

April 2021 spotlight



Association of North East
and Cumbria Car Clubs



Bill & Roy Honeywell on Mishnish Lochs

www.sd34msg.org.uk

Volume 12 : Issue 04 April 2021 : Maurice Ellison

SD34MSG Chairman's Chat April 2021

Another month of lock down has passed; motorsport may start in April 2021. Events are planned look at the latest regulations here; - <http://sd34msg.org.uk/event-regs-2/>

SD34 Motorsport group held a very successful meeting in March with 23 attending. Claire Kirkpatrick, Club Development Manager, from Motorsport UK also attended and gave us an input. Zoom is making communications better for those that attend the meetings. See page 5.

Events have also had to change; now they run, to be Covid safe! One system that can help AutoSOLO, Autotest and even Targas, is the TimingAppLive, this can be used with android and Apple, take a look here; - [Sapphire](#). Hopefully a Motorsport UK webinar will take place at 7PM on Tuesday 13th April. See page 39 of this issue for more information and the Webinar registration link.

In the past month, sadly, we have lost many persons connected with motorsport. Murray Walker will be the one most will have known. BUT did you know commenting was not his full time job until about 37 years ago! He did it at weekends from 1948 until his retirement. Murray started with the Dunlop Rubber Company just before WW2. During the war he graduated from the Royal Military Academy Sandhurst and was commissioned into the [Royal Scots Greys](#). He went on to command a [Sherman Tank](#) at Arnhem and participate in the [Battle of the Reichswald](#) with the [4th Armoured Brigade](#). It was good to read the book on his life. Little did I know that during WW2, he fought in the same battles as my father! And they were both born in 1923.

Some possible commentary during WW2! 'from' Murray.....

"One round, two rounds, three rounds, four rounds, FIVE ROUNDS... AND GO GO GO FIRE!!!"

"Anything can happen in World War 2, and it usually does"

"There is nothing wrong with the tank ahead except that it is on fire"

"I don't make mistakes. I build strong, impenetrable Maginot lines that turn out to be immediately ineffective"

In 1946 he returned to Dunlop and then went onto a great career in advertising until his retirement, which is another story.

I did meet Murray Walker twice; the first time was at the first ever Autosport Show in 1990, he was in the audience, I was giving a speech on Autotesting! The second time was at the 1998 WRC Network Q Rally in Cheltenham, I was commenting on the live Autotest demonstration taking place between the two stages, Murray was commentating on Louise Goodman, doing a tyre change!....

RIP Murray Walker OBE 1923-2021

Steve Johnson : SD34MSG Chair

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SD34MSG Meeting

(via Zoom)

**Wednesday 17th of March
Highlights**

- MSUK club development officer Claire Kirkpatrick joined us for the meeting to field any questions we had. She was asked regarding the club development fund, to which she explained that the current rather complicated and long-winded application process was currently being overhauled, and the new version would be launched soon. Claire explained that the fund is aimed at helping clubs develop new events, and for events such as promotional drives to attract new members and raise awareness of motorsport.
- The group finances show a slight increase which is primarily down to receiving 2 new adverts for Spotlight magazine from Threes Sister's Circuit and PD Extinguishers. On the back of this, if anyone has a business themselves or knows of one that may be interested in advertising, then please contact Maurice Ellison at sd34news@gmail.com.
- As far as 2021 dates go, the season has understandably not yet started. Regrettably the John Robson road rally which was anticipating being a round of the road rally championship has been forced to cancel their revised date of 22nd/23rd May due to the ongoing pandemic.
- Following a meeting of the MSUK Autotest committee, they were informed that due to Covid, plans to launch the Street Car Cup have been put back 12 months.
- Clarification on permit fees to MSUK is currently being sought. Under the current wording the fees applied are counted using the number of competitors signing on, however due to electronic signing on currently being used as a Covid measure, it is increasingly possible for competitors to sign on, but not actually attend or start an event, thus causing unnecessary costs. So clarification has been asked for on how to avoid this happening.
- Award presentations – Steve Johnson confirmed that ANWCC hope to present what trophies they can at the upcoming Autotest and PCA at Lymm Truckstop on the 25th of April. Further details on the SD34 presentation will be publicised once planning can restart once Covid restrictions have eased.
- Finally, the group asks if all member clubs and their members do all they can to promote SD34 MSG and its championships. This can be done by including a link to the registration form on your club event final instructions, or even by good old word of mouth!

Simon Fowler has informed SD34MSG following the above meeting :-

“Competitors are required to sign on to ensure the Motorsport UK insurance is in place, if a competitor withdraws their entry there is no insurance in place and no per capita is required. Their entry and signing on is no longer applicable to the event.

The official in charge of signing on should update the entry list and note on the signing on forms accordingly.

At events where a steward is allocated I would suggest if there is any discrepancy between numbers signed on / entries that a note is added to the Signing on Declaration form giving the reasons.



ANWCC

Association of North Western Car Clubs

Dave V. Thomas : ANWCC

April 2021

Spoke too soon last month, the light at the tunnel is still there but dimmed as someone has built an extension to the tunnel!

We were all lined up for the first championship event in early March, albeit restricted to residents of the Isle of Man, only for someone to get off the ferry a few days before and spread Covid around, causing everything on the island to grind to a halt.

The calendar on www.anwcc.co.uk changes almost every day, with lots of crossing out, adding new dates or putting the events on to the "ain't gonna happen this year" list.

However, it's not all doom and gloom as we now seem to have some events on the calendar, albeit not set in hardened concrete. Due to the influence of the British Rally Championship and the MSN Championship a number of events are also in our championships and so likely to actually happen.

The MSN championship is currently listing five events, one happened last year, and of the four remaining rounds three are also ANWCC Championship rounds, starting at Trac Môn (Anglesey) next month, but still awaiting the all-clear from the Welsh First Minister.

The British Rally Championship will now get under way at Oulton Park at the end of May, and of the 7 events on their calendar no less than 5 are also ANWCC qualifiers.

Perhaps one notable comparison is the championship registration fees – BRC charge up to £700 (yes, that's seven hundred!) depending on which class you're in, the MSN series costs £75 to enter, less a fiver if you're a co-driver ... and the ANWCC championship will cost you just £12 and that gives you all our championships – regional championships for club competitors! Easy to register, visit www.anwcc.co.uk and click on the yellow box on the left side of the home page!

Our non-rally events get under way with the Under 17, Accrington and CSMSA autotest events at Lymm Services, when it is hoped the award winners from 2020 can collect their trophies.

There are a number of sprints and hillclimb events with entries open and the list growing quickly. Our Trials series will be a little later, as will our forest series.

Special note to event organisers – please ensure that I am kept informed so that the website is always up-to-date - we are working for our customers (competitors) and make life easier for them in what is becoming another difficult year.

Links to event regulations and how to enter are constantly being added to our website home page.

As events get going, we will also be accepting claims for the Marshals Championship with the monthly cash awards – link to the claim form is on our website.

Meantime, get your jabs (I've now had both and feel safer already!) and let's get back to normality, but still ensure you stay safe.

Dave V Thomas

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

www.anwcc.co.uk

Rallying Rambles 16

(tales of an obsession with motor sport)

By Bill Honeywell ©

In 1969 Dad and Trevor broke down near Torloisk, where Jimmy Milne was hosting a rally-watching party which had also been tasked – perhaps by Customs & Excise, who knows? – with despatching several bottles of whisky. Trevor had gone about half a mile past the house when the car stopped, and was wondering what to do next when Jimmy arrived in his minivan, clutching two full glasses of whisky (don't ask me how!) which he gave them whilst ushering them into the minivan. He drove back to the house, nearly crashing about four times on the half-mile journey. When at last (or so it seemed) they arrived, Jimmy said "Och, I'm sorry for the rough ride boys, but I've had a hellll ovalot to drink!"



Mull_Mishnish

The Honeywells and Robertses became good friends of the Milnes. If ever you called whilst touring the island, Jimmy or Jeanette would always pour out a full glass of whisky – at least a week's worth at home. Dad once said "Jimmy, it's an awful long way just to Tobermory (the nearest town) – how do you go on when your car needs an MOT – do you just have to lose a day's work?" "Och no!" Jimmy replied, "See, I just ring Duncan McGilp (the garage owner) and say 'Duncan, I need another MOT' and he says 'I'll have it in the post tonight for you Jimmy!'"

Jimmy and his son Angus later became popular musicians. I had a tape of theirs entitled "Jimmy and Angus live at the Bellachroy" which you couldn't help reading as 'live' – rhymes with 'spiv', rather than 'live' – rhymes with 'hive'. We asked him if he drank much when he went to the Bellachroy; "Same as always!" "And do you get a lift home?" (the 'hill road' is a very challenging single track mountain road). "Och no, I drive the minivan. The secret is to keep it in first gear all the way. Never change out of first gear. Two weeks ago I forgot, and changed up into second, but after 200 yards I said to myself 'Woah! Slow down Jimmy, you're going too fast!' and changed back into first again!" Jimmy cut down his alcohol consumption after one particularly good night in the Bellachroy: he got home late, went to bed, and in the morning Jeanette asked him where Angus was... it was then that Jimmy realised he'd completely forgotten to bring his son home with him!

I find it hard to believe that for several years we towed the rally car to Mull and back with my Orion 1.6i Ghia – not the largest of cars. Not only the rally car and trailer, but four-up in the car (well, two children) with all our luggage for at least a week, and the rally car was jammed full of more luggage plus all the (heavy) spares, tyres, the lot.

One year the trailer had a suspension failure, which meant unloading the rally car somewhere around Ecclefechan just north of the England / Scotland border and driving it the rest of the way, the reduced load on the trailer meaning it was just about towable. The rally car engine was by this time reasonably well tuned – to be driven with right foot to the floor, or braking hard – and not much in between. 70 mph was achieved on something like a one-sixth opening of the throttle, but it still didn't like it and popped and banged the whole way to Lochaline, where the ferry went across to Mull. It felt like an awfully long way...



On the right you will notice a tail wagging a dog...

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Rally Rambles

Continued from Page 7

Worse was to come. The poor Orion was still overloaded on the way back home when we set off from our rented bungalow at Strongarbh in Tobermory. There was only one route out of town that avoided hills that were too steep, but on this occasion it was drizzling and after I turned on to Victoria Street I took the wrong turning – first right instead of second.

Half way up the hill the Orion's front wheels began to spin, and we were going nowhere. Nothing for it but to try and reverse back to Victoria Street, but reversing on the way down was hardly possible either, as the car was completely unsteerable. And we had a ferry to catch. I missed the railings on the corner by about a centimetre, and must have sweated at least one litre in the five minutes it took to get out of danger!

Bert Hall was the landlord of the MacDonald Arms in Tobermory, a legendary and rather fearsome character with a rather intimidating gravelly voice.

He got on well with dad, however, although the relationship was put to the test in 1975 when we went to Mull in for a week's holiday during the last week of May. The day we travelled up was the day of the once-traditional annual England v Scotland Football International, and we listened to the match commentary (with some pleasure and satisfaction) on the journey there as England thumped Scotland 5 – 1 at Wembley.

As we walked into the MacDonald Arms that evening, dad, feeling rather cock-a-hoop, approached the bar and before ordering the beers said to Bert "FIVE – ONE!" Bert appeared almost unmoved, then leant over the bar, looked dad straight in the eye and said in his menacingly sotto voce gravelly tones "Roy – you can say that once, and go in peace. But say it again, and you'll go in pieces!!"

Tony Wagstaff, the winning co-driver in 1992 with son Mark, upped sticks with Jean from their home in Horton-in-Ribblesdale to live between Pennyghael and Bunessan on the Ross. Like most of Mull it isn't densely inhabited, and a few years ago his next-door neighbour (from at least 200 yards away) called in to tell them he was going on holiday for a fortnight and would Tony and Jean look after his chucks?

"Certainly," said Tony. "Will you be locking your house?" "Och no, I never gave that a thought," was the reply. But Tony mentioned that one or two dubious characters had been spotted recently, and thought it might be a good idea. "You're right," said the neighbour, "I'll let you have the key in case you need it." Two hours later he was back. "I've looked everywhere but I cannot find the key. I'll have to leave the house unlocked." "When did you last have it?" asked Tony. "Well, let me see, it's 19 years since I bought the house... and I've never locked it, so that's probably when I last had the key!"

Tony also told me that after moving to Mull he got a part-time job with Bowman's Coaches, which involved sometimes driving the regular bus between Craignure and Fionnphort (where the ferry crosses to Iona). It was on one of these drives that he picked up an American tourist who insisted on standing just behind the driver and talking the whole time. Once or twice Tony suggested he would be safer taking his seat, but he carried on talking (and to use Tony's words, he was just so boring!)

At Pennyghael Jean had just finished her stint at the café, and spotting her walking along the road, Tony stopped to pick her up and give her a lift the couple of miles home. She got on, smiled and thanked Tony, and went to sit down. "Gee! That's what I just love about this country!" exclaimed the American. "You stop the bus to pick up a passenger and she isn't even at a regular bus stop. That just wouldn't happen in the States!" "Well, the thing is," replied Tony, "that I quite like that lady, and I'm hoping I might get to sleep with her tonight!" Quickly, the American found a seat and sat down for the rest of the journey.



Probably somewhere on Mishnish Lochs



Fishnish Bay (the 'Vet's stage')

Rally Rambles : Continued from Page 8

Meanwhile, back in the MacDonald Arms... Before the McGochans era, things were a little different. During rally week, every night was busy in 'The Mac' and Thursday night was unbelievably so. Dave Fotheringham, that well-known 'second-hand Mexican bandit', seemed particularly to enjoy himself at these busy times. One evening many years ago a young lady (I think I'll hide her identity but she's on Facebook and will hopefully remember the story...) was there with her good-looking beau, and with space being so tight, they were almost crushed together as they talked. Dave, standing behind, put his hand on the young lady's bottom. She thought it must be her beau and smiled at him. He liked this. Dave caressed her bottom a little more. Half the MacDonald Arms, including me, had been watching this with much amusement, when a couple of minutes later the young lady realised she could see both her fella's hands! She whipped around to see who the culprit was – but I can't remember whether he was caught 'red-handed' or escaped undiscovered.

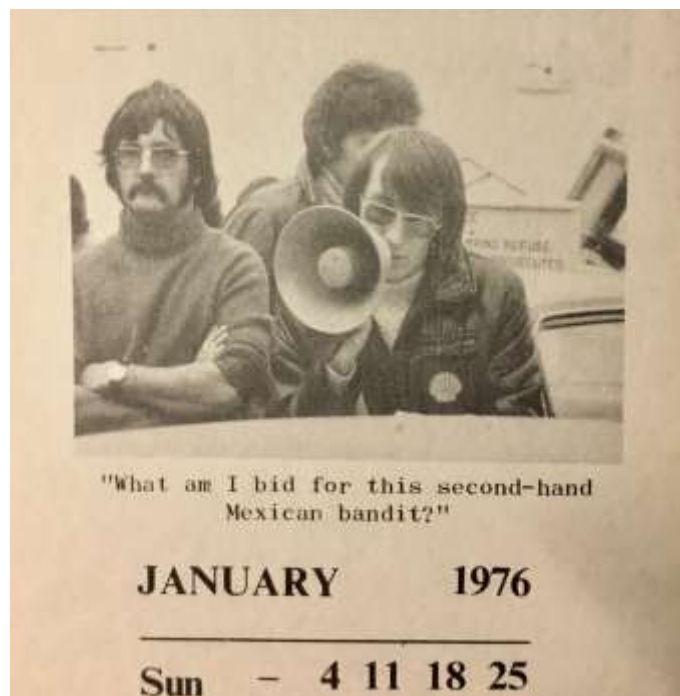
Another Thursday evening, Ron Townson from Clitheroe, perhaps navigating for Derrick Hall, arrived at the Mac wearing a tie. He was without doubt the only person there wearing a tie. Dave accosted him, stating the obvious – "Ron, you are wearing a tie!!" "Yes I am," came the reply, "and I shall wear what I want." Dave quietly went behind the bar, picked up a pair of scissors and returned, severing the tie just below the knot. "I don't think so," he said, as the flabbergasted Ron looked on, and the pub erupted in laughter once again.

