earlier where the previous owners family had discovered the it in a barn. It had been parked there since 1960 were it was supposedly taken off the road with an electrical problem.

Once we got the car back to the workshop we replaced the tyres and inner tubes apart from the spare which has been left original. The sump had a hole punched in the bottom where someone had jacked the car up on it so we removed the sump and repaired that. 7 litres of SAE40 oil then went back into the little 1122cc engine. The next step was to see about getting her running. The engine turned nicely on the cranking handle so I replaced the spark plugs and made some new plug leads, cleaned and gapped the points and fit a new condenser, of which there was a new one in the tool box... The cars fuel tank is mounted into the bulkhead and gravity feeds the carburettor with a tap in the cabin. The tap was blocked so that was cleared out giving us a fuel supply. The 2 x 6v batteries had seen better days so I replaced the wiring and fit a new single 12v battery (due to the price difference!!!) and it cranked over on the starter. We are now ready for starting, or at least trying. We had fuel and spark but a major lack of compression so off came the cylinder head and we discovered that all of the exhaust valves had stuck open. Being a side valve engine this doesn't cause any damage so all of the valves were taken out, polished and lapped back in. The copper head gasket was re-annealed and all bolted back together. We've now got compression, a spark and the engine is drawing the fuel. Unbelievably, she started first time....

*Continued on Page 29*





## **Barn Find** **Continued from Page 28**

After 60 years of standing she was as sweet as a nut. I guess the next step was to try the gearbox and there was a reluctance to engage any gear. The clutch had stuck so we turned the engine off and started it in gear which freed it off straight away. Time for a road test. My dad was down at the workshop so we both hopped in and took it for a run, wondering if the brakes would work..!

The only other job that I have done is to replace the vinyl roof panel that had rotted away and torn on the trip back from France and the paintwork has had a coat of beeswax to protect it. Other than these jobs, the car is being left as it is in full patina and original condition, just as it was last used on the road up to 1960.

Most of last summer between lockdowns was spent trying to get a build date and date of first registration for DVLA. L'Aventure Peugeot museum have sent me the homologation information with the build date and the archive department at Niort in Deux-Sevres have sent me a copy of the original registration slip filled in when the number plate was allocated.

I can now look forward to using it this summer and hope that the classic cars evenings will happen again this year.

The Peugeot 201 started production in 1929 and ran through to 1937 with approx 140,000 models being built and was thought to be the first mass produced Peugeot. It was also the first of the three number models with the middle zero.

So did I ever find a BSA..? No, but I did make a trip to France last year to pick up a 1929 P108 and a 1932 P110 Peugeot motorcycles instead.

**Andy Larton**

**Photos Courtesy of Tony North**

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**Andy having a BIG OFF at Barbon Hillclimb**  
**Photo Credit unknown**



## **StreetCar Championship**

**and our plans to delay the start until 2022.**

We have been delighted by the support that the overall StreetCar initiative has received from the community through all the consultation, and are extremely grateful to the regional and club personnel who have given up their time to discuss, advise and plan their involvement.

However, as with all elements of motorsport now, the planning and launch schedule has been hampered by the additional lockdown and we are crucially aware of the congestion that this will bring to event organisers for pre-planned club events and series, together with any perceived additional burden on volunteer officials and marshals.

In addition, during our discussions with the clubs and regions, the StreetCar concept has ignited a discussion in the community to create a much larger umbrella to cover all disciplines that can be enjoyed in a standard production road car, including AutoSols, Autotests, 12 Car Rallies and Navigational Scatters, Navigational and Targa Road Rallies, Sprints, Car Trials, Cross Country Tyro Trials etc. Motorsport UK now plans to use 2021 to develop a comprehensive website and accompanying tools that specifically focus on the accessibility and affordability of StreetCar Motorsport. We will keep the community up to date with progress on this throughout the year.

We would be grateful if the Regions could disseminate this information as soon as possible to their member clubs, and pass on our sincere thanks to all those club members who helped us with the project so far - and we look forward to rolling out this exciting project as soon as we can.

**Ian Berry,**  
**Head of Membership Development**

# RETRO RALLYCROSS

Wigan racer Tony Lynch has confirmed plans to put his full focus on an assault on the Retro Rallycross Championship during the 2021 season.

Tony, from Westhoughton, will be embarking on his third year in the Retro series, which runs as part of the support package for the Motorsport UK British Rallycross Championship 5 Nations Trophy.

As has been the case during the last two years, Tony will be at the wheel of the Toyota MR2 that his Team Geriatric team has been working to develop for rallycross competition, with the car having previously been used for stage rallying in Scotland.

Having quickly shown its potential in 2019, where the Toyota would secure a first win in the series, Tony had hoped to challenge for the title last season before the onset of the coronavirus pandemic had a major impact on the campaign.

Tony was still a front-runner across a shortened three round season, and now goes into 2021 with his focus firmly on adding the Retro Rallycross crown to his already impressive resume.

Work on further upgrades to the car are well under-way ahead of the opening round of the season at Lydden Hill - the spiritual home of rallycross - in late May.

Tony's ongoing participation in the series has been made possible thanks to the ongoing support of long-standing sponsors Lucas Oil, Pemberton Tyres, SignTec, Rye Motors and AVO Suspension, as well as Landsail Tyres - which extends its backing for the team into a third season - and new supporter Tootsies Footwear.

"Last season was a real challenge for us all for obvious reasons, but we continued to make progress with the Toyota in the limited events that we were able to take part in," he said. "That leaves me feeling confident going into 2021 about what we can achieve on track in what will hopefully be a more 'regular' season than the one that has just gone.

"Having continued to work on developing the car last year, we have a number of further upgrades planned for this season that should allow us to get more from the package we have, and our aim is very much to aim to fight for regular wins and go for the title.

"More than ever this is the time to thank the supporters and sponsors who enable us to go racing, as it would have been very easy for them to decide that now was the time to walk away because of the impact of COVID-19.

"That ongoing support is hugely appreciated, and makes me more determined than ever to try and deliver some championship silverware during the year ahead."

## RETRO

# RALLYCROSS

## 2021 CHAMPIONSHIP



Lady goes to the bar on a cruise ship and orders a Scotch with two drops of water. As the bartender gives her the drink she says, " I'm on this cruise to celebrate my 80th birthday and it's today. "

The bartender says, " Well, since it's your birthday, I'll buy you a drink. In fact, this one is on me. "

As the woman finishes her drink, the woman to her right says, " I would like to buy you a drink, too. "

The old woman says, " Thank you. Bartender, I want a Scotch with two drops of water. "

" Coming up, " says the bartender. As she finishes that drink, the man to her left says, " I would like to buy you one, too. "

The old woman says, " Thank you. Bartender, I want another Scotch with two drops of water. "

" Coming right up, " the bartender says. As he gives her the drink, he says, " Ma'am, I'm dying of curiosity. Why the Scotch with only two drops of water? "

The old woman replies, " Sonny, when you're my age, you've learned how to hold your liquor. Holding your water, however, is a whole other issue. "



# SIMON HORTON CONFIRMS RETURN TO SUPERCAR IN 2021 5 NATIONS BRX

**motorsport UK**  
2020 British Rallycross  
Championship

**5 NATIONS  
TROPHY**

## Clitheroe racer commits to 5 Nations BRX

Hortonracing Subaru Impreza set to light up the grids in 2021

Popular supercar racer Simon Horton is planning a return to racing in 2021 in the Motorsport UK British Rallycross Championship 5 Nations Trophy Presented by Cooper Tires. After Covid restrictions curtailed his plans to compete in 2020, Simon will contest the Supercar class aboard his self-built Subaru Impreza.