On a much quieter night a few years later, I was in the bar at the Mac and got into conversation with an older gentleman who told me he had been to the south of England on his summer holidays. He had gone to the pub there – the Hampshire coast, I think, and was telling a fellow customer that the following day he was planning to visit a village some 20 miles away. "He asked me what route I was taking, so I told him, and he said 'Oh no! Don't go that way!' – and then he went on to explain a route in such detail I couldn't possibly remember it, but I listened, and he went on and on, and I had to listen to him until he eventually finished, saying 'that way will save you at least 10 minutes'. So I looked at him and said 'It's very kind of you, I'm sure, and I've listened very patiently to your directions, but now would you kindly tell me – what am I going to do with that 10 minutes once I get there?'" There's a lesson for us all there.

By Bill Honeywell ©

**Imagine if this
Lockdown
happened
18 years ago.**

**You would be stuck at home
with a Nokia 3310 with just
300 Texts, 100 mins Call
Time & a Dial Up Internet**



***The best Mull calendar caption ever
had to include Dave Fotheringham
(and my brother-in-law on the speaker).***

Popular Science 1963

Disposal Method for Waste Engine Oil



Disposing of used engine oil can be a problem. Solution: Dig a hole in the ground with a posthole digger and fill it with fine gravel. Then pour in the oil. It will be absorbed into the ground before your next change. Cover the spot with soil.



A day out in the forest

Alan Shaw : Pendle & DMC

In October (2020) I was lucky enough to get the chance to get out into the forests again.

Day 1

An early start took me up to Grizedale forest to meet up with other people, marshals radio, rescue and safety crews to help out in the production of a part of the Top Gear series, due to be aired early 2021. This would comprise of the three presenters competing, along with the "Stig" of course, around a short rally stage based in the northern part of the forest.

We were all there to report back on the progress of the cars through the stage, and to hopefully prevent any stray cyclists and walkers from venturing onto the stage during the filming. Apparently the Forestry Commission had put out warning signs saying this section of the forest was closed to the general public but as we know we don't always take notice of such signs, particularly when it was such a lovely day and people had driven long distances to enjoy some exercise in the break after lockdown. On the first day I think there were about 45 marshals to man start/finish control, all the roads and footpaths that would come onto/cross the rally stage. I was positioned along with three other people at the road junction which leads to one of the radio towers.

The sound of three Escorts was great to hear again as the presenters were taken round the stage by the owners of the Escorts to familiarise them with both the cars and the stage setup and route.

This happened several times with the owners driving and then the presenters driving, escorted (that's not a pun) by the owners.

Of course we then had the "Stig" on his familiarisation runs in a 6R4.

The faster and then proper timed runs commenced and undoubtedly the fastest presenter by a country mile was Chris Harris. He was really trying.

I have been asked several times who the "Stig" is/was but I do not know. Most of us never got to meet any of the presenters as we were positioned in the forest before they arrived and they left before we finished.

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Top Gear

A day out in the forest

Continued from page 10

As I was one of the people who was lucky enough to be able to stay for the second days filming I decided to stay in the lakes and left for my accommodation in Hawkshead where several other marshals were having a meal. A brief chat with them, followed by a meal and a couple of drinks were in order before retiring for the night.

Day 2

(Another glorious day)

As early a breakfast as possible was had and off into the forest again for another glorious day weather wise.

Today's marshalling involved a lot more filming in a completely different format. There were only about six safety crews today and we were again involved in manning the footpaths and road junctions. The differences were that we began at the start of the stage and moved forward covering what footpaths and junctions we could man and the cars, not driven by the presenters, came through at speed being filmed for the action by the camera crews both outside the cars and from inside. A couple of cars had cameras fixed onto the outside of the cars. Drones were also being used. (Just visible above the car in this shot.)

We then moved around the stage covering different sections as the filming continued till the producer was satisfied that he had enough content.

So two days filming resulted in ten minutes on the television which was slightly disappointing but a very interesting event seeing how these shows were filmed and its end result.

Please note all filming/marshalling was done between lockdown periods and social distancing was observed. All these photo's and any videos were taken under the instructions and permission of the producers. There are more photo's and video on the Pendle District MC Face book page.

Alan Shaw : Pendle & DMC



If at
first you
don't succeed..
try doing it the
way your wife
told you •

A young blonde woman is distraught because she fears her husband is having an affair, so she goes to a gun shop and buys a handgun.

The next day she comes home to find her husband in bed with a beautiful redhead. She grabs the gun and holds it to her own head. The husband jumps out of bed, begging and pleading with her not to shoot herself. Hysterically the blonde responds to the husband, "Shut up...you're next!"

FIA Motorsport Games Represent Your Country

Motorsport UK launches the application process for the chance to join Team UK at the 2021 FIA Motorsport Games.



Set to take place at France's Circuit Paul Ricard on 29–31 October 2021, this international event will see motor-sport competitors from all over the world compete in 18 different disciplines, with the hope of collecting a gold, silver or bronze medal for their nation.

Six disciplines formed the schedule at the inaugural 2019 event, with 49 countries and territories represented in GT, Touring Car, Formula 4, Drifting, Karting Slalom and Digital competitions. All six events will return for 2021 alongside 12 new disciplines.

The second edition of the FIA Motorsport Games will also see 50 additional countries and territories enter the competition, as the Games look to celebrate grassroots disciplines. The new competitions in Auto Slalom (Autotesting), Crosscar (Autocross) and Karting Endurance offer the chance for grassroots and novice competitors to compete and represent their country on the world stage.

You can contact us with any queries by emailing fiamsgames@motorsportuk.org.



Auto Slalom

A new for 2021 event, the Auto Slalom (Autotest) is all about car control. A team of two drivers from each country (one male, one female) will aim to set the fastest time around a memorised, low-speed course.



Cross Car

New for the 2021 competition, the Cross Car competition is split into two categories: junior and senior. The competition will be based at Autocross Veynois, west of the French town of Gap.



Digital Motorsport

The Digital Motorsport event will take place at the SRO Race Centre at Circuit Paul Ricard, with the competition played on Gran Turismo Sport using the same systems as developed for the FIA-certified Gran Turismo Championships.



Drifting

The popular Drifting Cup returns for 2021. The action will commence with solo runs, before the drivers are paired against each other to compete in the knockout stage according to their ranking after the initial runs.



Endurance Racing

A new discipline for the 2021 event, the Endurance race will feature an exciting LMP3 night race around Circuit Paul Ricard.



Formula 4

The Formula 4 event will utilise an "arrive and drive" format, with all cars operated by Hitech GP, and data shared between all drivers and engineers.



GT

The headline event of the inaugural FIA Motorsport Games, the GT Cup returns for the 2021 edition based at Circuit Paul Ricard.



GT Sprint

The GT Sprint is a new one-day discipline taking place on Sunday 31 October, the final day of the 2021 FIA Motorsport Games.



Historic Rally

Based on the smooth asphalt roads surrounding the Circuit Paul Ricard service park, the event will be based on FIA Regional Rally Sporting Regulations.



Historic Regularity Rally

A new event, the Historic Regularity Rally will cover approximately 900kms of smooth asphalt roads around Circuit Paul Ricard.



Karting Endurance

Based at Circuit Paul Ricard's kart track, the new Karting Endurance competition invites mixed crews of four drivers, holding a national licence.



Karting Slalom

Karting Slalom is a grassroots competition format in which drivers handle a kart through an obstacle course at a controlled speed.



Karting Sprint

New for 2021 the Karting Sprint invites drivers in junior and senior classes to compete at Circuit Paul Ricard's kart venue.



Rally

Based on the smooth asphalt roads surrounding the Circuit Paul Ricard service park, the event is open to FIA Rally 2 and Rally 4 competitors



Touring Car

Based at Circuit Paul Ricard, the popular Touring Car event will return for 2021. There is no restriction on drivers' experience.

For More Information Visit

<https://www.motorsportuk.org/the-sport/fia-motor-sport-games/>



20 – 22 April 2012

Richard Hart : Trackrod MC

Overview

Eric Schofield rang me just before Christmas to inquire if I would be able to assist him with PR for part of the Yorkshire section of The Flying Scotsman Rally that would take place in late April 2012. The PR activity is by no means as intense as that for Rally Yorkshire he advised, we just call in at a few pubs, post offices and local shops and ask them to display a poster that advises the times the event will pass through that particular location. There was only one answer, yes. How could I turn down the offer of being chauffeured round a selection of country pubs in the springtime?

The event runs over 3 days with an entry of over 100 cars and an entry fee just under £2.5K. I am told that the route only encounters 3 sets of traffic lights. This will be the 4th time The Flying Scotsman has run and it is now clearly established as Britain's largest, as well as the longest timed event for Vintageants with a pre-War design. With no less than 44 entries from Overseas ensuring this is not a British-only affair, drivers and cars have come from far and wide for this, with everything from the oldest cars in the line-up (when was the last time any of us have seen a 1915 Franklin or a 1916 Marmon) to the exotic (not one Alfa Romeo Zagato but two, with two other Alfas for rivalry), and a glittering entry-list, with no less than 18 Bentleys, 10 Lagondas, 8 Talbots, 7 Aston Martins, 7 Rileys and as many Bugattis and Invictas as MGs.

The route drives from the museum of historic aircraft of the old RAF station at Duxford through Suffolk and Norfolk and then stops for lunch at Royal Sandringham. Then using the great driving roads of The Lincolnshire Wolds and the remote lanes of The Yorkshire Wolds, on through County Durham and Northumberland with traffic free, open road motoring. Then into the Scottish Borders, crossing the Forth Road Bridge and finally ending up at the St Andrews Golf Course and the Old Course Hotel.

On Tuesday 3 April I arranged to meet Eric in the car park at The Stone Trough Inn at Kirkham just off the A64 near Whitwell Hill. It was an early start with a 10:30 rendezvous – well, early for me nowadays, one of the luxuries of retirement! Dressed in my freshly pressed drinking trousers and with an “LED” poti, maps and map board, with a various array of documentation, I transferred across to Eric's car in preparation for a tour of the pubs.

Eric had decided to split the route into two halves, Humber Bridge to Kirkham and Kirkham to Fadmoor and Gillamoor (NE of Helmsley), with us completing the latter section first due to some potential PR issues at these locations

Continued on Page 15



2012 Flying Scotsman : Continued from Page 14

Just as we were about set off, two gents in a Mitsubishi pick up drove into the car park and stopped by us. Strange, we both thought, as the car park must be large enough for at least 100 cars. "Are you Eric Schofield?" they asked – "on no, have we got problems before we start?", we thought !

As it happened it was Kim Bannister and Alan Smith, who were responsible for determining the route and producing the road book. They were on one of many of their route checks, this time for a final check of the road book. We all introduced ourselves, had a brief natter and before they left they gave us some additional PR documentation should we run out. Interesting to note that on previous years they planned the route, and then with difficulty tried to locate hotels that were sufficiently large to accommodate the event. This year, they found the hotels first and then planned the route around them.

Off we set, and very soon calling the bends was reminiscent of when I did some road rallies with John McNichol in the late 70's and early 80's. The route was pretty straightforward, mainly on yellows which were quite wide and did not present too many problems for us. By late lunchtime we had arrived at Helmsley and after saturating the town with posters I bought a beautiful pork and stilton pie from the local bakery, which I consumed at our lunch halt in Duncombe Park.

After a brief stop onwards to the potential PR problem areas of Fadmoor and Gillamoor however pleased to say that no issues were identified. In all we made around 20 personal calls and arranged for about a dozen posters to be displayed in local hostelrys and shops. We then headed back to Kirkham without quaffing a single half of ale – so much for the drinking trousers! 2 wrong slots made, not my fault of course.

On Friday 13th April we again met at Kirkham at the ungodly hour of 09:15. What a day to be making PR calls. As this section from the Humber Bridge was much longer than that covered the previous week, we thought an early start would result in an early finish – after all Friday is POETS day.

Little did we know, although the route passed through some beautiful countryside, especially in the Wolds, a large proportion of the route was on single track yellows, where we thought it prudent to call and advise of the event's route and timing. How many times we asked one another "Where do we stop calling?" we cannot remember. All was going well until around 17:00 when we were on the final part of the route near Kirby Underdale. A resident advised of a potential problem at the next farm which was on a gated road to be used on the event. The farmer was extremely concerned about the effect the adverse weather was having on his new born lambs. She advised us not to call as a volatile reception was predicted, she did however say that she would speak to him and relay our information.

On this particular loop, we also came across a couple of car enthusiasts. One gent, who in the old days went with his brother and his Bentley to Brands Hatch and ruined his tyres after two laps, and another, who was in the process of rebuilding an MGR8 and a Triumph Stag at his farm. Eventually we finished the section at 18:15 after making 50 personal calls and leaving about 10 posters. Our availability of documentation was precise, so much so that after our last call we did not have a single piece of information left – good job Kim & Alan stocked us up before they left us the previous week. 3 wrong slots this time, "all not as map" was heard to be said by someone.



Continued on Page 16

2012 Flying Scotsman : Continued from Page 15

Eric fed back the potential issues on the gated road to the organisers, who were prepared to reroute on our recommendation. In the meantime Eric had left a message on the farmer's mobile as he was unable to speak to him. The following Tuesday, should nothing be heard we were preparing to go out again and advise all affected by the reroute. Late Monday Eric received a phone call from the farmer, who was more than happy to move the sheep and lambs and was looking forward to watching the cars passing by his farm. Funny old world really when doing PR, you expect an awkward situation and it turns out to be no problem whatsoever – still Eric has only been doing it for 45 years or so.

The Event

Day 2 of the event came and Eric was to position himself at Gillamoor so that he could confront head on any PR issues that arose during the day. Fortunately none occurred and a surprising amount of residents came out to observe and take photographs of the cars passing through the village.

Tom Snodgrass and myself set off to meet Andrew Artist to run TC 15 Leppington Grange, the final one in the morning string of regularity sections prior to a coffee halt at the pub at Kirkham. On arrival we quickly erected our stay dry gazebo at the roadside and a round of bacon and black pudding sandwiches was the order of the day. The sight of our roadside kitchen was commented on by many of the competitors and we now have a full order book for next year. Period dress was requested to be worn, so we donned our flat caps and flying jackets to await the arrival of the course cars. Bob Redhead, the Chief Marshall, duly arrived and presented us all with a 2010 Peking to Paris rugby shirt. His generosity also extended to a couple of gents from Lancashire that we met last year on the same event. They did not know it, but they were to become our official photographers for the event and dressed in their newly acquired attire received many enquiring comments from the competitors.