Work commitments contributed to Simon's decision not to compete previously, however with the recently announced schedule for 2021 is now 100% committed to getting back on track.

"Work, and of course the Covid restrictions hampered my chances of coming out to play last year, but this year the plan is get in as many rounds as possible," said Simon.

"In particular, Mondello, Knockhill and Spa all look like great events to do, but whether I'm able to confirm the whole championship, I'm not yet in a position to say. But I do 100% plan to race whenever I possibly can, I've been sat on the sidelines for far too long."

The Clitheroe racer has a wealth of experience under his belt; coming into rallycross in 2004 in a Stock Hatch Peugeot 205, Simon went on to win the 2014 BTRDA Supercar championship before moving up into the British Rallycross Championship. A podium finish at that year's Valkenswaard round helped him clinch fifth in the points standing, and in 2019 he again finished fifth despite missing the first two rounds.



## MOTORSPORT FIRE EXTINGUISHERS

### 4kg Haylo

#### Mechanical/Electrical

Plumbed in saloon car system FIA Approved to Technical list I6 EX057.19



### 4.25L AFFF

#### Mechanical/Electrical

Plumbed in saloon car system FIA Approved to Technical list I6 EX056.19



### 2 & 3 Kg Haylo Hand Held

Haylo is a Halon replacement extinguishing medium



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# SIMON SETS HIS SIGHTS ON A SAMBA

Following a highly successful campaign with his very well turned out Peugeot 106 which has seen him bag a hat trick of victories in the NESCR0 TARGA Challenge, Hexham & District Motor club member, Simon Jennings has decided to set his sights on a season in that organisations Historic Challenge and has chosen the seldom seen Talbot Samba as his vehicle of choice, the diminutive French machine which, in it's "Rallye" guise was hugely popular with French rally drivers before the advent of the all conquering Peugeot 205.

Simon purchased the car, having spotted it on E-bay, from an enthusiast based in the Lake District where it was in a dismantled state being a project that had stalled somewhat. Previously the car, which enquires have proved to be a genuine "One Lady Driver" vehicle had been stored for almost twenty years and came with a genuine 10,000 recorded miles. It also came with almost all of the various components crated up while the wiring loom was the usual French "Rat's Nest" and took quite a while to sort out. Many hours of hard work eventually saw the car completed and Simon was able to try his new acquisition out at the Northern Dales venue at Eastgate while the Hexham club were sorting out some tests for the ( non run ) 2020 Northern Dales. Initial impressions were that, although the car handled well, the little 954cc engine was somewhat underpowered, the original models being designed more for economy than performance although the "Rallye" version when it was introduced came with an 1219cc engine that gave 80bhp and was good for 110mph.

To overcome the power deficit, Simon has now installed a 1360cc engine which he sourced in a French breakers yard where after some haggling, a surprisingly modest sum also netted a gearbox and subframe. A 40DCOE Weber carb has been fitted and the finished machine also boasts Peugeot 106 drive shaft oil seals while the exhaust system boasts a 205 manifold, 306 exhaust flange and some pieces retained from the original Samba system !.

Given the current Covid situation, Simon is unsure quite when he will be able to give the Talbot it's competition debut, the opening event in the NESCR0 series is scheduled to be the Berwick Classic on 1/2<sup>nd</sup> May with the East Yorkshire Classic and the Shaw Trophy Rally both due to follow in June, one hopes that the current restriction will have lifted by then and this interesting addition to the historic entry lists will be able to make it's debut. Having used his 106 to remarkable effect in the Targa series, there would be no betting against Simon performing a similar giant killing act with the Samba.

**Ed Graham : Hexham & DMC**



**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)



# Gemini Communications

## RALLYING

### Sunday 4<sup>th</sup> April Cadwell Park Stages

Bolton-le-Moors CC

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

#### Warcop Stages

North Humberside 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

Blackpool South Shore MC

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 14<sup>th</sup> August

#### Plains National

Dyfi & Dyfnant

Knutsford & DMC

### Sunday 23<sup>rd</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 09	Keith Lamb	9 points
..	G 11	Mark Wilkinson	9 points
..	G 17	Robin Mortiboys	9 points
..	G 23	Ian Davies	9 points
..	G 25	Chris Woodcock	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
..	G 61	David Bell	9 points
..	G 65	Brian Eaton	9 points
15	G 05	Steve Coombes	0 points
..	G 06	David Crosby	0 points
..	G 07	Tony & Avril Lee	0 points
..	G 13	Stuart Dickenson	0 points
..	G 16	Bill & Robbie O'Brien	0 points
..	G 20	Peter Donnellan	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 62	Colin Evans	0 points
..	G 64	Bryan Wragg	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



A young lad begs his dad for a pet. His dad thinks long a hard. A dog would be hard work, he doesn't like cats, his wife doesn't like birds he was a bit stuck but said they'd go to the pet shop and have a look.

Once at the shop pet shop owner says he has just the pet, a hamster. They don't live long, easy to look after & are cheap.

The lad is very excited with the idea so the dad agrees.

While the lad looks at cages the pet shop owner takes the dad to one side & shows him two different types of hamster. "There's these for £5 or for £3 more you can have one of these".

"What's the difference?" Asks the dad.

"Well, as you know hamsters only last a few years but if you get one of these you can make jam from it afterwards" said the pet shop owner, then proceeded to give cooking instructions.

The man agrees & buys his son an £8 hamster.

Life went well but then in a few years the hamster died.

Whilst the lad was in school the dad thought about what the pet shop owner had said & thought he'd give the jam a go.

He put the hamster in a pan with a load of sugar & a bit of water, simmered it for ages then put the resultant "jam" in jars feeling chuffed with his efforts.

The next morning he thought he'd try some of the jam on toast.

He spread it on thick & took a bit bite.

It was disgusting, as he retched he threw the whole jar & his toast straight out the kitchen window where it smashed in a stone in his flowerbed.

He thought nothing more of it until a week later he looked out of his window & saw a whole host of gorgeous daffodils.

They took his breath away & he couldn't explain them.

He went to the pet shop later that day & explained everything to the pet shop owner.

The man recognised him & listened well but then when the dad had finished the shopkeeper looked all confused & said "that's strange, normally you only get tulips from hamster jam!"