Within our ever expanding equipment portfolio were two clocks displaying the current time. Andrew had brought a very large chrome plated alarm clock complete with two bells on the top and I brought my £13 precision atomic powered clock complete with temperature display – so there you are, analogue or digital, it's up to you.

The cars came and went, one of which was reported in Motorsport News to be worth 5 million pounds. Incidents to report are, a car approaching WD where the driver was heard to say "I think we have a problem", he was on time at least! A Bugatti came into our control and then turned around to re-enter and as he passed, quickly explained that they had stopped for a tink for the lady navigator further down the road and quite rightly displayed the OK board from the road book. What she had forgotten to do on returning to the car was pick it up – (see photo above left). Finally, traversing the route were several mobile workshops to assist with any competitor problems that may occur – the aim is to get to the finish come hell or high water. One workshop team followed a car into the control and enquired of them if all was OK now. The due response was that the speedo was defunct and it had just read 150MPH, obviously understating their speed at that point in time.

As well as doing PR for Rally Yorkshire with Eric, Tom and Andrew, we have also been involved in running controls for the last few years. An enjoyable job as you meet the competitors, most of which are highly appreciative. I am pleased to report that the same sentiments were forthcoming on this event which makes it all worthwhile and encourages you to do it again.

Packing up

"So that's it then," we thought. All the competitors had passed without rain, and our stay dry gazebo had worked fine for us. Then a hailstorm developed within minutes of the course closer collecting the clock and documentation, followed by torrential rain. Nothing else for it then, another round of bacon butties and wait till it passes. This must have presented a strange sight for some of the passing locals, who had not been around for the event, three middle aged blokes standing around in flying jackets in the middle of nowhere, having a picnic in the pouring rain under a gazebo primarily designed for keeping the sun off!

About an hour later we were able to clear up and head home after another enjoyable day with the prospect of an Indian curry and a few pints of ale drawing us to our final destination.

PS Phone call from Eric, going to assist him with PR on the Tour Britannia in May!



A new car is Born

Stuart Deeley : Warrington & DMC

Well before the first lockdown, Warner (of Warner Lewis RallySport – he who is founder of rallying history) suggested I might like to build a Celica 165 rally car based on a shell which used to be Ove Anderson's road car.

A simple project which turned into a rather larger project – one day I will learn Rally car build and cheap do not go together.

However from a bare shell Warner (with very little help from me, but lots of help from my bank account) has created something which looks quite good.

Why a 165? I hear you cry. Being originally built before 1990 it fits into historic Class 4b (one of the few 4 wheel drive cars that does). Compared with the 205 which has now been sold to fund the project, it is lighter, smaller and more nimble yet has a similar engine spec. Hopefully it will feel like a Mark two Escort but with four wheel drive and a turbo. With an uprated (within regulations) engine, I expect it to fly (sort of).

There are several decal options, – Securicor, driven by David Llewellyn, Bastos and Toyota Red driven by Carlos Saint. This Fina one is a Mark Duez style which will fit in when we do the Trasmeira rally in 2022. That's unless I can find the money to go to Barbados again

The more observant of you will spot the Rallying History Festival door plate, this demo rally will take place in June next year in Telford around the Weston Park stages from the 1980's. Worth going to watch as there will be Group B cars at full speed.

So, I almost have a car which is completely rebuilt but I'm looking potentially for a navigator to do some of the ANWCC stages. It's ten years since I last won the championship and I fancy having another crack. Unlike the Lotus 62, I doubt that I will get overall honours but a collection of good placings might be sufficient.

Anybody who is interested in sitting in please let me know; I would be looking for someone who could give more than just 60kg of ballast, but not necessarily hard cash.

Hopefully the car will be finished by the new year (only 12 months late but that's Covid for you) and I will bring it to a club night when they return. Course car at the Questmead perhaps? Or maybe a competitor?

Cheers for now and stay safe

Stuart Deeley : Warrington & DMC



HEXHAM & DISTRICT MOTOR CLUB **JOHN ROBSON CANCELLED**

The organisers of the John Robson and Hexham Historic rallies have taken the painful decision to cancel the 2021 event in the light of the ongoing uncertainty over restrictions due to the current Covid 19 crisis and the possible backlash from the public who might not appreciate a rally passing their door given the current situation.

The event had already been postponed to May from its traditional February date and the organisers felt that moving it again to later in the year would not only put pressure on what is likely to be a pretty crowded calendar but would be unfair to events who have already have dates booked in the competition calendar.

The Hexham event, voted best round of the 2019 SD34 Motor Sport Group Series, was pretty much organised and ready to run, it was again to be based at the Brocksbushes Farm Shop again the host venue and a cracking route had been organised although the necessary PR work had still to be completed, this not being possible in the current climate.

The John Robson and Hexham Historic Rallies will return in February 2022 when the Hexham & District Motor Club and the event organisers look forward to welcoming competitors back to the North East's only night road rally, they are assured of the usual Hexham welcome and a cracking night in the lanes.

Morecambe Car Clubs

Auto Tests

2008

Photos Courtesy of Bernadette Quinn



I threw a ball for my dog yesterday.
Bit extravagant i know, but it was his birthday and he does look good in a dinner suit.

I went to at a cricket match, and I was wondering why the ball appeared to be getting bigger and bigger.
Then it hit me!

I was in my driveway this morning scraping the snow and ice from my car windscreen with my discount card.
Bloody useless it was, I only got 10% off.

Edwards announces BRC campaign with Volkswagen

Two-time British Rally Champion returns for third title tilt

Edwards switches to VW Polo R5 for 2021 season, his first outside of the Ford marque since 2016

Matt Edwards will return to the British Rally Championship in 2021 in a bid to secure his third title in a row, but switches to a Volkswagen Polo R5 for his potential history-making campaign.

Backed by global battery giant Yuasa, who returns as title sponsor for the second consecutive season, Edwards will mark his first full BRC season outside of the M-Sport Ford marque since joining the series in 2016, piloting a Melvyn Evans Motorsport run Polo R5.

Edwards will also be joined by long-term supporters, leisure industry leaders Swift Group as well as a new partner, Volkswagen Group Genuine Parts provider, TPS.

"I'm very excited to be returning to the British Rally Championship, not only to try for a third title but also to see what this season has in store," says Edwards.

"My campaign will look very different from the last four years that's for sure and we have been working very hard over the winter to make sure we have the best package possible in the Volkswagen Polo. I truly believe we have the platform to go out there and get title number three.

"I've got fantastic support from Yuasa, Swift Group, TPS and of course Pirelli for 2021, so if you put all of that together plus the experience and knowledge of running leading R5 cars in Melvyn Evans Motorsport, then you have a winning package right there. It's that simple".

The 36-year-old Welshman from Llandudno secured his maiden BRC title in 2018 with the Fiesta R5, repeating the feat in 2019 before switching to the MKII version for his home event, the Cambrian Rally in 2020.

Now, Edwards is set to be one of the first drivers to bring the iconic Volkswagen brand and Polo R5 to the British Championship and is confident about his title chances, despite the 'unknowns' that the 2021 season holds.

"My BRC form is pretty good" he quips.

"But there will be a lot of new challenges to conquer this year and that always means that it could throw up a few surprises. We are hearing that the BRC will have a strong entry again but with the new events in the calendar, it should level the playing field a little. I'm excited to get some quality mileage in the Polo though. I know it's a very capable car and the setup we have should mean we can challenge at the front from the first round. That's certainly the plan".

Like most sports in 2020, the British Rally Championship was forced to cancel its proposed season which left Edwards out of the driving seat since March.

"It's been almost twelve months since I've been able to compete as a driver although I have managed to carry out some tuition and co-driving duties when restrictions have allowed. That will probably help in a way as it will feel like a clean sheet, a new start if you like when we get underway again. As I say, I'm very excited about this season and very indebted to my supporters for their backing once again. Let's hope I can do them and myself proud".

Jon Pritchard, General Sales and Marketing Manager for GS Yuasa Battery Sales UK Ltd said: "We are delighted to be backing Matt again and excited to see what he will achieve as he hunts his third BRC title in the fabulous VW Polo R5.

"We have had a partnership with him for a number of years now and his performance and attitude reflect our own core values of reliability, quality and teamwork. After the cancellation of the 2020 championship, we can't wait to see him and the team back in action."



2006 Jordan International Rally Middle East Rally Championship



British co-driver, Craig Parry



David Scanlon and Andy Tatham



Bashar Bustami and Steve Lancaster



**1st overall,
Chris Patterson and Nasser Al-Attiyah**



Chris Patterson and Nasser Al-Attiyah in action



All smiles from Steve Lancaster.

Photos Courtesy of Tony North

Gemini Communications

RALLYING

Golden Microphone Trophy 2021

O/A	Call Sign	Operator	Score
=1	G 01	Bill Wilmer	9 points
..	G 03	Les Fragle	9 points
..	G 04	Ian Winterburn	9 points
..	G 11	Mark Wilkinson	9 points
..	G 17	Robin Mortiboys	9 points
..	G 21	Derek Bedson	9 points
..	G 23	Ian Davies	9 points
..	G 27	Roger Schofield	9 points
..	G 33	John Ellis	9 points
..	G 37	Jermaine Jackson	9 points
..	G 59	Maurice Ellison	9 points
=12	G 05	Steve Coombes	0 points
..	G 06	David Crosby	0 points
..	G 07	Tony & Avril Lee	0 points
..	G 09	Keith Lamb	0 points
..	G 13	Stuart Dickenson	0 points
..	G 16	Bill & Robbie O'Brien	0 points
..	G 20	Peter Donnellan	0 points
..	G 25	Chris Woodcock	0 points
..	G 26	Mark Dickenson	0 points
..	G 28	Andrew Taylor	0 points
..	G 38	Sean Robertson	0 points
..	G 40	Ian Smith	0 points
..	G 41	Jerry Lucas	0 points
..	G 42	Roger Whittaker	0 points
..	G 48	Peter Langtree	0 points
..	G 50	David Peaker	0 points
..	G 51	Gerry Morris	0 points
..	G 52	Steve Lewis	0 points
..	G 53	Tom & Vicky Mercer	0 points
..	G 55	Steve Broadbent	0 points
..	G 56	Tony Jones	0 points
..	G 58	Geoff Ingram	0 points
..	G 61	David Bell	0 points
..	G 62	Colin Evans	0 points
..	G 64	Bryan Wragg	0 points
..	G 65	Brian Eaton	0 points
..	G 70	David Mainprice	0 points
..	G 99	Tim Foster	0 points

Saturday 31st May

Neil Howard



Bolton-le-Moors CC

Oulton Park

Saturday 14th August

Plains National



Dyfi & Dyfnant

Knutsford & DMC

Sunday 13th June

Keith Frecker Stages

Blackpool South Shore MC

Weeton

Sunday 22nd August

Gareth Hall Stages

Trawsfynydd Ranges

Bala & DMC

Sunday 4th July

Altratech SMC Stages



Ty Croes

Stockport1061MC

Saturday 30th October

Cambrian



Clocaenog, Betws y Coed

North Wales CC

Sunday 4th July

Greystoke Stages

Greystoke Forest

West Cumbria MSC

Saturday 6th November

Neil Howard

Bolton-le-Moors CC

Oulton Park

Saturday 24th July

Envile Trophy Stages

Warrington & DMC

Ty Croes

13th & 14th November

Glyn Memorial Stages

Ty Croes

C&AMC

Training

Fire Training

**J 4 M65
Darwen Service**

17th July

**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 4th July

**Manchester to
Blackpool**

60 miles

Sunday 5th September

Manchester 100

**Manchester to Nantwich
& Return**



April **WAS** going to be a busy month for me. On Saturday the 3rd of April I was going to be Marshalling on the Alan Healey Memorial Rally and then on the Sunday it was the Cirrus Research Stages at the same venue. After a lot of searching I had eventually found a B&B that was still open and would accept my booking - looked a nice place too.

The latest announcement (well it was the latest as I wrote this page) was that we will Return to Motorsport in early April. With this in mind I have been registering my interest in marshalling at almost every event going.

My problem now is fitting the new events into the space on my calendar that is currently occupied by scribbled out events that have been cancelled.

Keith Thomas pointed out in one of his emails that Motorsport has been missing from our lives for about a year now but to me it feels a lot longer than that.

To keep myself from totally losing my marbles I have attended various clubs events. Ilkley's Virtual Scatter (Failed Miserably). Matlock MCs Virtual Table Top (Failed Miserably). Matlock MCs Quiz night (not to bad) . Various Associations & Club Nights Via Zoom and even CSMA, U17MC and Accrington MSCs AGM. - Shows how bad things were for me. I have previously mention the various training Webinars and Clitheroes own 'Outside Broadcasting' Nights. Oh to be out in the freezing cold on a dark night.

First event for me in 2021 was the Stockport061MCs SMC Altratech Stages at Ty Croes on the 18th of April which has now moved to the 4th of July and clashes with Greystoke Stages. Sorry but Greystoke wins.. Followed by Aintree Sprint on the 24th and Lymm Autosolo on the 25th.. May seems a little bit quiet at the moment following the cancellation of the John Robson when I was going to marshal on the Devils Targa and head straight across to the Hexham event that evening. May starts with Stockport061s Targa Rally at Weeton on the 2nd (all depends on the MOD) then Wigans Compbrake stages at 3 Sister and then the Neil Howard at Oulton Park.

June starts to get a lot busier with Barbon Hillclimb on the 12th, the Hall Trophy running on the evening of the 12th and into early Sunday morning and the Keith Frecker at Weeton on the 13th. The 19th of June was going to be the Keilder Forest Rally and then from the 24th till the 27th I will be North of the Border for the Argyle Forest Rally (fingers crossed)

July is equally busy with the second Hillclimb at Barbon on the 3rd then the Lookout Stages over at Melbourne on the 11th. Fire Training at Darwen Services on the 17th quickly followed by the Hexham & DMCs Northern Dales Targa on the 18th. I have the Enville Stages at Ty Croes on the 24th and up to press nothing on on the 31st (but I do have the Pennine Targa on the 1st of August and the Harry & Ivy on the 7/8th and the Burnt House PCT on the 16th of August)

That's enough events to keep me busy for the time being, Further on (page 31) is an Obituary for Hannu Mikkola by Mike Wood plus an article (Pages 28-30) by Ian Harwood about the 1970 Mexico which Hannu won. Ian Harwood competed on the Mexico World Cup Rally in a Mk 2 Ford Cortina 2.6 V6 with crew members Frank Pierson & Barry Hughes. All set up by the late Cal Withers

One minute your bored to death and in the wink of an eye your run off your feet either booking or cancelling hotels as fast as the latest news happens. Where or when will I fit a holiday in?

Grumpy Old Git

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



Murray Walker RIP

On Saturday the 13th of March the news broke that we had lost Murray Walker at the age of 97.

His infectious enthusiasm for Motorsport was what I remember from my youth. He was always there doing his bit commentating with fantastic aplomb.

As I read all the comments (all very positive for a change on Facebook) it would seem that I am the only person who never met him.