**GEMINI  
MOTORSPORT  
COMMUNICATIONS**

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Gemini Communications  
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[www.geminicomunications.org](http://www.geminicomunications.org)



# Licenced Officials Webinar

## Saturday 23rd January 2021

On the afternoon of Saturday 23rd January 2021 I participated in one of the half day MSUK Licenced Officials webinars, with the great and the good from MSUK. It was a somewhat surreal experience sitting at home, watching the light snow fall and listening to this new but necessary approach to senior officials mandatory training and updating from the team at MSUK. The following highlights the key contents and core messages out to all disciplines of the four wheel motor sport family and community:

### MSUK Update

(Hugh Chambers)

- Strategic priorities for 2021 continue as: people and members focus; promotion of the sport; sport development and innovation; and governance and regulation
- Sustainability - focus on the future including alternative fuels and electric power, event environmental sustainability (work towards FIA best practice principles), toolkit on the learning hub web pages
- Equality, diversity and inclusion - multiple workstreams and new committee structure implemented to push this important agenda forwards
- Rally GB - NI option not financially viable and a Welsh option would have made an unsustainable loss; "committed to returning an event to the WRC but it must be on the basis of a realistic business model"; exploring all of the home nations and a "commitment to get the event back".
- **New HQ Bicester - moving in next month**

### COVID 19

(John Ryan)

- MSUK approach recognised by FIA as "world leading"
- Working with UK Government and devolved nations
- Watch the website for updates, recognise the particular challenge for rallying i.e. two people in a vehicle

### Devolved nations update

- Northern Ireland - despite restrictions managed some events across the motor sport disciplines but ultimately suspended like all other areas
- Wales - Strict Government approach; MoD and Natural Resources Wales land unavailable whilst strict Government approach continues e.g. non-essential travel ban, can't mix households in cars etc; best guess possible resumption of sport at Easter, but remains very uncertain
- Scotland - similar to Wales, travel restrictions and limits on gatherings and numbers means we can't proceed with current enhanced restrictions

Jersey - we had a video update from Derek Warwick; "they achieved a full season of events"

### Medical

(Dr Paul Trafford)

- PPE requirements likely to continue for some considerable time, alongside 2m rule etc
- Testing of individuals temperatures at events a "waste of time", no real benefit
- Testing pre or at events unrealistic and impractical for sport other than FIA world championship events
- Vaccine per se doesn't offer any sort of immediate freedom or release for the sport
- Hands, face. space to continue

*Continued on Page 36*

## Interview with BARC CEO Ben Taylor

(reflections on the last twelve months and looking forwards)

- BARC delivered reduced series of events, twelve months concentrated down into three months
- Major financial impact upon permanent venues i.e. fixed costs etc
- MSUK guidance assisted safe resumption of events to a high and universal standard
- Must seize the opportunity for more digital and tech solutions to reduce paperwork, red tape and unnecessary regulatory burden on events
- Wales in 2020 "a disaster"
- Very frustrating to see "rogue events" taking place on private land outside MSUK jurisdiction, risking sports reputation and public support (warning from MSUK about participating and supporting such events e.g. no insurance cover)
- Optimistic for restart of club sport in 2021 but needs travel and overnight restrictions lifted first and likely to be no spectators

## Timekeeping

(Joe Hicketon)

- Must embrace and expand use of remotely operated equipment
- Less paper and direct contact with competitors
- Need solution for electronic comms and messaging in remote areas / venues

## Scrutineering

(Sue Sanders & Peter Riches)

- Self-declaration forms for cars compliance here to stay and to be expanded
- Random sampling of around 20% of car in detail to be carried out to ensure compliance, penalties to apply for contravention of self-declarations
- Vehicle digital passports the medium / long term solution but this will take quite some time to implement

## Incident Reporting

(Dan Carter)

Reminder to all senior officials of national process for reporting and managing serious incidents including 24/7 access to senior members of MSUK safety team

## 2021 further developments

(some held over from 2020)

- Officials webinar programme to be expanded (although when possible face to face meetings to also be held)
- Development and expansion of further online learning via the developing Learning Hub
- Introduction of 'taster days' for each licenced official role and efforts to recruit and retain volunteers
- Streamlined marshals grading scheme with clear and transparent pathways to be developed (after consultation with Marshals) and new training and development materials

## Closing remarks

(Hugh Chambers)

"We will get motor sport back running in 2021...thank you to all officials and volunteers for not only your support in 2020 but also the support many have given to your communities in helping rise to the challenges of COVID 19"

Cheers and keep safe

***Ian Davies (Gemini 23)***



Most months I witter away on this page without any difficulty. Plenty to witter about. Motorsport is (or was) running, club-nights were happening, Committee nights and Association meeting to attend.

As things stand at the moment my main Social Interaction is either by telephone, Facetime or Zoom and I am going stir crazy. I know I am not on my own suffering with this feeling of being cut off from the world but it still feels as though I am. To make matters worse the entertainment on the Gogglebox is not particularly good and I am finding myself 'Binge' watching more and more 'Box Sets' on Amazon and Netflix. Some are very good, some are bad and the majority are terrible. I find myself with ever increasing time on my hands and little to fill this time. I am reading 4 to 5 books on my Kindle each week. I am using both eBay and Amazon to buy things on line and lots of the things I am buying I don't really need. I have watched endless cooking programs and found myself looking up recipes on-line. When I attend the Zoom Training events and Meetings I tend to have a large glass of Gin and tonic to help while away the time. Consequently in the New Year I found that the majority of clothes had shrunk and my waistline had expanded from the 27" waist that I had when I got married 48 years ago to a staggering 38". (and growing) Since breaking my hip 2 years ago I have not been as mobile as I was before the tumble but this Pandemic has curtailed my exercise even more.

So I am now trying to lose a bit of weight and reclaim my wardrobe by cutting out potatoes, bread and sugar. I doubt that a 27" waist is an achievable target and might only come around if I got some terrible illness but if I can get back to 34" I will be over the moon. Salad is all well and good but without a dressing is very boring but there is the rub - all the dressing has lots of the things in them that I am trying to avoid. Rice has a similar problem and I am finding that Weight loss recipes are mainly tasteless. I will battle on and try to lose a few inches for next month.

It's good to see the announcement (pages 6 to 8) from Forestry England. We now need to get rid of the Covid 19 virus and we can get back to having some fun even if it costs more and eventually goes electric and I might lose a bit of weight too.

I have watched a clip on Facebook showing an electric (might have been a hybrid) Skoda, 4WD complete with aggressive tyres that cut up the track badly. The poor state that the roads are left in and the cost to repair them is one of the concerns of Forestry England. Looking at this video of an Electric Rally Car doesn't do much to resolve the road issue! Whilst I am aware that battery improvements and technology will gradually extend the miles between charges but watching that video you do wonder if these cars could currently (no pun intended) manage much more than a stage and bit before stopping for an hour or two to recharge.

It probably is not at the top of works team thinking but a couple of things that will detract from future stage rallying for me is that it's going to be like watching battery operated Scalextric and to detract even more without the noise and the smell.

Parting shot - I may be wrong but I think it takes about 1,000 gallons of water just to cool the fire in an electric car - I can't visualise that Fire Extinguisher fixed in the car and just contemplate the damage that that could do to the forest whilst waiting for it to stop burning. Do electric power assisted mountain bikes cause a similar risk?

When Forestry England published their finding I was delighted that we would get rallying back into the woods but things are going to have to change big style.

I hate to say it but they have point and despite it not being what we would all like they are the people in charge of the roads that we want to use for our sport. The Gainsayers have tried to argue that we have a right to Rally in the Forests under the terms of Forestry England's remit of 'Access for all' but access and what we do are worlds apart.

I think the answer will be more 'Closed Road' Stage Rallies until they get round to Hydrogen propelled cars. I have most likely misunderstood everything about the Forest England conclusions.

*What do I know (Not a lot judging by my past record) . . . so forget all of the above .*

## **Grumpy Old Git**

***Still Wittering On &  
On & On. But now  
finding it harder to  
find something to  
Witter about***



***"But all the Blueberries . . .***

***The Wholegraines . . .***

***The Skimmed Milk . . .***

***No Potatoes . . .***

***No Sugar . . .***

***You mean it's all been for nothing"***

# ***Inside the Industry***

## ***March 2021***

***with Paul Gilligan***

### **State Of The Market**

Well not pretty as you'd imagine. UK new car registrations in January were almost 40% down on last year. Last January was of course the last fully "normal" month before things began to look serious in February with Lockdown 1 in mid March. In Spain January sales were 52% down, Germany 31% but Italy and France only 14% and 5% down respectively. Of course Italy and France were effected earlier last year. UK used car sales in January were about a third down on last year.

The big worry for the trade now is that it seems almost certain that the showrooms won't be allowed to reopen until after the critical March new plate month. That probability has already caused the Society of Motor Manufacturers & Traders to reduce their forecast for 2021 UK new car sales from just over 2 million to just below 1.9. To put that into perspective average sales for the 10 years to 2019 were 2.3 million, so we're looking at 20% down. However my own view is that if people intended to buy in March but couldn't because the showrooms were closed they will buy as soon as the dealers reopen, hopefully in April. Finance agreements come to an end which forces the customer to do something. Hopefully I'm right and April or May onwards will be harvest time for the trade. And lots of others too, particularly my friends in hospitality and travel who have had such a hard time.

However there are some encouraging signs. Surveys continue to show that many potential buyers are determined where they aren't happy to buy a new or used car remotely intend to do just that as soon as restrictions lift. Many people have saved money in the last 12 months, sometimes lots of. They have saved on commuting costs, not been able to visit pubs and restaurants, not taken expensive holidays, not bought clothes because what's the point when you've nowhere to go? Some will save the money more aware than before that rainy days can come, but many will spend at least part of it.

If this does happen there is no doubt that both new and used cars will be in short supply. New cars are still not being built as fast as before because of social distancing in the factories and component shortages caused by social distancing in their factories. Semi conductors are the latest problem with Honda UK and Jaguar both losing a few days production in January due to the lack of these vital components. In spite of sales being a third down average used car trade values went UP in January by an average of 7.4% as dealers seek to have adequate stocks in place for the restart now widely expected in April. Demand at electronic auctions is strong particularly in the sub £12500 sector.

In the van world demand remains strong and January sales were actually 2% up. Again supplies are limited, the time between order and delivery is stretching to 4, 5, and even 6 months. Both Ford and VW are putting the priority on "retail" sales where they give less discount and putting vehicles for the big fleets to the back of the queue. The reaction from the rental and leasing companies can be imagined, how long the manufacturers can withstand the pressure remains to be seen. To add to their woes Ford as I type have 7000 vans that have arrived at their Southampton storage facility from the Turkish factories which Ford can't release because they haven't completed the post Brexit paperwork properly. Almost every one is sold with a customer impatiently waiting. So £140m ISN'T going into Ford's piggy bank for a while. I suggested to one of my Ford friends that heads must roll. "Worse than that" he replied "committees will roll".

### **Stellantis Lay Out Their Grand Plan**

Who? you may well ask. For reasons way beyond me Stellantis is the name for the newly merged Fiat, Chrysler, Citroen, Peugeot, Vauxhall and Opel companies. Chief Executive Carlos Tavares once again stressed that no jobs will be lost but costs will be cut by £4.5 Billion over the next 5 years. Quite how you can do one without the other is a puzzle to me. However there was again a warning that the future of the Vauxhall plant at Ellesmere Port is dependent on UK Government support for the introduction of electric car production there. A decision is promised within a few weeks.

***Continued on Page 39***



## **Subaru Promises To Stay In Europe.**

The boss of British company International Motors who are responsible for the sales of these cars throughout Europe has insisted that despite a 68% drop in Subaru sales in 2020 against 2019 the business will continue. In the UK Subaru sold only 951 cars last year against almost 3000 in 2019. It's true that Subaru pre registered a lot of high emission cars in December 2019 to avoid hefty fines from the EU for breaching 2020 emissions targets. Subaru also say their target customers are largely older than average so less willing to leave home during the pandemic. Subaru say they will overhaul the dealer network as well as their own organisation. They intend to appoint 15 new dealers in the UK this year. Unless they offer very generous subsidies I can't see who will invest in a Subaru franchise to sell a handful of cars each year. Be interesting to watch this one develop.

## **Depreciation**

The biggest cost by far of owning a motor car unless you are very clever or very lucky is depreciation. And how much cars depreciate varies dramatically. David Wood wrote a very interesting piece in last month's NE Jaguar Enthusiasts mag showing it was cheaper to own a £75000 Porsche Taycan than a £45000 Jaguar XF, the difference being totally down to the different value losses over 3 years.

One area of the market that used to be almost immune for depreciation was the supercar sector. When people had to wait 3 or more years for a new Ferrari of course they would pay over new price to get one quickly. But these manufacturers have got greedy making greater volumes of these cars at a time when Covid was hitting demand. Some buyers have been forced to sell their expensive sports cars because of the damage to their own finances from the pandemic. Some business owners who have been forced to declare redundancies no longer feel it appropriate to drive around in a £250k Ferrari or Lamborghini.

I have a friend who before setting up his own business about 7 years ago was General Manager of a Ferrari dealership. He still looks after some of his old customers and was telling me this week of one of them who had asked him to sell a Ferrari California he supplied to them new 4 years ago. The cost them was £180,000 and in the 4 years the lady had covered 12000 miles (she has several cars). Best offer he could get was £80,000 so the customer had lost a cool £100,000. Add insurance, servicing, road tax and as bit of fuel and the cost per mile covered was probably around £10 a mile. I hope she enjoyed them all!

So how do you reduce depreciation. There are only two ways, either you buy at a vast discount, a discount way more than that normally available. This works I've just done it. Or you buy a car with a solid reputation for holding high residual values, like that Porsche Taycan. And this only happens when the manufacturer is very disciplined in keeping supply tight. So you'll have to wait for your new car, and you'll get little or no discount off retail price, but you'll be better off in the end.

## **Renault Redraws The Map**

In 2004 Renault was the 3<sup>rd</sup> most popular car brand in the UK. By 2009 it was in 12<sup>th</sup> place with volumes two thirds down. In 2019 they sold only 60000 new cars although their budget brand Dacia added another 30000. Now under a new chief executive Luca De Meo who arrived from Fiat last year everything but everything is being reviewed after a loss of 7.3 BILLION Euros was recorded in the first HALF of 2020. The previous boss who created this mess is now Chief Executive at ..... Jaguar Land Rover, where he's due to announce a new plan for Jaguar in particular before the end of the month. I'll report next time.

## **Apple Still Looking For A Manufacturer**

Reports say that negotiations that could have resulted in Hyundai or Kia assembling Apple's still secret electric car have broken down. Hyundai are said to have decided they didn't want to be seen as a sub contractor at a time when they are trying to build their image and take the brand upmarket. Nissan are rumoured to be in the frame now. Of course the Apple Car doesn't officially exist.

## Electric News

The Government has announced that they don't want to see manufacturers selling ICE (Internal Combustion engine) cars at full pelt until the ban comes in in 2030 rather they want to see a gradual phasing out of these as electric etc takes over. Details haven't been announced but it seems likely high taxes, probably very high will be levied on ICE cars particularly high emission ones with the proceeds perhaps used to subsidise alternative fuel vehicles.

Rolls Royce are working on their first pure electric car, a large saloon. Because of the batteries required to give the performance and range their customers require they have admitted they are currently struggling to get the unladen weight below 3.5 tons. Colin Chapman and Henry Royce will be spinning in their graves!

Most electric cars are on long waiting lists just now because of battery shortages. Nissan are OK with the Leaf because they have a battery plant adjacent to the North East factory. Others are reliant on independent sources. Jaguar recently had to stop production of the I Pace for a week at their Austrian factory because their Korean battery supplier failed to deliver from their Polish plant. Post Brexit if we don't create massive battery production in the UK then those assembling in Britain will have to import batteries and pay heavy tariffs. So add that to sorting the re-charging network and ensuring we can create enough electricity anyway please.