Motor Racing, for me, never seemed as interesting once Murray decided to hang up the microphone and stopped commentating. Even the boring races were interesting when Murray was the commentator. His 'Cock Ups' were legendary and he was loved even more because of them. A very difficult act to follow and I very much doubt we will see (or hear) anyone half as good as Murray Walker again

I am Anti Vax

I don't care what you all think.

I am sick and tired of seeing people that are Anti Vax getting slandered on Facebook.

We have good reasons to feel this way and simply attacking us or bad mouthing us is not going to change our minds

We will not be silenced.

I am sure that I will never have another one ever again

I don't care what you say to try and convince me, I've fallen for that trap too many times before.

They are the worst brand of vacuum cleaner
Henry Hoover all the way for me

Inside the Industry

April 2021

with Paul Gilligan

Jaguar Land Rover Set Out Their Future

Only two days after I finished last month's article JLR's new boss Thierry Bollere announced his "Reimagine" plan for the future. So at least I've had some time to look at in detail, gauge a few reactions and add some additional information. Just as interesting as what was said was what wasn't said.

For Land Rover it's pretty well "as you were", they will concentrate on premium market SUVs at which they are of course excellent (reliability apart perhaps?) and produce good profits for the manufacturer and their dealers. Jaguar though will be going in a new and different direction. M. Bollere has realised the total stupidity of spending millions developing Jaguar versions of Land Rover products to compete for the same customers around 90% of whom would no doubt have been happy with an Evoque or a Velar if the E-Pace and F-Pace didn't exist. So no more Jaguar SUVs pretty soon. Makes perfect sense to me.

What is less clear is what Jaguar WILL offer. It's certain that by 2025 everything they offer will be 100% electric, so with the exception of the I-Pace all the current range will be gone by then. I-Pace (please pay attention at the back) is a "Crossover" not an "SUV" so OK as a Jaguar in the brave new world. Hydrogen will be looked at for the future particularly for the larger LR products. Jaguar will move upmarket to offer "the most desirable vehicles for discerning customers". No longer will Mercedes and BMW be Jaguar's targets, but Aston Martin and Bentley. For both of these their best seller is now an SUV of course but it's up to Range Rover to tackle that bit.

So if Jaguar is not to make SUVs, and only make electric cars what can they offer. Only saloons and estate cars plus sports cars. An electric F-Type is being considered but not yet approved. After a £300M investment the new all electric XJ is just about ready for launch but they've cancelled it? This is exactly the type of car Jaguar will sell from 2025 but apparently it "doesn't fit with the new positioning". Surely when all that money has been spent and the car is good to go why not start selling it? The old one has ceased production so the brand that is moving to challenge Aston and Bentley now has the ageing XF as its flagship?

Although it's admitted that Jaguar will make fewer (you could say even fewer) cars in the future no production plants will close. The Birmingham Castle Bromwich factory currently makes XE and XF models and was to make the electric XJ. We now know XE and XF will cease in 4 years, and frankly it would be a brave man who would suggest these models already struggling will do anything but lose sales now everyone knows they are doomed and will soon be yesterday's cars. Then there is talk of consolidating different JLR business currently scattered across the Midlands? And of course whatever electric cars they make in the future, but with the aim of approximately doubling the average transaction price volumes must be much lower than with a range starting below £40000. It's not beyond the bounds of possibility that Castle Bromwich will become a battery factory – they will need one.

Amazingly given the eye watering costs of developing the platforms on which cars sit JLR are to develop different platform for the two brands! They say that is so the two have distinct characteristics, but VW Group the masters of platform sharing have already proved you can put an Audi, a Bentley, and a Porsche on the same platform and keep the models individual. In fact VW have just announced that they are developing a new platform which will be scalable so one platform will form the basis of ALL their electric cars, everything from a small Skoda to a Bentley SUV. Developing separate platforms for the very limited volumes Jaguar will produce in the future will be incredibly expensive. Why? Some suggest it means the two brands are more separate so that Jaguar could be more easily sold off in the future, perhaps not a silly idea. JLR have themselves recognised the problem and are already seeking a partner to develop their electric cars on. Either a third party to simply buy a platform from or a partner to share development costs with. So it won't be pure Jaguar? They insist that partner can't be Land Rover because the two ranges will be so different in the future.

So what do dealers and owners think? I've talked to a few and from the Jaguar side enthusiasm is shall we say limited. The dealers, most of whom have made very significant investments in both parts of the franchise in recent years, can see it will be hard work selling new Jaguars for the next few years when everyone knows the cars on offer will soon be obsolete. So unless Jag turn the volumes right down significant discounting will be needed to move the metal.

Continued on Page 25

Hardly what you want when you're seeking to move into Bentley territory. And of course when you move the price points that far up the scale you inevitably leave your existing customers behind. The person who can afford a £45000 car can't afford a £100,000 car. So you say farewell to the £45000 customer unless you can sell him a Land Rover and you have to fight to win over loyal Aston Martin and Bentley customers. Not that their manufacturers and dealers will give in easily.

Finally for the dealers it is glaringly obvious that while Aston Martin and Bentley each have 20-30 dealers in the UK Jaguar have around 100. Surely there isn't a business case for that so most will become Land Rover only. However the LR future looks much more assured. I'll try to cover that next time.

For the customers many of whom hold Jaguar and its heritage with great affection the blunt fact that is they are a £45000 customer they shortly won't get halfway to a new Jag is not well received shall we say. Not good for Jaguar staff either, 2000 have already been told they will become redundant.

Jaguar are determined their new ranges will be "simply stunning". They will need to be!

Aston Martin Sets Out Future Plans, Axes Jobs

Perhaps unaware that Jaguar were about to target them, Aston have been setting out their own future plans having been bought last year by a consortium led by Canadian billionaire Lawrence Stroll. Last year Aston sold 4150 cars of which 1171 were the new DBX SUV model. That was a drop of 32% on 2019 and a loss of £460M resulted. Under their new plan to company intends to sell 6000 cars this year building to 10000 cars a year by 2025 and make a profit of £500M. Most of the growth is expected to come from more versions of the DBX to be launched and perhaps a smaller SUV. The Valhalla supercar to be launched in 2023 will now have a Mercedes AMG engine rather than a bespoke new V6 which will save literally millions.

200 jobs are to go from the Welsh factory that was opened last year to build the DBX. This has caused a furious row with the Welsh Government who provided millions in grants to ensure that the investment, and the jobs, came to Wales.

Market Report

Well with the showrooms closed and people told to stay at home no surprise that February UK new car sales were 35% down on last year bringing the year's total to 38% down so far. February is always a small market of course before the new plate arrives in March, traditionally the biggest market of the year, until this year of course. To the dismay of the industry car dealers aren't allowed to re-open for showroom sales until mid April at the earliest. Click and collect sales are OK and the all important test drive is a grey area.

Dealers and manufacturers had all hoped that with the vaccination programme going so well opening the showrooms at least sometime in March would happen so no doubt March will gain be around 35% down, maybe less because of course Lockdown 1 happened in late March last year and many people locked themselves down earlier without waiting for Government instructions. How much of the March impetus can be recovered in April and May remains to be seen. Dealers and manufacturers are determined to do as much as possible and everyone is clinging to the forecasts that there is a significant pent up demand and that many who have come out of the pandemic financially better off will be tempted to treat themselves to a new car. Certainly a recent What Car survey reported that almost 60% of those considering buying a new or used car currently intend to visit showrooms on April 12 or within a week of that date. Time will tell. Of course shortage of supply is still a problem. The semiconductor shortage hasn't gone away, quite the opposite and that isn't the only problem by any means.

The bright spot is the van market, if you can get one that is. Sales of new vans in the UK in February were a staggering 22% up on last year, and lockdown hadn't started last February. Pickups and large vans are the stars, the latter are 30% driven by the need for home deliveries now we don't go to the shops any more. And these figures would be a lot higher were more new vans available. Typical waiting times are 4-6 months but some models are over a year. I had the unpleasant duty the other day of telling one of our customers I could get him a new Ferrari quicker than the VW vans he actually needed. Sadly he chose to wait for the vans! Used van prices as a result are just crazy and getting more expensive by the day. Never seen the like but supply and demand rule.

Used car business is down by a similar amount but I think there is more certainty there of the promised pent up demand. Dealer we know and supply are in the main busy building stock in advance of April 12th and there are few bargains about. I offered a Ford Dealer customer of ours two cars today, he told me they were far too expensive, half an hour later he came back and bought them both!

Electric & Hybrid News

- Last month I discussed depreciation in some detail, and I've just been looking at how alternative fuel cars perform on the used market. Expensive electric cars with long driving range like the bigger Teslas and the Jaguar I Paces are much in demand and fetch high prices. Smaller cars with limited range are less liked and lose more value in percentage terms. Less wealthy buyers are more concerned about a possible big unplanned expense in terms of replacing batteries. The biggest shock has been a rapid and significant fall in the value of used hybrids. This is partly because of lack of demand from private hire drivers as far less people are using taxis. It seems that every Uber driver in London has a Toyota Prius, with few customers they are certainly not in a mood to replace their cars just now. Also from October this year plug in hybrids will no longer be exempt from the £15 per day London Congestion Charge. It's interesting that with sales of new diesel cars dropping dramatically over the last few years there is now a severe shortage of these and they remain in strong demand in rural areas so prices are very strong and likely to rise further.
- Ford have announced that by 2030 all their cars sold in Europe will be pure electric with no hybrids at all. And by 2024 they will offer an electric and/or hybrid option for every car on the range. However they see diesels lasting much longer in the van market and good news is they have confirmed the Dagenham engine plant will continue to produce diesels for Transit vans for the foreseeable future.
- With perhaps more attention than ever on the national finances everyone seems convinced that the introduction of some form of road pricing is a question of when not if. Every new electric car sold contributes around £1000 less to the exchequer in it's first year in terms of road tax and fuel duty than a petrol or diesel, and of course that continues in subsequent years. If forecasts are right around 175,000 electric cars will be sold in the UK this year leaving the Chancellor £175M worse off. Then you have to add the Government Grants of £3500 per car currently on offer to encourage buyers to go electric. For sure this can't last.
- The cost of recharging an electric car at public charge points is also coming under scrutiny. Prices vary widely but a recent study based on recharging a BMW i3 from 10% battery to 80% showed a typical cost using a home charger of £7.25. The cheapest public charging point would cost £9.32, the most expensive £40.66!
- The National Infrastructure Commission, which advises the Government, has called for diesel lorries to be banned from 2040. This in spite of the fact that no zero emission trucks currently exist. Apparently their view is that if this ban is announced it will stimulate the industry to develop the required trucks whether they be electric or hydrogen. In my view unless there are big developments in battery technology hydrogen is the only answer available at the moment.
- Hyundai are recalling 82000 electric cars and 300 electric buses because of fires linked to batteries. The cost is estimated at £640M. The battery manufacturer has insisted it is not to blame and that Hyundai had failed to follow their instructions for setting up the fast charge system.
- The United States currently has 100,000 electric car charging points, far more than our 35000. The new President recently announced that as part of his economic stimulus plans this would rise to "at least" 500,000 by 2030.
- It seems that not all new hybrid cars will be able to be legally sold from 2030 to 2035. The Government is to impose a minimum range on electric power for them to qualify. At the moment some hybrids can travel no more than 15-20 miles before switching to petrol. Although a figure hasn't been set yet it appears it will be significantly higher than that.

Renault To Sell It's Stake In Mercedes.

I must admit that until I read of this I didn't know that Renault owned 1.5% of Daimler. The resulting funds of almost £1 Billion will come in extremely useful when vast investments are required to design and develop electric cars.

All Electric Volvos To Be Sold Online

Volvo have announced that all their pure electric cars will be sold online using the agency model so customers will deal with the manufacturer at a set price with dealer responsible for assisting the customer to decide their ideal specification, providing test drives, vehicle preparation and handover etc. Dealers will receive an undisclosed fee for doing all this, rumours say typically 3% of the price of the car perhaps. Volvo have said that their dealers “remain a crucial part of the customer experience and they will continue to be responsible for a variety of important services such as preparing, delivering and servicing cars.”

Volvo also stressed their dealers had “welcomed the news”. One Volvo dealer I know who’s just spent £2M on a new facility for the brand expressed a rather different opinion and not one I can publish here!

Toyota’s President Says Electric Vehicles Are Overhyped

A recent article in *The Wall Street Journal* detailed the skepticism of Toyota’s president, Akio Toyoda, toward electric vehicles. This is a big deal because Toyota was the third-largest vehicle manufacturer in terms of vehicle sales in the United States during 2019.

Mr. Toyoda criticized what he described as “excessive hype over electric vehicles, saying advocates failed to consider the carbon emitted by generating electricity and the costs of an EV transition.” He continued:

“Japan would run out of electricity in the summer if all cars were running on electric power. The infrastructure needed to support a fleet consisting entirely of EVs would cost Japan between ¥14 trillion and ¥37 trillion, the equivalent of \$135 billion to \$358 billion, he said.

“When politicians are out there saying, ‘Let’s get rid of all cars using gasoline,’ do they understand this?” Mr. Toyoda said Thursday at a year-end news conference in his capacity as chairman of the Japan Automobile Manufacturers Association.”

Mr. Toyoda’s comments come at a time when the government of Japan was rumored to be considering banning the sale of gasoline engines after 2035, emulating California’s proposed ban. Pushback from Japanese automakers seems to have stopped the government from announcing the new policy.

Forcing a transition to EVs would make car ownership unattainable for the average person, according to Toyoda, who said:

“He said he feared government regulations would make cars a “flower on a high summit”—out of reach for the average person.”

We’re already seeing this California, where low-income communities are pushing back against the policies like banning new gasoline car sales put forward by ultra-wealthy Governor Gavin Newsom because they make it more difficult for low-income families to be able afford vehicles. This trend will get worse as more governments try to outlaw the internal combustion engine.

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1970 Mexico World Cup Rally

Ian Harwood : Knutsford & DMC

This is a very personal article to back up the one which Frank Pierson wrote about his memories of the 1970 World Cup Rally which is mainly correct but there are some errors as there will be in mine no doubt50+ years ago is a long time ago, but I do well remember that we were a close team of three keen Rallyists!!.

My story of the 1970 London-Mexico World Cup Rally really started in the late Autumn of 1969 when Cal Withers approached me and asked what I knew of this forthcoming London-Mexico Marathon. I told him that I had been reading various 'snippets' in Motoring News etc as I had been very envious of the crews taking part in the London-Sydney Marathon the year before – but this Mexico Event was even more exciting!!.

'Would you be interested in doing the Event' was his next statement – well what do you say other than 'Wow yes please and thank you for the offer'. The ball started rolling once my wife Val gave her support which she always did, a really big decision for her as we had two young daughters aged 3 and 18 months. But as Cal and I got into deeper conversation over the next few weeks various options started to arise such as what vehicle and crew etc etc.

I was in favour of using a Ford product because I knew them pretty well having built and rallied Mk1 Cortinas and Mk1 Escorts mainly Twin Cam powered-but which model depended on the next question....2 man or 3 man crew and who would I suggest as a Co-Driver!!!!!! Well a 3 man crew appealed to me in spite of the extra weight etc as I had already mentioned that of the 3 people I had thought of...Frank Pierson was my first choice which Cal agreed with, Cal would then discuss the Manager/Navigator position with some ideas he had – I reckoned that neither Frank nor myself would be that useful with all the maps needed plus the masses of paperwork regarding visa and passport stamps before we even started-I was sure we would both prefer to concentrate on the car and driving it!!.

Cal heard of a 'Works Prepared' Mk2 Lotus Cortina which had done the London-Sydney Marathon with Rosemary Smith and was going to be available probably less the Twin cam engine and gearbox etc in a few weeks time – it was prepared at Boreham and entered by Ford Ireland hence the Cork registration number VPI 77 and it had 12,000 miles on the speedo.

So that was 2 crew members and a possible vehicle sorted, Cal had spoken to Don Barrow regarding the Manager/Navigator position which really pleased me, the Cortina eventually arrived looking a little tired as it had been standing some months after getting back to the UK from Australia and sadly had some items missing such as Minilite wheels etc. A chap that Cal knew was asked if he would prepare the car with a different engine/gearbox assembly, we were very fortunate that 'Ford Sport' were running a team of 3 cars alongside the 'Works' Escorts and we were selected along with Rod and Ian Cooper of 'Super Sport' and an RAF crew who had been successful in various long distance challenges with Ford – we were all using Mk2 Cortinas. Ford Competitions Dept requested that we use a 2.6 V6 engine coupled to a 5 speed ZF 'Noddy' gearbox (so named because of the overdrive 5th gear) and they would supply both items, it also meant that we would be running in the over 2 litre class and spreading Fords options for a possible class win! - well that's what Ford told us!!!.

As you will have read elsewhere, things weren't going as planned with the rally car build and Frank was suddenly involved in getting things back on schedule at his garage along with an army of enthusiasts whose help and time was greatly appreciated. However, sadly Don with his vast International experience sniffed out a few potential problems involving the delay with the car and understandably informed Cal that he didn't feel that he could commit to doing the Event, but had nominated Barry Hughes instead who had done the London-Sydney Run!.

We were drawn Car No 9 – not seeded but numbers pulled out of a 'hat' in true football tradition, but it was useful in attracting publicity. The European Section was very tight on time with 5000 miles in nearly as many days, but we finished in 26th position in spite of so many problems along the way – it was imperative that we were in the top 45 which was the maximum number of spaces allocated on the ship going from Lisbon to Rio De Janeiro- it also stopped 'dawdlers' from going to South America on the cheap!! We have to thank our Service Teams headed by Ray Evans/Les Watkin and Pam and Noel Watson plus other overworked teams who enabled us to not only get to Lisbon but also helped us qualify for the 12,000 mile South American leg!.

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1970 World Cup Rally : Continued from page 28

The Lisbon Main Time Control and Service Area was hectic with getting the qualifying cars and spares ready for loading onto the ship bound for Rio – you will have noted that we were suffering from a cracked bellhousing from an early stage of the rally which was noted by the Ford Boys and none other than Stuart Turner (Fords Comps Manager and Ford European Director of Motorsport) gave me a brown paper parcel which he had organised and contained the much awaited alloy bellhousing – the problem was that it fitted the Works Escorts but not our V6 engine, so I had to reluctantly return it back to Stuart who apologised and said there would be the correct item delivered to the Hotel where we were staying in Rio (I wondered who received the wrath from the 'Boss').

All the Ford Rally crews had a very welcome Dinner in the Lisbon Hotel Restaurant but one of my highlights was going into the Bar and being greeted by my Hero Timo Makinen who said 'Ian, come and join me for a whisky', we chatted about the previous 1969 Round Britain Power Boat Race which he had won for the Ford Team – I thought that subject would be a change from Rally 'chit chat' and he was keen to tell me that they needed more power for the next Series, possibly introducing a 3rd diesel engine!! After a good nights sleep most of the crews accepted Fords offer of a flight to Heathrow and we would return a week later to get our onward flight to Rio, at Heathrow we had a very generous offer from Roger Clark to run Frank and I to Euston in a brand new Hertz 1600E Cortina complete with drifting at every roundabout due to the rain – he said!!.

My return trip to Lisbon was quite daunting – I left my wife and daughters at Chester Station and set off for Crewe only to find myself back at Chester Station due to a fault on the track. I was concerned that I would miss the London connection and so I went to the Station Office showing my Ford paperwork and Flight details to Lisbon and onwards to Rio. They were very good and arranged for me to get the next train out of Crewe and it would stop especially for me at Watford Station where a Taxi would be waiting to take me direct to Heathrow..... where I met up with a very anxious crew . We were sitting in our seats bound for Lisbon within 20-30 minutes – these Ford papers do work wonders and well done British Rail who couldn't have made too much profit on that ticket!!.

The flight to Rio was also quite adventurous as well – Tony Fall (who had Jimmy Greaves as Co-Driver) had been watching the weighing procedure prior to boarding as we all had various spares to take with us, like half shafts up your Rally Jacket sleeve and someone was even concealing a radiator wrapped up in his jacket. So Tony Fall remarked that if you put your foot under the scales it would work wonders – which it did as the damned plane strained to get off the ground, it went past the Control Tower still on the ground where previous flights had been well airborne, grass started appearing on the runway and eventually and after a couple of attempts we lurched into the air!! It was a long 11 hour flight in a narrow bodied Boeing and we reckoned that we were given yesterdays sandwiches for our meal!. Several Ford 'Boys' led by Roger Clark of course stood around the Bar at the rear of the plane and after about 4-5 hours the Capt came on air to request that everyone returned to their seats as we were apparently using far too much fuel and may have to divert to Venezuela for 'a top up'!!!! – very pleased to report that this didn't happen and we landed at a very hot and humid Rio late at night to be greeted by thousands of Fans all waving and cheering....except it wasn't for us as the Brazilian Football Team were also passing through the Airport having just won an important match abroad!.

The correct bellhousing was delivered to us while we had a week in the Hotel Gloria waiting for the cars and equipment to be shipped from Lisbon – we were very close to the world famous Copacabana Beach with all those bronzed sun worshipers complete with rats the size of cats!! The various Ford crews mixed very well and I seemed to spend a couple of hours a day chatting to Jimmy Greaves at the side of the Pool - he thought that we Rally Drivers were definitely the real stars?.

One day John Brown who was Clerk of the Course along with John Sprinzel was trying to drum up support for around 6-7 of us go to a Restaurant up in the hills from Rio which he was recommending – so 7 of us eagerly joined him that evening in a large and very old American Limo running on probably 7 cylinders and arriving at a fantastic Open Air Restaurant with a couple of local guys singing and playing with their guitars. The steaks that we were served are still the largest that I have ever seen....12" diameter and 2" thick overhanging the plate with wonderful chips alongside and plenty of wine!! The 10 mile journey back to our hotel was quite concerning in the dark and I now understand why John Brown was such a brilliant Navigator and not a Driver!!.

I won't go into details regarding the route as these are covered elsewhere – but one thing that does stand out in my mind was when I was driving at walking pace through the very crowded centre of Sao Paulo with thousands of fans pushing against the cars when I suddenly noticed a chap cart wheeling along the bonnets and roofs of the cars ahead of us – and yes he did this manoeuvre over our bonnet and roof not realising that there was literally a red hot exhaust pipe glowing in the dark going up to the roof...the blood curling scream still stays with me today and his hand print on the exhaust was much more impressive than Franks. However the local enthusiasts won in the end as when we stopped at the next Control most cars were devoid of all our stickers etc!.

Continued on Page 30

1970 World Cup Rally Continued from page 29

The deal with Ford Competitions Dept was that if any 'Works' Escorts retired then the next highest placed Ford car regardless of nationality ie; American, Australian, European etc would be taken into the Ford Servicing facilities - Colin Malkin had a serious crash with a lorry in Yugoslavia (as it was then) and so Rod and Ian Cooper in their Super Sport Cortina GT took over Malkin's place much to our envy. Roger Clark also had a crash with a local car in South America and so Car No 9 (yes...us!!) was then brought into Ford's servicing.

It was a great feeling to run into these remote service facilities in the middle of the night with bright lights and people everywhere and a wonderful aroma of BBQ's busy at work!! The Ford mechanics took the car off us and directed us to these 'eating' areas and also to have a wash and brush our teeth etc while they changed all the oils/filters, put on new tyres and filled up with their petrol (not the local 2 star stuff!!) and generally did a quick 5 minute MOT for us. By the time we had tucked into these enormous Hot Dogs the car was ready and waiting for us - Brilliant!!

We had a long standing clutch problem mentioned elsewhere due to the cracked bellhousing and so it was minimum gear changing and reducing maximum acceleration whenever possible....whilst driving over the Atacama Desert which is the highest in the world at 8000 feet and 700 miles long I realised how similar the surface was to the Moon which the USA had landed on the previous year - or did they with this Desert being so handy I wondered???? I just made it to the top of a long long incline and came to a walking pace just as the Pan American Highway (dusty, rough and unsurfaced then) levelled out and eventually we started to slowly increase our speed and free wheeled several miles before coming to a gradual halt right outside a large Military Camp and to be confronted by a dozen or so armed soldiers shouting and pointing their rifles at us....but sadly we were out of the World Cup Rally!!!!

The rest of our story is covered elsewhere.....many thanks for reading my very personal account of a wonderful 'once in a lifetime' experience - and again I would like to thank all the good folk who made this possible.

It's ironic that the week I am asked to write a personal account of the 1970 London - Mexico World Cup Rally, very sadly Hannu Mikkola who won the Event has passed away being beaten by cancer - that was the one challenge that he didn't win!! A lovely and always polite Gentleman.

I just thought I would send a copy of my memories from 50 years ago as there are a lot of comments regarding Hannu and his many achievements!!

Ian Harwood : Knutsford & DMC



Entry List			
At the time of going to press this is the list of competitors in the order in which they will start from Wembley.			
No.	ENTRANTS	DRIVERS	CARS
1.	R. Buchanan-Michaelson (U.K.)	R. Buchanan-Michaelson Ray Fidler David Benson	Triumph 2.5 PI Mk II Saloon
2.	Bio Strath (U.K.)	Tony Hunter R. Ridgard	Porsche 911
3.	P. Joop (U.K.)	Peter Joop Mark Kahn Willy Cave	B.L.M.C. 1000
4.	Berry Magnoal Ltd. (U.K.)	R. G. Batham Robert Lyall	Hillman Hunter
5.	I. Vuksic (Yug.)	Ivica Vuksic Sreten Djordjevic Nestor Milanov	Peugeot 404 Diesel
6.	British Army Motoring Assn./Paris Match/Kenridge (U.K.)	Maj. J. Hensley Sgt. Wally Easton	Peugeot 504
7.	P. A. Garratt (U.K.)	Chris Coburn Peter Garratt Robert Grainger	Vauxhall Viva GT
8.	British Army Motoring Assn./Paris Match/Kenridge (U.K.)	C.S.M. J. Rhodes S/Sgt. J. Minto	Peugeot 504
9.	Ford Sports Club & J. C. Withers (Windsford) Ltd. (U.K.)	Ian Harwood Frank Pierson B. Hughes	Lotus Cortina Mk II
10.	C. J. Woodley (U.K.)	C. J. Woodley R. J. Locke P. G. Walter	Vauxhall Ventura
11.	P. M. Donner (U.K.)	Paul Donner Martin Donner	Ford Capri
12.	R. Neyret (France)	Robert Neyret Jacques Terramorsi	Citroen DS 21
13.	D. W. A. Martin (U.K.)	D. W. A. Martin W. C. G. Martin J. T. J. Martin	Rolls Royce Silver Cloud
14.	S. Zasada (Poland)	Sobieslaw Zasada Marek Wachowski	Ford Escort
15.	Temple Meads Motors Ltd. (U.K.)	Ron Channon Rod Cooper	Ford Lotus Cortina Mk II
16.	Wilsons Motor Caravan Centre (U.K.)	J. Gardner Lennie Ritchie	Escort E30 Morris Caravan
17.	J. C. Symford (Excavators Ltd.) (U.K.)	Peter Brown J. Woodham R. McHenry	Hyundai Mini
18.	Daily Telegraph Magazine (U.K.)	Hannu Mikkola Gennar Palm	Ford Escort
19.	J. H. Perez Vega (Mex.)	J. H. Perez Vega G. Hinojosa J. A. Barrios	Volkswagen
20.	Marshall (Cambridge) Ltd. (U.K.)	Miss Patricia Ozanne Miss Branswen Burrell Mrs. Katrina Kerridge	Aston Mini Saloon
21.	Avtoexport (USSR)	Yuri Astafiev Alexandre Safonov Stefan Boudinov	Moskvich 412
22.	B. De Jong (Neth.)	Bob De Jong Chris Teunissen	Alfa Romeo Gullito Super
23.	H. Mead (U.K.)	Humphrey Mead Winston Perry John King	Ford Zodiac Mk II
24.	Rallyeigemeinschaft Ulm (Ger.)	Edgar Homann Dr. Dieter Benz Harri Walter	Cosworth Barch 2800SE
25.	Mrs. C. Trautmann (France)	Mrs. Claudine Trautmann Mrs. Colette Perrier	Citroen DS 21
26.	Springfield Boys' Club (U.K.)	Jimmy Grewson Tony Fall	Ford Escort
27.	A. Mondini (Italy)	Attonzo Mondini Giuseppe Battara	Porsche 911 S
28.	Avtoexport (USSR)	Leonid Petapchik Edward Batheev Yuri Leszeski	Moskvich 412
29.	Bolivian National Team (Bolivia)	W. Boudak D. Hubner J. Burgoa	BMW 302 TI
30.	17/21st Lancast (U.K.)	Capt. C. J. W. Marriott Capt. J. Dill	Todent Ventura V8
31.	F. W. Hill (U.K.)	F. W. Hill Tony Cooke Mike Donnelly	R.S.11 128 CS
32.	K. V. Tubman (Aust.)	Kan Tubman A. J. Welinski Bob McAulay	Austin 1800
33.	C. R. Zicavo (Arg.)	C. R. Zicavo A. J. Rodriguez A. A. Verna	Peugeot 504

Entry List & Programme Front Cover
Courtesy of Chris Ellison

R.I.P.

Hannu Mikkola

24th May 1942 - 26th February 2021

Mike Wood : Lancashire A.C.

I got to know Hannu quite well more or less when he first came onto the International Rally scene driving on a couple of events or so for Datsun. He was already recognised in his home country of Finland as a up and coming driver and maybe because of my own connection with established Finish drivers, Timo Makinen, Rauno Aaltonen and Simo Lampinen, just to name a few, we immediately connected with each other. At the end of 1968 and because of the British Leyland take over, BMC closed the Competition Department, this meant that almost all the established drivers and co-drivers were out of jobs. However, the Ford Competition Department at Boreham already had there eye on Hannu and signed him up for the 1969 season. They of course needed a co-driver/navigator to sit alongside him and I am pleased to say that Roger Clark, already a established member of the Ford Rally Team recommended myself as a suitable applicant. I was duly interviewed by the then Ford Comp Manager, Bill Barnet and because of Roger's recommendation and presumably my own International Rally experience I was offered the position of co-driver to Hannu, an offer I immediately accepted. The full Ford Works Team for 1969 were Roger Clark and Jim Porter, Ove Anderson, I can't remember his co-driver and Hannu and myself

I have to say that year 1969 with Hannu was not all that successful. Our first event would be the Monte Carlo Rally, but just before we were due to start our recce I damaged my knee so I was replaced by Jim Porter, Roger Clark's regular co-driver, they duly finished the rally in 6th place I think, Roger and myself did ice notes for the team. Our next event was San Remo Rally which we failed to finish due to a accident. The next event was the Austrian Alpine Rally which we won; we then went to Greece for the Acropolis Rally and failed to finish due to a broken rear brake. Our next event was the French Alpine Rally and we failed to finish that one due to a suspension problem and our final 1969 Rally was the RAC Rally which we failed to finish again due to a big going off in Dalby Forest in Yorkshire, so apart from the win in Austria, not a very good year.