General Motors have undertaken to end production in the US of all ICE cars, SUVs, and light pick ups by 2035. Last year GM sold 2.55 million vehicles in the US, 20,000 of them were electric. So they have some hill to climb.

Currently (sorry!) 7000 new roadside electric car charging points are being installed in the UK each year. To meet predicted demand by 2030 (which will increase thereafter) we need 35000 per year. Only 7 times what we're currently achieving?

Tesla are never out of the news. They're now making a profit for the first time ever. However as so often they're finding building cars in the quantities required a challenge. They have been forced to recall around 135,000 cars in the US because of safety concerns involving the failure of touchscreens which can result in the loss of rear view camera images, windscreen defrosting and exterior turn signal indicators. Meanwhile maverick Chief Executive Elon Musk who once said that buying a car other than a Tesla would soon be like owning a horse has been forced to admit to quality problems as they seek to admit to quality problems as they seek to ramp up production to match increasing demand. Mr. Musk says he advises friends not to buy a Tesla just now but to wait until production plateaus, or in other words to wait until they are being built properly.

Meanwhile plans are afoot to run a hydrogen powered car at Le Mans in 2024. Red Bull have been contracted by French constructor ORECA to design the chassis. Target is 730bhp at 17000 rpm. The 8.6kg fuel tank will give a range of 45 minutes but then takes 3 minutes to refuel, hardly F1 pit stop pace. British chemicals company INEOS who now own one third of Mercedes F1 are the leading European firm in the production of green hydrogen. Pure coincidence of course.

## Buddy Can You Spare A Dime?

I'd like to thank you all for your generous donations to my 2020 miles in 2020 Challenge. Not everything shows on the Just Giving Page because some people donated by cheque and then you have to add back the tax rebates from the Gift aid Scheme. Taking all this into account in total the Eden Valley Hospice will benefit from a total of £1627.50 which is amazing and way above my expectations.

**Thank you all so much.**

The 2021 Challenge to walk the 2280 miles from Chicago to Los Angeles is well under way. For obvious reasons these things are easier in good weather so my target is 40 miles a week for the first and last three months, almost 48 miles a week in the middle 6 months. So far so good over 250 miles done so on plan in spite of the snow and ice.



*Paul Gilligan*

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

**07785 293222**



# The Ones that Got Away

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

This is all about the cars I perhaps shouldn't have owned because, if I'm honest, I can't think of any cars that I just missed or should have bought! My first mistake when it comes to vehicles was to buy a Reliant Regal van, not the plastic variety but a much earlier one that looked like there was a motorbike busting through the front of a garden shed with wheels.

It was the winter of 1963/64 and prior to getting the 'van from hell' I was using my motorbike to get home from college at the weekends. I was desperate to get out of the cold on my 25 mile each way journey. Clearly my judgment was clouded when I bought the Reliant by the desire to keep warm. In practice the Reliant Van was slower, colder and draughtier than my motorbike and I was colder at the end of my trips than if I'd been on the bike. Thankfully I managed to get rid of the Reliant after a couple of months and bought my first Austin Seven Mk2 Ruby. Pure luxury that I kept for the next six years and covered 70k miles in it.

In early 1968 I was doing a daily commute from Liverpool to Manchester and it was a bit too much for the Austin. I decided to buy a more modern, faster car and was looking for a Mk2 Ford Consul Lowline but I couldn't find one at the right price and ended up with a Consul Highline. I still had the Ruby but the body was now pretty rough, so I decided to convert it into a special. I scrapped most of the body and stored the rest in the garage of the flat I'd rented in Manchester. Six months later I went to collect the rest of the car to take back to Liverpool only to find that the flat and the rest of the house had been demolished and a large house was being built on the site.

It was another 40 years or so before I bought my next Austin 7! The Ford Consul never let me down but the rust finally caught up with it and as newly weds living near Wigan we needed a more economical car for our 16 mile commute to work in Liverpool each day. Enter our first Mini, a Mk1 848cc Austin. Those of you who are unfamiliar with Liverpool may not have heard of Hannah's Autos but they were an infamous second hand car dealer who's premises were almost next door to the still being built Anglican Cathedral. We were regular visitors to the Cathedral, spending hours and sometimes days killing time and waiting for the car to be fixed again and again. Hannah's eventually put a replacement gearbox in the car and reliability improved a little but by this time we'd had enough of Mini's. We'd also bought a touring caravan and needed a car to tow it. I'd hoped to swap the Mini for a Rover P5 but had to settle for a Humber Hawk so arguably the Rover P5 was a car I missed buying.

Fast forward a few years and I was working for BNFL in Warrington and doing about 40k miles a year for work alone. I clearly needed a reliable and reasonably economical car. I opted for a twin carb. Austin Maxi HLS it was so practical and economic that I bought another one a little over 2 years later. However, after the 2nd Maxi was ready for changing I saw a low mileage Vauxhall VX4/90 in the Cherry Tree garage on the East Lincs Rd just outside Liverpool. The car looked good and during the test drive felt good but it soon transpired that it burnt almost as much oil as petrol and there was something not quite right with it. After doing some investigative work and chatting to previous owners it became clear the car had been clocked big time. After presenting the evidence of this to the Cherry Tree garage I had my money and Maxi back, a lucky escape! I should never have bought the third Maxi after that. It was the last of the chrome bumper Maxi's and with the plastic bumper versions in the showrooms it was a good price but with only one carb it's performance was mediocre to say the least.

The 3<sup>rd</sup> Maxi was so poor I compounded one problem with another problem and bought a Reliant Scimitar SE5A. It was fast, long legged, comfortable but it was certainly not economical and was probably the most unreliable car I've ever owned! (The name Reliant is a definite misnomer). On its good days I could drive from Warrington to Southampton or Dundee, do a days work and drive back the same day, stepping out of the car after the long journey as if I'd been to the local shops. I was also keeping the petrol stations along the way in business and after spending a fortune on repairs it was time to buy something more practical for my day job.

After putting a deposit on a new Honda Quintet, a car that never even materialised from the factory, I ended up with a Datsun Stanza. The car performed well but why I bought a second one 2 years later is beyond me! The Stanza's struggled to cope with 40k + miles a year and were mechanically falling apart after 2 years.

It was then that I discovered the benefits of German engineering in the form of a Mercedes 190E followed by a 300D followed by a BMW X5, arguably the best car I've ever bought. Some would say it was a mistake to buy an Alfa Romeo 159 just as the model was being phased out but after 9 years it's been the most reliable and the most fun car to drive I've ever had – definitely one I'm glad I didn't miss.

**Dave Nicholson**

***Continued on Page 42***

# **SOME CARS I HAVE OWNED**

*by Kirk Rylands*

I started off with an Austin 7 special based on my aunt's very tired 1936 Ruby. As a 16 year old, I really didn't make much of a job of it but managed to drive it back to school for my last term and Carlisle to Wimborne was a fair run ruout.

My first proper car was an MG TA that looked lovely but had no grunt at all and back brakes perpetually running in oil. However, in those days, tread on tyres was not a requirement and with the rears pretty well down to the canvas, I learnt the rudiments of the four wheel drift until one day, I got a bit too cocky and stuffed it into a wall.