At the end of 1969 my contract with Ford was terminated and I was replaced as co-driver to Hannu with fellow Scandinavian, Swede, Gunnar Palm. Ove Anderson's contract was also terminated and he was replaced by Timo Makinen. I actually never found out why I was not retained although I think pressure may have been brought to bear by Ford Sweden for Gunnar to sit with Hannu. I have no qualms about this, Gunnar was one of the very best co-drivers around and he was and still is a very good friend of mine. Hannu and Gunnar continued together with huge success, one of which was their win on the 1970 World Cup Rally.

Hannu Mikkola was one of the best drivers in the world and at the time he was competing, probably the very best. Apart from his driving skills he was also a lovely guy, great sense of humour and very easy to get on with, I cannot remember us having a cross word when we were together. We always remained friends and it was a tremendous shock when I heard that he had died, I will sadly miss him.

Mike Wood ; Lancashire A.C



Swift stunts adds precision to East Lancashire Hospice fundraising drive

Friday 31st August 2012

Gaskell Motorbodies of Great Harwood organised a Paul Swift Precision driving night to raise funds for East Lancashire Hospice on

Friday 31st August 2012 at The Lorry Park at Blackburn with Darwen Services off Junction 4 of the M65. Nick Gaskell, owner of Gaskell Motorbodies, said that "this is the second Paul Swift Event he has organised to raise money for Charity, last year we raised money for the Help for Heroes Charity. The event was so well attended we needed to find a bigger venue for more people and so Paul can have more fun in a bigger space. With help of lots of other people, Cicely Commercial and Extra Services we have the perfect venue. Our chosen charity this year is The East Lancashire Hospice. The event is also being supported by Lancashire Fire & Rescue road safety awareness team". Thanks to everybody concerned. See www.gaskellmotorbodies.com/index.html for more details Paul Swift is a seven-time British Motorsport Champion (3 times MSA & 4 times BTRDA Autotest Champion) and a multiple Guinness World Record holder and follows in the footsteps of his legendary stunt driving father Russ Swift. Today, with over twenty-five years experience, Paul Swift Precision Driving is now the global leader in precision driving, providing the professionalism and experience of some of the best drivers available in the world. Also supporting the event were the Under 17s Motor Club Northwest, which has evolved over many years of motor sport activity with several partners working together for a common goal - to help educate young riders & drivers. Helping young drivers to be safe on

the road and want to acquire safe driving skills.

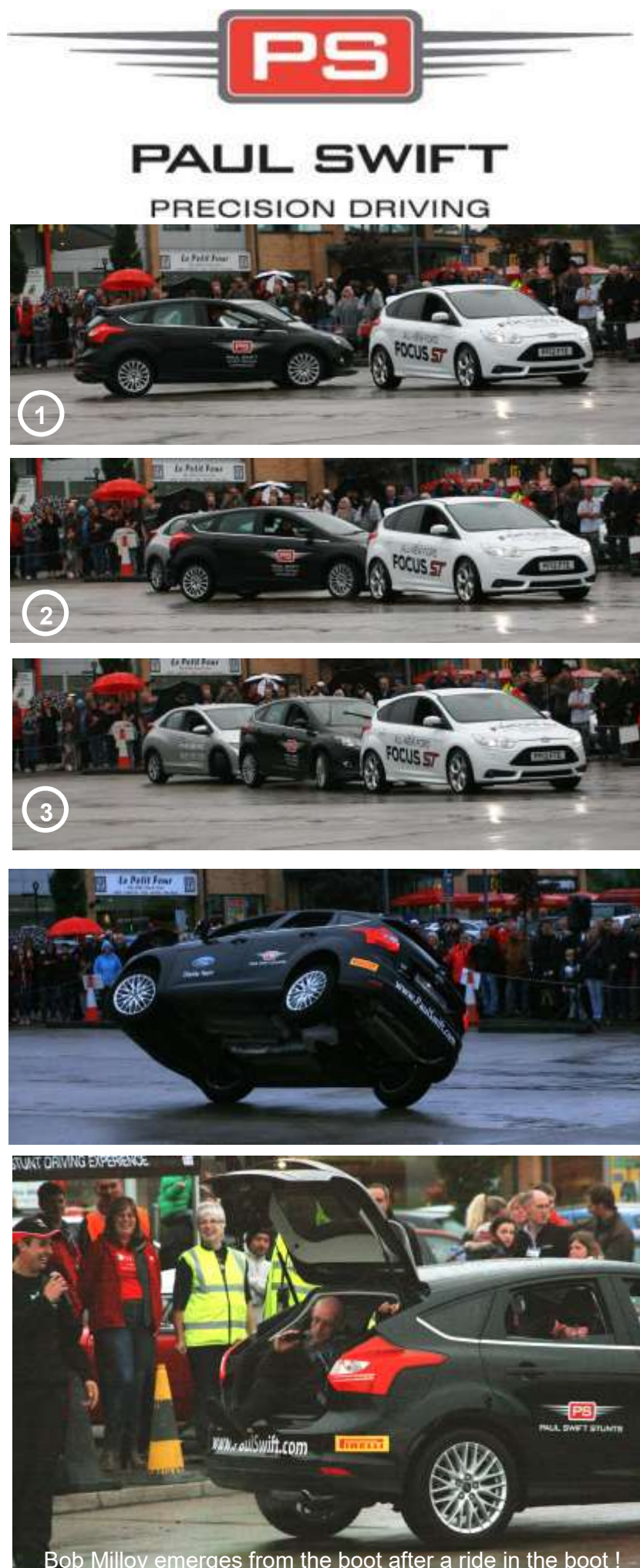
See <http://www.u17mc-northwest.org.uk/home.htm> for more information

Paul Swift is a 'stunt driver' says it all really doesn't it? Well not really. As the son of Russ Swift car handling is in his blood and he has put it to good use. Firstly as the national Autotest champion and more recently appearing in programs such as Top Gear and many car adverts.

To put it simply he really is good! And very entertaining to watch as he really puts his car through its paces on two wheels as well as four.

Last year, one of the Lancashire Automobile

Club's principle sponsors, Nick Gaskell of Gaskell Motor Bodies in Great Harwood, (plug plug) rang and asked if we would provide support for a charity event at his premises we really couldn't say no. It was quite an event but Paul couldn't give full reign to his talents being constrained by the size of the venue.



Continued on page 33

Swift Stunts & AutoSOLO 2012

Continued from Page 32

This year Nick rang again only this time the event was to be somewhat bigger using a large car park adjacent to Blackburn services. He asked if we could help out again, a no brainer really, and perhaps get a few classics there to add to the ambience.

This call was followed shortly after by a call from Steve Johnson who has used the venue previously and was going to be there (in spirit if not in body) with the Under 17 Motor Club. They would be providing demonstration runs between Paul's shows and he asked if we could work together on this one. No problem, Steve is an old friend and as they say that's what friends are for.

Several regular entrants on LAC events were contacted and several volunteered to come along and put their cars in a display area so that was soon sorted. Not to many just enough was the plan.

Arriving on the night with a pile of equipment in the Mini I found Steve's people had already set things out and the event looked like being far bigger than I expected with the emergency services putting on displays and several food tents (including and excellent hog roast).

We set out an area for the classics and awaited developments. The Under 17 lads put on a great display. This really is a terrific way for youngsters to get into motorsport and learn car control. With about a dozen cars doing a sort of mini autotest (without the reversing) things got off to a great start.

Soon the classics arrived and were parked, many thanks to all who turned up on what was an unexpectedly damp evening. We seemed to attract a great deal of interest from the considerable crowd which had gathered. Much of the evening was spent in pleasant conversation with both spectators and Under 17 club members.

The main act was of course Paul Swift who spun, flicked and generally showed fantastic car control. Some of his 'parking manoeuvres' had to be seen to be believed. Then he simply hurtled at a set of ramps and drove round the display area on two wheels with a delighted, paying, passenger whooping with delight. Every time he went out more money went into the charities coffers.

Then back to the Under 17s before Paul came out for the last time finishing as the light faded. Quite an evening.

Many thanks to Nick Gaskell for the invite let's hope a lot of money was made for the East Lancashire Hospice.

Chris Lee : Lancashire Automobile Club



East Lancashire
Hospice
#MakingTheMostOfLife

BO'NESS REVIVAL

4/5th September 2021

VENUE CHANGE

The 2021 Bo'ness Revival will take place at the Forrestburn Speed Hill Climb near Harthill. It will be held on a date yet to be confirmed but we hope to keep the original date of 4th-5th September 2021

The change in venue away from Bo'ness' historic home at the Kinneil Estate is due to the ongoing difficulties presented by Covid-19 restrictions. With the cost of holding an event at Kinneil too onerous for the BHCR, the committee decided to look at alternative venues rather than cancel again in 2021.

After friendly discussions with the Monklands Sporting Car Club, it has been agreed to run a classics-only event at Forrestburn under the Bo'ness banner. The hillclimb will give competitors the chance to enjoy their cars in a competitive environment at one of Scotland's best hillclimb tracks.

Due to ongoing concerns about Covid-19, the event will be open only to entrants, with no spectators to ensure the safety of all attending.

We are determined as long as restrictions allow to make sure this event goes ahead. If you have not raced at Monklands before you are in for a real treat.

Further information will be confirmed as soon as we have it and entries will open as soon as possible.

Monklands Sporting Car Club

The track layout was designed by the original MSCC committee members (Marion and Brian Hopkins, Stephen Kay, Gordon McRobbie and Willie Miller) with assistance from Derek Ongaro of the RAC MSA, former Scottish Hill Climb Champion Kenny Allan with advice from many others on safety and marshal requirements.

The track is 1030 metres in length rising from 221m to 246m AOD with a maximum gradient of 1:4.

The track has been used as a film set on a number of occasions, including the 39 Steps (2008) in which Forrestburn supplemented other Scottish locations.



Monthly Car Track Days:

12th April

10th May

www.threesisterscircuit.co.uk


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- Developed from a very sound 2006 Mazda MX5 Mk3 1998cc sport
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- Rolling road/dyno test produced 240 bhp, 170.8 ft-lbs torque
- Many £1000's spent on tuning by BBR, including:-
- New competition valve springs, retainers, guide seals, new exhaust valves at +1mm. Forged crankshaft. Forged conrod and high compression, balanced, piston set.
- Rebore/honed cylinder block. Port and polish cylinder head with camshaft relief, cut/seat valves/race main bearing set.
- Race big end bearing set, Comp cylinder head gasket set,
- Custom profile camshafts, New main gasket set, New cylinder head bolts with stretch bolt washers.
- All rotating components balanced
- Lightened flywheel/heavy-duty clutch assembly.
- Machined keyway in the crankshaft, front pulley and oil pump drive pulley hardened 500cc injectors, New NGK LTR71X-11 spark plugs
- Competition stainless exhaust manifold, competition stainless cat centre section, rear stainless sports silencer.

For sale complete with:-

- Full set of 235/45/18 Toyo 888 on brand new Wolfrace alloys, plus two more sets of Alloys, 1 set with 205/50/17 road tyres, 1 set bare.
- Full set Bilstein competition shocks, EBC Red stuff in front calipers
- Certified roll-cage. Cobra race seats with 2x full harness, all in date.
- Quick-release steering wheel. Ignition cut out/safety cut off.
- Compliant front and rear aero package.

Although being sold as a competition car, it is still fully road legal with full interior trim as required by speed regulations.

Available to view in Wallasey

Sensible offers around £14,000 although the work has cost many £000's more.

Please contact Phil on 07912115607

**to arrange a viewing/test drive
or for more information.**



Stuff For Sale

Triumph TR7

front wheel bearings (new) ,rear lights (used)

Triumph Dolomite

front side indicator lamps.(used)

Rover 3500

electric distributor and amp (used)

Ford 1500 GT

pre-crossflow engine parts
2 x inlet manifolds,
carburettor,
crankshaft + con rods.(used)

Mini 1000cc

rod change gearbox + clutch (used)

MG Midget 1979

1500 doors (used)

All the above open to offers.

John Johnston
Maryport

Contact : johnsontm73@gmail.com

MG Midget bits...

1960s steel wheel axel complete with diff (9/38), back plates, etc. £175.

Up and over Simons ss sport exhaust 2", unused. £50.

Complete windscreen and surround. £40.

Other bits...

SU fuel pump, new, electronic. £60

Doors and skins, prop shaft, steering rack, calipers (new),leaf springs (used but proper),discs, one complete refurb king pin assembly, MG grille (vgc), two 4 speed original (60s/70s) gear knobs (suit mini, moggy or midget).... contact for pics and prices

John Sloan

Tel; 0785 164 2255



Type 9 Ford gearbox,

It is from a 2.3 V6 I think and had the longer than standard input shaft.

It turns freely and there are no chipped or broken gears, synchro rings look OK.

Can deliver within Cumbria when Covid permits or collect at your own risk.

£275.

John Sloan

Tel; 0785 164 2255



FOR SALE

1967 MGB GT



**For More Details
Contact
Ed Glaister
07776 491393
Email :
edgsm2@gmail.com**

Lancashire Automobile Club

Fellsman

22nd May 2021

POSTPONED

Did you hear about the man who had a bag of plaster
land on his head?

He was rendered unconscious!

FOR SALE

2002 Honda Integra DC5



**Maurice Ellison
07788 723721
Email : sd34news@gmail.com**



MSN Rally Championship

It's the news you've all been waiting for!

We've worked tirelessly over these last few months
to bring some rallying back and...

WE HAVE A BRAND NEW CALENDAR!!!

Snetterton Stages

Sunday 25th April 2021

Snetterton

Neil Howard Stages

in a/w G Coffey Solicitors

Monday 31st May 2021

Oulton Park

Lee Holland Stages

Saturday 3rd July 2021

Anglesey Circuit / Trac Môn

SMC Stages

Sunday 4th July 2021

Anglesey Circuit / Trac Môn

Wallasey Motor Club Embraces the Challenge

In the past year we have all seen significant changes to how we live and the impact it has had on our family, financial security, social lives and of course our hobbies.

We have seen countless events postponed, postponed again and cancelled, prolonging our period of isolation and the consequential effects it has had on our mental health. We have all had to diversify, online meetings, zoom training sessions and online events.

Wallasey Motor Club took it a step further, creating the Cataclean Promenade ERally for gamers which successfully ran on the 4th and 5th of September 2020 with 202 entrants from 21 countries from around the world.

Tam, Adam and the creative team spent weeks creating championships and delivering Dirt Rally 2.0 to reach out to our Rally Friends across the globe to keep rallying alive and in our homes. We introduced our new sponsor Cataclean and 9 exquisite glass trophies were awarded to those who succeeded in the different classes and were gratefully received which is unheard of in the normal gaming world.

A total of 5 classes were run, H1 front Wheel Drive, H2 rear Wheel Drive, Group A, R5 and WRC which gave a huge variety of different vehicles from VW Golfs to Subaru WRC Imprezas.

There were also trophies for fastest ladies, fastest novice and fastest Wallasey Motor Club Driver as well as a trophy for the overall winner.

PC Gamers were able to create and brand their own rally cars and PS4 and Xbox users had a wonderful selection of beasts to play with too.

The stages consisted of 65 miles of tarmac with wet and dry conditions simulating the Promenade Stages with a couple of night stages for good measure testing even the best of drivers.

There were some impressive crashes too with video capture uploaded to our Facebook page, which left us wondering how did they manage them? It was all great fun in our darkest of times!

With this in mind, Wallasey have decided to run a similar event again in April ahead of any Promenade Stages preparations.

Whilst we wait for our rallying to return to our roads, tracks and forests it's an excellent way to keep the sport alive and just maybe, you'll be receiving one of our coveted trophies.

To access further information on the event, please search on Facebook for Cataclean Promenade Stages ERally or keep an eye on the Wallasey Motor Club Facebook Page, it is open to everyone, no fees or membership required although we always welcome new faces in our ever growing, forward thinking rally family.

We'd also like to thank our sponsor Cataclean for all their interest and support in what we are trying to achieve as a club along with our own creative team for keeping the dream alive.

We will see you all out there in 2021.

Tam Doerfel Hill & Amanda Baron : Wallasey MC



A doctor's toilet was blocked so he rang the plumber. The plumber said "It's early hours of the morning can't it wait?" The doc said "If you were ill I'd have to come out". The plumber said "Fair enough" and called at the docs. He lifted the toilet seat and threw in two paracetamol and said "Give it a few days and if it's still the same give me a call"

Club Webinar TimingAppLive

Description

This webinar will include a demonstration and training session for Sapphire solutions' TimingAppLive. The App is a great way to time Autotest and Autosolos and produces results instantly, also removing the need for paper and pen making it covid safe.

If you download the app beforehand, you will have the chance to try it out by timing a car on a video and see how it all works for yourself. Once you have registered for this webinar you will receive a confirmation email with details of how to register for the demo event.

Time

Apr 13, 2021 07:00 PM

Webinar Registration

https://zoom.us/webinar/register/8816161679736/WN_3EuYIxQrTIWVnkS5EQXgYQ

TimingAppLive

For those that wish to include "Timed Tests" within their rallies, TimingAppLive can be used for the competitor timing with the App or Timing equipment.

To assist with how the Timing App can be used, I am holding a Webinar with MSUK on Tuesday the 13th of April

See <https://www.facebook.com/groups/timingapplive> for details and a sign-on link

Lancashire A.C. Rally of the Bridges

**SATURDAY, 22 MAY 2021
AT 10:30 UTC+01**

**The Wheatsheaf Inn,
Garstang, PR3 1EL**

A Classic Tour re evoking the spirit of the original Rally of the Bridges from the early 1950's. Starting and finishing at the Wheatsheaf in Garstang the route takes in the Lancaster canal and the Hodder Valley crossing many canal, railway and river bridges as it travels some 75miles through great countryside. The Route book is in the style of the 50's event with simple written directions.

Oulton Park to host British Rally Championship opener

The iconic Oulton Park Circuit will provide the Motor-sport UK British Rally Championship with a history making opening round of the 2021 season commences with the Neil Howard Stages in association with Graham Coffee & Co. Solicitors on May the 31st 2021

Updated 2021 Motorsport UK British Rally Championship Calendar

Round 1	31 May	Neil Howard Stages in association with Graham Coffey & Co. Solicitors
Round 2	10 July	Nicky Grist Stages, Builth Wells
Round 3	14 August	Grampian Forest Stages, Banchory
Round 4	24/25 September	Trackrod Rally Yorkshire, Scarborough 2
Round 5	8/9 October	Beatson's Building Supplies Mull Rally, Isle of Mull
Round 6	30 October	Visit Conwy Cambrian Rally, Llandudno

Incident Plan For Club Events

Risk Assessment for Event Organisers

For at least the past 3 years ANWCC has had links on its Website to the above documents

- These documents are a simple guide to running Club Mototport Events safely.
- They are also a MSUK requirements .
- Should the Local Authority or Police visit your event then they would expect organisers to have in place both an 'Incident Plan' and a 'Risk Assessment'.

www.anwcc.co.uk

Besides the Information above there is a whole range of very useful help ranging from Championships, Regulations for forthcoming events, Results (*well there would be if there were any events to have results for!*) The list goes on.

JRT Enville Stages

Saturday 24th July

Ty Croes

Anglesey Circuit

A round of the Mini Challenge

Regs :-

www.warringtondmc.com

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Warrington, WA4 1PH



THE COMBRAKE MOTORSPORT STAGES.



Where: Three Sisters Race Circuit, Wigan. When: Sunday 09th May 2021. How much: £190.00.
 Mileage: 28 Miles. Number of Stages: 12. Surface: All sealed tarmac/adam.

Championships: 1 The ANWCC Stage Rally Championship 2021.
 2 The ANWCC All-rounders Championship 2021.
 3 The ANWCC Ladies Rally Championship 2021.
 4 The SD34MSG Inter Club League 2021 supported by Gazzard Accounts.
 5 The SD34MSG Stage Rally Championship 2020 supported by Gazzard Accounts.
 Send your entries to The Entries Secretary, Helen Fox,
 Telephone 01942 715653 between the hours of 19:00 - 21:00.

Marshal's & Timekeepers wanted please contact Tony Jones the Chief Marshal on:-
 E mail:- tj099@gmail.com MSA permit No. 120679.

Regulations & Online Entry Forms can be downloaded at:-
www.wiganmotorclub.org.uk

Also a Round of the Mini Cooper Challenge

Closing date for entries:- 02/05/2021.



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4kg Haylo

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Plumbed in saloon car
system FIA Approved
to Technical list I6
EX057.I9



Mechanical

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Mechanical/Electrical

Plumbed in saloon car
system FIA Approved
to Technical list I6
EX056.I9



Mechanical



Electrical



Electrical

FIA APPROVED

FIA APPROVED



2 & 3 Kg Haylo Hand Held

Haylo is a Halon
replacement
extinguishing medium



2.4 Litre AFFF Hand Held

Motorsport UK
compliant our AFFF
uses Aerospace grade
aqueous foam



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 Blackburn, Lancs, BB1 8DJ

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Rockingham: Ex-racetrack used to store thousands of vehicles



Aerial pictures show how thousands of used vehicles are being stored at a former motorsport venue.

Rockingham Motor Speedway Circuit, near Corby in Northamptonshire, is used to store vehicles, many of which are former hire and ex-lease vehicles.

Racing at the track **ended in 2018** and the venue has been turned into a logistics hub for the car industry.

The 250-acre site, owned by **Rockingham Automotive Limited**, has storage capacity for 50,000 vehicles.



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- * National Motor Rallies
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- * Musical Festival
- * Ballroom Dancing Festival
- * Open £200 Bowls Tournament
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- * Family "Picnic" Chalets

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rally

AT
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anglesey
circuit
racing

JUST £140
FOR THE DAY

PRICE PER TEAM OF DRIVER AND CO-DRIVER



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

UPCOMING EVENTS

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

BOOK ONLINE AT RALLYTRACKDAYS.COM

OR CALL THE CIRCUIT OFFICE ON 01407 811400

SD34MSG

Road Rally Championship

Dates for 2021

Date	Event	Club	Location	Confirmation
24/25-Apr	Ryemoor Trophy Rally	Malton MC	Map 100	CANCELLED
2-May	MOCP 61 Targa	Stockport 061	Weeton	Confirmed date with ANWCC calendar
22/23-May	John Robson Rally	Hexham & Dist MC	Northumberland	CANCELLED
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	New Date 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.

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), 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. 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
18-Apr	Autotest	Yes	Ai&PMCC	A&PMCC A/T 4	Rock & Heifer,	Non R/R
18-Apr	PCA	Yes	Ai&PMCC	A&PMCC PCA 4	Rock & Heifer,	Non R/R
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	CANCELLED	
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	CANCELLED	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	CANCELLED	
22-May	Stage Rally	Yes	Knutsford & DMC	Plains Rally	Postponed	Stage
22-May	Touring Assembly	No	Lancashire AC	Fellsman Classic Car Run	Postponed	None
22-May	Touring Assembly	No	Lancashire AC	Rally of the Bridges, Tour	Wheatseaf, Garstang	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
Mon 31 May	Stage Rally	Yes	Neil Howard	Stage Rally	Oulton Park	Stage
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

Sprint & Hillclimb

Stage Rallies

Road Rallies

Non Race/Rally

Others

Date	Discipline	League	Club	Title	Venue - Notes	Champ
3-Jul	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 2	Barbon	S&HC
3rd July	Stage Rally	Yes	PDMC / GPMC	Lee Holland Stage Rally	Anglesey Circuit,	Stage
14 July	Stage Rally	Yes	Stockport 061 MC	Altratech SMC Stages	Anglesey Circuit	Stage
4-Jul	Autotest	Yes	Knutsford & DMC	Tim Sargeant Autotest		Non R/R
5-Jul		Yes	Knutsford & DMC	KDMC PCA 4		
10-Jul	Touring Assembly	No	Lancashire A C	Coast to Coast Car Run		None
17-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 2	Blackburn Services,	Non R/R
17-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 2	Blackburn Services	Non R/R
18-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 3	Blackburn Services,	Non R/R
18-Jul	Autotest	Yes	Under 17 MC NW	U17MC Autotest 1	Blackburn Services,	Non R/R
18-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 3	Blackburn Services,	Non R/R
18-Jul	Hillclimb	No	Mid-Cheshire MC	Scammonden Up't Brew	Scammonden Dam,	S&HC
18-Jul	PCA	Yes	Hexham & DMC	The Northern Dales PCA		Non R/R
24-Jul	Stage Rally	Yes	Warrington & D MC	Enville Stages Rally	Anglesey Circuit	Stage
24-Jul	Targa	Yes	Stockport 061 MC	Summer Targa		Road
24-Jul	Trial	Yes	Ai&PMCC	Haw Park Car Trial		Non R/R
25-Jul	Sprint	Yes	Longton & DMC	Sprint 6	3 Sisters, Wigan	S&HC
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
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	

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

Date	Discipline	League	Club	Title	Venue - Notes	Champ
1+2-Oct	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man	Stage
2-Oct	Sprint	Yes	Longton & 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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Daffodils and crocuses are showing us that Spring is upon us and the news of the roadmap out of lockdown from the government is giving us optimism for Summer.

Motorsport UK have confirmed that the racing season can start in England from 29 March and tentatively in Scotland by May and the other devolved powers hopefully too will announce start dates soon. A daily changing picture is making it hard to keep up but we will update you as soon as we have further information.

We will be starting how we finished before entering the last lockdown with the same PPE measures and limitation on numbers. A reminder of what this means will appear on Motorsport UK website shortly (<https://www.motorsportuk.org/covid-19/>). However it is hoped that as government restrictions lift Motorsport UK will also allow us to return to some normality and allow trainees and newbies to join the orange family in full.

Unfortunately a few race events will be cancelled and some postponed and we will update the volunteering database accordingly. Rally dates have been shuffled around but hopefully we can get to hear some engines burbling along forest roads soon too.

Training too has taken a bit of a knock but the North West region and BRMC are planning some virtual sessions later this month to which anyone can attend as a refresher before the season starts. So keep your eyes peeled for registration information and log on details.

Our ambassadors are sharing their thoughts on 2020 and looking forward to this year. We are making these available on all our social media platforms including our YouTube channel (https://www.youtube.com/channel/UCzHb_BsGhaNI4TL5XD2C8Uw) so subscribe and see what they have to say!

I was positively stunned earlier in February to receive the BWRDC Non-competing Gold Star award - what an honour. Thanks to National Council who sneakily put me forward for this award without my knowledge and thanks to all of you who sent me messages of congratulations.

So now is the time to dig out your overalls and check they fit - those wardrobe fairies have tightened my seams. And check out your kit - hopefully you don't find any food you left behind from last season.

But if you do find you are in need of replacement overalls Lille racewear are available to meet your needs. And of course thanks to all our sponsors who despite the previous 12 months' difficulties have all confirmed their continued support through 2021 which means despite an increase in costs we are able to fully subsidise the cost of overalls.

Thanks to Ginetta, Polyflor, NGK, CSCC, MGCC, Tiga cars and Cataclean.

Nadine Lewis : BMMC Chair

BMMC North East (BRMC)

"I'm Tim Bendelow - BMMC NE (BRMC) region's new Rally Rep, as Rob Miller - the previous rep. stood down at the end of last year.

My aim as Rally Rep. is to inform you - the rally marshals of the region, of forthcoming rallies & encourage you to contact the rally Chief Marshal direct to volunteer your services for that event.

I will not be chasing-up marshals for an event - individual marshals ought to know what event/s they've volunteered for & noted all the relevant information required. I will only act as the initial link between the organising club & the volunteers.

If organisers could provide details of any changes to their events, including the Chief Marshal's contacts; either direct to me or via 'Spotlight' , that would be appreciated. "

Regards,

Tim Bendelow

BRMC NE Region Rally Rep. BRMC "Jupiter 21" radio call-sign. Email : tim62cb@gmail.com





NESCRO

Historic Motorsport In
The North Of England & Scotland



2021 Calendar & Challenge Rounds

	Berwick	Berwick & DMC	Now 2022
Sat 22nd May	KLMC Targa (Lockdown 3?)	Kirkby Lonsdale MC	Historic/Targa
Sun 23rd May	William Paterson	South of Scotland CC	Targa
Sun 6th June	Rallye East Yorkshire	Yorkshire Wolds MC	Historic/Targa
Sun 20th June	Lake District	Wigton Motor Club	Historic/Targa
Sun 18th July	Northern Dales	Hexham & DMC	Historic/Targa
Sun 1st August	Pennine Targa	Airedale & Pennine CC	Historic/Targa
Sun 15th August	Blue Streak	Spadeadam MC	Historic/Targa
Sun 5th September	Wearside	Durham AC	Historic/Targa
Sun 19th September	Doonhamer	South of Scotland CC	Historic/Targa
Sun 3rd October	Solway Coast Targa	Solway Car Club	Historic/Targa
Sun 17th October	Solway	Wigton Motor Club	Historic/Targa
Sun 24th October	Lindisfarne	Tynemouth MC	Historic/Targa
Sat 13th November	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

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 Takeaway 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





Clitheroe & DMC

MOTORSPORT

**Club Nights
and**

Outside Broadcasting

Tuesday 6th APRIL @ 8:00pm
Myles Gleave



Tuesday 13th APRIL
SCATTER Round 5
O/S Map 103
See CDMC Facebook Page
for more details
CoC Gareth Shepherd
15 Car Maximum

Tuesday 20th APRIL
Committee Night

Tuesday 27th @ 8:00pm
Neil & Claire Raven



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

Association of North East and Cumbria Car Clubs

Training Sessions 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

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

Leigh Macdonald	Imacdonald555@aol.com
Anthony Jamieson	anthony.jamieson@live.co.uk
Neville Simmons	Neville.simmons@live.co.uk

Alnwick & DMC

The Tyneside Stages Rally Otterburn Ranges

1st August 2021

The Tyneside Stages Rally is planned to run on the 1st August 2021. Held on Otterburn Ranges we look forward to a return to rallying on the undulating roads and conditions that the middle of summer on the range road gives us.