I then found a very cheap TR2 with serious tin worm but nothing that some perforated zinc sheet and filler wouldn't cure. I did my first competitive event in that car at Fintry Hill climb in 1968 – pathetically slow but at least I was having a go.

I drove that car from Aberdeen to Gibraltar and put in four new pistons in the south of Spain. A great car because a ham fisted agricultural student could usually fix it.

Next came an Austin Healey 3000 Mk2 in a dreadful state but cheap and basically sound. Once I had sprayed it a very fetching shade of metallic BRG, it looked quite smart with it's matching hard top.

This was followed by a Morris 1000 for practical reasons and then my first Jaguar.

A 1958 3.4 Mk1 for £120. I thought I was 'jack the lad' in that car until she ran a big end after about a fortnight. Steep learning curve – remove engine and fix it or scrap the car. I learned a lot and later used her to tow my Healey 3000 racer which she did very well until rear wheel steering developed and my friendly garage man decided that he couldn't weld rust to underseal any more.

By this time I had fallen in with bad company and went as 'gofor' to most of the VSCC race meetings with a chum who had a T37 Bugatti. He spied this 'full race' Healey with an 'international' history in the back of Autospite and persuaded me to go for it. In those days – circa 1971 - it was just an obsolete and uncompetetive racer in a filthy state and, after a hair raising test drive, I think I paid £320. I did my first proper race at Castle Coombe in 1972 and spent much of the time in the scenery. A great introduction and quite a quick car but I never got the handling sorted.

She gave way to HWM 1 in 1974 – a car in a different league that is well documented and I think still for sale with Gregor Fiskien. I kept her for 34 years – brilliant.

Work had taken me to London where I was offered a new Cortina as my company car.

I suggested to the M.D. that a MkV1 Bentley would be a better idea – about the same money to buy but in five years time the Cortina would be worth tuppence halfpenny and the Bentley probably about what was paid for it. 'Good idea' he said. 'You persuade the Chairman'. I ended up with a secondhand Rover 2000 TC which was a very civilised car and towed quite well.

Following the collapse of the London property company, there followed things like Morris Marinas and Cortina Estates – perfectly functional but of no interest.

Having returned to Cumbria and sorted myself out, I had about four Jaguar XK6s, which were generally lovely cars. I was kicking tyres in a back street garage I knew when the man told me to go and look at the silver XK6 parked in the street. I returned saying it looked as though it had been painted by a blind man with a blunt stick who had then scattered sand on it whilst still wet. 'Have another look – that is the best XJ6 shell I have seen for ages' and he was right. It was not rotten in all the usual places but after a run up to Aberdeen, I checked the oil and found that I needed a longer dip stick. A new set of rings sorted that problem and I ran that 15 year old car every day for work for at least 2 years – bought and sold for £900. With no electronics, I could service it and the car's only crime was thirst. 16 mpg rarely exceeded but the lack of depreciation compensated. A really comfortable mobile office that towed the H.W.M. very well. I had three other XJ6s but the last Sovereign had fuel injection which helped the economy a little. However, suddenly, there were all sorts of relays and electronic clever dickery that often defeated me.

A Pontiac Trans Am crossed my path. I saw it advertised but couldn't go to look at it and so asked a chum to do a deal if it looked sensible. I figured that anything a with a 6.5 litre V8 had to be fun. Wrong. Fitted with cherry bomb silencers, it made a glorious noise and looked really vulgar in gold with a big black eagle on the bonnet.

*Continued on Page 43*



## ***The Ones that got Away : Kirk Rylands Cars : Continued from Page 42***

But it had been strangled down to 200 bhp and it weighed 2 tons which, coupled with handling worse than a super market trolley, meant it had to go. I was very lucky to get out level. Another error of judgement was a BMW 633 automatic – a real feeling of a quality properly made car that went well but, when pushed, the front end tended to let go before the tail and neither my wife or myself really fell for it.

The firm I unexpectedly found myself working for started to complain that I insisted on running my own cars rather than accepting a company car and would I at least try a 2.8 Sierra 4x4. A very nice car to drive and once we towed HWM 1 back from Montlhery – south of Paris - to Carlisle in a day. Later the gearbox packed up but they insisted on me conforming so not my problem. However, at 65,000 miles, the whole car felt really tired.

Recently every day cars have been Audis which generally fail to excite but they work properly. The latest one however, both foxed and irritated me when I spent about 20 minutes trying to find the dip stick only to discover that 'progress' meant that I had to prat about on a computer to check the oil level. That and a light that comes on telling the tyres are flat when they aren't means that I will never have any affection for such a machine.

An XK8 was a distraction for a while – a one owner fully serviced example that was very comfortable and far more economical than my old Jaguars but poor build quality and not exciting. Just a two door saloon really so that gave way to a 1989 Porsche 3.2 Carrera. Air cooled and with no gizmos – not even ABS or power steering. Having heard so much about 911s, I thought I had better see what all the fuss was about. It is a great car to drive fast but not so good for pootling. Put your foot down in top at 60 mph and not much happens – unless you drop a couple of cogs. I have had my E type for 45 years and I still love it. 5 speed box and slightly tweaked with better brakes and the suspension geometry carefully set up, I still think she is a lovely car to drive.

Bought as a 9 year old and as rotten as a pear. The build quality was appalling but they were half the price of an Aston and a third of a 250 Ferrari. However, once put together properly, they will give either a real chase and with the great advantage that they are fixable at sensible money – unlike the opposition.

Our XK140 roadster is not an exciting car but a great tourer that has taken us round much of Europe, Jordan and New Zealand. In many ways, a better car than the contemporary Aston and again – fixable. When going over the Alps, you miss so much in a closed car and she will steam along all day at highly illegal speeds.

I have been a VSCC member for years but hadn't had a proper vintage car until the Bentley came along about 13 years ago. A 1923 3/4.5 that had been a racer since 1947 so tweaked and goes well. The main alteration I made was adding weight to the flywheel so that it now weights about half the original instead of a quarter. I got fed up with having to blip the throttle going up the box instead of just down. Lightning fast changes were possible but only if going flat out in each gear so not much use driving through a village. A very capable vintage car but hard work. I would have loved a vintage Alfa or Bugatti but they are three times the price and not three times the car.

My wife, Alannah, has had her first car, a 1951 MG TD, for 53 years and wouldn't let me sell it. As I get older, I have grown quite fond of it. It wouldn't pull your trousers down and so is quite relaxing as you can't pass anything. You dawdle along looking over the hedges and trying to stay awake. On some of these WMC jollies round the lakes and along roads no wider than a garden path, it is ideal and I use quite a lot.

In the summer I have sometimes suggested to Alannah that she take her MG but her reply is often 'No, I'm in a hurry '

Cars have been great fun and I hope will be again once this Covid business is sorted.

I have no desire to own and can't see the point of a modern super car that only beomes fun when you risk going to jail. The Bentley at 60 mph demands attention and is very involving which makes more sense to me.

***Kirk Rylands***



# HELP !

Kirkby Lonsdale MC

## Devils Own Rally 1969

*Photos by Tony North*

Tony is looking for help identifying the crews of these cars.

It is not a quiz. Tony just wants to identify the crew members in these photos

If you know can you email them to me at  
[sd34news@gmail.com](mailto:sd34news@gmail.com)



1

Jack Tordoff is Driving but who is the Navigator?