As ever a rally needs marshals, time controls, marshals, start and finish crews (and a few more marshals) to run the event



061 Targa Rally 2nd May 2021 Weeton

Airedale & Pennine MCC New Date 18th of APRIL



A&P's pca/autotest due for 11th April was one day short of the opening up. So msuk agreed to move the permit dates a week later to 18th April

We are trying to get Motorsport back to normal ASAP. See you at the Rock & Heiffer

A bloke finds a lamp and rubs it, out pops a genie.
Genie says "I can grant you 1 wish and 1 wish only."

The bloke says "I want to live forever."

Genie says "I cannot grant this wish, you will have to wish again."

Bloke says "OK, I wish to live until PNE get to the Premier League."

Genie says, "You sneaky bastard!"

TWO PEAKS MC

www.twopeaksmotorclub.uk
Welcome to the
IK Sport Classic
'Tour of the Peaks' 2021
19th June 2021

- Start at the Oil Can Café, in the Carding Shed, Holmfirth, West Yorkshire - www.thecardingshed.co.uk
- Lunch Halt at Chatsworth House with buffet and private parking for competitors - www.chatsworth.org
- Finish at the Barrel Inn, Bretton with an evening soiree after the event - more information TBA - www.thebarrelinn.co.uk
- Approx. 150 miles of route through the scenic Dark and White Peaks of the Peak District.
- Supplied Quality Paperwork and Road Book with an all tulip navigational route.
- Visit Progress Controls and record Code boards along the route.
- Average speed timing.
- Open to Sports, Historic and Classic cars.
- No Competition licence needed.
- Breakfast and Lunch included in £75 entry fee (for 2 people).

- Regulations & Entry Form will be released on the 3rd January 2021 via our website at www.twopeaksmotorclub.uk
- To go on our Newsletter mailing list please email the Tour at info@twopeaksmotorclub.uk or sign up via our website

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Manx Auto Sport

PokerStars

1st & 2nd October 2021

Clitheroe & DMC



Hall Trophy Road Rally

12th 13th June 2021

I would just like to bring to your attention that Clitheroe and District Motor Club are intending to run the Hall Trophy as a road rally (covid-19 permitting).

The Hall Trophy in recent times has been a very successful single venue stage rally. But this will not be the first time it has run as a road rally. The event started out as a road rally.

It will be run on an Inter-club (formally Nat B). The event is to be run over the weekend of 12th 13th June and will be a round of the SD34 road rally championship.

My intention was to run this event last year but as we all know Covid got in the way. The idea was to address the lack of events currently being run (in normal times) within the North West.

The format is to be what I would call a half nighter. 78 miles of no nonsense rallying. One time card. No petrol. No breakfast. . All Pre Plot. If you have done the Clitheronian then you know what to expect. Should all be done by 03:30. Crews to head home after the Last MTC. Results will be provisional later in the day online for one hour. In which time crews can make their queries. After which results will go final.

I realise that due to the limited mileage that this would appeal more to local crews. However anyone willing to travel will be most welcome.

Regs out early May (at www.clitheroedmc.co.uk)

Kind Regards

Paul Buckel C of C

Chief Marshal : Maurice Ellison

Email sd34news@gmail.com

Tel 07788723721

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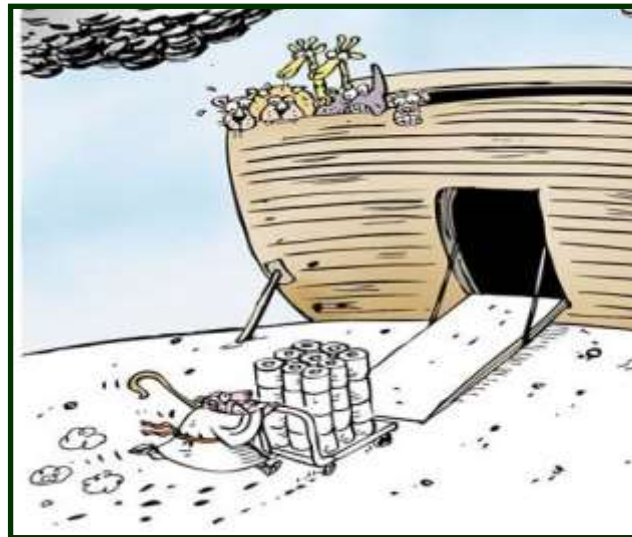
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Motorsports Photographer & Journalist

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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.pemprokeshiremotorclub.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 Calendar (version 4)

CANCELLED		White Rose Classic	Malton MC
2	19 Jun	East Anglian Classic	Chelmsford MC
3	3rd Jul	North Yorkshire Classic	York MC
4	1 Aug	Cotswold Classic	Tavern MC
5	8 Aug	St. Wilfreds Classic	Ripon MC
6	4 Sep	Hughes Historic	Blackpalfrey 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

JUNE 12/13 SLATE MOUNTAIN
JULY 17/18 SWEET LAMB
SEPT 18/19 KIELDER
OCT 09/10 WALTERS

BXCC21

*** Entries Live at 7pm March 7th ***

BRITPART
British Cross Country
Championship

CROSSCOUNTRYUK.ORG

BXCC

2021 Calendar

- June 12th & 13th Slate Mountain
- July 17th & 18th Sweet Lamb
- Sept 18th & 19th Kielder
- Oct 8th & 10th Walters Arena

www.crosscountryuk.org

Kirkby Lonsdale MC Devils Own Targa & 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 **22nd of May**, open to all cars, historic and modern. Will this event become by default the **Lockdown Tests, Part Three?**

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

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

Martyn Taylor

Lancashire AC St Georges Day Run Sunday 25th April

Regulations now available for the Lancashire Automobile Club St Georges Day Run. For full details please click on link http://lancsautoclub.com/?page_id=168

Our season opener, the St Georges Day Tour will take place on Sunday 25th April. This year we start from Blackburn and go north for a coffee halt just outside Cone before going south east to Hebden Bridge before returning via Haslingden. To comply with covid restrictions we won't have refreshments at the start or the buffet at the finish (entry fees have been adjusted accordingly!)

The event is open to Vintage, Classic and Cherished cars. The route book will be a simple Tulip Road Book with full written directions.

At present we will have to run things a little differently to ensure covid compliance so, for now, we will be sending the route books to entrants with the Final Instructions so they can be printed off. We will also send signing on sheets and a covid indemnity form (an insurance requirement) ahead of the event. Entrants will be given a start time and we ask that they arrive around 10 minutes in advance. All that is then needed is for the required paperwork to be handed over and the entrant may then start the event. This minimises social contact and the creation of groups in excess of the regulations. At the finish, entrants will be welcomed, but asked to leave again to minimise social contact. For the St George Tour we won't have 'rally plates', this is to minimise the events profile. All these covid changes will reduce the events costs and these too will be reflected in the entry fee.



ROGER ALBERT CLARK RALLY

26th November SS10 & SS12 Falstone Stages

That's Motorsport have been asked to run the SS10 & 12 Falstone stage of the 2021 Roger Albert Clark Rally on Friday 26th November.

Stage Commander: Dave Brodie

Deputy Stage Commander: Jon Aston

The stage is located on the north side of Kielder Water with entry from Kielder Village and exit over the dam. The stage is a gnat's whisker under 12 miles with 26 marshal locations and runs twice with sign on at around 1pm, and we should be finished by around 9pm. With an expected starting entry of 150 cars, it should be an excellent day.

We are looking for marshals of all disciplines - timing, radio, sector and in-stage

Email Dave Brodie on davebrodie1@googlemail.com or phoning 07795 253563 (He drives for a living so please leave a message if he doesn't answer). Could you also please confirm that you're either a Registered Marshal (an emailed picture of your 2020 marshal card or accreditation certificate would be great) or have completed the on-line accreditation.

There may also be an opportunity to marshal on a third stage in the day as Karen Spencer is commanding the Pundershaw stage in the morning - karens@silkrallyradio.com

If you are interested in becoming a rally/cross country marshal, you can become accredited in less than an hour by completing the new online training and accreditation scheme. Simply click [Logon to or Register with Motorsport UK](#) Once logged in follow the links for "Online Training".



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/>



Fell Side Auto Club

Blagill PCT

(near Alston)

25th April 2021

The demise of the Northern Classic Trial in February was inevitable but we tried our very best to organise another in April outside the North Lakes forests with no luck.

I was, like many, banking on our other (almost) local trial The Yorkshire Dale's in May only to receive news that it too has been cancelled due to the organisers not being able to get out and personally communicate with land owners.

For those itching to compete and in some cases try out their freshly built vehicles Fell Side Auto Club is organising a PCT at the Blagill venue near Alston on the 25th April. The venue is suitable for those vehicles with reasonable ground clearance or underbody protection. Those with low front valances will find it too rough. At present invited clubs are Fell Side Auto Club, Wigton Motor Club, VSCC, MCC, Preston and District Vintage Car Club, Aire-dale and Pennine Car Club. If you are from another club and interested please let me know and i will add your club to the invited list. If anyone is interested in taking part please email me and I will send the relevant paperwork soon.

At present we are running with a no passenger rule but that may change depending on MSUK rules. Anyone interested in marshaling will be welcomed and again please contact me for the relevant forms.

The competition will, of course, be run to MSUK Covid rules.

Pictures of previous PCTs at the venue can be seen on the left or our web site at www.fellsideac.co.uk

My contact email is

mykepocock@yahoo.co.uk

or call me on 01228530555.

www.fellsideac.co.uk



Association of North East and Cumbria
Car Clubs



Regional
Association

www.aneccc.co.uk

**First Marshall
on Scene**

Training

Wednesday 21st April
7pm to 9pm

via Zoom

Training delivered by Karen Spencer & Jim Maguire

CELEBRATE THE GLORY DAYS OF MOTORSPORT
CLASSIC NOSTALGIA
17-18 JULY 2021



Celebrating the Glory Days of Motorsport

Great cars from across motorsport history will gather at Shelsley Walsh for the Classic Nostalgia meeting on 17-18 July. This year marks the 10th anniversary of the popular annual event, which features a spectacular blend of competitive action on the famous hillclimb, demonstration runs, classic-car displays, trade stands and vintage-themed entertainment.

What's on...

Full weekend of action at Shelsley Walsh, both on and off the hill

Colin McRae and Richard Burns tributes will form part of rally spectacular

Classic & Sports Car Concours d'Elegance set to return
Live music and entertainment in the Courtyard



Shelsley Walsh to celebrate rally greats

Twenty years since Richard Burns dramatically won the World Rally Championship in a final-round showdown, the late Englishman will be honoured with a selection of his cars – including the Subaru Impreza in which he won the 2000 Safari Rally.

The man that Burns beat in that 2001 WRC title fight was Colin McRae, and Classic Nostalgia will also be paying tribute to the legendary Scot. McRae already had a World Championship under his belt, having won it in 1995 with Subaru. With the COVID-19 pandemic having forced the cancellation of events marking the 25th anniversary of that famous success, McRae's spectacular career will be remembered at Classic Nostalgia.

Ralli22 will be returning to Shelsley Walsh. Always a crowd favourite, the 40 strong rally class entry list features an awesome selection of Group A, Group B and WRC cars all competing on the hill. They will include a number of rarely seen cars, such as an ex-Tony Pond Metro 6R4, an ex-works Lancia 037, an ex-Carlos Sainz Ford Focus WRC, a Ford RS200 and a Group B Nissan 240RS.

The chance to see these immensely quick machines flat-out at close quarters is something not to be missed



Legendary cars

Few motorsport series are as fondly remembered as Formula 5000, and historic racer Matthew Wurr will be demonstrating a thunderous McLaren M10B during the Classic Nostalgia weekend. Powered by a 5-litre Chevrolet V8 engine, this car was run by well-known entrant Sid Taylor in 1970 and carried Peter Gethin to the British F5000 Championship. It was then used in speed events throughout the 1970s, and twice won the British Sprint Championship.

There will more V8-powered excitement thanks to the presence of the ex-Pedro Rodriguez BRM P154 Can-Am car. The Mexican ace drove chassis number two in three rounds of the 1970 Can-Am Challenge Cup – a series renowned for its 'no holds barred' action.

The McLaren and BRM will be joined at Shelsley Walsh by the Ecurie Ecosse LM-C, a new car that pays homage to the Scottish team's motorsport success during the 1950s. The company will be producing seven handbuilt LM-Cs to evoke the Jaguar C-types that it ran in period, with the XK engine enlarged to 4.2 litres and fitted with fuel-injection to bring power up to 300bhp.



Car clubs

Classic Nostalgia is the perfect event at which to hold an annual car club gathering in the most picturesque setting. Car clubs are actively encouraged to take part in the flagship event. All registered car clubs can reserve their own designated club display area right in the heart of the event. An award will be given to the best presented club stand.

Acknowledgements

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

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

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

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

Jokes, Photographs, Information, reports etc

Terry Martin,	Steve Entwistle,
Rod Brereton,	John Rhodes
Richard Hart	Bruce Lindsay
Jem Dale	Steve Butler,
Greg Harrod	Tony Vart
George Jennings	Keith Thomas
Tony Lynch	Lauren Hewitt
Tommi Meadows	Ernie Larton
Bob Hargreaves	Tony North
Songasport	Ed Graham
Paul Goodman	Dave Williams
Niall Frost	Bill Honeywell
John Harden (LiMC)	Matt Hewlett
Dean Willan (KLMC)	Dave Thomas
Ian Harwood	Geoff & Maggy Bateman
Paul Gilligan	Andy & Jess Crawley

Phil James of Pro-Rally, Geoff Bengough
Bill Wilmer & The Gemini Communications Team
Keith Lamb (Gemini 9) Ian Davies (Gemini 23)
Peter Langtree (Gemini 48) Tony Jones (Gemini 56)
Les Fragle (Gemini 3) Steve Coombes (Gemini 5)
Adrian Spencer (Adgespeed) Phil Andrews
Tom Irvin Photography David Bell (Gemini 61)
Paul Gilligan 'Inside the Industry'
Duncan Littler Speed Sports Photography

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

Steve Johnson

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

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

SD34MSG



Next Meeting

**Wednesday May 17th
by Zoom**

ANCC



Next Meeting by Zoom

Monday 19th April

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

Next Meeting, via ZOOM

**Just wishing we were back at the
Kilton Inn, Warrington Road, Hoo Green
Knutsford, WA16 0PZ**

**Tuesday May 11th
<http://anwcc.co.uk/>**

ANECCC



Regional Meeting

Thursday 15th of April

Via Zoom

<http://www.aneccc.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 May Edition is
Wednesday the 28th of April
which is due out on**

Friday the 30th of April

PLEASE Email Reports etc. ASAP
to **Maurice Ellison** at :

sd34news@gmail.com

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