2



3



4



*Are there 3 in this car ?*

5



6



7



# rally

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Anglesey Circuit's Rally Trackday events operate in a similar manner to a regular track day, featuring all-asphalt stages for drivers and co-drivers to run as a team. Featuring multiple, specially designed stages suitable for all cars and driver abilities, from novice to experienced rally teams.

## UPCOMING EVENTS

FEB 17 <sup>th</sup>	MAR 15 <sup>th</sup>	APR 13 <sup>th</sup>	JUN 29 <sup>th</sup>
SUNDAY	FRIDAY	SATURDAY	SATURDAY

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**SD34MSG**

# Road Rally Championship

## Dates for 2021

Date	Event	Club	Location	Confirmation
24/25-Apr	Ryemoor Trophy Rally	Malton MC	Map 100	<b>CANCELLED</b>
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	Beaver Rally	Beverley & DMC	East Yorks	Confirmed date with ANWCC calendar
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
7-Mar	Stage Rally	Yes	PDMC / GPMC	Lee Holland Stage Rally	<b>New Date 25th April</b>	
14-Mar	Autotest	Yes	Ai&PMCC	A&PMCC A/T 3	<b>Cancelled</b>	
14-Mar	PCA	Yes	Ai&PMCC	A&PMCC PCA 3		
20-Mar	Touring Assembly	No	Knowldale & DMC	JC Mills Touring Assembly		None
27 Mar	AutoSOLO PCA	Yes	U17MC (NW)	AMSC PCA & AS 1	<b>Cancelled</b>	
28 Mar	Autotest PCA	Yes	Accrington MSC	AMSC AT & PCA 1		
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	<b>CANCELLED</b>	
25-Apr	Stage Rally	Yes	PDMC / GPMC	Lee Holland Stage Rally	Anglesey Circuit,	Stage
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		Knutsford & DMC	KDMC PCA 2		
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			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
16-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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## February already!?

So January is over and didn't that go fast? Or was that just me as work was crazy busy and I didn't even know what day of the week it was most of the time. Hopefully things will calm down a bit - can't get any worse - right?

Our regional volunteering coordinators are in the process of updating the database with dates for 2021. There's already been some changes so we held off launching until now. However there's likely possible changes to come and is therefore still provisional.

It is as yet unclear what Government restrictions we will be running under when we do start - numbers per post / event to be confirmed etc. So please bear this in mind when you volunteer. And obviously we will keep you updated as and when we know ourselves. What worked last year maybe how we start this year but all subject to change.

Here's hoping we get a British Grand Prix again this year but as yet we don't know if it will be behind closed doors again. Your applications have been reviewed in the last month (a little later than normal process) so those who are successful will hear in due course.

Also as a reminder if you have volunteered direct to the organising club please ONLY volunteer through our database as "Insurance only". Remember our insurance covers you from home to event as long as you volunteer through our database - so it is always worth ticking the box to ensure you are covered.

For rally events Jon Cordery is again keeping the calendar up to date ([https://www.brmc.org.uk/images/pdfs/Calender/Rally\\_Dates\\_in\\_2021\\_Combined\\_Update\\_3\\_250121.pdf](https://www.brmc.org.uk/images/pdfs/Calender/Rally_Dates_in_2021_Combined_Update_3_250121.pdf)) and please follow the BRMC Facebook page for updates (<https://www.facebook.com/groups/109840512523716/?ref=share>) - thanks Jon!

BRMC are working on multiple training events covering the modules outlined in the PRC on various dates in the coming months. These are being prepared now following the survey we carried out over Christmas and New Year. This was conducted to ensure we provide the training required. We aim to make the sessions around 45 minutes to an hour long and each session available on more than one date. As soon as final details are available, it will be put on to the training page of our website (<https://www.brmc.org.uk/training>)

Our regions are also planning training days for race / speed marshals but many of these will not be face-to-face. Zoom is probably the way we will go and regional updates will be forthcoming - we hope to enable some National training sessions so that you don't just need to attend your local event if other dates are more suitable.

Our 50% renewal offer came to an end in January - you can still renew but it will now be at the full rate. Thank you to all of you who continue your membership with us.

Looking forward we have our first Marshals Advisory Group and Race Committee meetings this month to make sure marshals are kept at the top of Motorsport UK agenda.

If there's any topics or issues that you would like me to raise to Motorsport UK or address in a future blog please do not hesitate to get in touch







# NESCRO

Historic Motorsport In  
The North Of England & Scotland



## 2021 Calendar & Challenge Rounds

<b>Sat 13th March</b>	Mull Classic	Mull Car Club	<b>Cancelled</b>
<b>28th March or 11th April</b>	Shaw	Whickham & DMC	<b>Both dates Postponed</b>
<b>Sat 1st/Sun 2nd May</b>	Berwick	Berwick & DMC	Historic/Targa
<b>Sat 22nd May</b>	KLMC Targa (Lockdown 3?)	Kirkby Lonsdale MC	Historic/Targa
Sun 23rd May	William Paterson	South of Scotland CC	Targa
<b>Sun 6th June</b>	Rallye East Yorkshire	Yorkshire Wolds MC	Historic/Targa
<b>Sun 20th June</b>	Lake District	Wigton Motor Club	Historic/Targa
<b>Sun 18th July</b>	Northern Dales	Hexham & DMC	Historic/Targa
<b>Sun 1st August</b>	Pennine Targa	Airedale & Pennine CC	Historic/Targa
<b>Sun 15th August</b>	Blue Streak	Spadeadam MC	Historic/Targa
<b>Sun 5th September</b>	Wearside	Durham AC	Historic/Targa
Sun 19th September	Doonhamer	South of Scotland CC	Historic/Targa
<b>Sun 3rd October</b>	Solway Coast Targa	Solway Car Club	Historic/Targa
<b>Sun 17th October</b>	Solway	Wigton Motor Club	Historic/Targa
Sun 24th October	Lindisfarne	Tynemouth MC	Historic/Targa
<b>Sat 13th November</b>	Saltire	Saltire Rally Club	Historic/Targa

**BOLD Dates are 2021 confirmed.** Those not in bold are not confirmed.

**Bob Hargreaves**

*2021 NESCRO Challenge Co-ordinator*

International  
Symbol  
for  
Marriage



**I DON'T HAVE AN  
ATTITUDE I HAVE A  
PERSONALITY YOU  
CAN'T HANDLE**

**Did you know?**



Line dancing was started  
by women waiting to use  
the bathroom.

# 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)



**Clitheroe & DMC**

**Motor Sport**

**Outside Broadcasting**

*Log on to Clitheroe & DMCs  
Face Book Page and enjoy*

**March 2021**

**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!



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

**Sam Spencer**





# 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-nRoWEOQtM>
- 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>



## TRACK DAYS EVERY MONTH at Three Sisters



**Monthly Car Track Days:**  
8th March  
12th April



## NORTH YORKSHIRE CLASSIC DATE CHANGE

**The 2021 North Yorkshire Classic is now planned to run on Saturday July 3rd**

Doubtless it will come as no surprise to you that the organising team have, very reluctantly, had to take the only sensible decision we could regarding this year's event and postpone yet again. We do not believe enough restrictions will have been removed nor would it be the right thing to try and run this rally at this time.

We are hopeful that the restrictions will be much more relaxed by this time and a large proportion of the population vaccinated.

We also now have experience of running a Covid secure event following last October's York Targa. This date has been chosen to best fit with the HRCR Clubman's Championship giving reasonable gaps between events.

Whilst you will be pleased to hear the event will again be based at the very popular Hawkhill near Easingwold we have decided that it lowers risk to change to a one day event reducing the need for many to stay overnight. This time of year precludes the possibility of our "night section" in the dark however a one day event will allow us to show you areas of our beautiful county we have not visited for some years.

All of last year's entries will be entitled to a priority entry on this year's event but we will contact you nearer the time to advise how this will be done. We will, of course, fully refund anyone who left their entry fee in but would now rather have a full refund.

We hope you understand our decision-making and will continue to support us later in the year. In the meantime stay safe and get your cars ready for action.

***Roger Burkill Clerk of the Course.***

# Diary Dates



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

## **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**

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



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 **22<sup>nd</sup> 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 **23<sup>rd</sup> of October**.

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

## **Good News and a Silver Lining**

We have held out as long as we could in the hopes we could run the Blackburn events, but following the PM's announcement and the update from MSUK advising that they will not be issuing permits until 29 March 2021, we are unfortunately needing to cancel the first events of the U17MCNW/AMSC/Boundless(CSMA) Calendar. (27 & 28 March 2021)

**The good news and silver lining; from 25 April to 12 September there will be a U17MCNW/AMSC/Boundless(CSMA) event every 4 weeks!**

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



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# 1



## Motorsports Photography and Journalism

Classic Rallying | Historic Rallying | Road Rallies  
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**Phil James**

Motorsports Photographer & Journalist

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# 1

www.pro-rally.co.uk



## 2021 Events Provisional dates

### Round 1

**2nd May Dixies Challenge,**

Epynt

www.forresterscarclub.com

### Round 2

**20th June Mid Summer Stages ,**

Caerwent

www.forresterscarclub.com

### Round 3

**4th July Brawdy Stages,**

Haverfordwest

www.pempkeshiremotorclub.com

### Round 4

**25th July Harry Flatters, Epynt**

www.breconmotorclub.co.uk

### Rounds 5 & 6

**3 & 4th September The Tour of Flanders**

Roesleare, Belgium

www.omloopvanlaanderen.be

### Round 7

**16th October Wydean Stages**

Forest of Dean

www.wydeanstages.co.uk

### Round 8

**24th October Cheviot Stages Rally**

Otterburn Ranges, Northumberland

www.cheviotstages.org.uk

To register for the 2021 Championship go to  
www.hrcr.co.uk, NB if you registered for 2020  
your registration remains valid for 2021

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### 2021 Provisional Calendar

1	9 May	White Rose Classic	Postponed until 8th May 2022
2	29 May	Hughes Historic	Blackpalfrey MC
3	19 Jun	East Anglian Classic	Chelmsford MC
4	3/Jul New Date	North Yorkshire Classic	York 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.

**Cadwell Park**  
**Cirrus Stages**  
**4<sup>th</sup> April**

**Anglesey**  
**Lee Holland Stages**  
**25<sup>th</sup> April**

**Anglesey**  
**SMC Stages**  
**18<sup>th</sup> April**

**Snetterton &**  
**Oulton Park Dates**  
**To Be Confirmed**



# Ryemoor Trophy Rally

Unfortunately we have decided that we will not be able to run the Ryemoor Trophy Rally in 2021 due to the ongoing pandemic.

In light of the ongoing COVID-19 pandemic, the organisers of the Ryemoor Rally, along with the committee of Malton Motor Club have decided to cancel this years running of the event.

It's looking increasingly likely that the current lockdown will continue into March, and with the ban on mixed households in place, it makes it increasingly difficult to organise the event as well for competitors to compete. We also see no way of PR'ing the event in a COVID secure way, and without making journeys outside the scope of essential.

It has been discussed running an event later in the year, but that would simply be the same work for a diluted event, so we have taken the decision to plan towards the 2022 event and to run the full-fat event we had hoped to run this year.

It is disappointing, but we have to do our bit for the future, and to keep ourselves and you all safe, and hopefully when we come back next year we will be in a much better environment.



## Lee Holland Stages Postponement Notification

**PLEASE NOTE NEW DATE.  
25th April 2021**

Due to ongoing Covid 19 issues, the Lee Holland Trophies Stages has been postponed.

The new date is 25th April 2021. Issue 2 regulations and entry information available as below. The only real changes to these regulations are the new appropriate dates.

## LEE HOLLAND STAGES ISSUE 2 REGULATIONS

NOW AVAILABLE ON  
PENDLE DISTRICT MC WEBSITE.  
(SEE LINK BELOW)

Pendle District MC website.

[www.pendledistrictmc.co.uk](http://www.pendledistrictmc.co.uk)

Entry link <http://www.rallies.info/webentry/2021/leeholland>

**PLEASE READ CAREFULLY THE  
INSTRUCTIONS REGARDING PAYMENT**

# Training Session in 2021

The Association of North East and Cumbria Car Clubs (ANECCC) are pleased to advise that they are planning a number of Motorsport UK Marshal Training sessions using the Zoom Platform.

The sessions will take place each month on a Wednesday evening commencing in April, at a reasonable time of 7pm and will last mainly two hours with some needing to last a little longer to cover the module syllabus.

The sessions are scheduled for Wednesdays 21st April, 19th May, 23rd June, 21st July, 22nd Sept, 20th October & 17th November. A possible date of 25th August is also being considered.

More details and the sessions booking links are on the ANECCC website [www.aneccc.co.uk](http://www.aneccc.co.uk) <http://www.aneccc.co.uk/?page=37&t=Training> the Association Facebook page ANECCC Facebook and the document attached to this email. Please share around your club's.

The sessions will be limited to 90 attendees due to the Zoom account so early booking is encouraged, once the sessions are full a reserve list will be kept and priority given to reserve list members the next time that course/module is ran by this Association.

Whilst the training is being organised by the ANECCC, marshals from all Motorsport UK clubs are invited to attend.

Training Coordinator Leigh Macdonald said "this has taken a few months of organising but our thanks to everyone involved in getting us to this point, now it's up to the marshals to take up this fantastic opportunity to learn and progress.", Vice Chair Neville Simmons confirmed that plans are at an early stage for face to face training including outdoor practical in 2022, Covid19 regulations permitting.

More information can be obtained from the ANECCC Training Team by emailing

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*Red Rose Ramble*

## Preston & District Vintage Car Club Red Rose Ramble

**6th June**

Preston & District Vintage Car Club (PDVCC) are hoping to run a scenic tour on the 6th June this year and have extended a kind invitation to Lancashire Automobile Club members.

I appreciate that we remain in uncertain times, but in the event that this 'damned' Covid continues to spoil our lives and the event has to be cancelled, all entries will be refunded.

**Full details regulations etc**  
<http://lancsautoclub.com/>

# 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,
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Bob Hargreaves	Tony North
Songasport	Ed Graham
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Niall Frost	Bill Honeywell
John Harden (LiMC)	Matt Hewlett
Dean Willan (KLMC)	Dave Thomas
Fred Bent	Geoff & Maggy Bateman
Paul Gilligan	Andy & Jess Crawley

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Keith Lamb (Gemini 9) Ian Davies (Gemini 23)  
Peter Langtree (Gemini 48) Tony Jones (Gemini 56)  
Les Fragle (Gemini 3) Steve Coombes (Gemini 5)  
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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**  
**Or we might back at the Kilton Inn**

Warrington Road, Hoo Green  
Knutsford, WA16 0PZ

**Tuesday May 11<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 April Edition is**  
**Thursday the 27<sup>th</sup> of March**  
**which is due out on**  
**Wednesday the 31<sup>st</sup> of March**

**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